AGENDA FOR

OVERVIEW AND SCRUTINY COMMITTEE

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To: All Members of Overview and Scrutiny Committee

Councillors : J Southworth, M Rahimov, T Pilkington, L Ryder, A Chaudhry, N Bayley, S Haroon, C Birchmore (Chair), J Sheppard, J Rydeheard and J Roith

Dear Member/Colleague

Overview and Scrutiny Committee

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

Date:	Monday, 29 June 2026
Place:	Council Chamber, Bury Town Hall
Time:	7.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

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

3 PUBLIC QUESTION TIME

A period of 30 minutes has been set aside for members of the public to ask questions on matters considered at the last meeting and set out in the minutes or on the agenda for tonight's meeting.

4 MEMBER QUESTION TIME

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

5 MINUTES *(Pages 5 - 14)*

Minutes from the meeting held on 10th February 2026 are attached.

6 APPOINTMENT OF CORPORATE PARENTING CHAMPION

Each committee meeting is required to have a nominated Corporate Parenting Champion; they will receive training from Childrens Services and will be responsible for advocating for Corporate Parenting matters in each committee. Champions will be appointed by each Committee at their first meeting of the municipal year.

7 BURY WEST TRANSPORT FRAMEWORK *(Pages 15 - 80)*

Report of the Leader of the Council, Councillor Eamon O'Brien is Attached for information at the request of the previous Chair of the Committee Councillor D Vernon

8 BURY LOCAL PLAN *(Pages 81 - 342)*

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

9 THE ADOPTION OF THE SIMISTER BOWLEE DEVELOPMENT FRAMEWORK SPD *(Pages 343 - 524)*

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

10 THE ADOPTION OF THE ELTON DEVELOPMENT FRAMEWORK SPD *(Pages 525 - 716)*

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

11 THE ADOPTION OF THE WALSHAW DEVELOPMENT FRAMEWORK SPD
(Pages 717 - 868)

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

12 URGENT BUSINESS

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

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Agenda Item 5

Minutes of: **OVERVIEW AND SCRUTINY COMMITTEE**

Date of Meeting: 10 February 2026

Present: Councillor D Vernon (in the Chair)
Councillors J Southworth, M Rahimov, D Green, T Rafiq, E Moss, C Birchmore, G Marsden, J Harris and S Haroon

Also in attendance:

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

Apologies for Absence: Councillor A Arif and Councillor T Pilkington

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OSC.86 APOLOGIES

Apologies were received from Councillor Fitzgerald and Councillor A Arif.

OSC.87 DECLARATIONS OF INTEREST

There were no declarations of interest.

OSC.88 MINUTES

That the minutes of the meeting held on 9 December 2025 be approved as a correct record and signed by the Chair.

OSC.89 PUBLIC QUESTION TIME

There were no public questions.

OSC.90 MEMBER QUESTION TIME

Councillor Berry asked a question about the cost of budget consultation and whether the response was poor and not value for money?

Councillor Thorpe responded stating that he didn't believe it was a poor consultation. 726 respondents was an improvement on the previous years consultation. Councillor Thorpe reminded member that the consultation is an exercise we undertake with the public and act as transparently as possible. He committed to getting back to Councillor Berry with cost information.

Councillor Berry asked a question about Elton Resevoir and whether the council will ensure all ecological surveys are acknowledged and protections put in place.

Cllr O'Brien responded confirming we could take confidence in the plan as it has been one of most scrutinised plans in country, in-depth and over a decade and has withstood the test at

public hearings. There is no dispute that this will cause an impact, however putting in as much protection as possible including mitigations around bio diversity net gain.

Councillor Mike Smith asked a question about budget and what exploration has been done on increasing rents will have on residents in general and especially those not in receipt of housing benefit. Councillor Thorpe responded confirming that we had followed national guidance on rent setting and an impact assessment had been carried out.

Councillor Mike Smith asked a question about the development frameworks and whether it is likely the requirements for PFE may make some schemes unviable or that developers can claim requirement for affordable housing is unviable?

Councillor O'Brien confirmed that developments are means tested through the planning applications and it is hard to pre-empt every question / application that comes forward having these frameworks in place is a way for the council to keep developers in check, Council has good reputation about going above and beyond requirements and delivering affordable housing he remains confident we can continue to deliver affordable housing

OSC.91 ANNUAL HRA BUDGET 2026/27 & RENT SETTING

Councillor Thorpe introduced the budget reports, noting that rental costs were increasing and that, following the budget-setting process, the Council faced a structural gap of just under £10 million. The priority remained to deliver a sustainable and legally compliant budget, as required by the Section 151 Officer. A zero-based budgeting exercise had been undertaken, which concluded that the authority was likely facing a deficit in the region of £14 million due to increased demand pressures, higher than expected pay awards, and inflationary costs.

Directorates had been challenged to identify savings, as discussed at the previous Overview & Scrutiny meeting. Some progress had been made, supported by an improved government settlement and a £1.6 million movement relating to the Greater Manchester pension fund. The remaining budget gap now stood at £3.9 million, reflecting significant progress, although the overall challenge was becoming increasingly difficult, particularly given rising demand in adult and children's social care and the increasing costs associated with meeting that demand. Work was ongoing to ensure that emerging pressures did not undermine the Council's future financial resilience.

The Chair, Councillor Vernon, noted that a substantial portion of the budget had been considered in December and acknowledged the delayed publication of the papers. The Director of Finance explained that the timing of the meeting had contributed to this, with Cabinet papers being published first, and confirmed that meeting cycles would need reviewing. Significant detail within the government settlement also required further analysis.

Councillor Birchmore asked questions regarding the highways budget (page 135), specifically the amount allocated for road resurfacing and the reason £9.5 million had been rephased. She also asked whether any staff redundancies were planned for the forthcoming year. Councillor Thorpe confirmed that project delivery was expected toward the latter part of the budget window, highlighting a maintenance allocation of £2.549 million, He confirmed that no redundancies were planned,

although reductions in agency staffing, improved management of sickness absence and exploring different ways of working would contribute to savings.

Councillor Moss raised a question about financial risks linked to school academisation. Councillor Thorpe explained that it was now easier to predict which schools might convert, with only a small number still outside trusts. Catholic and Church of England schools were under no pressure to academise, and any deficits would return to the Council upon conversion. He noted that a school could move between surplus and deficit within a year. The Director of Finance added that the Council had a clear understanding of school-related financial risks, particularly through services traded with schools, and confirmed that the Commercial Board monitored risks to ensure services remained cost-effective. Councillor Thorpe added that financial planning depended heavily on pupil numbers.

Councillor Moss also asked about the projected decline in reserves over the next three years and noted the absence of reference to the budget stabilisation reserve. Councillor Thorpe explained that the reserve covered both budget and business stabilisation but would not be sufficient to close the gap on its own. Detailed information was available in the annex, and Neil agreed to confirm its exact location. Councillor Green queried uncommitted reserves, and Councillor Thorpe said this work remained ongoing. The Director of Finance confirmed that some reserves had been identified and moved into the stabilisation reserve and that further review work across all reserves was underway.

Councillor Rahimov raised questions about proposed savings in temporary accommodation, acknowledging the difficulty of estimating demand. The Director of Finance noted that Cabinet had agreed a report in December outlining plans to purchase properties to support the service. Councillor Thorpe reiterated the importance of having a clear plan. Councillor O'Brien commented that demand projections were difficult due to national trends, but officers were reasonably confident in the planned savings even if demand continued to increase.

Councillor Birchmore raised further questions about leisure subsidies and rephasing of capital projects. Councillor Thorpe advised that leisure services were becoming more commercial, with growing membership and fee increases aligned to inflation, subject to consultation. Capital rephasing was monitored monthly by the regeneration board, with inflation factored into project planning and any additional cost requests requiring Cabinet approval.

Councillor Boles asked about preparations for recent changes to SEND funding. Councillor Thorpe welcomed the developments, including national funding to address local authority deficits, with an estimated 90% of Bury's deficit expected to be written off. Further changes were anticipated, and reforms to the wider SEND system were expected. The Director of Finance noted the announcement was very recent, with early indications that around £2 million of the deficit might remain, but councils would not be disadvantaged under the approach. Officers were working through contributions made to determine what could be offset, with the expectation that some funding could return to the stabilisation reserve.

Councillor Harris asked whether this would impact council tax levels. The Director confirmed that while it reduced financial risk on the corporate risk register, it would not directly reduce council tax.

Councillor Moss sought further assurances regarding the Council's financial resilience. Councillor Thorpe confirmed that several steps were in place before issuing a Section 114 notice and that the three-year settlement was an improvement on previous years. Over £100 million was spent on staffing and a significant sum on adult and children's social care. Demand reduction work was underway with InPower, initially in adult social care and now extended to children's social care. Examples included appropriate transitions from residential care to foster placements or family homes. All services would be expected to identify cost reductions in the new financial year, supported by new technology including AI. He noted the seriousness of the financial environment but remained confident that improved procurement and contract management would support value for money. Councillor Moss welcomed the activity underway.

Councillor Harris asked about greater in-house provision as an invest-to-save option. Councillor Thorpe explained that two accommodation projects were underway. While some children could be better placed in foster care, a shortage of foster carers remained. Others required residential care due to need levels. Ofsted registration processes took time, and although expanding in-house provision was important, it would not be achieved immediately. He noted the dynamic nature of children entering and leaving care.

Councillor Birchmore queried business rate multipliers, and Councillor Thorpe confirmed the Council was compensated. She also asked about the investment and debt portfolio, including risks associated with interest rate increases. Councillor Thorpe said this remained an ongoing issue, with ongoing work with treasury advisors. The Director of Finance confirmed borrowing had reduced by £1 million, that a mixed borrowing profile helped manage exposure, and that medium-term projections anticipated falling interest rates. Minimum revenue provision had been set aside accordingly.

Further questions were raised around levy assumptions and Council Tax collection, with the Director agreeing to verify figures referenced during the meeting. Councillor Marsden also asked about strategies to reduce sickness absence. The Executive Director outlined the positive attendance at work policy and support measures available to help staff return. Some roles required agency cover, but processes were in place for managing cases where staff could not return.
The Chair asked whether a new plan was in place to ensure savings targets would be achieved. Councillor Thorpe confirmed that funding was secured for the next three years and that ongoing work in adult and children's services, temporary accommodation, technology investment, and procurement was focused on delivering value for money. The Director of Finance reinforced the need for focused delivery of savings plans, with work progressing on this. Councillor Thorpe acknowledged the challenge of reducing expenditure without impacting resident experience and stressed the limited options to increase income.

Members expressed thanks to officers, with Councillors Birchmore and Green noting the difficult circumstances under which staff were working and the commitment shown to providing quality services to residents.

The Director of Law & Governance provided clarification on income generation within cemeteries, noting increased demand for additional vaults and enhanced service offerings.
The Chair closed the discussion, echoed members' thanks to officers including Neil and his team.

It was agreed:

- to note the report and consider whether they wish to make any recommendations to Cabinet on the Annual HRA Budget 2026/27 & Rent Setting.

OSC.92 THE COUNCIL'S 2026/27 REVENUE BUDGET AND MEDIUM-TERM FINANCIAL STRATEGY (MTFS) FOR 2027/28 THROUGH TO 2028/29

It was agreed:

- The Budget update be noted

OSC.93 WALSHAW DEVELOPMENT FRAMEWORK

Councillor Vernon recommended that the discussion should be on all three reports as a lot of the conversation would be relevant to each report. Members agreed with this approach.

Councillor O'Brien introduced the reports and thanked the team for all their hard work pulling the information together. Members were reminded that sites and frameworks being discussed have been a big issue in Bury over the last decade. The discussion at this meeting is not about rerunning those debates but about the reports presented.

There is a requirement to make sure there is the infrastructure to underpin each development including:

- Transport infrastructure such as appropriate new roads, tram stops, public transport, active travel
- Social infrastructure such as public services, schools, health, shops, local centres, recreation provision
- Green and blue infrastructure such as remining land nature parks, ecological mitigations, drainage

The frameworks seek to put in place the strongest possible safeguards to protect the infrastructure.

Subject to the decision taken at cabinet on 11 February 2026, the consultation around these frameworks will be launched. Welcome all constructive feedback, suggestions and opportunity to make these plans better, stronger and clearer.

Councillor Southworth asked a question around existing public rights of way and when these would be updated. Councillor O'Brien responded that this is an example where development can enhance some areas. Through planning conditions we can ensure that public rights of way are upgraded and made more accessible.

Councillor Southworth asked a further question regarding the ecology strategy plan and whether the council were going to purchase some of the open space specifically around the Walshaw site? Councillor O'Brien responded that the council would be looking to work with developers to ensure off road paths are maintained.

Councillor Harris asked a question around sustainability of the Walshaw site as well as existing issues with traffic, lack of school places and drainage. Councillor O'Brien responded that there will be new link roads and there is a separate report being taken to cabinet on the Bury West Transport Framework which looks in detail at the types of planning that goes into these schemes. Better public transport interventions especially connecting Atom Valley to Bury and a tram/train route between Bury and Heywood are being reviewed including making walking and cycling more accessible. Councillor O'Brien also highlighted the opportunities to fix some of the infrastructure around drainage and make it better than it is now including looking at sustainable drainage systems.

Councillor Harris queried the cost to upgrade water systems and Councillor O'Brien agreed that this would be an issue. It was highlighted that at planning application stage, they will need to be accompanied by sustainable drainage proposals.

Councillor Moss queried drainage issues at the Simister Bowlee site with increased hard surfacing from development that may exacerbate flooding on the existing area. Councillor O'Brien confirmed that the measures discussed regarding Walshaw will also be in place at Elton and Simister Bowlee.

Councillor Birchmore queried the term 'affordable housing'. Councillor O'Brien agreed it was a subjective word, there is a legal definition in the planning system. The exact tenure of properties at each site will be agreed at planning stage. A housing needs and demand assessment is being reviewed and will form part of the local plan. Members of Overview and Scrutiny will be able to review this at their next meeting.

Councillor Birchmore asked a further question around how affordable properties actually were, whether we should be clearer with the public about the cost and market rents, and whether we can include more detailed information in the consultation. Councillor O'Brien confirmed that the definition is subjective and that we would like to build more truly affordable housing. Councillor O'Brien agreed we could include a definition within the frequently asked questions.

Councillor Marsden queried whether there was the potential to be left with unfinished roads and what safeguards are in place to prevent this happening. Councillor O'Brien responded that we can be more confident on these sites than some other speculative sites. We have been working closely with the developers over a long period of time but there is always a risk and circumstances can change. There are safeguards in place and these will be reviewed on a regular basis.

Councillor Harris commented that house prices are only going to increase and developers are only out to make a profit and requested that before the

consultation opens could members of the Overview and Scrutiny Committee see the questions and format so this can be scrutinised as well.

Councillor O'Brien confirmed that the documents that are before the committee are the documents to be consulted on. Questions will be open and chapter by chapter allowing all those responding to provide their feedback.

Councillor Harris queried whetheto the Council would take into account all comments received through the consultation and Councillor O'Brien confirmed this was the case.

Councillor Birchmore queried the in person consultations asking

- if we had a sample feedback form
- whether we would be recording the number of people attending the drop in sessions
- why there is no drop in session for the north of Elton site
- what information would be displayed at the drop in session

Councillor O'Brien confirmed that the frameworks would be available at all drop in sessions as well as the masterplan documents. Attendees would be able to discuss the frameworks with officers and residents can complete a paper form to submit their comments or submit them online. The number of people who attend each drop in session will be counted.

Councillor Vernon expressed concerns around the consultation and queried why we were doing it now. Councillor O'Brien confirmed he did not believe is was a short timescale and that he felt it was more important to hear from the public.

Councillor Green commented that over the last couple of years there has been similar consultation and her experience and feedback from residents was that it was a comprehensive consultation exercise. The views of residents were fed into process and changes made and it is key to ensure residents who will be impacted need to get the information, digest it, and feedback their thoughts.

Councillor Harris queried who would pay for the school and the upkeep and Councillor O'Brien confirmed it would be the developers. The day to day running costs for the school would be funded though the Department for Education.

Councillor Moss endorsed what Councillor Green had said and queried the access from Simister to Heywood Old Road. Councillor O'Brien advised that there is an existing traffic regulation order (TRO) in place. This is intended to reduce vehicle movement at peak time. The exact details regarding future TROs will be determined through the planning application process. However, the intention is that access on Simister Lane will remain restricted. There is an opportunity to use Simister Lane for public transport and active travel and one potential proposal could be that the existing restriction to be replaced by a 'bus gate'. This is a Traffic Regulation Order that would only allow buses, pedestrians and cyclists to pass through at certain times.

Councillor Moss asked a further question about why the Simister part of the allocation is being considered by Bury when the area is predominantly Rochdale. Councillor O'Brien advised that the allocation is split by administration boundaries

(the boundary being Heywood Old Road). Both Bury and Rochdale Councils have worked collaboratively with the site promoters to produce the draft Development Framework. New and improved access to existing local facilities in both Bury and Rochdale will need to be provided as part of any new development. New facilities provided within the site will be designed to be accessible to residents in both Bury and Rochdale. New residents will gravitate to whatever facilities or centres that they wish – whether this be Prestwich or Middleton (or elsewhere).

Councillor Birchmore queried the definition of high density, medium/high density, medium density, low density homes. Councillor O'Brien advised that a range of different house types and sizes will be provided across all parcels across the sites. The masterplans provide indicative densities to be achieved (i.e. the number of homes per hectare) but do not dictate how these densities will be delivered. This will be determined at the planning application stage.

It is likely that low density areas will be primarily houses (but this will include a mix of detached and semi-detached, as well as terraced houses and some flats), medium/high density is likely to be a mix of houses and apartments (likely to include more terraced properties and apartments, but also some semi-detached and detached), and high density is likely to be primarily apartments (but may also include terraced houses and semi-detached properties).

Councillor Birchmore requested these definitions are included in the documents and Councillor O'Brien confirmed they would be included within the frequently asked questions.

Councillor Birchmore queried the reference to Sites of Biological Importance (SBIs) and not priority habitats. Councillor O'Brien confirmed that the Development Frameworks refer to Sites of Biological Importance (SBIs) because they have defined boundaries for planning uses and are locally designated. SBI's are specifically designated as they have a high particular ecological value. This can include supporting priority habitats themselves, rare species or a range of habitat combinations. Priority habitats are broader ecological classifications, and they can relate to a range of ecological features. Some of these priority habitats are not always formally designated or precisely mapped for planning use. For example, hedgerows are a UK Priority Habitat, but it is unlikely that a hedgerow would be selected as an SBI in isolation. Nevertheless, the planning process needs to take account of SBI's and priority habitats, and any other ecological feature as part of mitigating for any loss. These will be taken into account as part of the statutory Biodiversity Net Gain requirements.

Councillor Birchmore queried what is meant by biodiversity net gain as referred to in all three planning frameworks? Councillor O'Brien confirmed that biodiversity net gain is an approach to creating and improving natural habitats introduced by Government in 2024. It means that development is required by law to have a measurably positive impact for biodiversity. Ecologists measure the baseline value of a site before development (including SBI's and priority habitats), and developers must then replace that loss through legal agreements. By law, they must deliver no less than a 10% increase in that baseline value. Councillor O'Brien also confirmed this would be included with the frequently asked questions.

Councillor Birchmore queried where it is proposed the additional secondary school provision will be provided if not by a new secondary school? Councillor O'Brien advised that financial contributions towards the cost of additional secondary school provision will be secured as part of relevant planning applications for each phase of development. Any financial contributions collected will be used to expand existing secondary schools in the area and will be determined though Bury Council's Education Needs and Demand Assessment, in accordance with evidence of need for provision generated by the development. There are a number of high schools in proximity of the site that could be expanded to cater for future demands. In terms of secondary school allocations for September 2026 indicative figures show that all Bury residents have currently been allocated a place and there are several vacancies across the borough.

Councillor Birchmore queried What safeguards are included within the plans to avoid the large sites being split into smaller sites in order to avoid the significant investment in infrastructure needed to properly service the sites and to avoid sufficient section 106 payments? Councillor O'Brien advised that by planning strategically across the site as a whole, the Development Framework will ensure that there will be a comprehensive and coordinated approach to the development of the whole site, including the delivery and location of supporting infrastructure and any necessary mitigation measures, design and placemaking principles.

The frameworks all specifically state that all development proposals on the three sites will need to contribute to site wide infrastructure, as well meet the needs within an particular parcel.

Councillor Birchmore expressed concern that there are a lot of things within the document that need explaining and is concerned that it is not fully understandable. Councillor O'Brien responded stating that everything that has been queried at this meeting would be picked up. The frequently asked questions would be live document and updated on a regular basis.

Councillor Rahimov asked for clarification that the amended frequently asked questions would be circulated to members before the consultation goes live and was assured they would be.

Councillor Vernon thanked members for their input into the scrutiny of the development frameworks.

An alternative motion was put forward to propose that the consultation does not proceed. The alternative motion was proposed by Council Birchmore and seconded by Councillor Harris.

On being put to the members of the committee, 4 members voting for the motion, and 5 members voting against the motion, the motion was lost.

It was agreed that Overview and Scrutiny:

a. Note the content of the Walshaw Development Framework Supplementary Planning Document (Appendix 1) Classification: Open Decision Type: Key
b. Provide feedback on the content of the Walshaw Development Framework Supplementary Planning Document (Appendix 1)

OSC.94 SIMISTER AND BOWLEE DEVELOPMENT FRAMEWORK

It was agreed that Overview and Scrutiny:

i. Note the content of the Simister Bowlee Development Framework Supplementary Planning Document (Appendix 1);
ii. Provide feedback on the content of the Simister Bowlee Development Framework Supplementary Planning Document (Appendix 1)

OSC.95 ELTON RESERVOIR DEVELOPMENT FRAMEWORK

It was agreed that Overview and Scrutiny:

i. Note the content of the Elton Reservoir Development Framework Supplementary Planning Document (Appendix 1);
ii. Provide feedback on the content of the Elton Reservoir Development Framework Supplementary Planning Document (Appendix 1).

OSC.96 URGENT BUSINESS

There was no urgent business.

COUNCILLOR D VERNON
Chair

(Note: The meeting started at Time Not Specified and ended at Time Not Specified)

Agenda Item 7

SCRUTINY REPORT

MEETING:
Overview and Scrutiny

DATE:
29.06.26

SUBJECT:
Bury West Transport Framework Document

REPORT FROM:
Leader and Cabinet Member for Strategic Growth

CONTACT OFFICER:
David Wiggins

1.0 BACKGROUND

1.1 The Places for Everyone Joint Plan (PfE) (adopted in March 2024) includes strategic housing allocations at Elton Reservoir and Walshaw under Policies JPA7 and JPA9 respectively. Both policies specify that any proposals on these sites must be in accordance with a comprehensive masterplan that has been approved by the Local Planning Authority and that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure.

1.2 In order to comply with this policy requirement Development Frameworks have been drafted for both the Elton Reservoir and Walshaw sites, and these are on the agenda for Cabinet approval on the 30th June. Following consultation and potential amendments to the draft Development Frameworks, it is the intention that these will be adopted as Supplementary Planning Documents (SPD) which will be material considerations in the determination of any planning applications that should come forward on these sites.

1.3 To further support and inform the Development Frameworks for these sites as well as subsequent decision-making through the planning process for future applications, a Bury West Transport Framework (see Appendix A) has been developed to set out a transport vision and plan for delivering the transport infrastructure and services needed to unlock the full potential of the Elton Reservoir and Walshaw sites. This report outlines the detail of the Bury West Transport Framework.

1.4 The Bury West Transport Framework is also a critical tool in making the case for and securing the investment from a range of sources needed to deliver the required transport infrastructure.

1.5 It has been previously endorsed by Cabinet on the 11th February 2026 (see Appendix B) and is being presented at Overview and Scrutiny for information only.

1.6 The Framework aligns with the Bury Local Transport Strategy and with the transport aspirations of the Greater Manchester 2040 Transport Strategy (GM2040) which have both previously been considered by Overview and Scrutiny Committee.

2.0 ISSUES

2.1 The Bury West Transport Framework highlights key transport challenges and opportunities associated with the developments and establishes the principles that will shape how people move within, to and from the new residential developments at Elton Reservoir and Walshaw.

2.2 It identifies a programme of transport interventions which prioritises sustainable transport to facilitate the development and ensure that new homes and associated supporting infrastructure are accessible, well-connected, and environmentally responsible.

3.0 CONCLUSION

3.1 The Bury West Transport Framework sets out the transport vision for the Bury West area, and its endorsement supports sound decision making through the planning process alongside the Supplementary Planning Documents.

3.2 The Framework aligns with existing local and sub-regional transport strategies and will be a critical tool in making the case for and securing the investment needed to deliver the required transport infrastructure, from a number of funding sources, including financial and non-financial contributions from the private sector.

List of Background Papers: -

Appendix A - Bury West Transport Framework
Appendix B – Bury West Transport Framework Cabinet Report

Contact Details:-

David Wiggins, Service Manager: Strategic Planning and Infrastructure (d.i.wiggins@bury.gov.uk)

Executive Director sign off Date:_____

JET Meeting Date:_____

Bury West Transport Framework

February 2026



Introducing Bury West

Bury West is situated between Tottington to the north and Radcliffe to the south, with Bury Town Centre located to the north-east. Bury West includes the Elton Reservoir and Walshaw strategic allocations, the neighbourhoods immediately around each site and the wider area.

The A58 provides a key strategic link through Bury West, connecting Bury Town Centre with Bolton to the west and Rochdale to the east, while Bury Road connects Radcliffe to the south with the A56 Manchester Road to the east, providing a key route between Bury town centre and Manchester to the south.

The overall goal is to create new sustainable communities within Bury West with high levels of internal walking, wheeling and cycling connectivity, provision of internal facilities and good public transport connections.

Bury West

- 31,000 residents
- 4750 new homes across two strategic sites
- 3.1% of residents in Bury West are unemployed
- 23.2% of households in Bury West have no access to a car or a van
- 7.8% of residents in Bury West commute to work by walking or cycling
- 41% of people in Bury West travel less than 10km to work
- Approx. 13,000 households currently in Bury West
- 53.6% of residents in Bury West travel to work by car
- 19.5% of Bury West residents have bad or very bad general health

Role of The Transport Framework

The Bury West area includes two major strategic housing sites: Elton Reservoir and Walshaw. Together, these developments are set to deliver thousands of new homes, alongside schools, local retail and community facilities and a range of transport and active travel infrastructure, creating a significant opportunity to shape sustainable growth across Bury.

The Bury West Transport Framework presents our transport vision for the Elton Reservoir and Walshaw development sites. It sets out the infrastructure and services needed to unlock their full potential and provides a clear delivery plan to support sustainable and inclusive growth.

The framework highlights key challenges and opportunities associated with the development sites and will shape how people travel in this area. It aligns with the Bury Local Transport Strategy and the emerging Greater Manchester Transport Strategy 2050, ensuring that new communities are well-connected, accessible, and resilient.

The framework will support sound decision making through the planning process and will be used alongside Supplementary Planning Documents to inform decisions on development applications.

The framework is an important tool in making the case for investment and securing the funding needed to deliver the required transport infrastructure.

Places for Everyone

The adopted Places for Everyone (PfE) Joint Development Plan allocates two major strategic housing sites within Bury: Elton Reservoir and Walshaw. Together, these developments are set to deliver thousands of new homes across the borough.

PfE requires both allocations to be in accordance with a comprehensive masterplan that has been approved by Bury Council, and to include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development.

The Elton Reservoir and Walshaw Development Framework Documents and the accompanying Infrastructure Delivery and Phasing Strategies (IDPS) fulfil these requirements.



The timing of the individual phases of the developments will be dependent on a variety of factors, including availability of funding for key infrastructure such as the new Metrolink stop at Elton Reservoir and the uptake of homes and commercial space

Bury West Vision

Our vision is to create neighbourhoods for Elton and Walshaw where residents can access everyday facilities on foot, whilst staying well connected to high-quality services and jobs through convenient, direct and sustainable travel links. At Elton, proximity to new and existing tram stops along the canal corridor will provide an attractive, sustainable, sub-urban living opportunity.

- Every household will have access to a school, shop, community centre, hospitality venue, and pharmacy within 1km through safe, inclusive walking routes that encourage healthy and sustainable living.
- Accessible and secure cycling paths will connect all homes to key locations within 5km, including Metrolink stops, designed in accordance with GM's Streets for All guidelines.
- In Elton, increased land use density combined with innovative management of car access and parking along the canal corridor will foster a 'car-lite' environment, promote sustainable lifestyles, and lessen traffic pressure on nearby roads.
- Existing and new residents will enjoy frequent, reliable bus services linking them to major destinations, with adequate capacity during peak periods to offer a dependable and appealing alternative to car travel.
- 90% of residents within Bury West will be situated within 400m of a bus or Metrolink service running at least every 30 minutes on weekdays.
- The framework emphasises sustainable travel consistent with Streets for All design principles, while implementing

essential highway improvements to address significant impacts on the road network.

Elton Reservoir

Introducing Elton Reservoir

Elton Reservoir is a residential allocation which seeks to bring forward approximately 3,500 new homes and provide a diverse mix of house types and affordable housing provision alongside strategic highway and transport infrastructure, active travel facilities, schools, and local retail and community facilities, all of which would be set within public open space.

The delivery of around 3,500 homes will require the provision of significant levels of new and improved sustainable transport and highways infrastructure including:

- A new link road connecting Bolton and Bury Road (A58) in the north with Bury Road, Radcliffe in the south-east and with Spring Lane to the south
- Improved public transport connectivity including a new Metrolink stop with park and ride facilities at Warth Fold
- New and improved active travel routes
- Highways improvements including localised junction improvement works

The link road is a key element of the package of infrastructure supporting the full development of the site, given its role in providing access, facilitating public transport, supporting sustainable travel and improving overall connectivity for surrounding communities and across Bury West.

The scale and location of residential development within the allocation will be co-ordinated with the delivery of key and

strategic infrastructure, including the timely delivery of the link road.



The Transport Challenges

- Many new homes within the site will be outside of the 400m target catchment distance to a bus service, until services along the link road through the site can be delivered.

- Existing local bus services do not have sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel.
- Parts of the existing local highway network already experience congestion, particularly during peak hours.
- The canal and the Metrolink line cause severance along the eastern edge of the site between secondary schools and existing bus routes.
- Access into the site for construction in the south - where most existing amenities are located - is constrained until the link road over the canal is delivered.
- Environmental constraints will need to be addressed to accommodate development and infrastructure requirements.
- Poor connectivity to nearby communities due to the absence of safe and dedicated active travel infrastructure.
- Large scale of the site necessitates a carefully planned and phased delivery of transport infrastructure over time.
- There are fewer existing local amenities to serve homes within the north of the site.

The Transport Opportunities

- Chance to embed and nurture sustainable travel behaviours from the outset to help achieve the transport vision for the site.
- Future Metrolink stop will significantly improve public transport provision, particularly for homes in the eastern section of the site and for existing communities within the wider Bury West area.

- The nearby amenities and existing tram stop in Radcliffe make sustainable transport a natural choice for journeys from the site's southern area.
- The link road will enable a new multi-modal route (including new bus services) serving both the new community and Bury West as a whole.
- Active travel links can be delivered through the site and into neighbouring communities offering more direct connections than driving. These can be integrated with the wider Bee Active network, creating seamless links for walking and cycling in Bury West.
- Existing paths within green infrastructure can be integrated with the site to promote sustainable travel and improve access to green space.
- Opportunities to retain and improve the National Cycle Route 6 and other PROW through the site.
- Delivery of the proposed transport upgrades can be aligned with the phased build out of the development.
- New and improved bus services including bus services to Bury Town Centre, Ramsbottom, Radcliffe, Whitefield and Bolton.

Existing Travel to Work Trips from the Local Area

2021 Census data was used to provide an understanding of the current mode share and the most common places that people travel to work across the Bury West area.

This forms the basis of understanding of how new residents at Elton Reservoir are likely to travel to work.

The data shows that a large majority of current trips to work are by car (including as a passenger). The distribution of trips shows the highest proportion of people travelling to within Bury district. A significant number of people are also travelling to Bolton, the regional centre in Manchester, Rochdale and Salford.

This data was used to help develop the transport vision for the site.

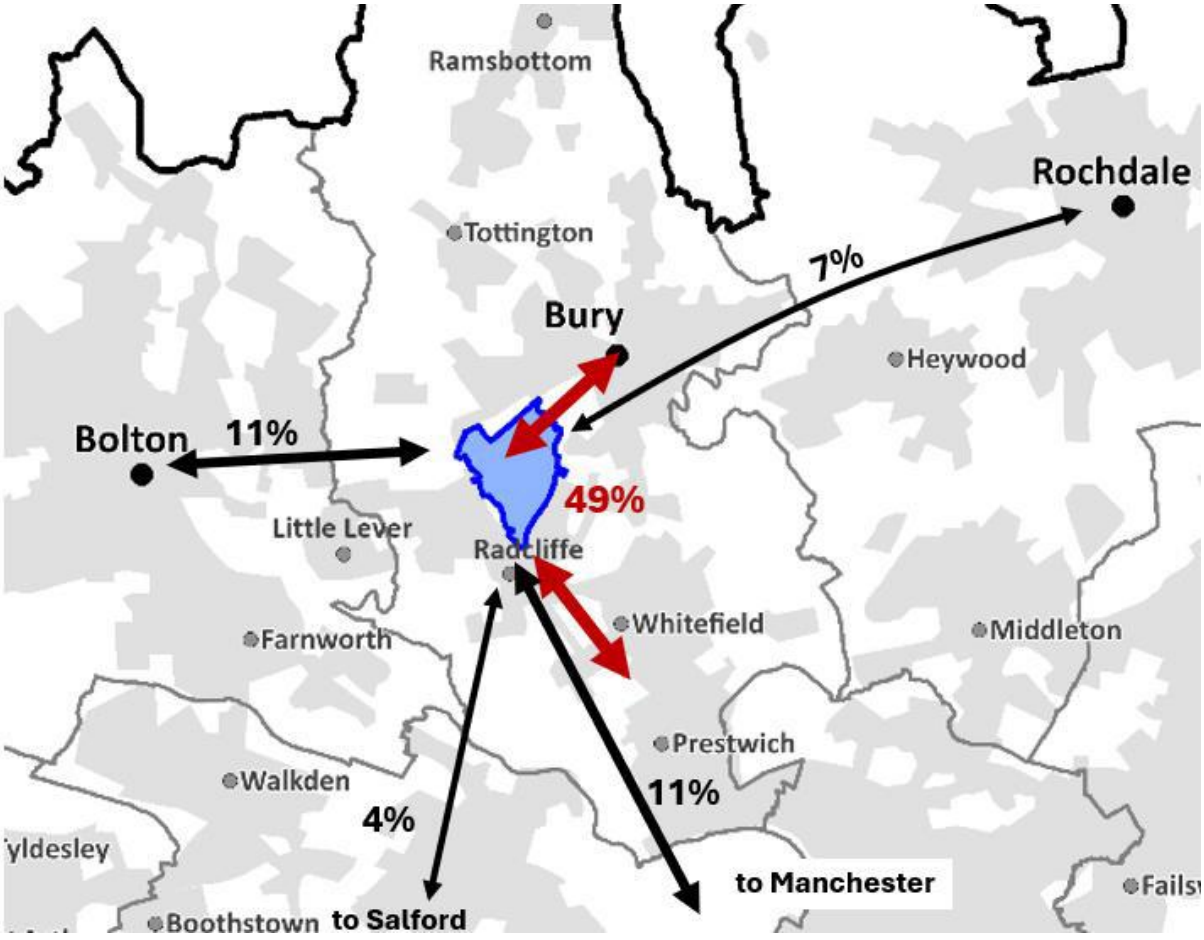
Trips to Work Mode Share (MSOA Bury 014)

Walking: 7%

Cycling: 2%

Public Transport: 8%

Driving: 83%



Beyond Commuting

To give an understanding of how new residents from the development are likely to travel for other everyday trips, such as for education and recreation or leisure trips, Greater Manchester Travel Diary Survey data, (locally adjusted using 2021 Census Travel to Work data) was used.

The data shows that travel choices are different for trips other than commuting to work, with a much larger share of trips made on foot for purposes other than commuting to work.

Education

Walking: 40%

Cycling: 2%

Public Transport: 7%

Driving: 51%

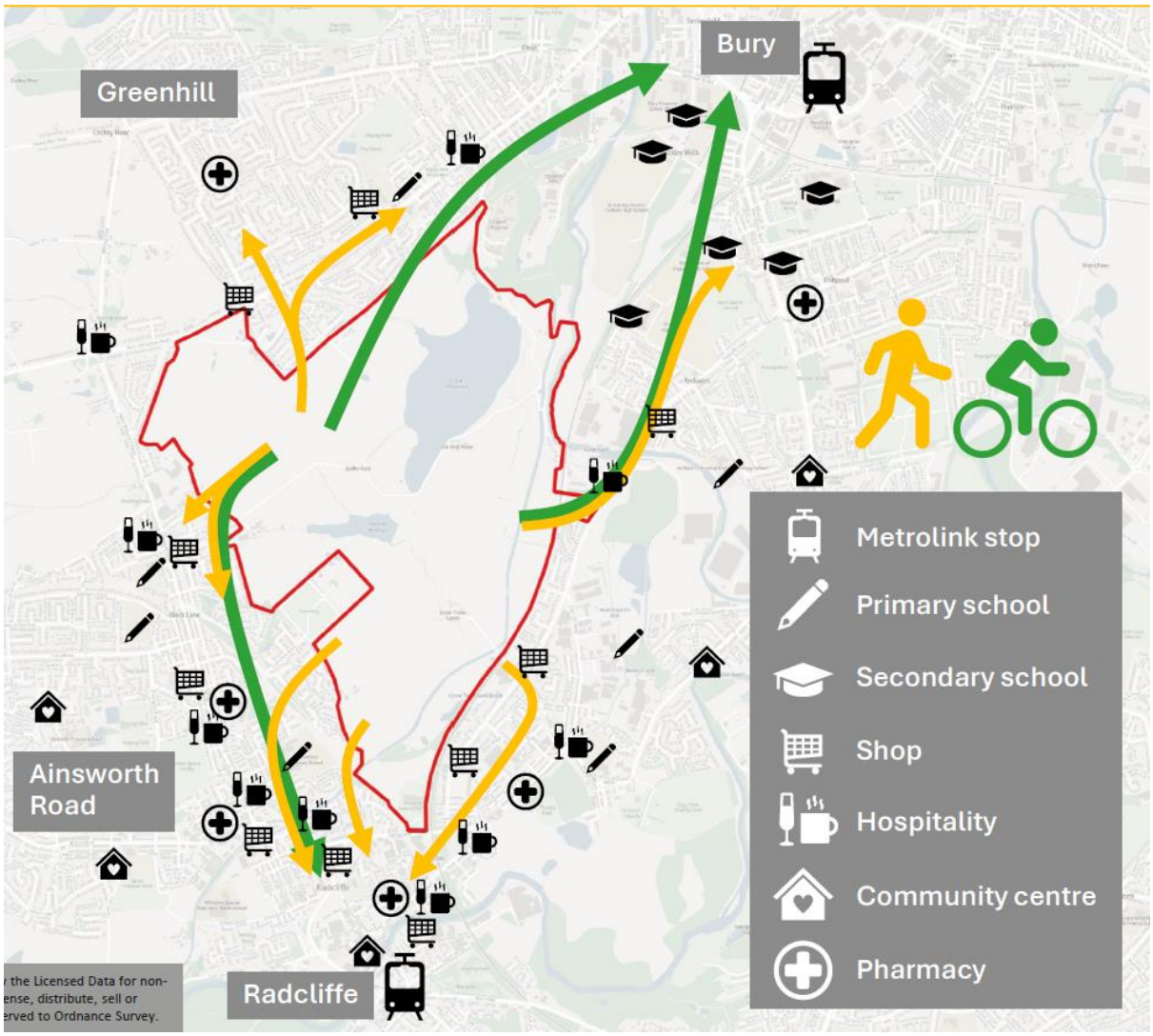
Other everyday trips

Walking: 26%

Cycling: 1%

Public Transport: 5%

Driving: 68%



Opportunities Around Radcliffe/Tram Stops

PfE policy sets a requirement for higher density around tram stops.

Higher density housing serves several useful purposes in a transport and development context:

Underlying person trip rates are on average approximately a third less per dwelling for higher density housing across the day.

The mode share for higher density housing is typically more skewed towards sustainable transport, meaning that external trips on the highway network are further reduced.

This is illustrated in Radcliffe where mode share for Lower Super Output Areas (LSOAs) within 800m of the tram stop have a sustainable transport mode share which is 10% higher than the wider Middle Super Output Area (MSOA) which includes Bury West.

Higher density development around the tram stop coupled with a higher uptake of sustainable transport modes (including tram) will support the business case for the new tram stop at Elton.

Setting a Transport Vision for Elton

At Elton, there is a key opportunity to promote sustainable sub-urban living in locations close to the existing Radcliffe Metrolink Stop and the proposed new Metrolink stop providing mixed-use, high-density development, overlooking the canal and parkland beyond, utilising land in a way which supports healthy living and access to everyday needs without the need to own a car.

The vision-led target percentages are calculated from an agreed baseline established jointly by Bury Council and TfGM. This baseline draws on multiple data sources, including Census 2021. **Developers should evidence a 10% mode shift from the car to sustainable modes (public transport / active travel) to support GM's Right Mix target of moving from 60% car trips to 50% car trips across the network by 2050.**

Vision Led Planning Target Across Site

- 5% walking increase of baseline mode share for non-commuting

- 50% cycling increase of baseline mode share for all purposes
- 50% public transport increase of baseline mode share for commuting and other
- 20% tram increase of baseline mode share for all purposes

Increase in modal share is measured relative to these baseline figures. For example, if the baseline cycling mode share is 2%, a 50% increase of the baseline would result in a 3% cycling mode share.

Vision Led Planning Target Canal Side

In addition to a more sustainable transport led baseline mode share in locations with higher density housing (within 800m of tram stops).

- 50% tram increase of baseline mode share for all purposes

Long Term Vision Led Planning Target Across Whole Site

- -10% driving decrease from baseline mode share for all purposes

The long-term, vision-led planning target for the entire site would be an absolute percentage change from the private vehicle mode share agreed baseline. For example, if the baseline share is 95%, we would expect this would decrease to 85% (a 10-percentage point reduction).

New Strategic Transport Opportunities

Strategic Link Road

A new multi-functional link road will provide access to the development and enable sustainable travel across the site including new bus services and associated bus stops to/through and within the site.

The link road will play an essential role in respect of public transport and active travel, providing a link between the Walshaw allocation and the existing Metrolink stop and park and ride facility at Radcliffe and the proposed new Metrolink stop and park and ride which will serve the allocation and the wider Bury West area.

Where possible, segregated pedestrian / cycle facilities will be provided along both sides for most sections of the link road to ensure high quality active travel through the site and to and from bus and Metrolink stops.

Beyond serving the development sites, the link road will improve overall connectivity across Bury West, easing congestion on key routes, enhancing access to public transport, and supporting sustainable travel for surrounding communities.

The link road will need to be connected at an appropriate time in the development programme to facilitate public transport and active travel through the site. However, early delivery of this road will facilitate development across the site so that it can come forward at pace.

New Strategic Transport Opportunities

Elton Reservoir Metrolink Stop

Located in the eastern part of the site at Warth Fold, this will be a strategic destination for the whole development and wider

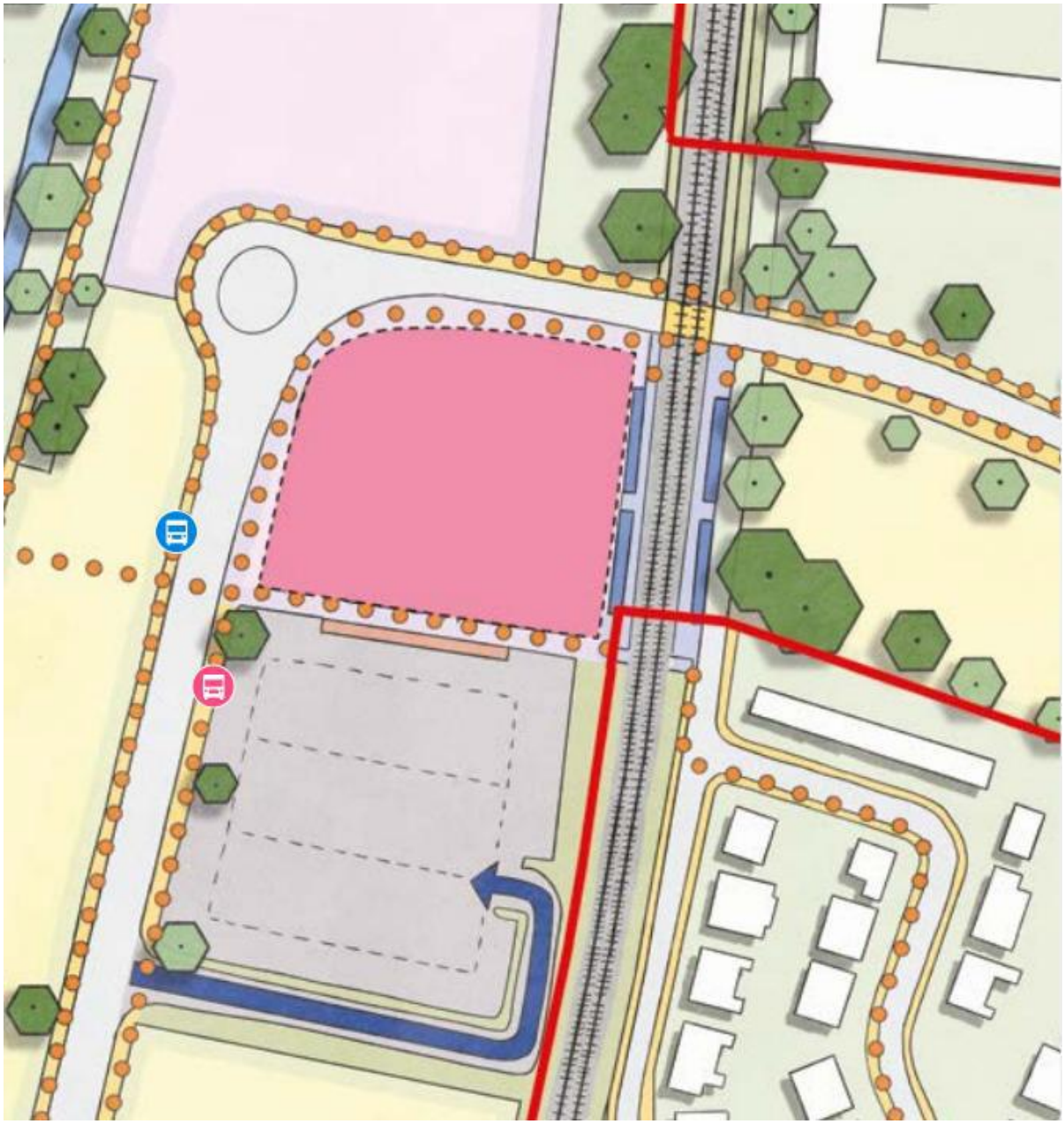
local community. It provides an opportunity to deliver a mix of uses around the new stop, allowing for linked, sustainable trips.

The new stop will be a place which clusters modes of transport and other services and facilities in one “hub” location for ease of use by residents, workers, and visitors. The new park and ride facilities will also improve access to rapid transit for those living further afield.

The density of new development plays a key role in supporting the use of sustainable transport. Higher-density areas typically generate less trips per household and are more likely to encourage people to choose sustainable travel options, particularly when they are located close to high-quality public transport services. Increasing development density within 800m of the proposed Metrolink stop is therefore essential to align with the Places for Everyone density policy.

The new Metrolink stop will significantly enhance connectivity across Bury West, bringing more communities within 800m of the Metrolink service, providing fast, reliable access to the wider Greater Manchester network and improving access to employment, education, and leisure opportunities across Greater Manchester and beyond.

The delivery of the new stop provides the opportunity to deliver housing at a higher density with lower car ownership and parking close to the stop, therefore reducing potential impact on surrounding highway network.

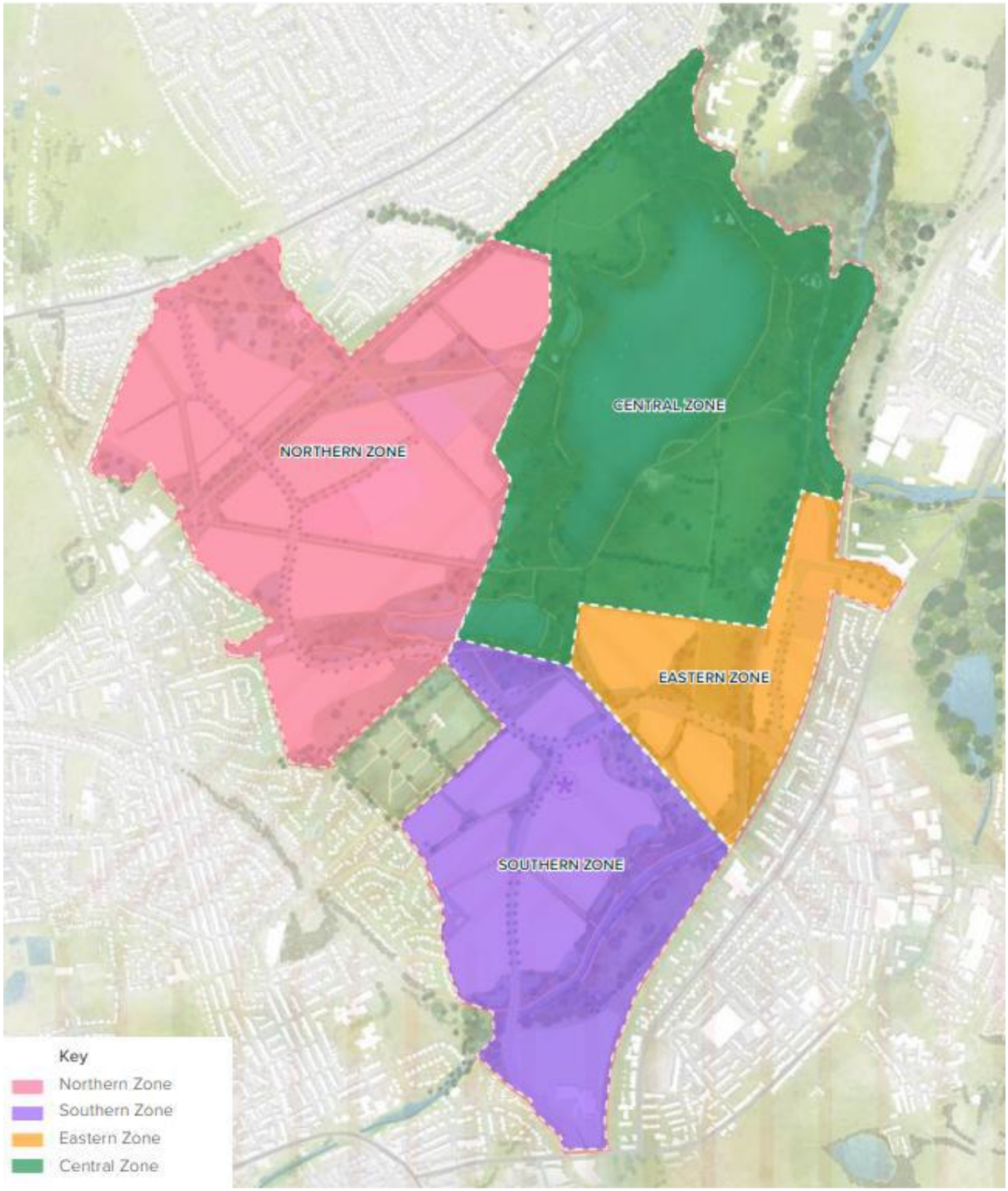


Development Zones

The development at Elton Reservoir site includes three broad areas or ‘zones’:

- Northern Zone
- Eastern Zone
- Southern Zone and

- Central Zone (comprising the Nature Park, recreational routes, ecological mitigation, Biodiversity Net Gain provision and Green Belt compensation)



Phasing of development, including the amount of development capable of being delivered within each zone, will be influenced

by the extent of available capacity within the surrounding highway and public transport network.

Critical to this will be the need to exploit the sustainable location of this site and to deliver early investment in and around the site to improve public transport and active travel infrastructure.

The delivery of the link road will be vital in ensuring that existing and new residents in this area and the surrounding local communities are able to gain easy access to new and existing infrastructure (e.g. Providing access to both the new Metrolink stop and the existing stop at Radcliffe).

Early delivery of the link road will facilitate development across the zones so that they come forward at pace.

Sustainable Transport Opportunities

For Elton Reservoir to be developed sustainably, new residents of the site must have realistic options to meet their daily travel needs by walking, wheeling, cycling, or using public transport from the outset.

Key strategic measures like the new link road, Metrolink stop, and on-site local services and facilities will facilitate sustainable travel by bringing essential services closer to residents and providing accessible links to existing facilities off site and for travel further afield via public transport.

The delivery the new Metrolink stop (and development close to the new Radcliffe stop) will enable higher density of development and uptake by sustainable modes of transport, in turn resulting in a reduced impact on the surrounding highway network and will enable more journeys to be made without a car.

There is an opportunity to promote sustainable development from the outset due to the proximity of the site to the existing Radcliffe Metrolink stop and a range of local facilities in and around Radcliffe.

Early delivery of the link road is needed to facilitate active travel and public transport to the new Metrolink stop and the existing Radcliffe Metrolink stop, and for travel towards the existing services and facilities between the site and Bury Town Centre.



Northern Zone

The northern zone is approximately 37 hectares and will deliver around 1,620 residential units. Development in this zone will average 35 homes per hectare and will start on the parcel of land which fronts the A58 Bury and Bolton Road.

Key transport features in the northern zone include:

- A significant new junction at the A58 access designed to provide for movement and active travel routes throughout the whole allocation, providing connectivity to later phases / southern and eastern zones within the development.
- New and improved bus services including bus services to Bury Town Centre, Radcliffe and Whitefield.
- High quality bus stops through the site and designed in accordance with Greater Manchester's Streets for All Bus Stop Design Guidance.
- Active travel routes throughout the zone designed to meet Greater Manchester's Streets for All guidance, connecting into the other two zones and beyond.
- Any necessary off-site highway and junction improvements, including upgrades for active travel and public transport.

Development in the northern zone will have limited access to existing services and facilities by sustainable modes without intervention. Early delivery of the full link road is therefore critical to ensure that any development within this zone can access key facilities by walking, cycling, and public transport from the outset. This will create a more inclusive community, reduce reliance on private vehicles, and support healthier, low-carbon travel choices.



Northern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel access into the site from the proposed site access on Bury and Bolton Road.

Site boundary permeability for walking, wheeling and cycling via accesses at:

- Farmer's Crescent
- Buckingham drive
- Hardman St
- Coventry Rd

Schemes needed to serve full allocation

Internal site permeability for walking, wheeling and cycling linking all homes directly to boundary accesses.

Complete Bolton-Bury Railway Path walking and cycling route between Manchester Road and Hardman Street.

Safe walking and cycling provision along the Ainsworth Road corridor to Radcliffe town centre and existing Metrolink stop.

Internal active travel routes, including the link road shared pathway and the existing PRoW network, to new on-site:

- Metrolink stop
- primary school (including school streets)
- local centre (including street design to encourage strong place making) and
- to the Southern and Eastern Zones

Public Transport

Schemes needed to support early development

Increase capacity of existing bus services on the A58 and Ainsworth Road to:

- Bury town centre
- Radcliffe town centre / Metrolink stop

Upgrade existing off site bus stops within 400m catchment of allocation in accordance with Greater Manchester Streets for All Bus Stop Design Guidance.

Schemes needed to serve full allocation

Bus services through the site along the link road to:

- Radcliffe town centre
- Bury town centre
- New Metrolink stop

High quality bus stops along the link road, positioned within 400m of all homes, designed in accordance with Greater Manchester Streets for All Bus Stop Design Guidance.

Highways

Schemes needed to support early development

Early section of link road connecting initial parcels

- Starting from the parcel which fronts the A58 Bury and Bolton Road.
- Designed in alignment with Streets for All Design Guidance, with sufficient crossings to allow access to bus stops either side of the link road

New junction at the A58 access designed for movement throughout the allocation, including active travel provision.

Car parking provision which supports the vision for the site and local place making objectives.

Schemes needed to serve full allocation

Full highway link through site to:

- Metrolink stop
- local centre
- primary school

Off-site highway and junction improvements needed to mitigate severe development impacts.



Eastern Zone

The Eastern Zone is 12 hectares and will deliver around 770 dwellings. Development in this zone will provide important infrastructure that is essential to facilitate an increased volume of development and to create sustainable transport options.

The key transport features in this area include:

- A new junction at Bury Road to provide for public transport movement and active provision throughout the whole allocation, providing connectivity to later phases / northern and southern zones within the development.
- A new Metrolink stop, park and ride and associated Travel Hub.
- An at-grade crossing across the existing Metrolink line and a crossing over the canal to link into the Northern and Southern Zones.
- New and improved bus services including services to Bury Town Centre, Bolton and Ramsbottom.

- High quality bus stops designed in accordance with Greater Manchester's Streets for All Bus Stop Design Guidance.
- Active travel routes throughout the zone designed to meet Greater Manchester's Streets for All guidance, connecting into the other two zones and beyond.
- Any necessary off-site highway and junction improvements, including upgrades for active travel and public transport.

Proposals in this zone will be defined by mixed-use, high-density development (a minimum of 70 homes per hectare) located within 800m of the new Metrolink stop and along the canal. The ability to access the new transport infrastructure in this zone will help to facilitate the full quantum of development across the site.



Eastern Zone Transport Measures

Active Travel

Schemes needed to support early development

Site boundary permeability for walking, wheeling and cycling via accesses onto Bury Road:

- opposite Withins Lane, utilising existing bridge over the canal and PRoW designation
- at the access by the new Metrolink stop

Internal site permeability for walking, wheeling and cycling linking all homes directly to boundary accesses, including a new crossing over the canal between the different parcels within the Zone.

Upgrade uncontrolled central island crossings on Bury Road to signalised crossings at locations near to boundary accesses.

Cycling provision linking the Metrolink site access to Warth Road via Warth Bridge.

Schemes needed to serve full allocation

Canal corridor upgrade to connect with Radcliffe town centre improvements to the south of the site.

Internal active travel routes to new on-site:

- Metrolink stop
- local centre (including street design to encourage strong place making)
- primary school and
- to the Southern and Northern Zones

Public Transport

Schemes needed to support early development

New Elton Reservoir Metrolink Stop and Park and Ride/Travel Hub.

Potential for a car club to support surrounding 'car lite' development.

Increase capacity of existing bus services to:

- Bury town centre
- Radcliffe town centre / Metrolink stop

Upgrade existing off-site bus stops within 400m catchment of allocation to meet Greater Manchester Streets for All Bus Stop Design Guidance.

Schemes needed to serve full allocation

Bus services through the site along the link road to:

- Radcliffe town centre
- Bury town centre
- Bolton town centre
- New Metrolink stop

High quality bus stops along the link road, positioned within 400m of all homes, designed in accordance with Greater Manchester Streets for All Bus Stop Design Guidance.

Highways

Schemes needed to support early development

Early section of link road connecting initial parcels:

- crossing over the canal to open up delivery of the parcel.
- at-grade crossing across the Metrolink line.
- A new junction at Bury Road including active travel provision.
- Inclusion of a 20mph speed limit to support placemaking and not encourage through traffic.

Limited parking provision for parcels and car parking management on street to facilitate 'car lite' development in proximity to the new Metrolink stop, supported by new local facilities

Schemes needed to serve full allocation

Highway link to new on-site:

- local centre
- primary school

Off-site highway and junction improvements needed to mitigate severe development impacts.



Southern Zone

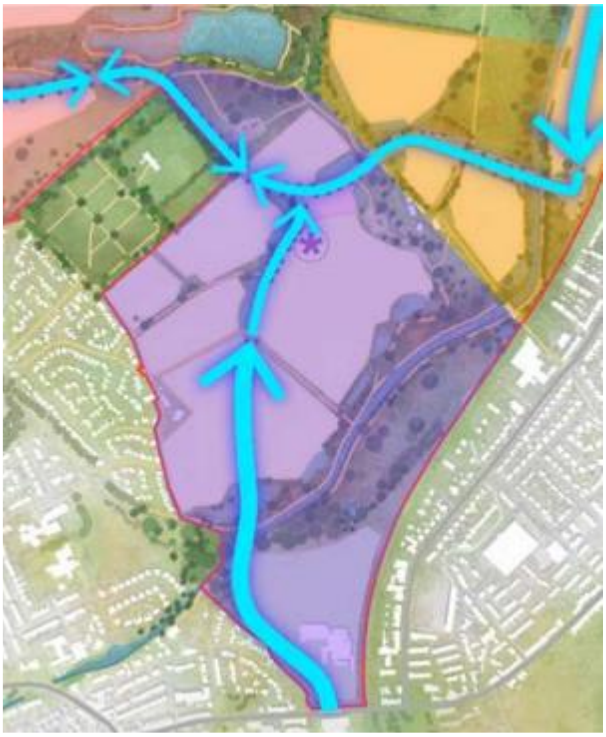
The Southern is 22 hectares and will deliver around 1,100 dwellings. It is envisaged that this zone could be developed simultaneously with both the Northern and the Eastern zones.

The key transport features in the zone include:

- Primary access from Spring Lane with some of this early infrastructure already being developed alongside the new Star Academy secondary school in this location.
- The southern section of the strategic link road through this zone, which will provide for public transport movement and active travel, with strong linkages through to the existing Radcliffe Metrolink stop and Radcliffe town centre.
- A new structure bridging over the canal, which is required as part of the first phase in this zone to provide a highway access into the zone (eventually connecting through to the Northern and Eastern Zones) and enabling sustainable travel through the site.
- Off-site highway and junction improvements, including at Spring Lane, Rectory Lane, Church St West and Deansgate.
- Upgrades to existing Public Rights of Way to provide traffic free direct access to key services and facilities

Due to the close proximity to both Metrolink stops (proposed new stop and Radcliffe) and existing facilities and services on the southern and eastern side, development in this zone will be of a higher density (a minimum of 70 homes per hectare).

Building at higher density adjacent to the tram stops will reduce impacts on the surrounding road network, providing the opportunity to deliver more units earlier in the development process.



Southern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel routes into the site from the site access on Spring Lane.

Site boundary permeability for walking, wheeling and cycling via accesses at:

- Convent Road
- Greenbank Road
- Chestnut Fold
- Existing canal bridge / PRoW

Internal site permeability for walking, wheeling and cycling linking all homes directly to boundary accesses.

Upgrade uncontrolled central island crossings on Bury Road to signalised crossings at locations near to boundary accesses

Canal corridor upgrade (if not already connected via link road) to connect with:

- Radcliffe town centre improvements
- Metrolink site access to Bury Road

Cycling provision linking the Metrolink site access to Warth Road via Warth Bridge

Safe walking and cycling provision along the Ainsworth Road corridor to Radcliffe town centre and the existing Metrolink stop

Schemes needed to serve full allocation

Internal active travel routes to new on-site:

- local centre
- primary school
- other zones

Public Transport

Schemes needed to support early development

Increase capacity of existing bus services to:

- Bury town centre
- Radcliffe town centre / Metrolink stop

Upgrade existing off-site bus stops within 400m catchment of allocation to meet Greater Manchester Streets for All Bus Stop Design Guidance.

Schemes needed to serve full allocation

Bus services through the site along the link road to:

- Radcliffe town centre
- Bury town centre
- Manchester city centre

- New Metrolink stop

High quality bus stops along the link road, positioned within 400m of all homes, designed in accordance with Greater Manchester Streets for All Bus Stop Design Guidance

Highways

Schemes needed to support early development

Deliver link road

- crossing canal at southern tip of the allocation to connect to Radcliffe
- crossing over the canal to link into the Eastern Zone

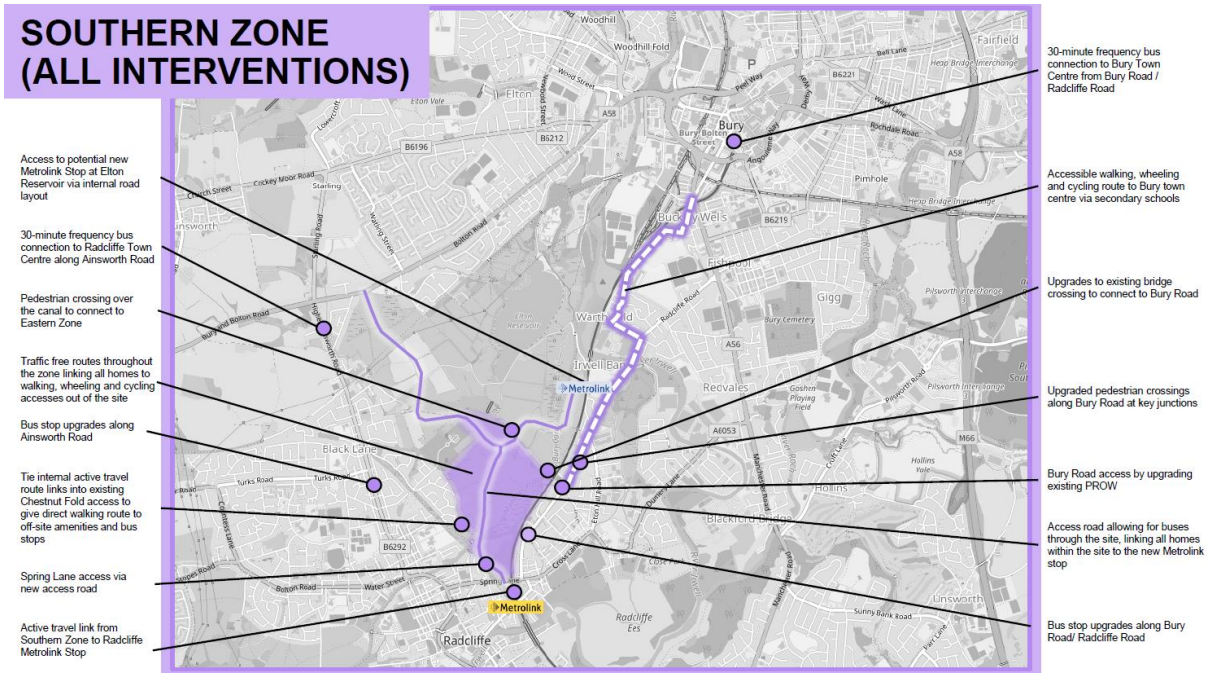
Limited parking provision for parcels within 800m of tram stops and car parking management on street to facilitate 'car lite' development in proximity to Metrolink stops, supported by new local facilities.

Schemes needed to serve full allocation

Highway link to new on-site:

- Metrolink stop
- local centre
- primary school

Off-site highway and junction improvements needed to mitigate severe development impacts.



Walshaw

Introducing Walshaw

The Walshaw allocation proposes the delivery of around 1250 dwellings, an enhanced local centre, together with all the necessary infrastructure and local services including a new primary school.

The delivery of 1250 homes will require the provision of significant levels of new and improved sustainable transport and highways infrastructure including:

- A new through road between Lowercroft Road and Scobell Street, via Walshaw Road;
- Improved public transport links including bus infrastructure and services;
- New and improved active travel routes;
- Highways improvement works including localised junction improvements; and

- Appropriate connections to the Elton Link Road to ensure that residents can access Metrolink stops and local facilities in and around Radcliffe.



The Transport Challenges

- High levels of car use likely without intervention

- Existing local bus services do not have sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel
- Poor connectivity to nearby communities due to the absence of safe and dedicated active travel infrastructure
- Parts of the existing local highway network already experience congestion, particularly during peak hours
- Width constraints on surrounding road network make new segregated active travel infrastructure difficult to deliver
- A combination of the River Irwell and the Ring Road around Bury town centre causes severance between Bury and Walshaw

The Transport Opportunities

- Established local amenities within walking distance in Tottingham and Walshaw village, cycling distance in Bury
- Existing Public Rights of Way can facilitate traffic free travel within the site and to neighbouring areas
- The new through road will extend bus servicing in the surrounding area, enhancing accessibility and connectivity for residents and visitors alike
- Future connectivity to Metrolink network via the new stop at Elton Reservoir
- The new through road will provide direct connections between Scobell Street, Walshaw Road and Lowercroft Road
- Active travel routes adjacent to key landscape features will allow for off-road movement across the site

Existing Travel to Work Trips from the Local Area

2021 Census data for the Middle Super Output Area encompassing the nearest existing housing to the Walshaw site was used to provide a reference case for potential mode share and the most common places people might travel to work across the whole allocation.

It shows a large majority of current trips to work are by car (including as a passenger). The distribution of trips shows over half of residents are likely to work in Bury, with a significant pull to Manchester, Bolton and Rochdale.

This data was used to help develop the transport vision for the site.

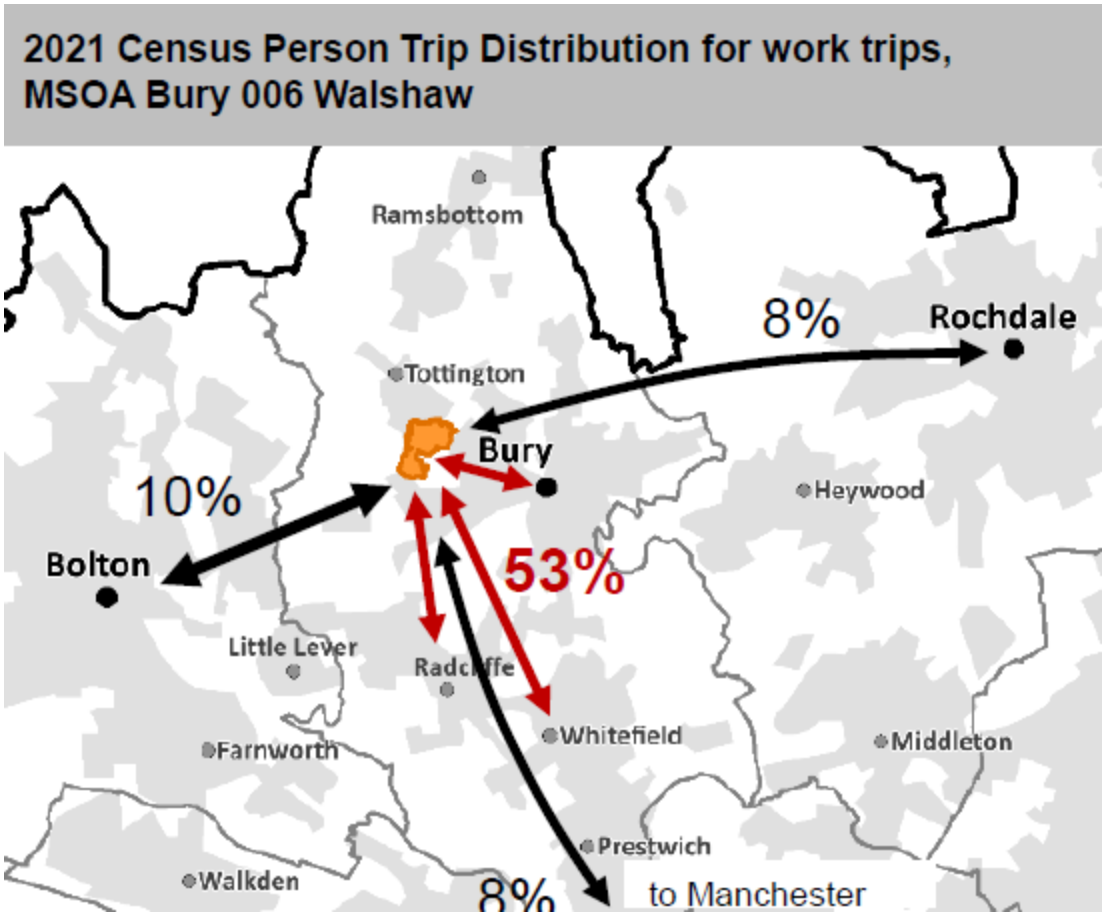
Work Mode Share (MSOA Bury 006)

Walking: 7%

Cycling: 1%

Public Transport: 5%

Driving: 87%



Beyond Commuting

To give an understanding of how new residents from the development are likely to travel for other everyday trips, such as for education and recreation or leisure trips, Greater Manchester Travel Diary Survey data, (locally adjusted using 2021 Census Travel to Work data) was used.

Similar to Elton Reservoir, the data shows that travel choices are different for trips other than commuting to work, with a much larger share of trips made on foot for purposes other than commuting to work.

Education

Walking: 40%

Cycling: 1%

Public Transport: 6%

Driving: 53%

Other everyday trips

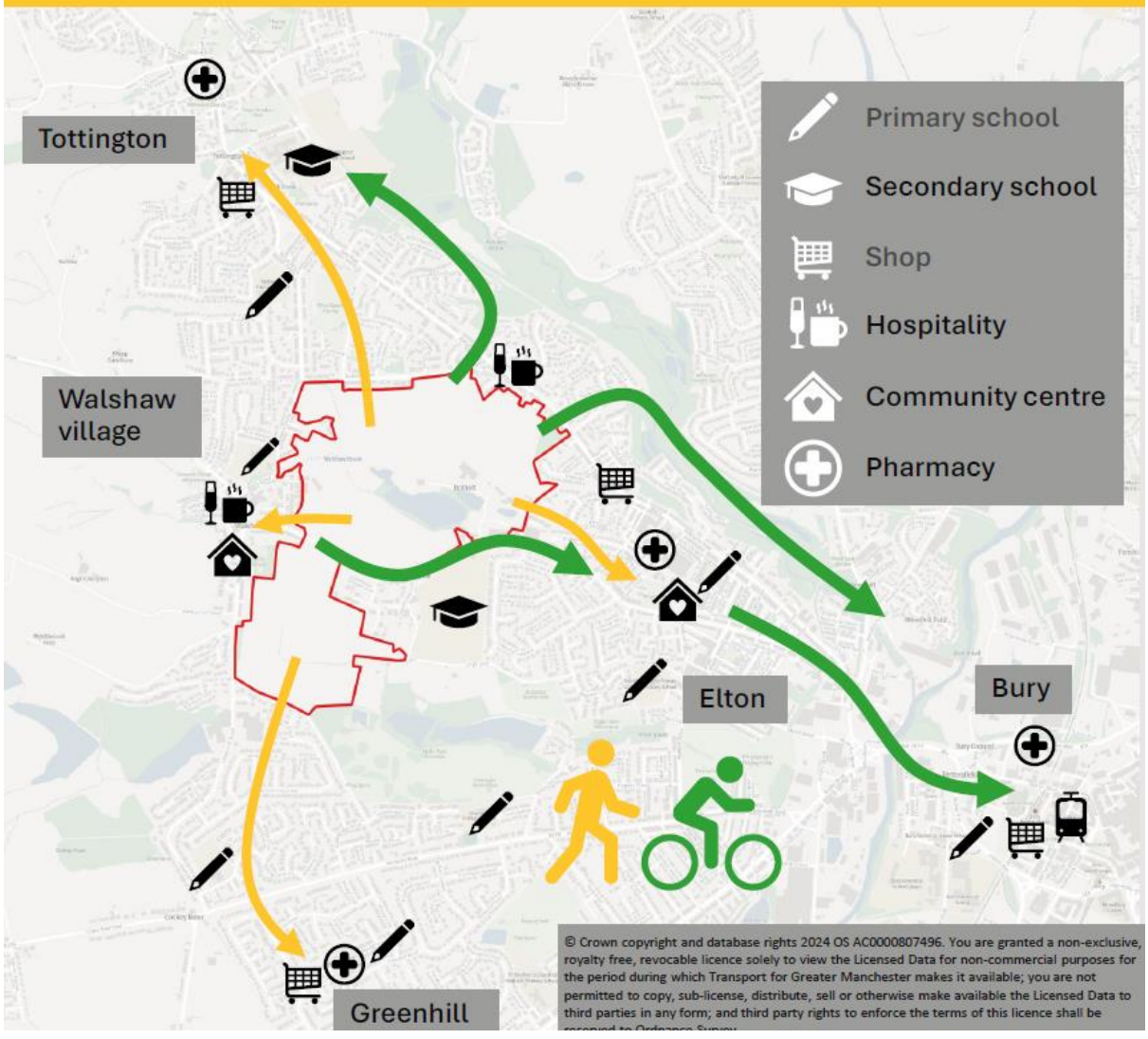
Walking: 26%

Cycling: 1%

Public Transport: 3%

Driving: 70%

Anticipated key walking and cycling routes from the site to surrounding nearby facilities



Setting a Transport Vision for Walshaw

The site is located within an accessible area with access to everyday amenities / facilities within Walshaw and its local catchment. This will maximise the ease of local living for residents at the proposed development, both minimising the need to travel in the first instance and minimising the need for residents to travel by car, given that there are so many alternative modes readily available.

The vision-led target percentages are calculated from an agreed baseline established jointly by Bury Council and TfGM. This baseline draws on multiple data sources, including Census 2021. Developers must evidence a minimum of 10% mode shift from the car to sustainable modes (public transport / active travel) to meet local and national vision led planning policy (NPPF and DfT Circular 01/2022) and GM's Right Mix target of moving from 60% car trips to 50% car trips across the network by 2050.

Baseline Travel Patterns Agreed Linked to Different Uses

Minimum Vision Led Planning Target

- 5% increase in walking for education and other purposes
- 50% increase in cycling for all purposes
- 50% increase in public transport for commuting and other uses

Increase in modal share is measured relative to these baseline figures. For example, if the baseline cycling mode share is 2%, a 50% increase of the baseline would result in a 3% cycling mode share.

Long Term Vision Led Planning Target

- 10% decrease in driving

The long-term, vision-led planning target for the entire site would be, an absolute percentage change from the private vehicle mode share agreed baseline. For example, if the baseline share is 95%, we would expect this would decrease to 85% (a 10-percentage point reduction).

New Strategic Transport Opportunities

Strategic Through Road

Development at Walshaw represents a significant opportunity to deliver new sustainable transport connections, providing sustainable access to the site and its new neighbourhoods and facilities.

The through road will provide access to the various development parcels within the site as well as playing an essential role in respect of public transport providing for new bus routes and stops along its length enhancing accessibility and connectivity for residents and visitors alike.

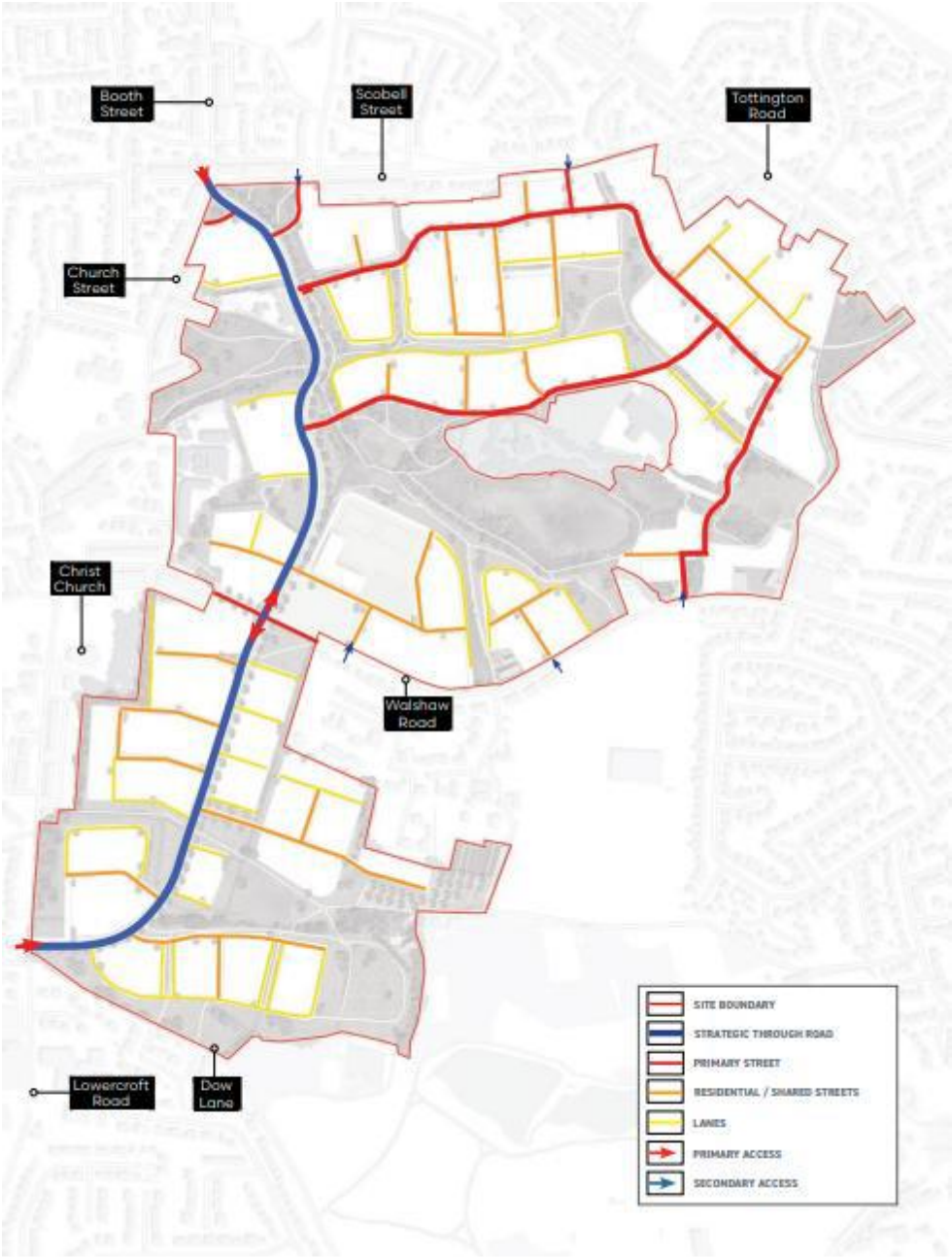
The through road will also provide some of the key active travel routes across the site forming an integral movement route connecting through the site and linking existing and proposed cycle connections.

The through road is a key element of the package of infrastructure supporting the full development of the site, given its role in providing access and facilitating public transport.

The though road provides the opportunity to remove through traffic from Church Street and improve the sense of place in Walshaw village supporting active travel trips to the village from the new development.

The scale and location of residential development within the allocation will be co-ordinated with the delivery of key and

strategic infrastructure including the timely delivery of the through road.



Development Zones

The Walshaw site includes two broad areas or ‘zones’, each of which

will include multiple phases of development. These zones are shown on the adjacent plan.

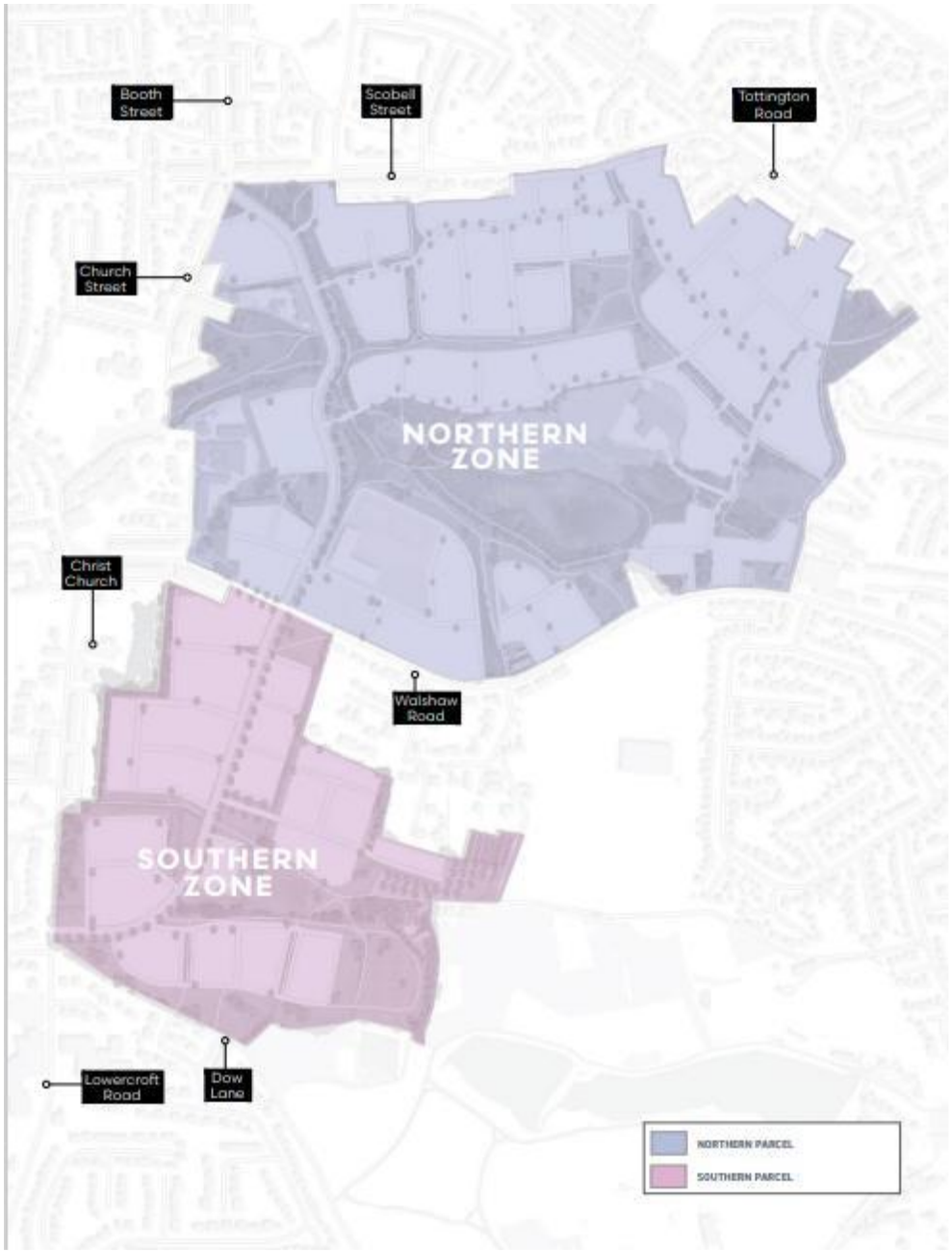
The overall phasing of development, including the amount of development capable of being delivered within each zone, will be influenced by the extent of available capacity within the surrounding road and public transport network.

Critical to this will be the need to exploit the sustainable location of the site and to deliver early investment in and around the site to improve public transport and active travel infrastructure.

The through road is the key infrastructure requirement that will accelerate development and delivery of the site, opening out all development parcels and providing a new public transport and active travel asset that will help movement through and around the site.

A network of dedicated active travel routes will permeate the development, including direct links between the local centres and community facilities. These routes will offer the quickest and most direct way to access key destinations, to meet day-to-day needs and provide direct connections to surrounding areas by non-car modes.

All phases of development will be linked to delivery of the through road, including public transport and active travel provision. The early delivery of the through road will be vital in ensuring that existing and new residents in this area are able to gain easy access to this new infrastructure, including the new Metrolink stop at Elton Reservoir.



Sustainable Transport Opportunities

For Walshaw to be developed sustainably, new residents of the site must have realistic options to meet their daily travel needs by walking, wheeling, cycling, or using public transport from the outset.

Key strategic measures like improved access to public transport and active travel routes and the provision of new on-site local services will facilitate sustainable travel by bringing

essential services closer to residents and providing accessible links to existing facilities off site and for travel further afield.

Early delivery of the through road alongside a network of off-road and on-road paths through the site is needed to facilitate these active travel and public transport links and for travel towards the existing services and facilities between the site and Bury Town Centre.

Providing direct walking access to the clusters of educational facilities located within close proximity to the site such as Elton High School and Elton Primary School will make walking the most attractive option for education trips.

The new through road will extend bus servicing in the surrounding area, enhancing accessibility and connectivity for residents and visitors alike.

All phases of development will therefore be linked to delivery of the through road. The full completion and operation of the through road should be delivered as soon as possible into the development programme.



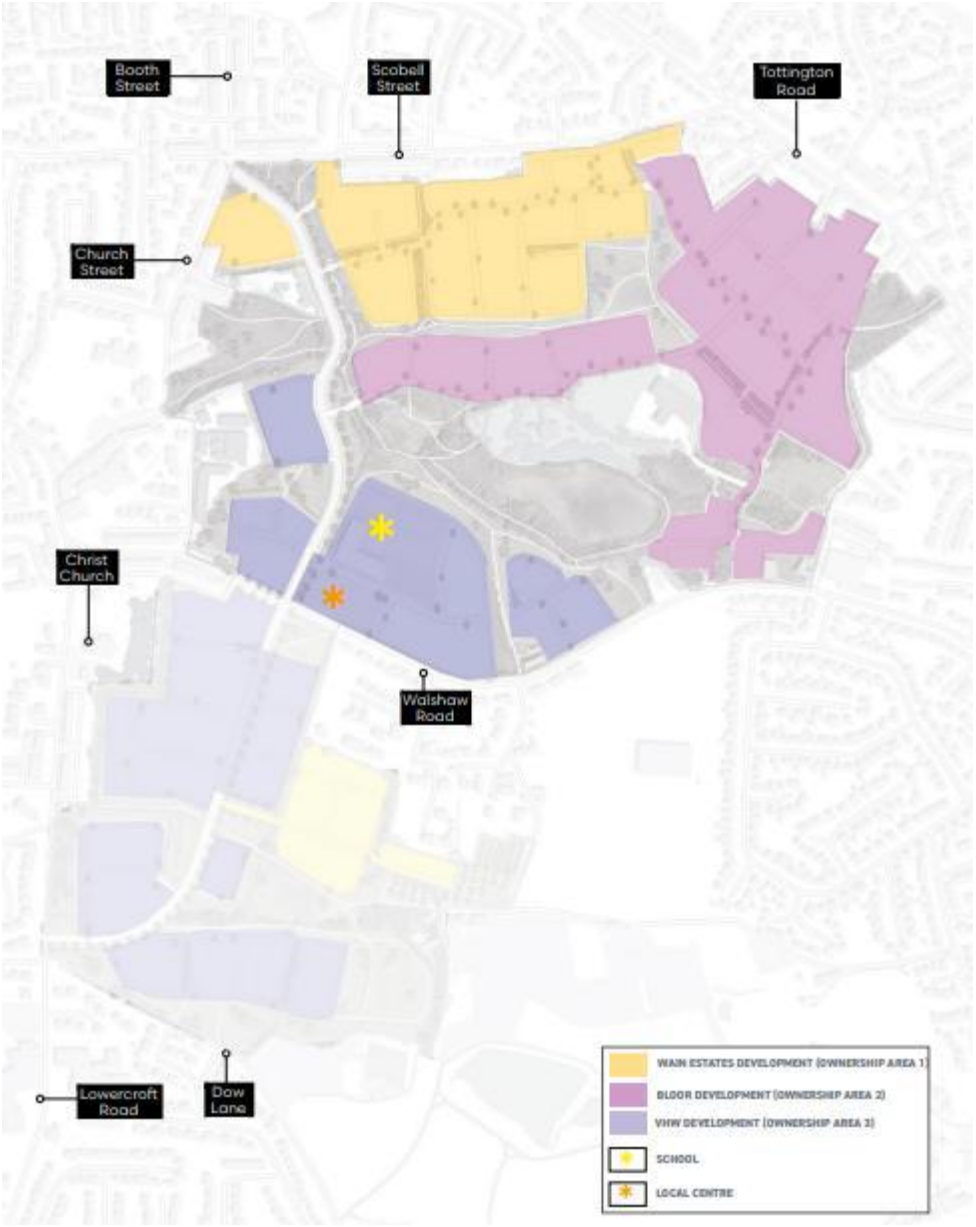
Northern Zone

The Northern Zone is 21 hectares and will deliver around 836 residential units. It is envisaged that residential development will start in the Northern Zone.

The key transport features in this zone include:

- Reconfigured access arrangements at the junction of Booth Street, Scobell Street and Church Street to provide for public transport movement and active provision throughout the northern zone.
- The northern section of the through road which will feed the development of adjoining parcels in the north via secondary roads along with connectivity to the Southern Zone.
- Sustainable transport infrastructure, including provision for active travel routes throughout the zone (including links to the Southern Zone) and public transport including new and improved bus services.
- Off-site highway and junction improvements.

Early delivery of the through road will be vital in ensuring that both existing and new residents in this area can easily access the proposed new infrastructure. Bringing the road into operation at an early stage will also support public transport and active travel from the outset, enabling sustainable development and reducing reliance on private vehicles.



Northern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel provision to:

- Walshaw village via Church Street including provision of safe road crossings.
- Tottington via Booth Street, including controlled crossing at Bury Road junction.

Provision for a crossing on Walshaw Road to give access to bus stops in both directions.

Accessible link to existing NCN 6 traffic free path via:

- Darlington Close, including crossing over Tottington Road
- Sycamore Road and Sunnywood Lane, including crossing over Bury Road

Internal site permeability for walking, wheeling and cycling via existing PRoW network linking all homes directly to the off-site routes to Elton / Tottington / Walshaw village.

Schemes needed to serve the full allocation

A fully accessible walking and cycling route along Walshaw Road within the site leading into Bury town centre via Walshaw Road and Crostons Road junction.

Direct active travel route networks within the site from all zones to on-site local centre and schools once delivered.

Active travel provision along the new through road.

Public Transport

Schemes needed to support early development

Increase capacity of services to:

- Bury town centre, serving north of the site and middle of the site at 30-minute frequency
- Tottington (requires 30-minute service, currently every hour).

Upgrade bus stops along Walshaw Road within the site and those within a 400m catchment of the Northern Zone to meet Greater Manchester's Streets for All Bus Stop Design Guidance.

Schemes needed to serve the full allocation

Increase capacity of services to:

- Bury town centre (further increase to 20-minute service)
- Ramsbottom
- Manchester City Centre

Highways

Schemes needed to support early development

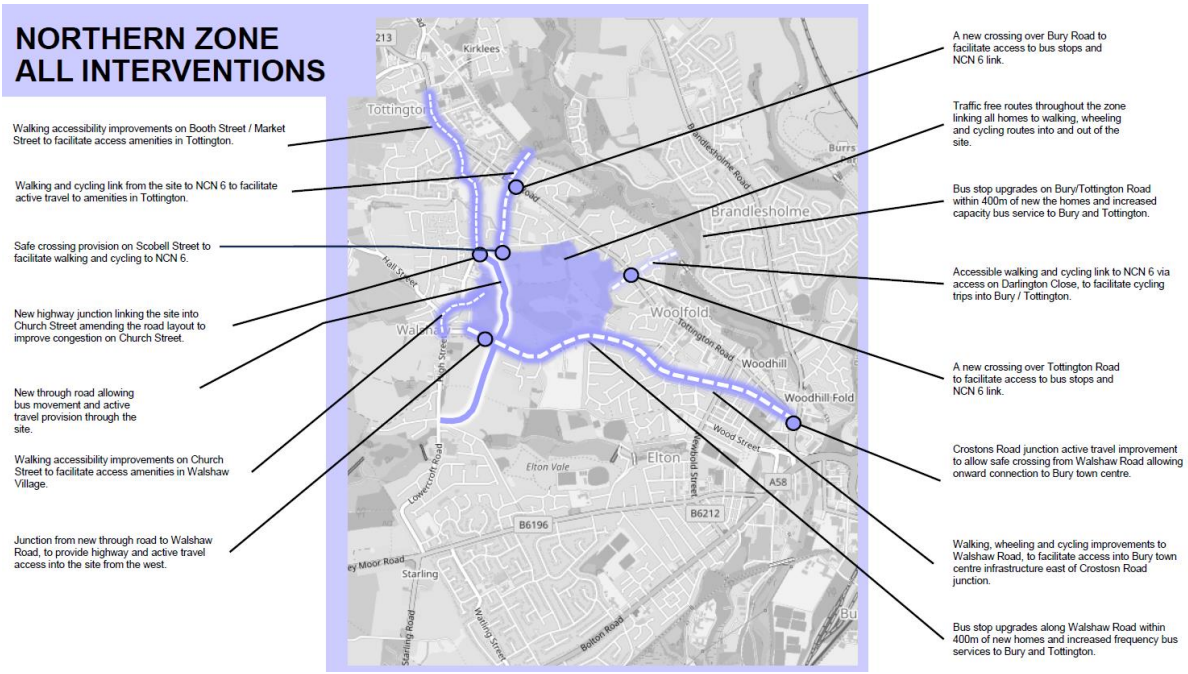
Three arm junction connecting the through road to Booth Street, Scobell Street and Church Street.

Four arm staggered junction to connect the through road to Walshaw Road.

Complete northern section of the through road to Walshaw Road providing connectivity to later phases in the northern zone as well as to the southern zone.

Schemes needed to serve the full allocation

Off-site highway and junction improvements.



Southern Zone

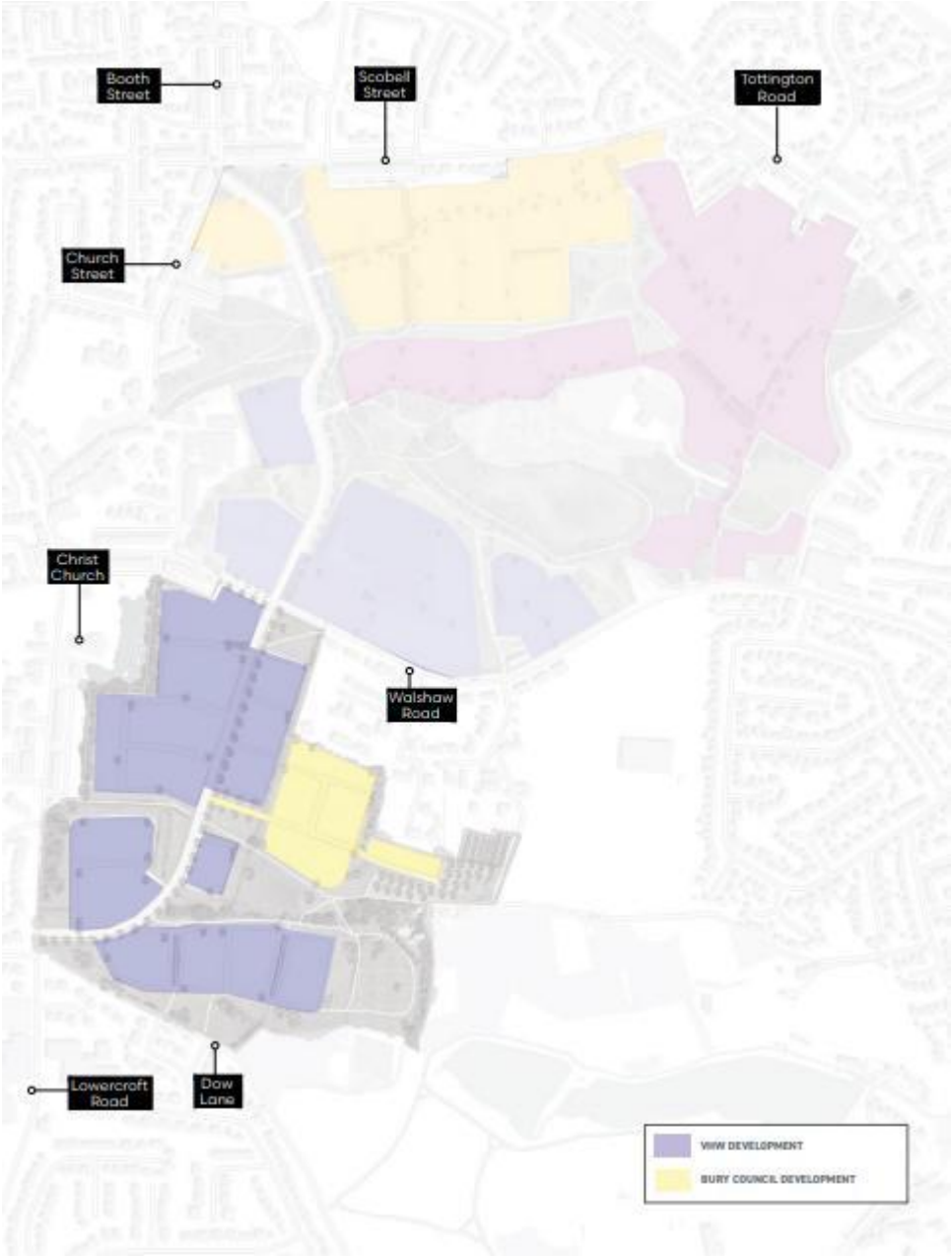
The Southern Zone is 10 hectares and will deliver around 450 residential units. It is currently anticipated that this zone will be part of the later phases of development, however it could potentially come forward earlier.

The key transport features in this zone include:

- A new access junction off Walshaw Road at a location that will serve as a continuation of the new through road.
- The southern section of the through road which will feed the development of adjoining parcels in the south via secondary roads along with connectivity to the Northern Zone.
- Sustainable transport infrastructure, including provision for active travel routes throughout the zone (including links to the Northern Zone) and public transport including new and improved bus services.
- Off-site highway and junction improvements.

The through road will be a critical enabler for sustainable transport and it will need to be operational at an appropriate

time in the development programme to facilitate the public transport and active travel routes through the site.



Southern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel provision to:

- Walshaw Village, via Walshaw Road or new active travel access onto Lowercroft Road.
- Existing amenities in Elton via Leigh Lane.
- Existing amenities on Mile Lane via a signalised crossing on Ainsworth Road.

Internal site permeability for walking, wheeling and cycling via the PRoW network linking all homes directly to the off-site routes to Elton / Tottington / Walshaw village / Mile Lane and on to Elton Reservoir.

Schemes needed to serve the full allocation

Direct active travel route networks within the site from all parcels to the on-site local centre and primary school once delivered, including a link between Walshaw Road and Leigh Lane.

Active travel provision along the new through road.

An active travel route to Bury town centre, extending the proposed Walshaw Road provision and including a potential upgrade at the Tottington Road/Crostons Road Junction.

Public Transport

Schemes needed to support early development

Increase capacity of services to:

- Bury town centre to a 30-minute frequency.
- Tottington (requires 30-minute service, currently every hour).

Upgrade bus stops within 400m catchment of the Southern Zone to meet Greater Manchester's Streets for All Bus Stop Design Guidance.

Schemes needed to serve the full allocation

Increase capacity of services to:

- Bury town centre (further increase to 20-minute service)
- Ramsbottom
- Manchester City Centre

Highways

Schemes needed to support early development

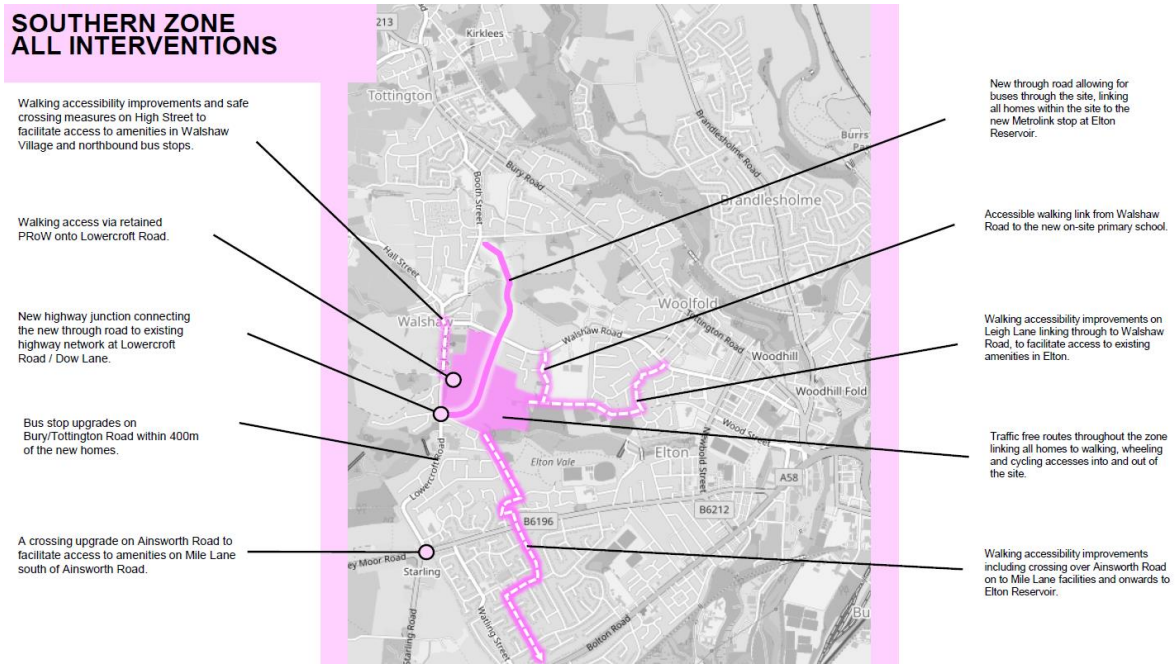
A new junction on Walshaw Road which will be the primary access to this zone. This new junction and access point should provide for movement throughout the whole site, providing connectivity to later phases the Southern Zone.

The southern section of the through road which will be the continuation of the access from Walshaw Road designed to Streets for All standards.

Junction connecting the link road into existing highway network at Lowercroft Road / Dow Lane.

Schemes needed to serve the full allocation

Off-site highway and junction improvements.



Making it Happen



Development across both sites is expected to come forward in a phased approach alongside necessary transport infrastructure provision. A flexible approach is needed to be responsive to opportunities, as the phasing and density of both developments may change over time.



To support the delivery of infrastructure across both sites, Infrastructure Phasing and Delivery Strategies (IPDS) will be prepared to help shape the parameters within which future planning applications will be brought forward to provide a holistic and coordinated approach to the delivery of the on and off-site transport infrastructure.



The IDPS is intended to be “live document” that will be continuously reviewed and updated as more detailed plans and evidence for the sites are prepared. This will allow the strategies to respond to detailed technical work, constraints, opportunities, updated evidence and the availability of funding, as the sites are brought forward for development.

What’s Next?

The Elton Reservoir and Walshaw development sites offer a unique opportunity to deliver thousands of new homes alongside sustainable transport infrastructure, creating well-connected, vibrant communities that support growth and reduce car dependency. The Bury West Transport Framework provides a clear and ambitious transport vision for supporting this in a sustainable way, which will benefit new residents and the wider community.

The successful realisation of this vision now depends on a focussed effort to refine the programme and delivery arrangements.

Key Priorities are:

- Further develop the phasing strategy for sites aligned with development timescales.
- Further develop schemes and commitments to funding across the public and private sectors.
- Monitor evolving needs as sites and projects come forward.
- Refine the Transport Programme.
- Engage with Delivery Partners.
- Establish Delivery Arrangements.

The Council will continue to work with all partners and stakeholders to bring forward the Elton Reservoir strategic link road, the new Metrolink Stop, the Walshaw through road and other essential infrastructure in a coordinated manner that provides significant benefits to new and existing residents in this part of the Borough.

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Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date:** 11 February 2026
Subject:	Bury West Transport Framework	
Report of	Leader and Cabinet Member for Strategic Growth	

1. Summary

1.1 The Places for Everyone Joint Plan (PfE) (adopted in March 2024) includes strategic housing allocations at Elton Reservoir and Walshaw under Policies JPA7 and JPA9 respectively. Both policies specify that any proposals on these sites must be in accordance with a comprehensive masterplan that has been approved by the Local Planning Authority and that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure.

1.2 In order to comply with this policy requirement, Development Frameworks have been drafted for both the Elton Reservoir and Walshaw sites, and these are featured under separate Cabinet items. Following consultation and potential amendments to the draft Development Frameworks, it is the intention that these will be adopted as Supplementary Planning Documents (SPD), making them material considerations to be taken into account in the determination of any planning applications that should come forward on these sites.

1.3 To further support and inform the Development Frameworks for these sites as well as subsequent decision-making through the planning process for future planning applications and funding opportunities, a Bury West Transport Framework (see Appendix A) has been developed to set out a transport vision and plan for delivering the transport infrastructure and services needed to unlock the full potential of the Elton Reservoir and Walshaw sites. This report outlines the detail of the Bury West Transport Framework and seeks Cabinet endorsement of the document.

2. Recommendation(s)

2.1 It is recommended that Cabinet:

i. Endorse the Bury West Transport Framework and delegate authority to the Executive Director of Place to make non-material adjustments to the document as the Elton Reservoir and Walshaw projects progress.

3. Reasons for recommendation(s)

3.1 The Bury West Transport Framework sets out the transport vision for the Bury West area, and its endorsement will support sound decision making through the planning process alongside the proposed Supplementary Planning Documents. The Framework will also be a critical tool in making the case for and securing the investment needed to deliver the required transport infrastructure, from a number of funding sources, including financial and non-financial contributions from the private sector.

4. Alternative options considered and rejected

4.1 The development of a Transport Framework is a best practice planning requirement to set the vision-led strategy for these sites. The public sector has developed the Bury West Transport Framework to ensure it adequately reflects planning and transport policy requirements and can be applied to applications across these sites as they come forward. The alternative option for each developer to produce a Transport Plan for individual application areas, risks a non-cohesive approach and would undermine the overall strategy to develop these sites.

Report Author and Contact Details:

Name: David Wiggins

Position: Service Manager: Strategic Planning and Infrastructure

Department: Place

E-mail: d.i.wiggins@bury.gov.uk

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5. Background

5.1 The Places for Everyone Joint Plan (PfE) (adopted in March 2024) includes strategic housing allocations at Elton Reservoir and Walshaw under Policies JPA7 and JPA9 respectively. Both policies specify that any proposals on these sites must be in accordance with a comprehensive masterplan that has been approved by the Local Planning Authority and that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure.

5.2 In order to comply with this policy requirement, Development Frameworks have been drafted for both the Elton Reservoir and Walshaw sites and these are included under separate Cabinet items. Following consultation and potential amendments to the draft Development Frameworks, it is the intention that these will be formally adopted as Supplementary Planning

Documents (SPD) making them material considerations in the determination of any planning applications that should come forward on these sites.

5.3 To further support and inform the Development Frameworks for these sites as well as subsequent decision-making through the planning process for future applications, a Bury West Transport Framework (see Appendix A) has been developed to set out a transport vision and plan for delivering the transport infrastructure and services needed to unlock the full potential of the Elton Reservoir and Walshaw sites.

5.4 The Bury West Transport Framework will also be a critical tool in making the case for and securing the investment from a range of sources needed to deliver the required transport infrastructure.

5.5 The Bury West Transport Framework identifies and sets out a plan for delivering the transport infrastructure and services needed to unlock the full potential of the Places for Everyone allocations at Elton Reservoir and Walshaw, enabling sustainable, and inclusive growth. The key objectives for the Transport Framework are to:

- Create neighbourhoods for Elton and Walshaw where residents can access everyday facilities on foot, whilst staying well connected to high-quality services and jobs through convenient, direct and sustainable travel links.

- Provide an attractive, sustainable, sub-urban living opportunity at Elton, with its proximity to new and existing tram stops along the canal corridor.

- Ensure all households are connected to a school, shop, community centre, hospitality venue and pharmacy within 1km via safe, inclusive walking routes that enable healthy and sustainable lifestyles.

- Provide safe and accessible cycling routes to key destinations within 5km (including Metrolink stops) from all households, designed to meet GM's Streets for All guidance.

- Support higher land use density at Elton and promote sustainable living, reducing traffic impacts on the surrounding road network.

- Ensure residents benefit from frequent, reliable bus services connecting them to key destinations with sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel.

- Ensure that 90% of residents will be within 400m of a bus or Metrolink service operating at least every 30 minutes on weekdays.

5.6 The framework prioritises sustainable travel, aligned with Streets for All design principles, while incorporating necessary highway improvements to mitigate significant impacts on the highway network.

5.7 The Bury West Transport Framework highlights key transport challenges and opportunities associated with the developments and establishes the principles that will shape how people move within, to and from the new residential developments at Elton Reservoir and Walshaw. It identifies a programme of transport interventions which prioritises sustainable transport to facilitate the development and ensure that new homes and associated supporting infrastructure are accessible, well-connected, and environmentally responsible.

5.8 The Bury West Transport Framework presents measures for improvements to public transport provision, prioritisation of walking, wheeling and cycling, and highway mitigation. It acknowledges that given the scale of the sites full delivery is expected to come forward in phases alongside provision of necessary transport infrastructure. Therefore, a flexible approach is needed to be responsive to opportunities, as the phasing may change over time depending on the delivery of the sites.

5.9 Determining the scale of the mitigation required, and bringing the most effective transport interventions forward at the right time will be crucial for the sustainability of the sites from the outset.

Links with the Corporate Priorities:

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 for driving economic growth and inclusion.

Equality Impact and Considerations:

A full equality impact analysis has been completed. This identified likely impacts due to specific characteristics. The framework is anticipated to have mostly positive

impacts. Where possible disadvantage has been identified, this has been mitigated leading to an anticipated neutral outcome.

There are no further equalities concerns at this stage however this analysis will be continually reviewed as the activity progresses and evolves.

Environmental Impact and Considerations:

Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The Development Frameworks for both Elton Reservoir and Walshaw will seek to meet policy requirements, including physical, social and environmental impacts, such as biodiversity net gain.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The Bury West Transport Framework is not endorsed, impacting: ▪ The ability to support sound decision making through the planning process or alongside Supplementary Planning Documents to inform decisions on future planning applications. ▪ The position when making the case for and securing the investment needed to deliver the required transport infrastructure.	▪ Develop a robust basis for the Bury West Transport Framework through ongoing engagement with key stakeholders, alignment with policy and development of strong technical base. ▪ Seek endorsement of the Bury West Transport Framework.

Legal Implications:

The recommendation in the report is within the legal powers of the Council. The Director of Law and Governance shall continue to be consulted as the sites are developed out, so that appropriate legal advice and assistance can be secured throughout that process, and good governance ensured. Any requests for approval that relate to the entering into of contracts (either with reference to the framework or the site/s) will need to be subject to a separate report to Cabinet.

Financial Implications:

There are no financial implications arising directly from the drafting and adoption of the Transport Framework, produced by Planning Services staff funded from existing approved budget allocations. Any schemes undertaken following adoption of the Framework will be subject to individual reports, which will set out estimated costs and associated funding sources.

Appendices:

Appendix A – Bury West Transport Framework

Background Papers:

Places for Everyone Plan. Available on request.

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

Term	Meaning
TFD	Transport Framework Document
SPD	Supplementary Planning Document
PfE	Places for Everyone Plan
TfGM	Transport for Greater Manchester

Agenda Item 8

Cabinet Report Sign Off Sheet

(Please speak with Philippa Braithwaite in Democratic Services for any assistance)

Name of report: Bury Local Plan (Regulation 19) Report Author(s): David Wiggins Date of Cabinet: 30 June 2026

Initial Sign off

(We suggest these are completed prior to the draft report deadline)

Has the report been to Service DMT?	Yes ☐ Date: No ☐
Has the report been considered by SLG?	Yes ☐ Date: No ☐
Has the report been considered by other Board? (e.g. Regeneration Board)	Yes ☐ Date and Board(s): No ☐
Has the report been considered by an Assurance Board?	Yes ☐ Date and Board: No ☐

Formal sign off

(Please note, no report will be issued without the following sign offs)

Reviewed by Cabinet Member	Date:
Reviewed by Executive Lead	Date:
Legal review Alex Strickland	Date: 21/1/2026
Finance review	Date:08/05/26
S151 officer review	Date:
MO review	Date:

Classification:	Decision Type:
Open	Key

Report to:	Overview and Scrutiny (29 June 2026) Cabinet (30 June 2026)	**Date:** 30 June 2026
Subject:	Bury Local Plan (Regulation 19)	
Report of	Leader of the Council	

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 from 2022 to 2043 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 strategic plan that covers nine of the ten Greater Manchester districts (excluding Stockport). PfE was adopted in March 2024 and provides the strategic framework up to 2039 within which the participating districts need to develop their individual Local Plans.

3. The Local Plan sets out more locally-specific planning policies to complement those in PfE. Once adopted, Bury's Local Plan policies will replace the remaining saved policies in the Unitary Development Plan.

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

5. Consultation on the draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 took place over an eight-week period between 17 March and 12 May 2025. All representations received on the draft Local Plan have now been fully considered and, where necessary, amendments have been made to the Plan.

6. The Local Plan has now progressed to the Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations and approval is sought to invite further representations on this version of the Plan.

Recommendation(s)

7. It is recommended that Cabinet:

   a. Approves the Publication Bury Local Plan, Policies Map and supporting background documents and invite representations over for an eight-week period commencing no earlier than 10 July 2026; and

   b. Delegates power to the Executive Director of Place to make minor non-material editorial amendments to the Publication Local Plan before the invitation to make representations commences.

Reasons for recommendation(s)

8. To ensure that stakeholders have a further opportunity to have their say on the emerging Bury Local Plan.

Alternative options considered and rejected

9. To not approve the Publication Local Plan, Policies Map and supporting background documents. This would prevent stakeholders commenting on the Publication Local Plan and would result in the future adoption of the document being contrary to planning regulations and legal requirements.

Report Author and Contact Details:

Name: David Wiggins

Position: Service Manager: Strategic Planning and Infrastructure

Department: Place

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Background

10. 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.

11. The Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the legal and procedural requirements for local authorities producing and consulting on their Local Plan. There are various stages in the production of a Local Plan and the Publication Bury Local Plan is part of the plan preparation under Regulation 19.

12. 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 2043. 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).

13. Places for Everyone (PfE) is a strategic 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 individual Local Plans.

14. PfE sets out the overall spatial strategy for the nine Greater Manchester districts up to 2039. 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.

15. The Local Plan sets out more 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.

16. Consultation on the draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 took place over an eight-week period between 17 March and 12 May 2025. All representations received on the draft Local Plan have now been fully considered and, where necessary, amendments have been made to the Plan. A summary of the main issues received in response to consultation on the draft Local Plan is set out in a Consultation Statement (Appendix 4).

17. The Local Plan has now progressed to the Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations and approval is sought to invite further (final) representations on this version of the Plan. Any representations received at this stage will be submitted to the Government for consideration as part of the Examination of the Local Plan.

18. More detail on the Local Plan can be viewed on the Council's web site at www.bury.gov.uk/burylocalplan 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.

Scope and content of the Publication Local Plan

19. The full Publication 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.

20. The 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:

- 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;
- Open space, sport and recreation;
- Protecting the Green Belt;
- Managing water and flood risk;
- Addressing air quality, pollution and hazards;
- Delivering other infrastructure; and
- Development management.

Key Diagram and Policies Map

21. 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.

22. The Key Diagram is shown in Figure 5 of the 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.

23. The Local Plan Policies Map presents a spatial interpretation of policies and designations set out in the Local Plan. This will be available on the Council's web site from the start of consultation on the Publication 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.

24. The Policies Map for the Publication Local Plan can be viewed at Appendix 2.

Integrated Assessment and Habitats Regulations Assessment

25. An Integrated Assessment (IA) is 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 Local Plan is appended to this report (Appendix 3).

26. The Publication 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

27. 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.

28. Several thematic Topic Papers have been prepared which consolidates relevant background evidence and identifies the key issues for Bury that the Local Plan should seek to address. The themes of the Topic Papers largely reflect the chapters within the Local Plan set out in paragraph 20 above and these will be published from the start of consultation.

29. More detailed studies have also been prepared to support the approach in the Local Plan, specifically:

    - A Housing Needs and Demand Assessment;
    - An assessment of thresholds for retail and leisure impact assessments;
    - A Flood Risk Assessment;
    - A viability assessment; and
    - An assessment of needs for open space, sport and recreation.

Inviting representations

30. It is proposed to invite representations on the Publication Local Plan in accordance with Bury's current Statement of Community Involvement (December 2024) and Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

31. It is intended that consultation will take place over an 8-week period starting no sooner than 10 July 2026.

32. All material relevant to the Publication Local Plan will be available for inspection via the Council's planning policy pages of the web site[1]. Relevant material will also be made available for inspection electronically at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday to Friday) and at local libraries[2] and the Tottington Centre[3] during their normal opening hours.

33. 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 a direct invitation to make representations on the Publication Local Plan.

34. It will also be advertised via the Council's social media platforms.

Next steps

35. Moving forward, the Publication Local Plan, relevant supporting material and all representations received on the Publication Local Plan will be submitted to the Secretary of State.

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

Links with the Corporate Priorities:

37. 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.

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[1] https://www.bury.gov.uk/burylocalplan
[2] https://www.bury.gov.uk/libraries-and-archives/find-a-library
[3] https://www.tottingtoncentre.co.uk/

Equality Impact and Considerations:

38. A full EIA has been carried out with only positive impacts identified at this stage (see Appendix 5). 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:

39. The Publication 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 Publication Local Plan	The Local Plan is being prepared in accordance with the requirements of 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.

Procurement Implications

40. No procurement implications

Legal Implications:

41. 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.

42. The proposed publication of the Local Plan complies with the requirements of Regulation 19 of the 2012 Regulations and the Council's Statement of Community Involvement. The Council shall take into account any representations made to it following publication before formal submission of the Local Plan to the Secretary of State.

Financial Implications:

43. There are no direct financial implications resulting from the issue of a local plan.

Appendices:

Appendix 1 - Publication Bury Local Plan.

Appendix 2 – Publication Local Plan Policies Map.

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

Appendix 4 – Bury Local Plan Consultation Statement.

Appendix 5 – Equality Impact Assessment.

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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www.bury.gov.uk/burylocalplan

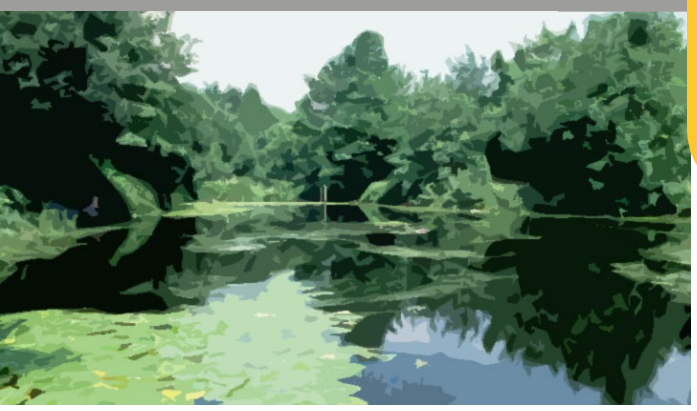
Bury Council






Publication Bury Local Plan (Regulation 19)

June 2026







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 colleagues on a wide range of initiatives to support this.

Bury is one of the nine Greater Manchester districts that 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 follow-on 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 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 next important stage for Bury's new Local Plan.



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

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Strategic policies

Paragraph 21 of the 2024 National Planning Policy Framework (NPPF) states that plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Of the Local Plan policies listed above, the following are strategic policies:

Chapter	Strategic policies
Meeting our housing needs	LP-H1; LP-H2; LP-H3; LP-H4; LP-H5; LP-H6; LP-H7; LP-H8.
Delivering economic growth	LP-E1; LP-E2; LP-E3; LP-E4.
Supporting our centres	LP-TC1; LP-TC2.
Promoting tourism and culture	LP-TO1.
Creating healthy and successful communities	LP-CM1; LP-CM2; LP-CM3; LP-CM4.
Promoting sustainable transport	LP-TR1; LP-TR2; LP-TR3; LP-TR4; LP-TR5; LP-TR7.
Conserving our built environment and achieving high-quality design	LP-BE1; LP-BE2; LP-BE3; LP-BE6.
Conserving and enhancing our green infrastructure	LP-GI1; LP-GI3.
Improving access to quality open space, sport and recreation	LP-OS1; LP-OS2; LP-OS3.

Chapter	Strategic policies
Protecting the Green Belt	LP-GB2; LP-GB4; LP-GB5.
Managing water and flood risk	LP-W1; LP-W2; LP-W3.
Addressing air quality, pollution and hazards	LP-AP1; LP-AP2.
Delivering other infrastructure	LP-OI1; LP-OI2; LP-OI3.
Development management	LP-DM1.

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 often 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 This Publication Local Plan sets out a long-term framework to manage future growth and development in the Borough and covers the period of 2022 to 2043.

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

1.7 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

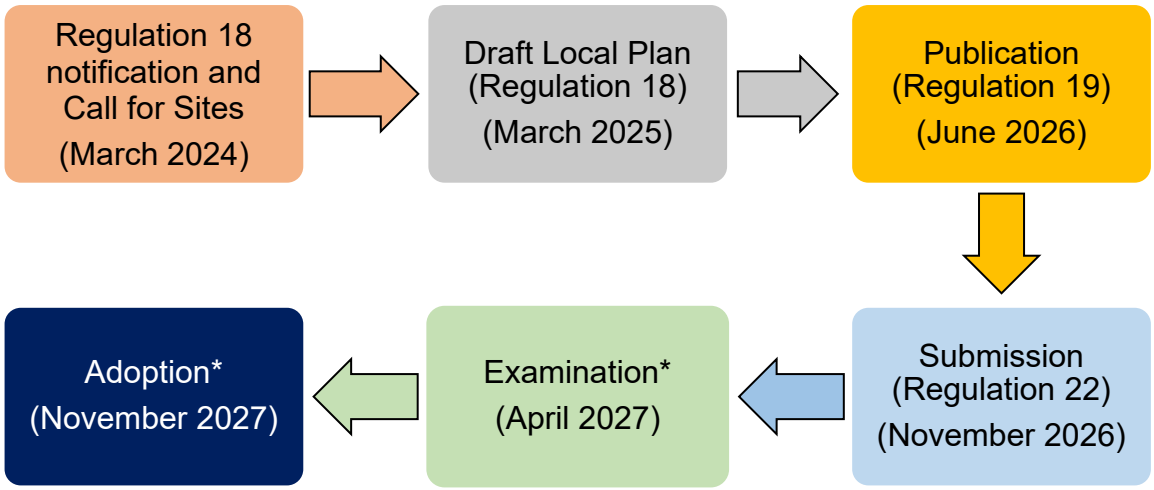
1.8 Moving forward, any representations received in response to consultation on this Publication version of the Local Plan will be formally submitted to the

Secretary of State alongside the Publication Local Plan and other supporting documentation.

1.9 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.

1.10 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 Local Plan

1.11 Comments are invited on this Publication Local Plan, along with any views relating to the supporting evidence. The eight-week period for making comments runs from Friday 10 July May 2026 to 23:59 on Friday 4 September 2026.

1.12 It should be noted that representations received at this stage will be submitted to the Government for consideration as part of the subsequent examination of the plan by a Planning Inspector. **Given that an Inspector's examination of the plan will be confined to issues of soundness and legal compliance, any representation on this version of the Local Plan should, likewise, focus on these matters**.

1.13 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/burylocalplan. In doing so, we will be able to establish your definitive views.

1.14 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
Place Directorate
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

1.15 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.

1.16 If you want to stay informed about all aspects of the Bury Local Plan and other development planning matters, you can register your interest by completing our online form at www.bury.gov.uk/burylocalplan. 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.

1.17 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.

1.18 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.

1.19 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].

Transitional arrangements

2.5 The current NPPF (December 2024) includes transitional arrangements for the purposes of plan-making, stating at paragraph 234 that the policies in the current NPPF will apply except in specific circumstances. This includes exception 234(c) where 'the plan includes policies to deliver the level of housing and other development set out in a preceding local plan (such as a joint local plan containing strategic policies) adopted since 12 March 2020'.

2.6 The preceding Places for Everyone Joint Plan (adopted in March 2024) sets out requirements for housing and employment development and, as such,

[1] National Planning Policy Framework (December 2024)
[2] National Planning Policy for Waste
[3] Planning policy for traveller sites
[4] Planning Practice Guidance

the transitional arrangements set out in paragraph 234(c) of the NPPF are applicable to this Local Plan.

2.7 Paragraph 235 of the NPPF specifies that where any of the exceptions set out under paragraph 234 apply, the plan will be examined under the relevant previous version of the Framework (i.e. December 2023)[5].

Plan period

2.8 In terms of the plan period, paragraph 22 of the NPPF states that strategic policies should look ahead over a minimum 15-year period from adoption.

2.9 Given that this Local Plan includes a number of strategic policies (see index of policies), it is covering the period up to 2043.

Places for Everyone

2.10 Places for Everyone (PfE) covers nine of the ten Greater Manchester districts and was produced collaboratively by the Mayor of Greater Manchester and the nine local authorities[6]. PfE was adopted in March 2024 and provides the strategic framework for this Local Plan.

2.11 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.

2.12 This 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

2.13 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

[5] National Planning Policy Framework (December 2023)
[6] Bolton, Bury, Manchester City, Oldham, Rochdale, Salford City, Tameside, Trafford and Wigan Councils

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.

2.14 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.

2.15 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.

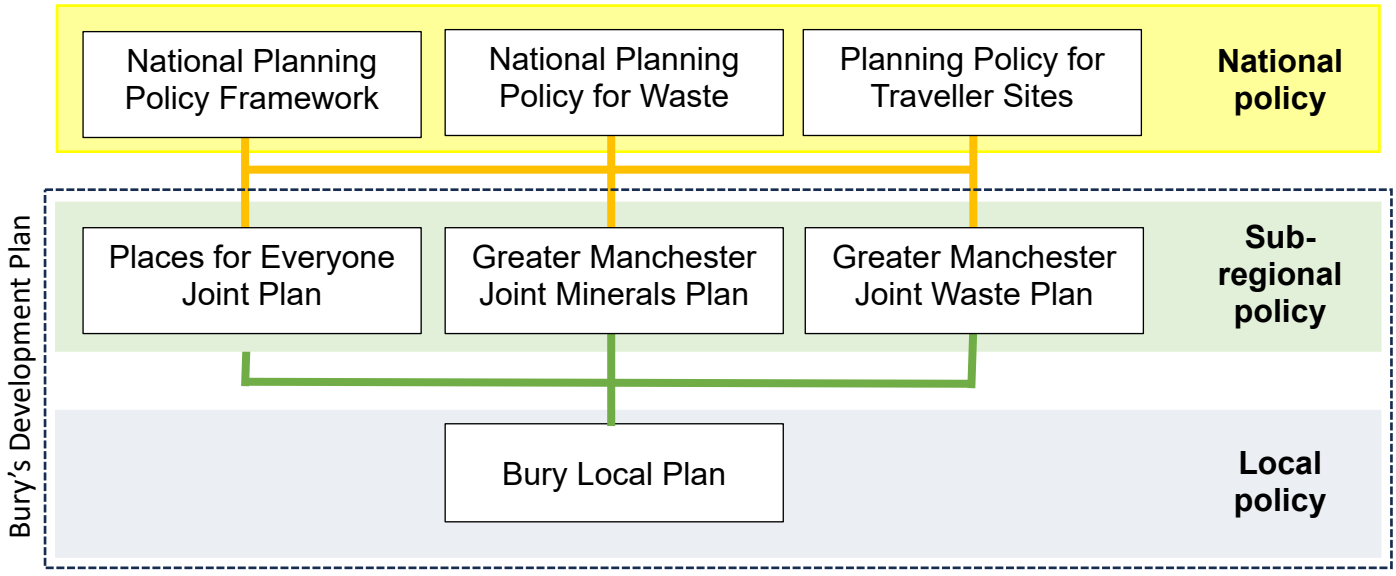
2.16 A review of the Joint Minerals and Waste Plans has indicated that there is a need to update both plans and the ten Greater Manchester districts recently agreed to the principle of the making of a combined Joint Minerals and Waste Plan for Greater Manchester.

2.17 Given this joint work, minerals and waste matters are out of the scope of the Local Plan in order to avoid duplication and potential inconsistencies.

Planning policy hierarchy

2.18 Figure 2 sets out the hierarchy of planning policies that will be applicable to Bury.

Figure 2 – Proposed planning policy hierarchy



2.19 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.

2.20 Although none have been adopted 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

2.21 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 'to stand out as a place achieving faster economic growth than the national average, with lower than national average levels of deprivation'.

2.22 It was created by Team Bury which is a partnership of all Bury's public services, schools and colleges, the voluntary and community sector and businesses.

2.23 Achieving the Strategy's Vision will require communities, businesses and public services working together:

- **Locally**, by empowering and enabling community-led approaches and support, working with increasingly integrated public services;
- With **Enterprise** through ambitious programmes of regeneration; opening up employment land and creating new jobs. We will connect local people to opportunities through skills development and by encouraging innovation and new ideas;
- **Together**, by working as one system across communities, public services and businesses, recognising and valuing our increasingly diverse communities of place, identity and experience; and
- Through **Strength**, by taking an asset-based approach to our work; helping people to focus on what is strong, not what is wrong and encourage resilience and independence.

2.24 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

2.25 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.

2.26 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.

2.27 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.

2.28 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.

Duty to Co-operate

2.29 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.

2.30 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 2043 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 and the diverse independent business and tourism sectors, the Borough will have a strong local economy that provides good quality and accessible jobs and makes a significant contribution towards boosting the economic output from the north of Greater Manchester.

The Borough will be home to the townships of Bury, Ramsbottom, Tottington, Radcliffe, Whitefield and Prestwich that have built on their unique characters and distinctive roles, supported by thriving and diverse centres that act as the focal points for their surrounding communities. Neighbourhoods in East Bury and Inner Radcliffe will have seen successful physical and social regeneration efforts which have led to reduced deprivation and inequality.

It will be home to strong, vibrant and healthy communities with 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 have responded to the biodiversity emergency having taken bold action to reverse the decline in our natural heritage. It 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 that reflects local heritage, culture and character and which incorporates 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 net zero 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.'

Climate change

3.5 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 net zero carbon in operation by 2028.

3.6 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.

3.7 Climate change is also a key issue for biodiversity. It is already altering habitats, species distribution and ecosystem resilience, with rising temperatures, changing rainfall patterns and more frequent extreme weather events placing increasing pressure on biodiversity. This Local Plan will respond by protecting and enhancing the Borough's green infrastructure network, securing measurable biodiversity net gain, and promoting nature-based solutions within new development.

3.8 Climate change is a cross-cutting theme within the Local Plan, with the majority of chapters contributing to climate change mitigation and adaptation and it seeks to supplement climate change-related policies in Places for Everyone with a range of policies, including those associated with flood risk and water management, green infrastructure, design, air quality and transport infrastructure whilst seeking to promote development in sustainable locations that encourage active travel and the use of public transport.

Strategic objectives

3.9 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 net zero 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 and local 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 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;**

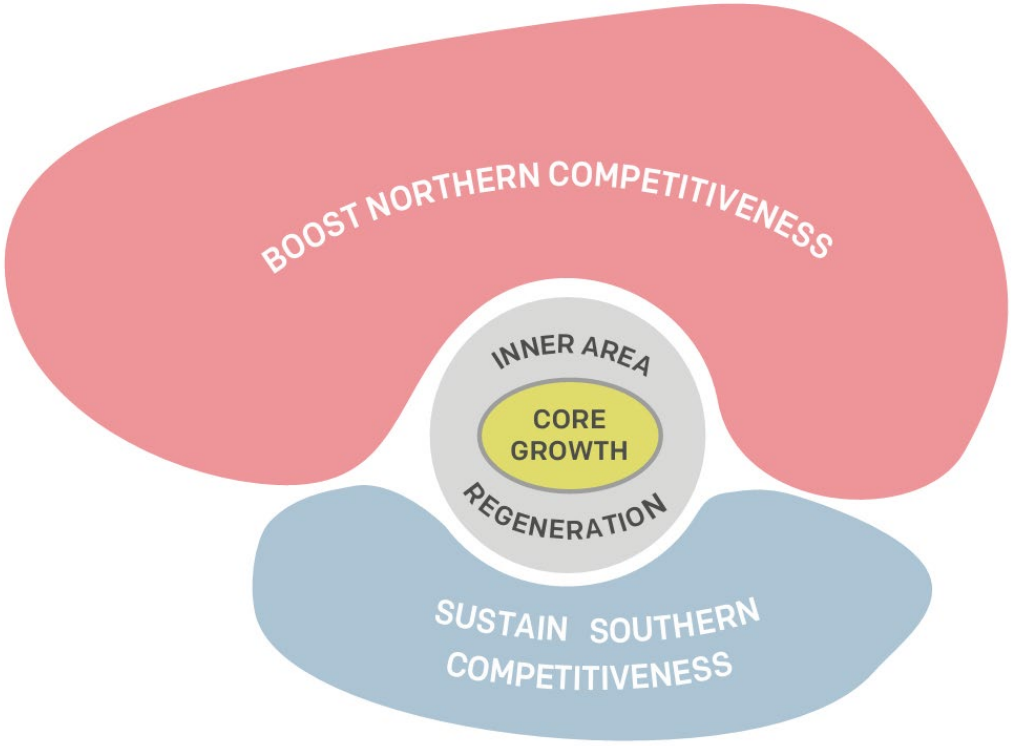
12. **Assist in the process of achieving nature recovery and ecological network connectivity by conserving and enhancing the Borough's natural environment and supporting a net gain in Bury's biodiversity;**
13. **Ensure that the Borough's residents have access to enough good quality green and blue infrastructure, open space, sport and recreation facilities;**
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; and**
18. **Ensure and that new and existing development is supported by necessary infrastructure.**

Spatial strategy

3.10 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.

3.11 Bury's Local Plan sits under the Places for Everyone (PfE) plan, which sets the spatial strategy for the city-region, to deliver sustainable and inclusive growth. A key part of this is boosting the competitiveness of the northern districts (including Bury) and PfE has allocated several large, strategic sites for housing and employment development in Bury.

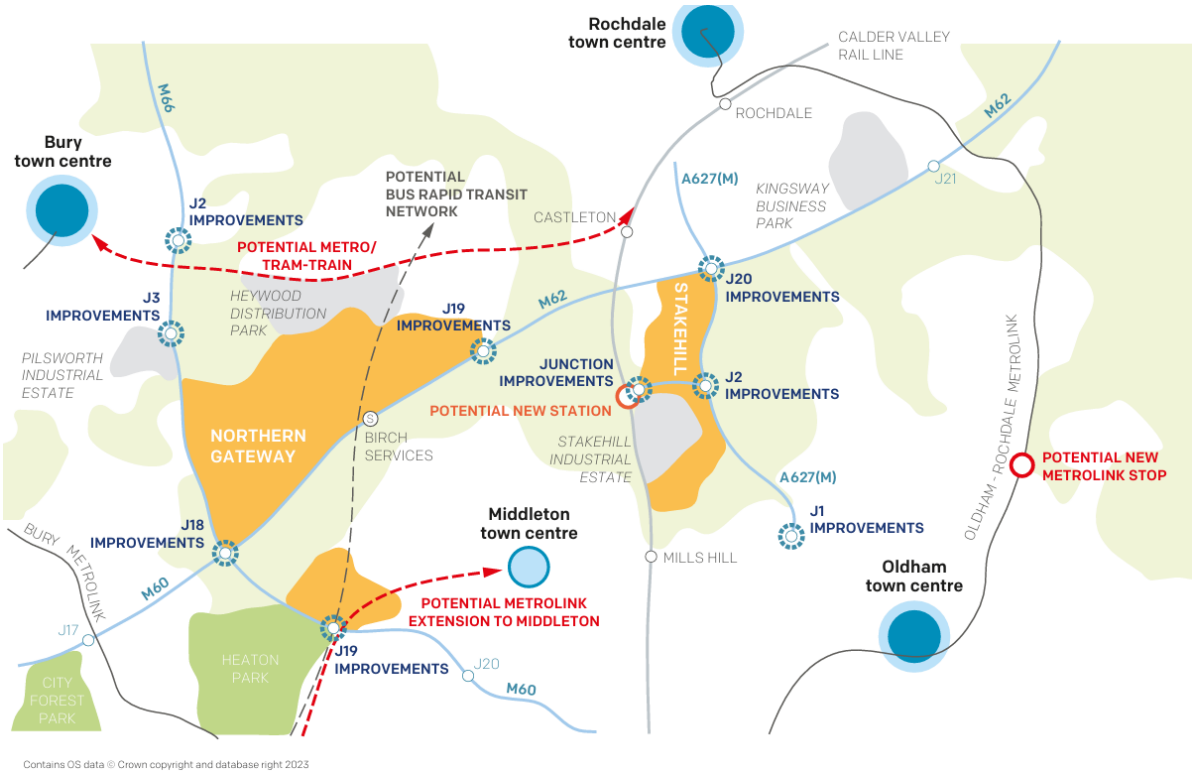
Figure 3 - PfE spatial strategy



3.12 PfE shows that Bury is positioned within a planned corridor of growth focused around the M62 and extending across Bury, Rochdale and Oldham - referred to as North-East Growth Corridor, or Atom Valley. This area has the potential to deliver transformative change for Bury and the wider region.

3.13 This has led to the formal designation of the Atom Valley Mayoral Development Zone (MDZ) which includes the allocation for nationally significant growth at the Northern Gateway (Policies JPA1.1 and JPA1.2). The designation of the Atom Valley MDZ provides a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth across this area and adjoining towns.

Figure 4 - North East Growth Corridor



3.14 The 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 but also includes more locally specific spatial priorities. It 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.

Broad distribution of development

3.15 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.

3.16 PfE used the Government's standard methodology (applicable at the time) to calculate housing needs across the plan area. However, as a joint plan, Places for Everyone 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.

3.17 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.

3.18 However, there simply is not enough brownfield land within the Borough to meet even the reduced housing target in PfE. Consequently, to address the shortfall, PfE 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.

3.19 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.

3.20 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.

3.21 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.

3.22 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.

3.23 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 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.

3.24 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.

3.25 The growth and development proposed for Bury will require significant investment in infrastructure across the Borough 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

3.26 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.

3.27 In line with national planning policy, the Plan's strategy is to resist inappropriate development in the Green Belt except in very special circumstances 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.

3.28 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.

3.29 In terms of the built 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.

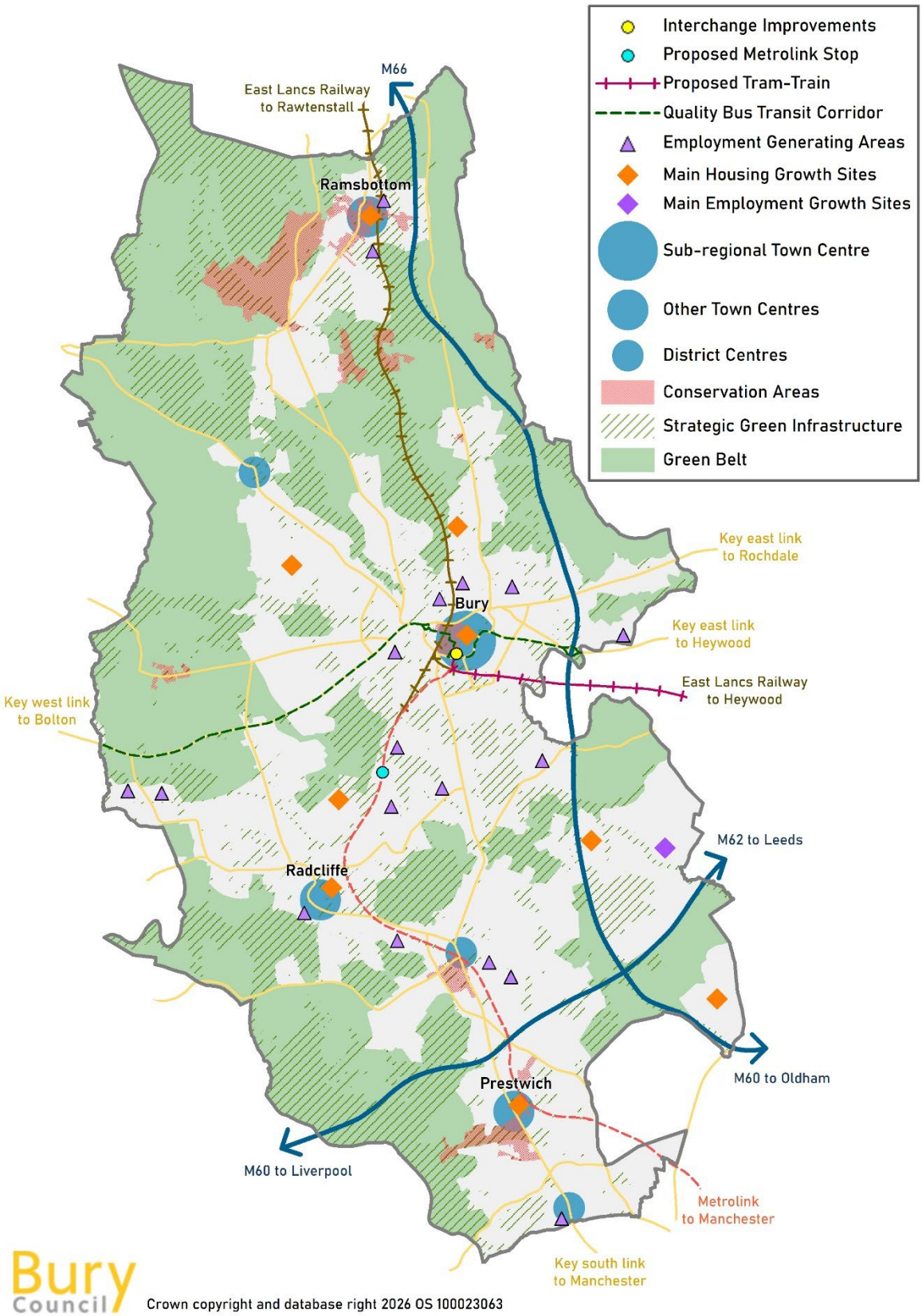
3.30 The Local Plan will also seek to ensure that all new development delivers high-quality, inclusive and sustainable places that respond positively to local context and contribute to a distinctive sense of place.

Key Diagram

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

3.32 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 5 – Local Plan Key Diagram



Policies Map

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

3.34 The Local Plan Policies Map presents a spatial interpretation of policies and designations set out in the Local Plan. This is available on the Council's web site via an interactive online mapping tool.

3.35 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 (or subsequent replacement).

4 Meeting our housing needs

4.1 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 land with permission is developed without unnecessary delay.



4.2 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 in Table 1.

Table 1 – Housing growth to 2039

	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

4.3 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.

4.4 As a result, a requirement of 452 dwellings per year will apply to the period from 2039 – 2043. This results in a total housing requirement of **9,486 dwellings from 2022 – 2043** as set out in Table 2.

Table 2 – Housing growth to 2043

	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	2039-2043 (annual)	Total 2022-2043
Bury housing requirement	452	246	452	520	452	9,486

4.5 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.

4.6 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.

4.7 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.

4.8 The Strategic Housing Land Availability Assessment (SHLAA) provides details of sites considered suitable, available and achievable for residential development. Table 3 (based on the 2025 SHLAA) illustrates that sufficient housing land has been identified to meet Bury's housing requirement over the plan period.

Table 3 – Housing supply 2022 - 2043

Source of supply	Number of dwellings
Housing completions 2022-2025	836
Units on sites under construction and with planning permission	2,084

Source of supply	Number of dwellings
PfE allocations	5,279
Other identified sites within town centres	2,135
Other identified sites outside town centres	570
Small sites windfall allowance	342
Total 2022-2043	11,246

4.9 The Places for Everyone sites are allocated for a total of 6,440 units within Bury, however 81 homes now have planning permission and are under construction, and a total of 1,080 units are expected to come forward after 2043 and are therefore excluded from the total in the table above.

4.10 Comparing the housing land supply against the housing requirement demonstrates that there is an 18.6% flexibility allowance, which will ensure the housing requirement can be met.

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. The development of suitable sites within existing settlements and the re-use of suitable previously developed land are encouraged, to support sustainable patterns of development and aid regeneration;

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.

The Council will also have regard to Local Plan Policy LP-BE6 when considering the design and layout of any new residential development.

Justification

4.11 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.

4.12 The detailed design and layout of a particular proposal for new housing development will be considered against Local Plan Policy 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 is not inappropriate development within the Green Belt in accordance with national planning policy;

b. on land that is not protected or allocated for other purposes;

c. of a scale which can be accommodated taking into account the existing or proposed availability of 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, Places for Everyone Plan and National Planning Policy Framework.

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

4.13 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.

4.14 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).

4.15 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.

4.16 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.

4.17 The detailed design and layout of a particular proposal for new windfall housing development will be considered against Local Plan Policy 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

4.18 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 (2025)[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 (10-15%), 2-bedroom (30-35%), 3-bedroom (35-40%) and four or more-bedroom (15-20%).

4.19 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-

[7] In determining an appropriate mix, regard will be had to the latest available evidence.

site basis and may contribute to some of the needs identified rather than the full range.

4.20 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.

4.21 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. Local Plan Policy LP-H5 also requires 4% of homes on sites of 50 or more dwellings to be built to the 'wheelchair user' standard in Part M4(3) of the Building Regulations unless this is impracticable due to site-specific factors or it is demonstrated to be unviable.

4.22 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[8] (rounded to the nearest dwelling):

- 10% of all units on developments of 10-24 units should be affordable, subject to viability[9];
- 15% of all units on developments of 25 or more units within Bury, Radcliffe and Prestwich town centres based on the town centre boundaries indicated on the Policies Map should be affordable, subject to viability;

[8] Other than Build to Rent developments, for which requirements are set out separately within this policy.
[9] This requirement applies to all sites outside the Green Belt, including sites in town centres.

- 25% of all units on developments of 25 or more units outside Bury, Radcliffe and Prestwich town centres should be affordable, subject to viability; and
- 50% of all units on sites of 10 or more dwellings in the Green Belt, subject to viability where justified and in accordance with the NPPF and Planning Practice Guidance in relation to site-specific viability assessment for major development in the Green Belt.

Developers are expected to make efficient use of land and attempts to artificially reduce the scale of development to below the threshold for providing affordable housing will not be acceptable.

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.

Tenure of new affordable housing

The affordable housing tenure must accord with the definition of affordable housing within 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; and
- 40% affordable home ownership[10].

The Council strongly supports the delivery of social rented homes and will require developers to demonstrate that all opportunities for their delivery have been explored in determining the affordable housing tenure mix.

Exemptions to this tenure mix apply where the proposed development:

- Provides solely for Build to Rent homes;

[10] Affordable home ownership tenures include shared ownership, First Homes, and Discount Market Housing for which a minimum 25% discount will be required.

- Provides specialist accommodation for a group of people with specific needs such as purpose-built accommodation for the elderly or students;
- Is proposed to be developed by people who wish to build or commission their own homes; or
- 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 for ten or more dwellings, including those within town centres, are expected to provide 20% of the units as affordable housing, to be provided in the form of Affordable Private Rent[11], 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; and

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).

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, and where the agreed approach contributes to the objective of creating mixed and balanced communities. Off-site provision should be of equivalent value and delivered in suitable locations within the Borough 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).

[11] May also be known as Intermediate Rent.

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[12] 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) up to the delivery of the full level of affordable housing sought by this policy if any viability issues are resolved over the development period.

Justification

4.23 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, therefore, living in overcrowded conditions or in sub-standard accommodation.

4.24 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

[12] 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 necessary.

preference category. The 2025 Bury Housing Need and Demand Assessment update, carried out using the methodology in National Planning Practice Guidance, identifies a need for 1,017 affordable homes per annum if the backlog of need were to be addressed over 10 years[13].

4.25 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. In town centres, the Local Plan Viability Assessment demonstrates that a lower target of 15% is justified to allow development to come forward. All opportunities to increase the number of affordable units or the proportion of social rent (for example through the use of grant funding) should be explored. 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 40% affordable housing. The requirement for Build to Rent schemes to deliver 20% affordable housing is in accordance with Planning Practice Guidance Paragraph: 002 Reference ID: 60-002-20180913. Different affordable housing requirements may apply to different parts of a site.

4.26 The Housing Need and Demand Assessment (2025) recommends an affordable tenure split of 30% social rent, 30% affordable rent and 40% affordable home ownership. The Local Plan Viability Assessment has demonstrated that the requirement for 30% social rent would present a particular challenge to viability in the absence of public sector funding. The Council strongly supports the delivery of social rented homes and will require developers to demonstrate that all opportunities for their delivery have been explored in determining the affordable housing tenure mix.

4.27 The Council anticipates that in addition to affordable homes delivered by private developers as a result of Policy LP-H4, additional social rented homes will be delivered by Registered Affordable Housing Providers and on Council-led developments over the plan period.

4.28 In the event that First Homes are provided as part of the affordable housing mix, the Council's local eligibility criteria require applicants to have been resident within the Borough for at least the last 6 months or more prior to application and have no current or former rent arrears or history of anti-social behaviour with the Council. These criteria are also applicable to discount

[13] It is important to note that the need for affordable housing cannot be met through developer contributions and the planning system alone.

market housing, but do not apply to members of the Armed Forces, the divorced or separated spouse or civil partner of a member of the Armed Forces, the spouse or civil partner of a deceased member of the Armed Forces (if their death was caused wholly or partly by their service) or veterans within five years of leaving the Armed Forces.

4.29 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 or an alternative tenure mix would be appropriate in order to enable the development to be delivered, as set out in LP-DM1. 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.

4.30 Consistent with national planning policy, our expectation is that affordable housing will be delivered on-site. This is in order to promote inclusive and mixed communities, as well as to help ensure that there is no undue delay to the delivery of affordable housing. However, there may be exceptional circumstances where it is appropriate to deliver affordable housing off-site, including through payment in lieu as a last resort. Applications will be required to provide robust justification for any off-site provision. Viability alone will not be considered sufficient justification for off-site provision. When off-site provision is acceptable in principle, we will expect all subject sites to be considered together for the purpose of calculating the level of affordable housing provision required.

4.31 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: Provision of 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. Requiring 4% of all homes on sites of 50 dwellings or more to be built to 'wheelchair user' standard in Part M4(3) of the Building Regulations (or any subsequent revisions to the standard), unless this is impracticable due to site-specific factors or it is demonstrated to be unviable;

c. 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

d. Supporting the improvement of existing and the development of new specialist accommodation, including sheltered housing, extra-care housing, nursing homes and residential care homes.

New residential accommodation specifically targeted at older and disabled people should:

e. Be well-integrated with the wider neighbourhood;

f. Offer easy access to community facilities, local services and public transport;

g. Provide sufficient car parking for occupiers (dependant on the nature of the development), staff (in the case of C2 use) and visitors;

h. Be designed to reflect relevant best practice; and

i. Where appropriate, provide a range of tenures.

Justification

4.32 Ensuring that older people and people with disabilities have access to suitable housing is an important aspect of meeting housing needs within the Borough.

4.33 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 (2025) estimates that there will be a need for an

additional 4,458 units of accommodation for older people over the period from 2022 to 2043 including 170 Use Class C2 residential care bedspaces, 868 Extra Care units and 3,420 C3 dwelling units including leasehold sheltered / retirement and conventional sheltered housing. The population changes are likely to present some challenges in terms of ensuring specific housing and care requirements of these groups can be met. It is also assumed that there will be ongoing adaptation of existing dwellings to support those with additional needs.

4.34 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.

4.35 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 (which satisfy the requirements of Building Regulations M4(3)(2)(b)) should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. Where the requirement for M4(3) (wheelchair user) housing applies, the condition will specify that optional requirement M4(3)(2)(a) will apply requiring that dwelling should be wheelchair adaptable.

4.36 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.

4.37 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.

4.38 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

4.39 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.

4.40 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.

4.41 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.

4.42 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.

4.43 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.

4.44 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.

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[14]. The provision will take account of:

a. Evidence of local need;

b. The nature of the development proposed; and

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, these plots may be built out as conventional plots for market housing by the developer.

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

4.45 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.

4.46 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.

[14] 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.

4.47 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.

4.48 The Self-build and Custom Housebuilding Act 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.

4.49 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.

4.50 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.

4.51 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.

4.52 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

4.53 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 the Bury Housing Need and Demand Assessment 2025) suggests a need for five additional pitches for gypsies and travellers and three plots for travelling show people.

4.54 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. Gypsy and Traveller plots have been delivered on windfall sites in the past and may come forward as such over the plan period. 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.

4.55 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

4.56 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.

4.57 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.

4.58 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

4.59 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.

4.60 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.

4.61 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, the development of new houses in multiple occupation or proposals to increase the number of bedrooms within existing HMOs 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 behind or in front, 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) or more than four properties (whichever is the fewer) being classed as HMOs within a 100m buffer of the application property and proposals for additional HMOs where these thresholds are already exceeded will not be considered acceptable.

e. Result in three or more adjacent HMOs.

In determining applications for HMOs, regard will be had to:

f. the amenity of occupants and internal layout of the property;

g. the effect on the street scene of any changes to the external appearance of the building;

h. car parking, secure cycle storage and servicing requirements (including waste and recycling storage); and

i. arrangements for management and maintenance of the HMO.

Justification

4.62 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.

4.63 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-OS2.

4.64 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.

5 Delivering economic growth

5.1 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.



5.2 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.

5.3 Some of the key issues associated with the Borough's existing local economy and employment[15] 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, including the need to support growth, training and skills in green industries.

5.4 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

[15] 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).

economy and high-quality jobs in a way that does not compromise carbon targets.

Policy LP-E1: 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 specific 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;

h. The incorporation of full fibre connections, including ducting capable of accommodating more than one digital infrastructure provider; and

i. Whether the proposed development is, or can be, adequately serviced by appropriate infrastructure.

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

5.5 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.

5.6 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-E2: 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 will be on 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.

New office development must deliver high-quality, sustainable and well-integrated places and proposals will be supported where they:

a. Achieve high-quality design that responds to local character, with appropriate scale, height and massing;

b. Provide active frontages and avoid blank elevations in prominent locations;

c. Create legible, safe and accessible layouts with clear pedestrian and cycle priority;

d. Ensure compatible relationships with neighbouring uses, supported by appropriate landscaping and boundary treatments;

e. Minimise carbon emissions through energy-efficient design, low-carbon technologies and natural light/ventilation;

f. Incorporate SuDS, urban greening and measures to manage overheating and surface water;

g. Prioritise sustainable travel through high-quality cycle facilities and good connections to public transport;

h. Provide parking in accordance with local standards, including disabled and EV spaces;

i. Deliver inclusive access for all users;

j. Provide healthy internal environments and, where appropriate, outdoor amenity or landscaping to support wellbeing;

k. Include advanced digital connectivity and ensure utilities are delivered efficiently without harming the public realm.

The Council will also have regard to Local Plan Policy LP-BE6 when considering the design and layout of any new office development.

Justification

5.7 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.

5.8 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, will be the focal point for this development and this is reflected by Policy LP-E2.

5.9 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).

5.10 High-quality office development plays a vital role in supporting economic growth, attracting investment and creating places where businesses and employees can thrive. Well-designed buildings enhance townscape character and contribute positively to the public realm, while poor design can undermine the quality and functionality of employment areas.

5.11 The policy ensures that new office schemes are sustainable, inclusive and resilient, in accordance with national planning policy. Prioritising energy efficiency, low-carbon technologies and climate adaptation supports the transition to net-zero and reduces long-term operational impacts. Ensuring

good layout, active frontages and sustainable travel connections improves accessibility, encourages active modes of transport and reduces congestion.

5.12 Providing high-quality digital infrastructure and healthy internal environments reflects modern workplace needs and contributes to productivity and wellbeing. The policy therefore ensures that office development is future-proof, contextually appropriate and delivers lasting benefits for businesses, employees and the wider community.

Policy LP-E3: 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[16] 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:

- LP-E3/1: Ramsbottom North.
- LP-E3/2: Ramsbottom South.
- LP-E3/3: Chamberhall, Bury.
- LP-E3/4: Fernhill, Bury.
- LP-E3/5: Freetown, Bury.
- LP-E3/6: Bridge Hall Lane, Bury.
- LP-E3/7: Daisyfield, Bury.
- LP-E3/8: Pilsworth.
- LP-E3/9: Warth Business Park, Bury.
- LP-E3/10: Hardy's Gate, Bury.
- LP-E3/11: Bradley Fold, Radcliffe.
- LP-E3/12: Eton Hill Road, Radcliffe.
- LP-E3/13: Radcliffe West, Radcliffe.
- LP-E3/14: Polyflor, Radcliffe New Road, Whitefield.
- LP-E3/15: Park 17, Whitefield.
- LP-E3/16: Albert Close Trading Estate, Whitefield.
- LP-E3/17: Sedgley Trading Estate, Prestwich.

Justification

5.13 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.

[16] 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)

5.14 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.

5.15 The focus of Policy LP-E3 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 Policy LP-BE6 (Design and Layout of New Development).

5.16 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.

5.17 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.

5.18 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.

5.19 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.

5.20 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-E4: 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[17] unless there are demonstrable plans in place for the business occupying the site to relocate to an alternative site within the Borough.

Justification

5.21 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.

5.22 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 and reliance on the private car as a way of travelling to work. Consequently, Policy LP-E4 broadly supports the retention of appropriate sites as important local opportunities for employment.

5.23 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.

5.24 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.

5.25 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.

[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)

5.26 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.

6 Supporting our centres

6.1 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.



6.2 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.

6.3 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[18] 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.

6.4 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.

[18] 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 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

6.5 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 centres which serve the day-to-day needs of the area. The specific centres making up the hierarchy are shown on the Policies Map.

6.6 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.

6.7 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.

6.8 In terms of the Borough's 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.

6.9 Lower order district and local 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.

6.10 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[19] and are not in accordance with the Local Plan.

Main town centre uses will be located within existing centres, then in edge of centre locations[20]; and only if suitable sites are not available (or expected to become available within a reasonable period) will out of centre sites be considered.

When considering edge of centre and out of centre proposals, preference will be given to accessible sites which are well connected to the town centre.

Scale

To ensure that full consideration is given to the scale of development and whether this would have any significant adverse impacts, an impact assessment will be necessary to accompany proposals for retail and leisure uses[21] (including those relating to mezzanine floorspace and the variation of restrictive conditions) which are not located within a defined centre where:

a. the proposal provides a gross floorspace in excess of 500 sq.m. gross; or

b. the proposal is located within 800 metres of either:

   i. an 'other town centre' or district centre and is in excess of 300 sq.m. gross; or

   ii. a local centre and is in excess of 200 sq.m. gross.

[19] 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.

[20] 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.

[21] 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).

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

6.11 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.

6.12 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.

6.13 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. The sequential approach will not be applied to small scale rural offices or other small scale rural development.

6.14 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.

6.15 By setting locally specific floorspace thresholds for new retail and leisure development that trigger the requirement for an impact assessment, the policy provides a clear and consistent mechanism to scrutinise proposals that could generate significant trade diversion, reduce footfall or deter investment in established centres, particularly those lower in the hierarchy which are more sensitive to change.

6.16 The approach reflects national 'town centres first' policy by managing the scale of development in conjunction with the sequential test, ensuring that larger-scale proposals are directed to the most resilient and accessible locations such as Bury town centre, while protecting smaller centres from disproportionate impacts.

6.17 It should not be implied that proposals at or 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 gives more detailed consideration as to the potential impacts associated with it.

6.18 Any assessment of impact undertaken in association with proposals for additional retail floorspace in the proximity of Bury town centre should have regard to the potential impact on Bury Market.

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

6.19 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.

6.20 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 centres

The Council recognises the importance of local facilities within the Borough's local centres and in determining proposals for the change of use at the ground floor level, 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 it would positively restore and/or enhance the character and appearance of the centre;

e. The length of time the unit has remained vacant; and

f. Whether or not the locality is adequately served by alternative local facilities within reasonable walking distance.

Justification

6.21 In addition to town and district centres, the Borough contains smaller local centres that provide for the day-to-day needs of their surrounding communities.

6.22 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

6.23 Although not of a sufficient scale to be recognised as a local 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.

6.24 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

6.25 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.

6.26 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.

Policy LP-TC7: Food and drink

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 (see Policy LP-CM2);

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

6.27 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.

6.28 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.

6.29 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.

6.30 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 opening hours, noise, smell, the storage of refuse and the collection of litter.

Policy LP-TC8: Betting shops

The Council will manage the location and concentration of betting shops to protect the vitality and viability of centres and to safeguard residential amenity and public wellbeing.

Proposals for new or extended betting shops will be permitted where all of the following criteria are met:

a. The proposal would not result in an over-concentration of betting shops within the frontage or centre;

b. The use would not harm the primary retail function of the centre;

c. There would be no unacceptable impact on residential amenity, including noise, disturbance or anti-social behaviour;

d. The proposal would not result in the loss of a unit that makes a significant contribution to the diversity of retail uses; and

e. The premises can be satisfactorily managed, including opening hours, security measures and customer management.

Proposals located within 400 metres walking distance of schools, youth facilities, hostels, supported housing or other sensitive uses must be supported by an Impact Statement demonstrating that the proposal would not have an unacceptable impact on potentially vulnerable groups.

Justification

6.31 Policy LP-TC8 seeks to strike a balance between supporting town centre vitality and managing the potential adverse social, environmental and economic impacts of betting shops. The policy reflects national guidance that planning and licensing are separate regimes, while recognising that the location and concentration of betting shops can materially affect the character and function of centres.

6.32 By managing clustering, protecting primary retail frontages and safeguarding sensitive uses, the policy promotes healthy, diverse and resilient centres while allowing appropriately located and managed betting shops.

7 Promoting tourism and culture

7.1 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.



7.2 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; the Manchester, Bolton and Bury Canal; Bury Market; the Irwell Valley; Bury Transport Museum; the Fusiliers Museum, Lancashire; Bury Art Museum and Sculpture Centre; Bury Libraries; and the Met.

7.3 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

7.4 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.

7.5 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.

7.6 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.

7.7 By their nature, tourism and cultural assets attract visitors and the Council will seek 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.

8 Creating healthy and successful communities

8.1 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.



8.2 It plays an important role in developing strong and inclusive communities and can provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place.

8.3 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.

8.4 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.

8.5 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.

8.6 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.

8.7 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.

8.8 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.

8.9 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

The Council will require all applications for major developments[22] to be accompanied by a Social Value Strategy that clearly identifies how the proposal will support social inclusion and deliver social value throughout the lifetime 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 wellbeing; 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

   iv. Utilising local supply chains.

[22] Major development is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Justification

8.10 Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit.

8.11 There are notable inequalities within Bury's communities around levels of deprivation; health and life expectancy; employment; and educational attainment.

8.12 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.

8.13 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.

8.14 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.

8.15 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 and wellbeing

The Council will seek to ensure that new development makes a positive contribution towards the health and wellbeing of the Borough's communities having regard to whether the development can contribute towards:

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 Hot-food takeaways and fast-food outlets) 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 on developments of 200 or more homes 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

8.16 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.

8.17 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.

8.18 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.

8.19 The Council will work with the Integrated Care Board and health care providers to ensure the capacity of health facilities in Bury increases in line with the changing needs of our communities.

8.20 Where proposals for developments of 200 or more residential units may result in a shortfall in primary healthcare provision, this will trigger a review of nearby practice premises with a capacity assessment.

8.21 A deficiency in healthcare provision will be demonstrated by, but not limited to, factors such as:

- The levels of utilisation of the premises;
- The clinical/non-clinical split of the accommodation; and
- The extent to which changes in patient needs are likely to result in additional workload for the practices.

8.22 Where relevant this will be done on a case-by-case basis to minimise adverse localised impacts of new housing on primary care services.

8.23 The Council will prepare additional guidance on when developer contributions for health care facilities will be sought, and the mechanisms for securing these, including through the use of Section 106 agreements.

Policy LP-CM3: Education provision in new housing

The Council will require developers of 10 or more homes 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 will need to 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

8.24 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[23] 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.

[23] Securing Developer Contributions for Education', DfE (April 2019)

8.25 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.

8.26 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.

8.27 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.

8.28 Not all types of new housing will generate additional demand for new school places and contributions towards education provision will not be sought from, one-bedroom dwellings or non-family housing such as houses in multiple occupation, sheltered housing and residential institutions.

8.29 Developer contributions towards new school places should involve both a financial contribution towards construction costs and, where necessary, the provision of land to accommodate the educational development. Contributions will be based on up-to-date cost information.

8.30 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 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.

8.31 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

8.32 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.

8.33 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
- Post offices
- Village shops
- Places of worship and church halls
- Museums, libraries, art galleries and theatres

- Doctors' surgeries, dentists, health centres and clinics, chemists, hospitals
- Residential care homes and nursing homes
- Public park buildings
- Public houses
- Performance spaces

8.34 It is important to retain adequate community facilities and services to maintain the attractiveness, sustainability and function of Bury's neighbourhoods and communities.

5.28 To demonstrate that the community use is no longer needed, or economically viable applicants will 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.

8.35 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.

8.36 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.

8.37 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.

8.38 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.

9 Promoting sustainable transport

9.1 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.



9.2 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.

9.3 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.

9.4 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. Create better connections to and from our existing areas of green and blue infrastructure;

g. Seek developer contributions (where appropriate and necessary to mitigate the impacts of the development) towards the provision or improvement of public transport schemes in accordance with identified Council infrastructure priorities;

h. Encourage the improvement of public transport services to the Borough's less accessible locations, such as village settlements; and

i. Facilitate delivery of electric vehicle charging infrastructure, subject to their appropriate design and location to at least the level required by Building Regulations Part S or any subsequent standard (see Policy LP-TR7).

Justification

9.5 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.

9.6 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.

9.7 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.

9.8 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.

9.9 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.

9.10 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, enhancing and expanding a network of accessible, safe and usable walking, wheeling and cycling routes;

b. Ensuring that proposals for new development prioritise 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 new employment development includes provision for shower, changing and drying facilities.

Designs will be expected to adhere with the GM Streets for All Design Guide and Check List where possible.

Justification

9.11 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.

9.12 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.

9.13 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.

9.14 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 liveable Borough, with pleasant local neighbourhoods where most daily needs can be met on foot, by wheeling or by cycling.

9.15 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.
- LP-TR3/4: Quality Bus Transit (QBT) Corridor - Bury-Heywood-Rochdale
- LP-TR/3/5: Quality Bus Transit (QBT) Corridor – Bury-Bolton

Justification

9.16 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.

9.17 Bury has a reasonably comprehensive network of public transport services which provide 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, Droylsden, 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.

9.18 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.

9.19 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.

9.20 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 secure parking facilities for non-motorised modes e.g. cycling, scooters etc.

Justification

9.21 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.

9.22 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.

9.23 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.

9.24 Poorly designed facilities can deter use where this presents an unsafe environment or undermines vehicle security.

9.25 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 development proposals to identify and implement suitable highway measures that mitigate the trips generated by their proposals including access to / from the highway network and contribute towards off-site mitigation works agreed with the Council, in order to enhance the safety and capacity of the transport network;

b. Requiring development proposals to provide appropriate access for service vehicles, cyclists, wheelers, pedestrians and access to public transport;

c. Refusing proposals for development that would have an unacceptable adverse impact on the efficiency, effectiveness and safety of the highways network or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

d. Investment in the Borough's existing highway network to address congestion and enhance capacity, where this is consistent with environmental and social objectives;

e. Ensuring, when appropriate, highways are constructed to an adoptable standard in accordance with Highway Authority design criteria including 'Streets for All' design guidance; and

f. Ensuring new development considers and provides suitable access for all road users and provision for public transport.

g. Seeking developer contributions (where appropriate and necessary to mitigate the impacts of the development) towards the provision or improvement of highway schemes in accordance with identified Council infrastructure priorities.

Justification

9.26 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.

9.27 Clearly, this level of growth will result in increased demand for travel, but it is 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 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.

9.28 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 set out within a Transport Assessment or Transport Statement that analyses what these implications would be, particularly for the highways network, and examine how any adverse impacts could be mitigated against. The thresholds for the submission of Transport Assessments and Transport Statements are set out in the Council's Planning Application Validation Checklist.

9.29 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.

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

9.30 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.

9.31 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.

9.32 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.

Charging points will be required to 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.

Justification

9.33 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.

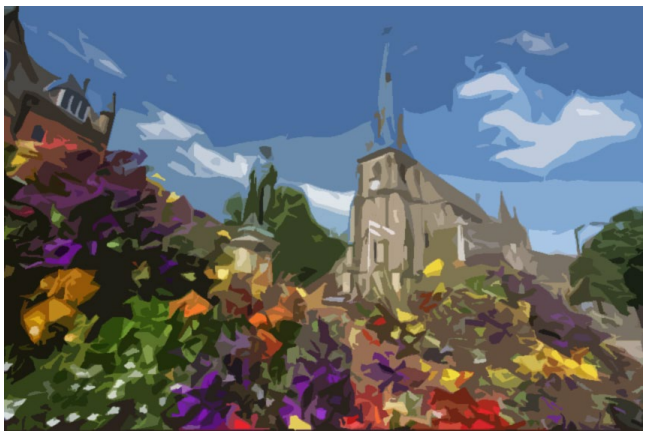
9.34 New development can make an important contribution to enabling the use of electric vehicles. Whilst it is acknowledged that there is potential for significant advances in low emission technologies, electric vehicles are a key part of this and it is therefore considered important that this plan supports the development of the electric vehicle infrastructure network

9.35 The location of electric vehicle charging spaces has a strong influence on how often and how easily they are used by residents, businesses and visitors, therefore careful consideration should be given to the location and design of these spaces. However, they should also be positioned to avoid negatively impacting on walking, wheeling and cycling.

9.36 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 Conserving our built environment and achieving high-quality design



10.1 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.

10.2 One of the key local issues associated with the Borough's built heritage is for the Local Plan to recognise the varied range of heritage assets which enhance the character and identity of the Borough, including Conservation Areas, Listed Buildings, Scheduled Monuments, archaeological features and local non-designated heritage assets.

10.3 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.

10.4 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.

10.5 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.

10.6 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.

10.7 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 developments 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, repair and, where appropriate, reinstate 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 of an undesignated building 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

10.8 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.

10.9 There are currently twelve Conservation Areas in the Borough, and these are shown on the Policies Map.

10.10 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.

10.11 The Council has prepared a number of Conservation Area Appraisals and Management Plans. The aim of this is to ensure that the character and appearance of Conservation Areas is preserved and, where possible, enhanced. They contain specific recommendations and guidance 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 preserve the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their architectural or historic interest.

Proposals for demolition will be refused, unless it can be demonstrated conclusively that the building cannot be retained, and that the demolition is necessary to achieve public benefits sufficient to outweigh the harm or loss of significance caused.

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

10.12 Buildings of special architectural or historic interest are "listed" by the Government's Department for Culture, Media and Sport. 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.

10.13 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.

10.14 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.

10.15 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 the proposed development may have on such buildings.

10.16 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 scheduled monuments or 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

10.17 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.

10.18 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, as general principles, the Council’s preference is for:

- archaeology to be preserved in situ wherever possible;
- the design of development proposals to seek to avoid or minimise harm; and
- a developer to make arrangements for the excavation and recording of features, where necessary.

Developers will be required to 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

10.19 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.

10.20 This 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, including those 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;

b. The significance of the heritage asset; and

c. 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

10.21 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.

10.22 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 seek to ensure that all new development delivers high-quality, inclusive and sustainable places that respond positively to local context and contribute to a distinctive sense of place, whilst capitalising on opportunities for incorporating high-quality, contemporary and innovative design.

In doing so, the Council will require all development proposals to adopt a design-led approach from the outset, ensuring that design considerations shape the form, layout, scale and function of development rather than being applied retrospectively.

The design process will need to demonstrate how the proposal responds to the site's opportunities, constraints and wider context.

In determining a development proposal, the Council will consider whether it makes a positive contribution in terms of:

Context and character

a. Responding positively to and being informed by a thorough understanding of the local context and character, including:

   i. The site's natural, built and historic environment;

   ii. The local townscape, landscape and setting;

   iii. Established patterns of development, street hierarchy and plot structure; and

iv. Local materials, detailing and architectural features.

Place-making and urban design quality

b. Delivering high-quality and inclusive development that contributes to a distinctive sense of place, particularly in terms of:

i. Being visually attractive and distinctive, through architecture, materials and detailing;

ii. Incorporating distinctive architectural reference points at key gateway locations and arrival points to assist with legibility;

iii. Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive and accessible way that creates a legible sense of place;

iv. Ensuring that the development makes an effective and efficient use of land and natural resources;

v. Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing, weather and climatic conditions;

vi. Enabling effective, inclusive and safe patterns of movement with a clear hierarchy of routes within and around the development that promotes walking, wheeling, cycling and the use of public transport;

vii. Retaining important areas of public realm and civic space;

viii. Ensuring that the development is accessible to people with disabilities, the elderly and those with small children;

ix. Being safe and secure by minimising actual and perceived opportunities for crime, anti-social behaviour, disorder and terrorism;

x. In the case of residential development, making appropriate provision for gardens and/or outdoor amenity space;

xi. Making provision for high-quality 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-GI5;

xii. Ensuring opportunities are taken to positively integrate and enhance existing natural assets, such as rivers and wetlands, into the development, where appropriate;

xiii. Ensuring that appropriate and effective arrangements are made for the storage, collection and disposal of waste;

xiv. Promoting health and wellbeing; and

xv. Incorporating public art within large scale development[24].

Climate responsiveness and resilience

c. Delivering development that is resilient to the ongoing and predicted impacts of climate change, particularly by:

i. Incorporating low carbon materials to reduce the embodied carbon of new development;

ii. Ensuring opportunities are taken to optimise solar energy generation through the site layout, building orientation and design;

iii. Incorporating appropriate landscaping and urban greening, including green roofs, green walls and planting of urban trees and shrubs; and

iv. Ensuring that the design includes an assessment of and response 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.

Engagement and Design Process

Applicants are expected to engage in pre-application discussions to inform the design evolution of proposals.

[24] For the purposes of this Policy, large scale development is defined as residential schemes of 200 or more dwellings or commercial development of 10,000 sq.m. or above

Where appropriate, a Design and Access Statement[25] or Design Code will need to demonstrate how design principles have guided development choices.

Design Review and Quality Assurance

Where appropriate, major or sensitive developments will be expected to undergo an independent design review.

Planning permission will only be granted where proposals clearly demonstrate design quality and compliance with adopted Local Design Guidance, National Design Guide and the National Model Design Code (or any successor documents).

Justification

10.23 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.

10.24 A design-led approach to new development means putting design thinking, user experience and contextual quality and local character at the centre of planning rather than treating design as something that happens after the key decisions around the form and layout of new development have been made.

10.25 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 and encourage physically active and healthy lives[26].

10.26 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.

10.27 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

[25] As required under Article 9 and Schedule 1 of the Town and Country Planning (Development Management Procedure) (England) Order 2015
[26] Sport England's Active Design Guidance provides useful advice on how design can encourage physically active and healthy lives.

it accommodates the needs of people with disabilities, the elderly and those with small children and that suitable access is provided.

10.28 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: Shop fronts

The Council will seek to ensure that proposals for new or altered shop fronts properly respect the architectural characteristics of the building and the character of the surrounding street scene. Proposals which are unsympathetic to the building or its surroundings, or which break up a harmonious group of buildings will not be permitted.

Applications must be accompanied by full elevations of the proposed shop front and its relationship to the upper floors and adjoining units; material samples; details of signage or security grills (including product specification); details of lighting; and access arrangements.

In Conservation Areas or on Listed Buildings, applicants will also be required to submit a Statement of Significance.

Applications for new or altered shop fronts should have regard to any relevant national and local design guides/codes.

Justification

10.29 The appearance of a shop front has a major influence on the character and quality of the street scene, the attractiveness of shopping areas and the sense of place.

10.30 Well-designed shop fronts make an important contribution to the character, attractiveness and vitality of centres and shopping frontages. Conversely, poorly designed alterations, inappropriate materials, excessive signage or insensitive security measures can detract from the appearance of buildings and streets, particularly within conservation areas and other sensitive locations.

10.31 National design guides and codes provide more detailed guidance on matters such as proportions, materials, signage, accessibility, security measures and the relationship between shop fronts and the host building. Having regard to these documents will help ensure that proposals achieve a

high standard of design, reinforce local distinctiveness and contribute positively to the quality of the public realm.

10.32 Furthermore, the Council is intending to prepare a new shop fronts and advertisements design guide that will set out the expected design standards for shop fronts in the Borough together with guidelines within the Borough's more sensitive heritage locations. Once finalised, this design guide will be a material consideration in the determination of proposals for new or altered shop fronts within the Borough.

Policy LP-BE8: Street furniture

The Council will encourage the provision of suitably located and well-designed street furniture which satisfies the requirements of pedestrians, shoppers and other users, and enhances the character and appearance of the urban street scene, including open spaces.

In particular, the Council will seek to ensure that the siting and design of street furniture satisfies the following considerations:

a. meets the needs of all users including the mobility impaired, in terms of safety and adequacy;

b. does not detract from highway safety;

c. does not interrupt main pedestrian flows or hinder access for emergency vehicles;

d. reflects the traditional design and materials in the locality, is of robust construction; and

e. does not detract from the amenity and appearance of the street scene.

Justification

10.33 Street furniture, such as seats, litter bins, signposts, bollards, railings and lighting, is an essential feature of the urban environment, especially in town centres.

10.34 Well-sited and designed street furniture can make an important contribution to the quality of the urban environment whilst providing practical benefits for pedestrians. The careful design and siting of street furniture is particularly important when considering the requirements of the mobility impaired.

Policy LP-BE9: 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.

Applications for new shop front advertising should have regard to any relevant national and local design guides/codes.

Justification

10.35 All advertisements affect the appearance of the building, structure or place where they are displayed.

10.36 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.

10.37 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.

10.38 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.

10.39 The Council is intending to prepare a new shop fronts and advertisements design guide that will set out the expected design standards for shop front advertising in the Borough together with guidelines within the Borough's more sensitive heritage locations. Once finalised, this design guide will be a material consideration in the determination of proposals for shop front advertising within the Borough.

Policy LP-BE10: 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-BE10/1: East of Bury town centre.
- LP-BE10/2: Milltown Street, Radcliffe.

Justification

10.40 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.

10.41 Policy LP-BE10 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.

10.42 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.

11 Conserving and enhancing our green infrastructure

11.1 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.



11.2 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.

11.3 Green Infrastructure is defined[27] 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[28].

11.4 Green infrastructure is multifunctional in that it can provide spaces to support the health and wellbeing of communities, particularly through Green Social Prescribing, have ecological value, support resilience and adaptation to climate change, play an important role in the landscape and setting of built development, especially the historic environment. As a result, the Boroughs

[27] National Planning Policy Framework Page 70.
[28] MHCLG Guidance - Natural environment. Paragraph: 004 Reference ID: 8-004-20190721 (21.07.2019)

Green Infrastructure network is therefore an integral aspect of sustainable development.

11.5 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.

11.6 In response to these issues, it is considered that the Local Plan should seek to conserve and enhance the Borough's natural environment.

Policy LP-GI1: Green 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 upon the functionality of the green infrastructure network, unless it satisfies the following criteria:

a. It will not sever or cause fragmentation of the green infrastructure network;

b. It is limited and will form part of, and be essential to, the provision and improvement of public services and utilities;

c. It is any other development that would be appropriate in the Green Belt; or

d. 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:

e. Would have positive benefits in terms of the network's integrity, connectivity, role and multi-functionality; and

f. Incorporates sufficient mitigation and/or compensation measures to off-set any loss or damage to the network that would arise from the development; and

g. 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

11.7 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.

11.8 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.

11.9 At a non-strategic level, Green Infrastructure can also include features such as green roofs, walls, street trees, grass verges and incidental landscaping.

11.10 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.

11.11 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: Biodiversity and geodiversity assets

The Council will seek to ensure that proposals for new development minimise impacts on the Borough's biodiversity and geodiversity assets.

International, national and local sites designated for nature conservation and geodiversity will be protected in accordance with national policy and development which would adversely affect these assets, either directly or indirectly, will not normally be permitted unless it can be demonstrated that the benefits of the development outweigh the impacts on the site.

Where there is potential for new development to have an impact on any of the Borough's biodiversity or geodiversity assets, the Council will apply the mitigation hierarchy[29] as outlined in national planning policy on biodiversity and geological conservation.

Under these circumstances, developers will be expected to 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.

Where a proposal has potential to impact biodiversity assets, development proposals will be required to be accompanied by an appropriate ecological assessment which considers:

a. The effect on priority habitats and sites of international, national, regional or local importance as identified in relevant national guidance, the Greater 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. To minimise the impact of development within the vicinity of these habitats, proposals will be required to provide a significant buffer of 50 metres.

[29] Under the mitigation hierarchy, harm to biodiversity must always first be avoided and minimised. Where avoidance of harm is not possible, mitigation measures will be required. As a last resort, compensation must be provided for the remaining adverse impacts.

Developers must implement measures to prevent any harm to ecological features during the construction phase. Where appropriate, this includes the preparation of Landscape and Ecological Management Plans (LEMP), which will outline clear protocols for protecting biodiversity and soils, managing pollution risks and mitigating disturbance, as well as the monitoring of these measures, throughout the construction phase and post-development.

Where a proposal has potential to impact geodiversity assets, development proposals will be required to be accompanied by an appropriate assessment which considers:

e. The effect on geological and geomorphological sites of international, national or local importance as identified in relevant national guidance or as a candidate Regional Important Geological Site by the GM RIGS group;

f. The effect on any river valley relating to old river channels and terraces and the potential for paleo-ecological deposits; and

g. The effect on any exposed geological outcrops.

Justification

11.12 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.

11.13 Bury has two Sites of Special Scientific Interest (SSSI) with part of the West Pennine Moors recognised for its biodiversity value and, in particular, the quality of its breeding bird assemblages and mosaic of upland and upland fringe habitats and Ash Clough on the Bury/Bolton border which is recognised as being an important river cliff showing exposed geology.

11.14 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. SBIs are graded to reflect their value as follows:

- Grade A - of Regional or County Importance,
- Grade B - of District Importance
- Grade C – of importance within the identified geographical locality.

11.15 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.

11.16 Local nature reserves (LNRs) are designated by Local Authorities under the 1949 National Parks and Access to the Countryside Act as places for people to enjoy and learn about nature. Bury currently has 7 declared local nature reserves.

11.17 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 biodiversity assets, developers will be required to comply with the mitigation hierarchy (avoid, mitigate and compensate) as set out in national policy and in PfE Policy JP-G8.

11.18 Additionally, 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.

Policy LP-GI3: Biodiversity net gains from new development

In accordance with the provisions of the Environment Act (2021), PfE Policy JP-G8, and the Greater Manchester Combined Authority's guidance on Biodiversity Net Gain in Greater Manchester[30], the Council will require development to provide measurable net gains for biodiversity of no less than 10%.

Where Biodiversity Net Gain (BNG) is required, developers will need to comply with the following biodiversity gain hierarchy:

a. Create biodiversity on-site (within the red line boundary of a development site).

b. 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.

[30] Greater Manchester Combined Authority's guidance on Biodiversity Net Gain in Greater Manchester

c. 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.

BNG proposals will need to support the priorities and actions set out in the Greater Manchester LNRS in accordance with Policy LP-GI4 and where possible expand areas of habitat and ecological connectivity.

Justification

11.19 The Environment Act 2021 includes a requirement for applicable development to deliver a mandatory 10% Biodiversity 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.

11.20 In regard to criterion (b) of the gain hierarchy, the Council is seeking to offer off-site biodiversity units to the market over the course of the plan period to meet this demand and retain gains within the Borough.

Policy LP-GI4: 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 will need to 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 will also need to 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, unless it can be demonstrated that other material considerations outweigh the special interest of the site.

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 will need to 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

11.21 The Greater Manchester Local Nature Recovery Strategy was published 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.

11.22 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.

11.23 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.

11.24 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.

11.25 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.

11.26 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-GI5: Wildlife-friendly features in new development

New development will, 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 will 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. As a minimum, provision will need to 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.
- 13cm square gaps in residential fences to allow for hedgehog highways between gardens.

New development will also need to avoid negative effects on adjacent habitats as a result of inappropriate external lighting in dark corridors and shading of light demanding habitats.

Justification

11.27 Bury is 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 Greater Manchester Local Nature

[31] Department for Environment, Food and Rural Affairs and Natural England (2022) List of habitats and species of principal importance in England.

Recovery Strategy identifies swifts, house martins and hedgehogs as priority species for nature recovery which are a local species that are particularly at risk and need targeted action.

11.28 Swift Bricks are designated by CIEEM and the British Standard Institute as a Universal Bird Brick, they suit a number of building reliant bird species. Besides the Swift, other birds of high conservation concern, especially House Sparrows, but also Starlings and other small cavity nesting birds will equally benefit from their provision.

11.29 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. Artificial nest cups for House Martins may also be proposed instead of swift bricks where recommended by an ecologist.

11.30 Additionally, residential gardens can act as urban refuges for urban species such as hedgehogs. By creating hedgehog highways between gardens barriers to hedgehog movement can be reduced and link up key feeding and sheltering habitats. These gaps should be a minimum of 13cm x 13cm.

Policy LP-GI6: Trees, woodland and hedgerows

The Council recognises that trees, woodland and hedgerows bring multiple benefits, including providing valuable wildlife habitats, reducing pollution, improving air quality 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:

   i. Where stem diameters are below 15cm[32] require as a minimum, 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;

   ii. Where stem diameters are 15cm[33] or more, require planning applications to be accompanied by an assessment of all trees using the CAVAT Full Method or another agreed valuation tool. The value of trees lost will form the starting point for discussions and new or replacement trees will be required to reflect the size of the tree that has been removed in both diameter and height; and

   iii. Require new and replacement trees that are not subject to Biodiversity Net Gain maintenance requirements to be subject to a three-year maintenance condition.

d. Require development proposals to increase the levels of high-quality new native 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[34] 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, where appropriate[35].

[32] Based upon the British Standard for Tree Assessment (BS5387)
[33] Based upon the British Standard for Tree Assessment (BS5387)
[34] Importance is measured against the Natural England and Department for Environment, Food & Rural Affairs definition.
[35] Unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.

Justification

11.31 Policy LP-GI6 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.

11.32 Trees and hedgerows (which are priority habitats[36]) 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.

11.33 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.

11.34 In recognition of these benefits, Policy LP-GI6 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.

Policy LP-GI7: 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 (BMV) agricultural land[37]. Any proposals for development on such land will need to be informed by a detailed agricultural land survey;

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.

[36] 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).
[37] As defined by Natural England, BMV agricultural land is defined as Agricultural Land Classifications 1 to 3a.

In recognition of the role of peat habitats in carbon sequestration and the need to reduce greenhouse gas emissions from degrading peaty soils, development which will result in the loss of, degradation, or adverse impact on peat and any functionally linked habitats will be resisted. Where development would adversely affect peat, an assessment will be required which considers its value and whether a scheme could safeguard the resource, or whether there is an acceptable type and level of mitigation that could be provided should loss be unavoidable.

Where a construction management plan is required, this will need to include a soil assessment and sustainable soil management plan.

For temporary forms of development, there will be a requirement to reinstate the site to the former land quality and where applicable, a strategy for the reinstatement, restoration and aftercare to be provided will be required.

Justification

11.35 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'.

11.36 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.

11.37 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.

11.38 Natural England's Peat Map[38] (2025) sets out detailed national coverage and represents the most up to date data for peat depth and extent to enable

[38] Natural England, DEFRA and Natural Capital Ecosystem Assessment (NCEA) England Peat Map: https://england-peat-map-portal-ncea.hub.arcgis.com/

targeted monitoring of soil conditions and planning for conservation. The peat soils of the uplands are important for addressing multiple green infrastructure priorities and enhancing biodiversity. The Council will work with partners and stakeholders to protect existing areas and seek opportunities for the positive restoration of degraded areas of peat.

11.39 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.

11.40 Conservation, enhancement and restoration would help to combat climate change as actively growing peat will both lock additional carbon and retain more water.

12 Improving access to quality open space, sport and recreation

12.1 The NPPF states 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, and can deliver wider benefits for nature and support efforts to address climate change.



12.2 Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

12.3 The key local issues associated with the provision of open space and opportunities to get involved in sport and recreational activity 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.

12.4 In response to these issues, it is considered that the Local Plan should seek to ensure that the Borough's residents have good access to a sufficient amount of good quality open space, sport and recreation facilities.

Policy LP-OS1: 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 Bury Open Space Assessment[39], the Bury Playing Pitch and Outdoor Sport Strategy[40] (or any subsequent updates), 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;

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-OS2 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

[39] Bury Open Space Assessment (2026) https://www.bury.gov.uk/planning-building-control/planning-policy/evidence-and-monitoring/open-space-sport-recreation
[40] Bury Playing Pitch and Outdoor Sport Strategy (2023) https://www.bury.gov.uk/asset-library/bury-pposs-full-assessment-report-final.pdf

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.

Proposals that would involve the loss of open space, sport and recreation facilities that has been specifically provided to serve the needs of the residents of new housing will not be permitted.

Justification

12.5 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.

12.6 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.

12.7 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.

12.8 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.

12.9 On-site open space, sport and recreation facilities provided in conjunction with new housing play a specific role in catering for the needs of the residents of that development. Consequently, any development that would involve the loss of such space will not be permitted.

Policy LP-OS2: 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 the Bury Open Space Assessment[41], the Bury Playing Pitch and Outdoor Sport Strategy[42] (or any subsequent updates) and other local standards set by supporting strategies.

Unless there are specific circumstances connected to the site which would dictate otherwise, provision will be required to be made in accordance with the following:

a. 10-99 dwellings: one-off financial contribution to help address identified quantitative and qualitative deficiencies within the appropriate distance threshold of the site.

b. 100 or more dwellings: provision on-site within or adjacent to the development.

Planning applications for Houses in Multiple Occupation (HMOs) involving 10 or more beds will be required to make provision for new or enhanced open space, sport and recreation to meet the needs of the prospective residents.

Developers will be required to make appropriate provision for the long-term management and maintenance of any facilities provided or improved.

Proposals that would involve the loss of open space, sport and recreation facilities that has been specifically provided to serve the needs of the residents of new housing will not be permitted.

Justification

12.10 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. To help quantify the additional demand for playing pitches and key community sports facilities, applicants may wish to refer to Sport England's Playing Pitch Calculator and Sports Facility Calculators.

12.11 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, Policy LP-OS2 sets out what will be expected of developers of all new

[41] Bury Open Space Assessment (2026) https://www.bury.gov.uk/planning-building-control/planning-policy/evidence-and-monitoring/open-space-sport-recreation.
[42] Bury Playing Pitch and Outdoor Sport Strategy (2023) https://www.bury.gov.uk/asset-library/bury-pposs-full-assessment-report-final.pdf

housing in respect of meeting the demands of the prospective residents through the provision of open space, sport and recreation.

12.12 In terms of off-site financial contributions towards the implementation of new or the enhancement of existing open space, sport and recreation, contributions will be calculated using costs of provision together with household size figures from the Census. The amount payable will be revised annually to take account of inflation based on the RICS Community Infrastructure Levy Index. All financial contributions will be index linked (using the Retail Prices Index: all items) from the date of the Section 106 Agreement to the date of payment. Given the annual updates, the specific extent of developer contributions towards open space, sport and recreation will be set out in a supplementary guidance note.

12.13 On-site open space, sport and recreation facilities provided in conjunction with new housing play a specific role in catering for the needs of the residents of that development. Consequently, any development that would involve the loss of such space will not be permitted.

Policy LP-OS3: 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-OS3/1- The Kirklees Valley. A route linking Bury Town Centre and Greenmount primarily following a former railway line.

- LP- OS3/2 - 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- OS3/3 - 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- OS3/4- 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- OS3/5 - 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.
- LP- OS3/6 The Manchester Bolton and Bury Canal. This route connects Bury, Radcliffe and Bolton via canal towpaths.

Justification

12.14 Many of the existing strategic recreation routes follow disused railways, public rights of way and waterside routes, and are generally separate from highways.

12.15 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.

12.16 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.

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: Rural 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 it can be clearly demonstrated that there is 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 will need to 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. There would be no adverse impact on the local landscape;

e. 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

f. 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 will be required to 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 will be required to take particular care to minimise the visual impact on the surrounding area. Any buildings will need to 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: Flood risk and water management

New development will be expected to follow an integrated water management approach, incorporating flood risk, water supply and quality, as well as climate resilience.

Development proposals will be required to:

a. Have full regard to and compliance with the NPPF, advice of the Environment Agency, United Utilities and the Lead Local Flood Authority (LLFA) and the objectives and priorities set out in the latest North West River Basin District Flood Management Plan and Bury Flood Risk Management Strategy;

b. Submit an appropriate site-specific flood risk assessment (FRA) for all development proposals, including changes of use, on sites greater than 0.5 ha within Critical Drainage Areas (CDAs) as identified by the Strategic Flood Risk Assessment (SFRA);

c. Have full regard to published evidence of local flood risk and its significance as included in SFRA, Surface Water Management Plans and other recognised sources of flood risk;

d. Ensure that where development will result in the loss of fluvial floodplain storage within the 1 in 100 year flood extent (plus climate change allowance) level for level and volume for volume compensatory storage is provided. Compensation must be provided on land that does not currently flood and is directly adjacent to the existing floodplain, and must operate at the same flood levels as the lost storage;

e. Ensure there is no adverse impact on water quality and, where practicable, take opportunities for water quality enhancement;

f. Accord with the latest national guidance on groundwater protection, where applicable;

g. Achieve as a minimum the optional requirement set through Building Regulations Requirement G2: Water efficiency or any future updates for residential schemes; For major non-residential development will be required to achieve five credits for category Wat 01 of BREEAM unless demonstrated impracticable; and

h. Ensure there are no adverse impacts on amenity or safety where development is to be located near to existing or future wastewater or water treatment works, pumping stations or other wastewater infrastructure.

Justification

14.5 Bury has experienced significant flooding incidents in the past, causing disruption to communities and damage to property and possessions. Some

parts of the Borough are at higher risk of flooding than others. With climate change leading to more extreme weather events, the risk of flooding in the Borough will continue to be a significant issue.

14.6 The policy in relation to flood risk is informed by national policy and local guidance and evidence including the Bury's Strategic Flood Risk Assessment (SFRA) There are currently no EA Areas with Critical Drainage Problems (ACDP) within the Borough and therefore critical drainage areas will be identified by the SFRA.

14.7 Compensatory flood storage should be provided, on a level for level, volume for volume basis on land that does not currently flood but is adjacent to the floodplain (for it to fill and drain by gravity). It should be in the vicinity of the site and within the red line of the planning application boundary.

14.8 It is important to ensure that new development does not cause further deterioration to water bodies in the Borough and wherever possible can support improvements.

14.9 Where applicable, applicants will be required to undertake a risk assessment (quantitative and qualitative) of the impact on the groundwater environment and public water supply. Development will only be acceptable where it is demonstrated to the Local Planning Authority that there will be no unacceptable impact on the groundwater environment and public water supply.

14.10 The PfE plan notes that district local plans should consider setting a tighter water efficiency standard where there is a local need. The effects of climate change, a growing population and the requirements of modern industry are putting increased pressure on water resources. Increased water efficiency will also help to reduce carbon emissions from water treatment and contribute to the Borough's emissions targets.

14.11 Development proposed in the vicinity of wastewater or water treatment works, pumping stations or other infrastructure may need to put suitable mitigation measures in place to avoid those activities having a significant adverse effect on residents or users of proposed development. When applicable, applicants will be required to submit an impact assessment, outlining any adverse effects from the neighbouring site, and any required mitigation.

Policy LP-W2: Sustainable Drainage

Development proposals must be supported by a strategy for foul and surface water management.

Development proposals are required to incorporate sustainable drainage (SuDS) schemes, designed in accordance with the national standards to deliver multifunctional benefits in accordance with the four pillars of sustainable drainage unless there is clear evidence why such techniques are not possible. Sustainable drainage will need to be integrated with the landscaped environment and the strategy for biodiversity net gain.

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. Collected for non-potable use.

b. Infiltrated to ground.

c. Discharged to an above ground surface water body.

d. Discharged to a surface water sewer, or another piped surface water drainage system.

e. Discharged to a combined sewer.

Proposals must be designed to maximise the retention of surface water on-site and minimise the volume. Developments on greenfield sites are expected to achieve greenfield run-off rates.

Proposals on previously development land will need to target a greenfield rate of surface water run-off. However, as a minimum, proposals on previously developed land must achieve a reduction in the rate of surface water discharge of 40% rising to a minimum of 55% in any critical drainage area identified by the Strategic Flood Risk Assessment. This rate will increase to 70% in Flood Zone 3.

Any reduction of these standards must be agreed with the LLFA and LPA at an early stage in the project but should never exceed the rate of discharge form the existing development. Applicants must submit clear evidence of existing operational connections from the site with associated calculations on rates of discharge. 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. All drainage will need to be designed in accordance with ‘Ciria C753 The SuDS

Manual', Greater Manchester's Sustainable Drainage Design Guide, the national standards for sustainable drainage systems, sewerage sector guidance, or any subsequent replacement guidance.

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.

Development proposals must be accompanied by a drainage management and maintenance strategy and include a plan for any watercourse within the application site or an adjacent watercourse where the application site is afforded riparian rights. These strategies will need to be submitted for approval by the LLFA.

Justification

14.12 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 and Policy LP-W2 should be read in conjunction with these statutory requirements.

14.13 Foul and surface water drainage must be considered early in the design process. Sustainable drainage will be required to be integrated with the landscaped environment and designed in accordance with the four pillars of sustainable drainage (water quantity, water quality, amenity and biodiversity). Examples include green roofs; permeable surfacing; soakaways; filter drainage; swales; bioretention tree pits; rain gardens; basins; ponds; reedbeds and wetlands.

14.14 Application of the hierarchy for managing surface water is a key requirement for all development proposals to reduce flood risk and the impact on the environment. The sustainable drainage hierarchy is defined in the Government's National Standards for sustainable drainage systems (SuDS). Clear evidence must be submitted to demonstrate why alternative preferable options in the surface water hierarchy are not available.

14.15 Drainage details, ground levels and finished floor levels are critical to ensure development proposals are 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.

14.16 Holistic site-wide drainage strategies will be required to ensure a coordinated approach to drainage between phases, between developers, and over several 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 require development proposals to have regard to the North West River Basin Management Plan and to:

a. Avoid the culverting of watercourses;

b. Take 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;

c. Maintain an undeveloped and unobstructed buffer strip of at least ten metres from the top of the bank of any Main River and at least five metres from any ordinary watercourse and any new development. For main rivers, if it can be demonstrated that ten metres is not feasible or viable then eight metres will need to be achieved in line with Environment Agency regulations;

d. Provide buffer zones which are natural in character, distinct from the built environment and contain native plant species;

e. Be accompanied by a management plan which includes all riparian areas of a site ensuring access for maintenance of existing services and utilities is retained;

f. Enable greater public access to the green and blue infrastructure network; and

g. Include measures to control invasive species such as Japanese Knotweed and Giant Hogweed.

Justification

14.17 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.

14.18 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.

14.19 A similar study has been produced for the River Roch 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.

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, wildlife 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 will need to 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 or any site-specific assessment;

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 connectivity infrastructure 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 connectivity 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 Mobile and wireless technology are continuing to evolve with 5G being the latest generation of mobile technology which offers 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 all 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 By 2030, mobile providers will be upgrading the capacity of their networks by investing in standalone 5G. This will ensure that users can make calls and access the internet throughout the day when demand varies, particularly during events and in areas of high footfall e.g. town centres and transport hubs. This will require investment in more mobile infrastructure including small cells on street furniture and buildings.

Policy LP-OI1: Digital Connectivity infrastructure

The Council will support the provision of enhanced, competitive full fibre, mobile and wireless connectivity infrastructure working closely with the Digital Connectivity Infrastructure Providers and the Greater Manchester Combined Authority (GMCA).

Developers will need to engage early with fibre providers delivering services in the area to make provision for affordable, high speed, high-capacity digital connectivity 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 at least two digital connectivity infrastructure providers.

Mobile Connectivity

Applications for new mobile telecommunications and broadband wireless infrastructure will be supported if the following criteria are met:

a. Applicants adhere to the letter and spirit of the Electronic Communications Code[43] and Internet Service Providers Association (ISPA) guidance directed by Government[44] including pre-application consultation in accordance with national policy;

b. There is strong evidence that the quality of the mobile service for users will be compromised without this infrastructure;

c. Existing masts, buildings and other structures already employed for this purpose, including pole sharing under PIA[45], cannot be used (taking into consideration meeting consumer needs, the efficient

[43] Electronic Communications Code: rights and obligations
[44] Telecommunications Poles Working Group Best Practice Recommendations
[45] Access to Infrastructure Code – Use of Existing Infrastructure - GOV.UK

operation of the network and providing reasonable capacity for future expansions);

d. The equipment does not have unacceptable adverse impacts on heritage assets, including Conservation Areas and/or Listed Buildings;

e. The equipment is resilient to the effects of climate change;

f. The equipment does not have a detrimental impact on the movement of pedestrians and cyclists or on the safe and effective functioning of highways;

g. The equipment does not interfere with other electrical equipment, such as air traffic services;

h. The development meets appropriate guidelines on non-ionising radiation; and

i. That poles utilised as masts for broadband wireless services secure prior approval.

Justification

16.8 High-quality full fibre broadband and mobile connectivity 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 The Electronic Communications Code and Government directed ISPA guidance are sound foundations for good practice when followed in the spirit of co-operation.

16.11 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 denser connectivity infrastructure to address it. Mast positioning and siting of small cells infrastructure on poles will therefore become increasingly important to increase capacity.

16.12 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 VMO2. It is essential that Bury addresses this challenge by encouraging other providers to invest in the Borough particularly over the next five years.

16.13 The Policy seeks to strike the optimum balance between the need to deliver of high speed, competitive digital connectivity infrastructure with its impact on visual amenity. This will be achieved through careful positioning of equipment working closely with providers using available coverage and capacity evidence.

16.14 The Local Authority will engage with digital connectivity infrastructure providers to maximise coverage, capacity and competition especially where there is major new development or regeneration to minimse the need for retrofitting poles and other digital connectivity infrastructure to some future date.

16.15 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.

16.16 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

Development proposals must safeguard existing digital infrastructure, including fixed-line and mobile telecommunications networks, fibre infrastructure, data facilities, underground cabling and associated apparatus.

Development resulting in the loss of, or adverse impact on, operational digital infrastructure will only be permitted where:

a. The infrastructure is no longer required; or

b. Replacement infrastructure of equal or improved capacity, coverage and resilience is secured and made operational prior to or in parallel with development.

Proposals must demonstrate that:

c. Appropriate easements, wayleaves and access for maintenance are retained;

d. Critical infrastructure is not built over unless agreed with the relevant operator; and

e. Network resilience and service continuity will be maintained during construction and operation.

Where relocation is required to facilitate development, it shall be delivered at the developer's expense and must not reduce network performance, coverage or resilience.

Justification

16.17 Advanced and reliable digital connectivity is essential to economic growth, service delivery and community resilience. National policy recognises high-quality communications infrastructure as critical to supporting sustainable development.

16.18 Digital infrastructure is vulnerable to disruption during development, particularly underground fibre networks. Uncoordinated works can result in significant service interruption to homes, businesses and public services. Safeguarding existing infrastructure and maintaining access for repair and upgrading is therefore necessary.

16.19 The policy supports growth while ensuring network resilience, continuity of service and future-proofed connectivity. It will be implemented through development management and engagement with infrastructure operators at the earliest design stage.

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 will need to ensure that the delivery of new development is coordinated with timing for the delivery of utility infrastructure improvements.

Justification

16.20 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.

16.21 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: Developer contributions and infrastructure

Development will be required to provide, or contribute towards, the infrastructure, facilities and services necessary to mitigate its impacts and to support sustainable growth.

The following will typically be priorities for the use of planning obligations:

- Affordable housing provision (see Policy LP-H4);
- Employment provision (see Policies LP-E3 and LP-E4);
- Health provision (see Policy CM2);

- Education provision (see Policy LP-CM3);
- On-site and off-site highways and transport interventions (see Policy LP-TR5);
- Biodiversity Net Gain (see Policy LP-GI3);
- Open space and recreation provision (see Policy LP-OS2); and
- 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.

All development proposals within a strategic site allocated through the Places for Everyone Joint Plan will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation in line with adopted policies in the Places for Everyone Joint Plan. These contributions should be informed by site-wide delivery strategies for each relevant element.

Some infrastructure delivered on strategic sites allocated through the Places for Everyone Joint Plan will help to support wider development outside of these sites. Where this is the case, development outside of the strategic sites will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment.

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. Submitted viability appraisals will be made publicly available and will be assessed by an independent viability consultant at the applicant’s expense, where necessary.

Where this is the case, the Council will not approve the proposal unless:

a. the applicant has clearly demonstrated that the viability assessment has been produced in accordance with national guidance;

b. 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;

c. 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

d. 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 up to the delivery of a policy compliant scheme are made if the development is more viable than originally assumed through the viability assessment.

Justification

17.4 When used properly, planning 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-DM1 sets out the Council's approach to the use of planning obligations. Further detail on specific requirements is contained within other specific Local Plan policies and Supplementary Planning Documents that set out additional detail.

17.6 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).

17.7 In accordance with national policy and legislation set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010, planning obligations can only be sought 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 to the development.

17.8 The Bury Local Plan includes specific policy requirements for the provision of affordable housing; employment opportunities; health; education; on-site and off-site highways and transport interventions; Biodiversity Net Gain; and open space, sport and recreation. However, the Council may require developer contributions for other reasons, such as to make improvements to public realm.

17.9 Unallocated windfall developments can generate additional demand for infrastructure that is planned and delivered primarily to support strategic site allocations. Where such developments rely upon or benefit from that infrastructure, it is reasonable and necessary that they make an appropriate and proportionate contribution towards its delivery to ensure the costs of infrastructure are shared fairly across all development benefiting from planned investment. This approach supports the coordinated and sustainable delivery of growth, helps address the cumulative impacts of development on the transport network and wider infrastructure provision, and reduces the risk of placing an unfair financial burden on allocated sites alone.

Policy LP-DM2: 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

17.10 The potential impact that new development can have on the amenity of the surrounding area is a key consideration for development management.

17.11 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.

17.12 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.

17.13 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.

17.14 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 matters will be fully considered when dealing with proposals that have the potential to generate these issues.

17.15 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.

17.16 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-DM3: 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.

The Council will consider retrospective planning applications in the same way as any other planning application.

Enforcement action will not be taken against trivial or technical breaches of planning control that cause no significant harm to the amenity or prejudice the aims and objectives of the Council.

Justification

17.17 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.

17.18 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.

17.19 Further guidance on planning enforcement matters can be found in the Council's Customer Charter for Planning Enforcement46 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.

[46] 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 provide the basis for the Monitoring Framework that includes a series of indicators that will be monitored to ensure effective implementation of the Plan and to highlight when a future review may be required.

18.5 The Authority's Monitoring Report (AMR) will monitor the performance of the Local Plan's Objectives against a series of indicators and targets, where appropriate. This will highlight instances where the Local Plan may not be working as effectively as intended in meeting its Objectives, any significant failures to meet targets and whether there are any unanticipated significant negative effects of policies. This will allow the Council to take early action to

overcome barriers to delivery or, if necessary, trigger a review of the Local Plan.

18.6 Not all the indicators will be influenced solely by the implementation of this Local Plan and some will also depend on external events. However, given the sustainable development principles embodied in the Vision and Strategic Objectives for Bury, the indicators will provide the basis for identifying where the Local Plan needs to be strengthened, maintained or changed in some way.

18.7 The Monitoring Framework shown in Table 4 sets out proposed indicators related to each Strategic Objective of the Local Plan. The table also sets out how the Objectives will be achieved and the agencies responsible for implementation. Although the indicators are arranged by Local Plan Objectives, some indicators will provide information that is of relevance to more than one Objective. All indicators will be monitored annually unless otherwise stated.

Review

18.8 Although this Local Plan will cover the period up to 2043 and has been developed to be sufficiently flexible to respond to changing circumstances, it is likely that it will need to be updated well before its end date.

18.9 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 sub-regional planning policies or economic conditions.

Table 4 - Local Plan Monitoring Framework

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
1. Climate change resilience and carbon reduction	▪ GM carbon neutral by 2038 ▪ Net zero carbon new development by 2028	▪ % of developments meeting zero-carbon standards ▪ CO2 emissions per capita	▪ Local Plan policies ▪ Development Management ▪ Building Control	▪ LPA ▪ Developers ▪ GMCA
2. Efficient use of land and brownfield redevelopment	▪ Majority of new development on brownfield land	▪ % of housing completions on brownfield sites	▪ Brownfield Register ▪ DM decisions	▪ LPA ▪ Developers
3. Appropriate supply of well-designed housing	▪ Meet identified housing requirement ▪ Maintain 5-year supply	▪ Net housing completions ▪ Housing delivery test results	▪ Local Plan housing policies ▪ Housing trajectory	▪ LPA ▪ Developers ▪ Registered Providers
4. Competitive and diverse local economy	▪ Sufficient employment land supply ▪ Job growth	▪ Employment land take-up ▪ Jobs created	▪ Employment policies ▪ Economic strategies	▪ LPA ▪ Businesses ▪ LEPs/GM bodies

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
5. Vital and viable centres hierarchy	▪ Maintain vitality & viability	▪ Vacancy rates ▪ Footfall ▪ New floorspace	▪ Centre policies ▪ Town centre strategies	▪ LPA ▪ Centre managers ▪ Businesses
6. Tourism and cultural development	▪ Protect key assets ▪ Support growth in visitors	▪ Visitor numbers ▪ Tourism-related applications	▪ Tourism policies ▪ Culture and heritage policies	▪ LPA ▪ Cultural organisations
7. Health, wellbeing and deprivation	▪ Reduce health inequalities ▪ Increase access to facilities	▪ Accessibility to services ▪ Health indicators	▪ Planning obligations ▪ Design policies	▪ LPA ▪ NHS ▪ Developers
8. Education and community facilities	▪ Sufficient school places ▪ Community facility provision	▪ School capacity data ▪ New facilities delivered	▪ S106 ▪ Infrastructure planning	▪ LPA ▪ Education Authority
9. Sustainable transport	▪ Increase active travel ▪ Reduce car dependency	▪ Mode share data ▪ Traffic levels	▪ Transport policies ▪ Travel plans	▪ LPA ▪ TfGM ▪ Developers

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
10. High standards of design and layout	▪ All development meets design policies	▪ Design review outcomes ▪ Refusal reasons	▪ Design codes ▪ Development Management	▪ LPA ▪ Developers
11. Heritage conservation	▪ No net loss of heritage significance	▪ Condition of heritage assets ▪ Heritage at Risk register	▪ Heritage policies ▪ Conservation area appraisals	▪ LPA ▪ Historic England
12. Nature recovery and biodiversity net gain	▪ Minimum 10% BNG	▪ BNG calculations ▪ Habitat creation	▪ Environment Act ▪ Local Plan policies	▪ LPA ▪ Developers ▪ Land managers
13. Green & blue infrastructure, sport & recreation	▪ Meet open space standards	▪ Quantity, quality and accessibility of open space	▪ Open space standards	▪ LPA ▪ Developers
14. Green Belt protection	▪ No inappropriate development	▪ Planning approvals in Green Belt	▪ Green Belt policies ▪ DM decisions	▪ LPA
15. Flood risk management	▪ No increase in flood risk	▪ Developments in flood zones ▪ Flood incidents	▪ SFRA ▪ SuDS policies	▪ LPA ▪ EA ▪ Developers

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
16. Sustainable water management	▪ Effective SuDS delivery ▪ Water efficiency	▪ SuDS approvals ▪ Water usage data	▪ Drainage policies ▪ Conditions	▪ LPA ▪ United Utilities ▪ Developers
17. Air quality and pollution control	▪ No deterioration in AQMA areas	▪ Air quality monitoring data	▪ Air quality policies ▪ Environmental Assessments	▪ LPA ▪ Developers
18. Infrastructure delivery	▪ Infrastructure delivered in line with growth	▪ Infrastructure completion ▪ S106 receipts	▪ Infrastructure Delivery Plan ▪ Legal agreements	▪ LPA ▪ Infrastructure providers

Appendix 1: Treatment of saved Unitary Development Plan policies

Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 specifies that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.'

Where saved UDP policies have not already been replaced by policies within the Places for Everyone Joint Plan (2024), the Greater Manchester Joint Waste Plan (2012) or the Greater Manchester Joint Minerals Plan (2013) it is intended that some of the remaining saved UDP policies will be replaced by policies in this Local Plan with others not being carried forward into the new Local Plan. The treatment of the remaining saved UDP policies is set out in Table 5.

Table 5 - Treatment of saved Unitary Development Plan policies

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
EC1/1	Land for Business (B1), General Industrial (B2) and Warehousing Uses (B8)	LP-E1	All
EC1/2	Land Suitable for Business (B1) and Office Use	LP-E2	All
EC1/3	Land Suitable for Business (B1), Office and Hotel/Conference Facility Uses	LP-E2	All
EC2/1	Employment Generating Areas	LP-E3	All
EC2/2	Employment Land and Premises Outside the Employment Generating Areas	LP-E4	All
EC4	Small and growing businesses	Not being carried forward	All
EC4/1	Small Businesses	Not being carried forward	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
EC5/1	Office Development in Bury Town Centre	LP-E2, LP-TC2	All
EC5/2	Other Centres and Preferred Office Locations	LP-E2, LP-TC2	All
EC5/3	Other Office Locations	LP-E2, LP-TC2	All
EC6	New business, industrial and commercial development	LP-E1	All
EC6/1	Assessing New Business, Industrial and Commercial Development	LP-E1, LP-BE6	All
EC6/2	Hazardous Installations	LP-AP3, LP-AP4	All
H1/1	Housing Land Allocations	LP-H1	All
H1/2	Further Housing Development	LP-H2	All
H1/3	Provision for Gypsies and Travellers	LP-H8	All
H2/1	The Form of New Residential Development	LP-BE6	All
H2/2	The Layout of New Residential Development	LP-BE6	All
H2/3	Extensions and Alterations	LP-H9	All
H2/4	Conversions	LP-H10, LP-H11	All
H2/5	Conversion of Residential Property to Hotels and Guest Houses	Not being carried forward	All
H2/6	Garden and Backland Development	LP-H2	All
H3	Incompatible uses in residential areas	LP-BE11	All
H3/1	Assessing Non-Conforming Uses	LP-DM2	All
H3/2	Existing Incompatible Uses	LP-BE11	All
H4/1	Affordable Housing	LP-H4	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
H4/2	Special Needs Housing	LP-H5	All
H5	Housing Improvement	Not being carried forward	All
H5/1	Area Improvement	Not being carried forward	All
EN1/2	Townscape and Built Design	LP-BE6	All
EN1/4	Street Furniture	LP-BE8	All
EN1/5	Crime Prevention	LP-BE6	All
EN1/6	Public Art	LP-BE6	All
EN1/7	Throughroutes and Gateways	LP-BE6	All
EN1/8	Shop Fronts	LP-BE7	All
EN1/9	Advertisements	LP-BE9	All
EN1/10	Telecommunications	LP-OI1	All
EN2/1	Character of Conservation Areas	LP-BE1	All
EN2/2	Conservation Area Control	LP-BE1	All
EN2/3	Listed Buildings	LP-BE2	All
EN2/4	Historic Parks	Not being carried forward	All
EN3	Archaeology	LP-BE4	All
EN3/1	Impact of Development on Archaeological Sites	LP-BE4	All
EN3/2	Development Affecting Archaeological Sites	LP-BE4	All
EN3/3	Ancient Monuments	LP-BE3	All
EN6/1	Sites of Nature Conservation Interest (SSSI's, NNR's and Grade A SBI's)	LP-GI2	All
EN6/2	Sites of Nature Conservation Interest (LNR's and Grade B and C SBI's)	LP-GI2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
EN6/3	Features of Ecological Value	LP-GI2	All
EN6/4	Wildlife Links and Corridors	LP-GI1, LP-GI2	All
EN7/2	Noise Pollution	LP-AP1	All
EN7/3	Water Pollution	LP-AP1	All
EN7/4	Groundwater Protection	LP-AP1	All
EN7/5	Waste Water Management	LP-AP1	All
EN8/1	Tree Preservation Orders	LP-GI6	All
EN8/2	Woodland and Tree Planting	LP-GI6	All
EN8/3	Red Rose Forest	LP-GI6	All
EN10	Environmental Improvement	Not being carried forward	All
EN10/1	Derelict Land	Not being carried forward	All
EN10/2	Riverside and Canalside Improvement in Urban Areas	LP-BE6	All
OL1/2	New Buildings in the Green Belt	Not being carried forward	All
OL1/3	Infilling in Existing Villages in the Green Belt	LP-GB1	All
OL1/4	Conversion and Re-use of Buildings in the Green Belt	LP-GB2	All
OL1/5	Mineral Extraction and Other Development in the Green Belt	Not being carried forward	All
OL1/6	Reuse/Redevelopment of Clifton House, Prestwich	Not being carried forward	All
OL2	Other Protected Open Land	Not being carried forward	All
OL2/1	Development on Other Protected Open Land	Not being carried forward	All
OL4	Agriculture	LP-GI7	All
OL4/1	Agricultural Land Quality	LP-GI7	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
OL4/2	Protection of Farm Holdings	Not being carried forward	All
OL4/3	Development Impact on Farming Areas	Not being carried forward	All
OL4/4	Agricultural Diversification	LP-GB4	All
OL4/5	Agricultural Development	Not being carried forward	All
OL4/6	Agricultural Dwellings	LP-GB3	All
OL4/7	Development Involving Horses	LP-GB5	All
OL5/1	Designation of River Valleys	LP-GI1	All
OL5/2	Development in River Valleys	LP-GI1	All
OL5/3	Riverside and Canalside Development in Urban Areas	LP-BE6	All
OL6	Multi-functional Countryside	Not being carried forward	All
OL6/1	New Uses and Development of the Countryside	Not being carried forward	All
OL7	Special Open Land Areas	Not being carried forward	All
OL7/2	West Pennine Moors	LP-GI1	All
RT1/1	Protection of Recreation Provision in the Urban Area	LPOS1	All
RT1/2	Improvement of Recreation Facilities	LP-OS1	All
RT2	New Provision for Recreation in the Urban Area	LP-OS2	All
RT2/1	Provision of New Recreation Sites	Not being carried forward	All
RT2/2	Recreation Provision in New Housing Development	LP-OS2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
RT3/1	Protection of Existing Recreation Provision in the Countryside	LP-OS1	All
RT3/2	Additional Provision for Recreation in the Countryside	Not being carried forward	All
RT3/3	Access to the Countryside	LP-OS3	All
RT3/4	Recreational Routes	LP-OS3	All
RT3/5	Noisy Sports	LP-AP1	All
RT4	Tourism	LP-TO1	All
RT4/1	Tourism Development	LP-TO1	All
RT4/2	Safeguarding Tourism Assets	LPTO1	All
RT4/3	Visitor Accommodation	LP-TO1	All
RT4/4	Tourism Support Facilities	LP-TO1	All
RT4/5	Special Tourism and Leisure Provision	Not being carried forward	All
RT4/6	East Lancashire Railway	LP-TO1	All
RT4/7	The Manchester, Bolton and Bury Canal	LP-TO1	All
S1	Existing Shopping Centres	LP-TC1	All
S1/1	Shopping in Bury Town Centre	LP-TC3	All
S1/2	Shopping in Other Town Centres	LP-TC3	All
S1/3	Shopping in District Centres	LP-TC3	All
S1/4	Local Shopping Centres	LP-TC4	All
S1/5	Neighbourhood Centres and Local Shops	LP-TC4, LP-TC5	All
S1/6	Additions to the Shopping Hierarchy	Not being carried forward	All
S2	Control of New Retail and Non-Retail Development	LP-TC2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
S2/1	All New Retail Proposals: Assessment Criteria	LP-TC2	All
S2/2	Prime Shopping Areas and Frontages	LP-TC3	All
S2/3	Secondary Shopping Areas and Frontages	Not being carried forward	All
S2/4	Control of Non-Retail Uses in All Other Areas	LP-TC2	All
S2/5	New Local Shopping Provision Outside Recognised Shopping Centres	LP-TC2	All
S2/6	Food and Drink	LP-TC7	All
S2/7	Amusement Centres and Arcades	Not being carried forward	All
S3	New Retail Development and Environmental Improvements	Not being carried forward	All
S3/1	New Retail Development Opportunities Within or Adjoining Town Centres	Not being carried forward	All
S3/2	New Retail Development Opportunities Within District Centres	Not being carried forward	All
S3/3	Improvement and Enhancement (All Centres)	Not being carried forward	All
S3/4	Markets	Not being carried forward	All
S4	New Retail Development Outside Town and District Centres	LP-TC2	All
S4/1	Retail Development Outside Town and District Centres	LP-TC2	All
S4/2	Assessing Out-Of-Centre Retail Development	LP-TC2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
S4/3	Nurseries, Farm Shops and Garden Centres	Not being carried forward	All
S4/4	Car Showrooms, Car Sales Areas and Petrol Filling Stations	Not being carried forward	All
S5	Large Out-of-Town Shopping Centres	LP-TC2	All
HT2	Highway Network	LP-TR5	All
HT2/1	The Strategic Route Network	Not being carried forward	All
HT2/2	Improvements to the Strategic Route Network	Not being carried forward	All
HT2/3	Improvements to Other Roads	Not being carried forward	All
HT2/4	Car Parking and New Development	LP-TR6	All
HT2/5	Public Car Parks	LP-TR6	All
HT2/7	Lorry Parking	LP-TR6	All
HT2/8	Taxi and Private Hire Businesses	Not being carried forward	All
HT2/9	Highways Agency Road Schemes	Not being carried forward	All
HT3/1	Schemes to Assist Bus Movement	LP-TR1	All
HT3/2	Bus Services	LP-TR1	All
HT3/3	Design of Roads for Bus Routes	LP-TR3	All
HT3/4	Schemes to Assist Metrolink	LP-TR3	All
HT5	Accessibility for those with Special Needs	LP-TR1, LP-TR2	All
HT5/1	Access for Those with Special Needs	LP-TR1, LP-TR2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
HT6/1	Pedestrian and Cyclist Movement	LP-TR2	All
HT6/3	Cycle Routes	LP-TR2	All
HT7/1	Freight Facilities	Not being carried forward	All
CF1/1	Location of New Community Facilities	LP-CM4	All
CF2/1	Bury College	Not being carried forward	All
CF3	Social Services	Not being carried forward	All
CF3/1	Residential Care Homes and Nursing Homes	LP-CM4	All
CF4/1	Fairfield General Hospital	Not being carried forward	All
CF5/1	Childcare Facilities in New Developments	LP-CM4	All
MW1/1	Areas of Search	To be considered through GM Joint Minerals and Waste Plan	All
MW1/2	Mineral Working Within Areas of Search	To be considered through GM Joint Minerals and Waste Plan	All
MW1/3	Sterilisation of Mineral Deposits	To be considered through GM Joint Minerals and Waste Plan	All
MW1/4	The Need for Aggregates	To be considered through GM Joint Minerals and Waste Plan	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
MW2/1	Assessing Mineral Extraction Proposals	To be considered through GM Joint Minerals and Waste Plan	All
MW2/2	Planning Applications for Mineral Workings	To be considered through GM Joint Minerals and Waste Plan	All
Area BY	Bury Town Centre	Not being carried forward	All
Area BY1	Tentersfield/Millet Street/Tenterden Street	Not being carried forward	All
Area BY2	Bridge Road/Buckley Wells	Not being carried forward	All
Area BY3	Bolton Street/Market Place	Not being carried forward	All
Area BY4	Manchester Road/Knowsley Street	Not being carried forward	All
Area BY5	The Rock/Peel Way	Not being carried forward	All
Area BY6	Central Shopping Area	Not being carried forward	All
Area BY7	Townside/Market Street	Not being carried forward	All
Area BY8	The Rock/Moorgate	Not being carried forward	All
Area BY9	George Street	Not being carried forward	All
Area BY10	Rochdale Road/Lord Street/York Street	Not being carried forward	All
Area BY11	Heywood Street/Spring Street	Not being carried forward	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
Area PR	Prestwich Town Centre	Not being carried forward	All
Area PR1	The Longfield Centre/Bury New Road	Not being carried forward	All
Area PR2	Warwick Street/Derby Street	Not being carried forward	All
Area PR3	Rectory Lane	Not being carried forward	All
Area PR4	Church Lane/Bury New Road/Clark's Hill	Not being carried forward	All
Area RD	Radcliffe Town Centre	Not being carried forward	All
Area RD1	Blackburn Street/Dale Street/Church Street West	Not being carried forward	All
Area RD2	Green Street/New Church Street	Not being carried forward	All
Area RD3	South of Pilkington Way	Not being carried forward	All
Area RD4	Stand Lane/Milltown Street	Not being carried forward	All
Area RD5	St Thomas's/Bridgefield Street	Not being carried forward	All
Area RD6	Spring Lane/Church Street West/Radcliffe Metrolink Station	Not being carried forward	All
Area RM	Ramsbottom Town Centre	Not being carried forward	All
Area RM1	Market Place/Carr Street/Ramsbottom Lane	Not being carried forward	All
Area RM2	St Paul's/Crow Lane	Not being carried forward	All
Area RM3	Bolton Street/Bridge Street	Not being carried forward	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
Area RM4	Square Street	Not being carried forward	All
Area RM5	Railway Street/Bridge Street/Peel Brow	Not being carried forward	All
TC1	Town Centres	LP-TC1	All
TC1/1	Open Space in Town Centres	LP-OS1	All
TC1/2	Pedestrian/Vehicular Conflict in Town Centres	LP-TR5	All
TC2	Town Centre Enhancement and Development	LP-TC1	All
TC2/1	Upper Floors	LP-TC6	All
TC2/2	Mixed Use Development	Not being carried forward	All
TC2/3	Vacant and Cleared Sites	Not being carried forward	All
TC3	Bury Town Centre	LP-TC1	All

Appendix 2: Local Centres

1) Bolton Road West/Bolton Street (9-30 Bolton Road West &198-208 Bolton Street)
2) Holcombe Brook Precinct (1-21)
3) Ainsworth Village (5, 10-12, 23 Church Street)
4) Tottington Road (288-332 Tottington Rd)
5) Walmersley Road (8-61 Walmerlsey Rd)
6) Bolton Road (89-107 Bolton Rd)/Victoria Retail Park
7) Parkhills Road (2-20 Parkhills Rd)
8) Radcliffe/Water Street (74-86 Water Street & 3-19 Ainsworth Rd)
9) Sunnybank Road (60-97 Sunnybank Rd)
10) Unsworth/Parr Lane (59-73, 105-113 Parr Lane)
11) Bury Old Road (36-92 Bury Old Rd)
12) Bury Old Road (454-486 Bury Old Rd)
13) Bury Old Road (363-389 Bury Old Rd)
14) Heaton Park Metrolink (191-219 Bury Old Rd & 8-39 Whittaker Lane)
15) Parkhill (6-29 Bury Old Rd)
16) Hawkshaw (263 & 360 Bolton Rd)
17) Greenmount (327-335 Holcombe Rd, 1-11 Brandlesholme Rd)
18) Vernon Road (2-12 Vernon Rd)
19) Higher Summerseat (46-50 Newcombe Rd)
20) Walshaw (4-20 Bank Street)
21) Brandlesholme Road (373-339 Brandlesholme Rd)
22) Bevis Green (2-8 Walmersley Old Rd)
23) Limefield (433-445 Walmersley Rd)
24) Walmerlsey Road (166-184 Walmerlsey Rd)
25) Chesham Road (19-31 Chesham Rd)
26) Chesham Fold Road (87-94 Chesham Fold Rd)
27) Crostons Road (67-75 Croston Rd)
28) Ainsworth Road (90-131 Ainsworth Rd)
29) Mile Lane (66-80 Mile Lane)
30) Colville Drive (2-12 Colville Drive)

31) Bolton Road (301-329 Bolton Rd)
32) Topping Fold (30-52 Topping Fold Rd)
33) Rochdale Road (165-197, 84-104 Rochdale Rd)
34) Parkhills road/Market Street (250-258 Market Street, 98-100 Parkhills Rd)
35) Dorset Drive (51-57 Dorset Drive)
36) Radcliffe Road (115-123 Radcliffe Rd)
37) Radcliffe Road (167-175 Radcliffe Rd)
38) Radcliffe New Road (165-171 Radcliffe New Rd)
39) Redvales Road (33-39 Redvales Rd)
40) Tennyson Avenue (2-22 Tennyson Avenue)
41) Hollins Lane (308-312 Hollins Lane)
42) Manchester Road (842-852 Manchester Rd)
43) Bury New Road (327-337 Bury New Rd)
44) Rufford Drive (2-5 Rufford Drive)
45) Parr Lane (376-388 Parr Lane)
46) Ribble Drive/Albert Place (1-14 Albert Place)
47) Hazel Road (17-31 Hazel Road)
48) Besses O'th'Barn (13-19 Thatch Leach Lane)
49) Bury Old Road (142-154 Bury Old Rd)
50) Cross Lane (128-148 Cross Lane)
51) Dumers Lane (263-283 Dumers Lane)
52) Water Street (5-28 Water Street, 1-4 Seddon Street)
53) Ainsworth Road/Cemetery Road (155-163 Ainsworth Rd)
54) Ainsworth Road/St.Andrews Church (359 Ainsworth Rd, 364 Ainsworth Rd)
55) Moss Shaw Way (16-26 Moss Shaw Way)
56) Coronation Road (129-139 Coronation Rd)
57) Radcliffe Moor Road (23 Radcliffe Moor Rd, 240 Turks Rd)
58) Outwood (141 & 159 Ringley Rd West)
59) Chapel Field (280-288 Stand Lane)
60) Park Lane (83-140 Park Lane)
61) Bury New Road/Willow Road (554-556 Bury New Rd, 511 Bury New Rd)
62) Heywood Road (247-257 Heywood Rd)
63) Heywood Road (97-107 Heywood Rd)
64) Rectory Lane/Whitaker Lane (116 & 135 Rectory Lane)

65) St.Mary's Park (253-259 Bury New Rd)
66) Bury New Road/Scholes Lane (1-5 Scholes Lane, 126-132 Bury New Rd)
67) King’s Road, Sedgley Park (76-84 King's Rd)
68) Butterstile Lane (65-73 Sandy Lane, 136-152 Butterstile Lane)
69) Sandy Lane (16-24 Sandy Lane)
70) Rainsough Brow (1-5 The Woodlands, 1-11 Kersal Rd, 21 Hilton Lane)
71) Windsor Road (65-95 Windsor Rd)
72) Middleton Road (277-295 & 242-252 Middleton Rd)

Appendix 3: Glossary

Active Travel
Everyday journeys made by walking, wheeling or cycling instead of using a car or other motor vehicle. Active travel supports healthier lifestyles, reduces traffic congestion and helps improve air quality.

Affordable Housing
Housing provided for rent or sale to eligible households whose needs are not met by the market, and complying with the NPPF definition of affordable housing. It includes social rent, affordable rent, discounted market sale housing and other affordable routes to home ownership, as defined by national planning policy.

Amenity
The overall quality of a place as experienced by people. This includes factors such as privacy, noise, safety, outlook, sunlight, air quality and the general enjoyment of an area.

Ancient Monument (Scheduled Monument)
A nationally important archaeological site or historic structure that is legally protected because of its historic significance. This can include buried remains, ruins or standing structures. Works affecting an ancient monument require Scheduled Monument Consent.

Ancient Woodland
Land that has been continuously wooded since at least 1600 AD. Ancient woodland is considered an irreplaceable habitat because it supports rare wildlife and complex ecosystems that cannot easily be recreated.

Article 4 Direction
A legal mechanism used by the Council to remove certain permitted development rights. This means that planning permission is required for changes that would otherwise not need approval, helping to better manage development impacts.

Biodiversity
The variety of plants, animals and habitats within an area.

Biodiversity Net Gain (BNG)
A requirement that new development must result in biodiversity being left in a measurably better condition than before development took place, normally by at least a 10% improvement.

Blue Infrastructure
Water-based features such as rivers, streams, canals, ponds, wetlands and floodplains that support biodiversity, manage flood risk and enhance landscapes.

Brownfield Land (Previously Developed Land)
Land that has been previously developed or built on, such as former industrial or commercial sites.

Build to Rent
Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Care Leavers
Care leavers are young people aged 16-25 years old who have been in care for a period of at least 13 weeks (or periods amounting to 13 weeks) which began after age 14-years old and include a period after their sixteenth birthday.

Climate Change Adaptation
Measures taken to help places, buildings and infrastructure cope with the impacts of climate change, such as flooding, heatwaves or heavier rainfall.

Climate Change Mitigation
Actions aimed at reducing greenhouse gas emissions, for example through energy efficiency, renewable energy, sustainable transport and low-carbon building design.

Community Facilities
Facilities that support the social, cultural, educational, health and recreational needs of communities. Examples include schools, healthcare facilities, libraries, places of worship and community centres.

Conservation Area
An area designated because of its special architectural or historic character. Development within a Conservation Area must preserve or enhance its appearance and setting.

Design and Access Statement
A supporting document submitted with certain planning applications explaining how a development has been designed and how it will be accessible to all users, including disabled people.

Development Management
The process by which the Council assesses planning applications and determines whether proposals comply with planning policies and other relevant considerations.

Development Plan
The statutory set of planning documents used to guide decisions on planning applications, including the Local Plan and other adopted planning documents.

Employment Generating Area (EGA)
A designated area where land is protected primarily for business, industrial and warehousing uses, helping to safeguard jobs and support the local economy.

Environmental Impact
The effect that development can have on the natural environment, including air, water, land, biodiversity, landscape and human health.

First Homes
First Homes are a specific kind of discounted market sale housing and meet the definition of 'affordable housing' for planning purposes. First Homes are discounted market sale units which must be discounted by a minimum of 30% against the market value and are sold to people meeting the First Homes eligibility criteria set out in the Affordable Housing Update Written Ministerial Statement published on 24 May 2021 in addition to local eligibility criteria.

Flood Risk Assessment (FRA)
A technical assessment that identifies flood risk on a site, from all sources, and demonstrates how development can be made safe and not increase flood risk elsewhere.

Green Belt
Land designated to prevent urban sprawl by keeping land permanently open. Development in the Green Belt is strictly controlled and only allowed in limited circumstances.

Greenfield Land
Land that has not previously been developed, typically open countryside, farmland or natural areas.

Green Infrastructure (GI)
A network of green and blue spaces such as parks, open spaces, river valleys, trees, green roofs and street planting. Green infrastructure supports biodiversity, health, recreation and climate resilience.

Gypsies and Travellers
For the purposes of planning policy, and as set out in the Government's planning policy for traveller sites, "gypsies and travellers" means persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural

tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Habitats Regulations Assessment (HRA)
An assessment carried out to ensure that a plan or project will not harm the integrity of protected European wildlife sites.

Health and Wellbeing
Physical and mental health outcomes influenced by factors such as housing quality, transport, air quality, services and community facilities.

House in Multiple Occupation (HMO)
A property occupied by three or more people from more than one household who share facilities such as kitchens or bathrooms.

Infrastructure
Essential services and facilities required to support development, including transport networks, utilities, schools, healthcare, green spaces and digital connectivity.

Integrated Assessment
A combined appraisal of the environmental, social and economic impacts of the Local Plan, including sustainability, health and equalities considerations.

Listed Building
A building or structure included on the National Heritage List for England because of its special architectural or historic interest. Listed Buildings are legally protected and works usually require Listed Building Consent.

Local Centre
A small cluster of shops and services that meet the day-to-day needs of nearby residents.

Local Nature Recovery Strategy (LNRS)
A strategic plan identifying priorities and locations for protecting, restoring and enhancing nature and biodiversity.

Local Plan
The Council's statutory planning document setting out the vision, policies and proposals to guide development in the Borough over the plan period.

Looked After Children (Cared for Children)
A cared for looked after child is a child the Local Authority has legal parental responsibility for with a care order granted by a court, or is providing care and accommodation for a child with parental agreement.

Main Town Centre Uses
Uses such as retail, leisure, offices, cultural uses, community facilities and housing that contribute to the vitality and viability of centres.

Material Consideration
A matter that must be taken into account when deciding a planning application, such as national policy, design, amenity or environmental impacts.

Mitigation Hierarchy
An approach that requires harm to be avoided first, reduced where avoidance is not possible, and only compensated for as a last resort.

National Planning Policy Framework (NPPF)
The Government's national planning policy document for England, which sets out key principles and requirements for plan-making and decision-making.

Neighbourhood Plan
A community-led planning document that sets local planning policies for a specific neighbourhood area.

Permitted Development Rights
Specified types of development that can take place without the need for planning permission, subject to conditions and limitations.

Places for Everyone (PfE)
The joint development plan that sets the strategic planning framework for housing, employment and Green Belt across nine of the ten Greater Manchester districts (excluding Stockport).

Policies Map
A map identifying where specific Local Plan policies and land-use designations apply.

Public Transport
Transport services available for public use, including bus, Metrolink and rail services.

Regeneration Opportunity Area
An area identified as having potential for regeneration and improvement through development.

Section 106 Agreement (Planning Obligation)
A legal agreement that secures contributions or actions from development to mitigate its impacts, such as affordable housing or new infrastructure.

Self-build and Custom-build Housing
Housing built by an individual, a group of individuals, or people working with or for them, to be occupied by that individual.

Sequential Test
A process that requires certain development to be located in the most accessible, central locations before less accessible sites are considered.

Social Value
The wider social, economic and environmental benefits delivered by development, beyond the physical buildings themselves.

Soundness (Local Plan Examination)
The test used by an independent Planning Inspector to assess whether the Local Plan is legally compliant and meets national policy requirements.

Strategic Flood Risk Assessment (SFRA)
A Borough-wide assessment identifying flood risk areas and informing planning decisions.

Strategic Housing Land Availability Assessment (SHLAA)
An assessment required by national policy to identify land for housing and assess the deliverability and development of sites. The SHLAA is a key component of the evidence base used to support the delivery of sufficient land for housing to meet housing needs.

Sustainable Development
Development that meets current needs without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS)
Techniques that manage surface water in a way that mimics natural drainage, reducing flood risk and improving water quality.

Sustainable Transport
Transport choices that minimise environmental impact and support inclusive access, such as walking, wheeling, cycling and public transport.

Town Centre
A defined area that acts as a focus for shopping, services, employment, leisure, housing and community activity.

Transport for Greater Manchester (TfGM)
The body responsible for coordinating public transport and strategic transport initiatives across Greater Manchester.

Travel Hub
A location where different types of transport connect, making sustainable journeys easier and more convenient.

Travelling Showpeople
For the purposes of planning policy, and as set out in the Government's planning policy for traveller sites, "travelling showpeople" means members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

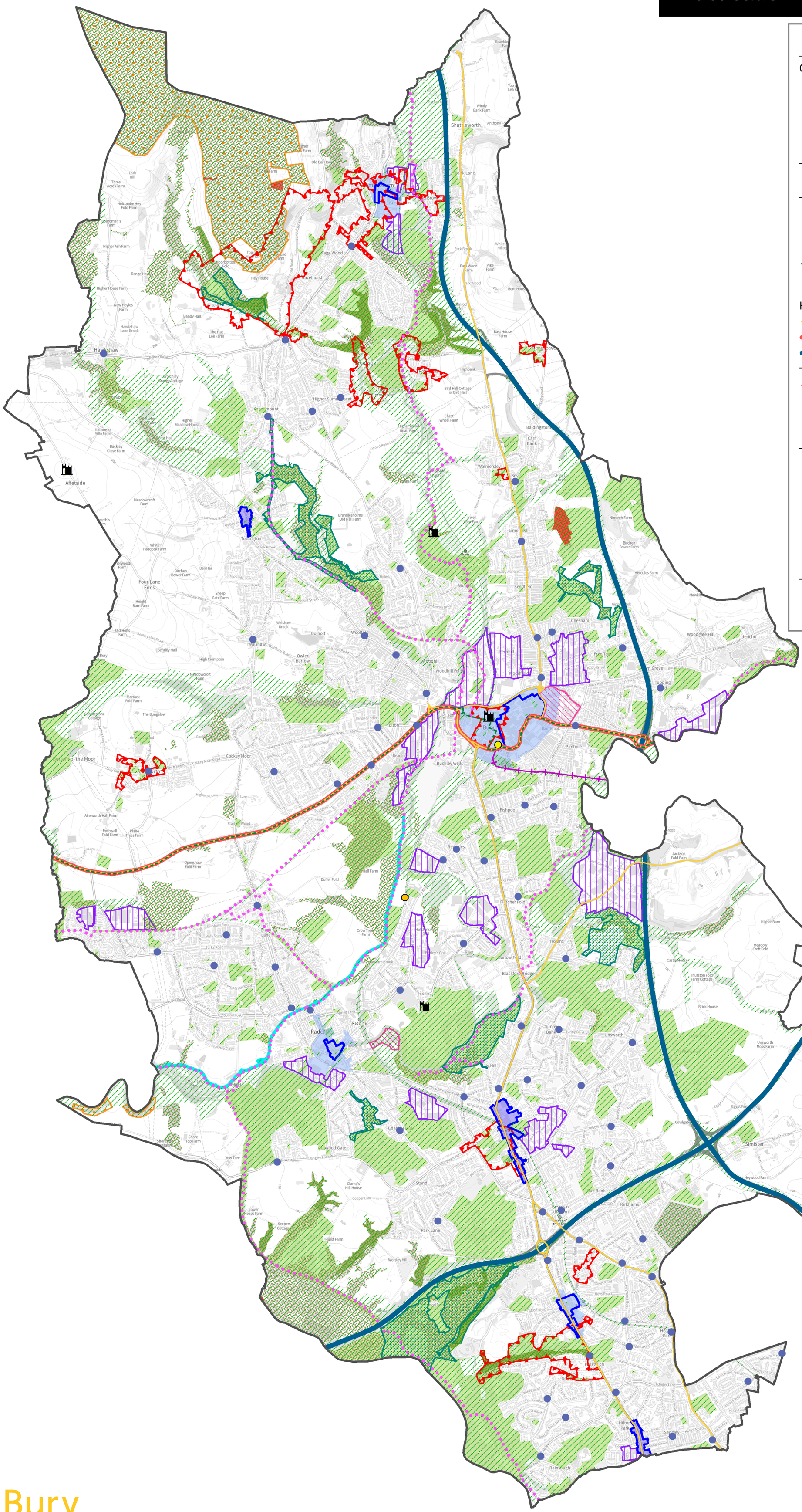
Walking and Wheeling
Travel on foot or using mobility aids such as wheelchairs, mobility scooters or pushchairs, recognising different accessibility needs.

Windfall Site
A site not specifically allocated in the development plan.

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Publication Bury Local Plan Policy Map



- Employment Generating Areas [E3]

Centre Hierarchy [TC1]

- Town Centres
- District Centres
- Local Centres [TC4]
- Primary Shopping Areas [TC3]
- Manchester, Bolton & Bury Canal [TO1]
- Interchange Improvements [TR3/1, TR4]
- Proposed Metrolink Stop [TR3/2, TR4]
- Proposed Tram-Train Route [TR3/3]
- Quality Bus Transit Corridor
  - Bury-Heywood-Rochdale [TR3/4]
  - Bury-Bolton [TR3/5]

Highways [TR5]

- Key Route Network
- Major Road Network
- Strategic Road Network
- Conservation Areas [BE1]
- Scheduled Monuments [BE3]
- Regeneration Opportunity Areas [BE10]
- Strategic Green Infrastructure [GI1]
- Local Nature Reserves [GI2]
- Sites of Biological Importance [GI2]
- Ancient Woodland [GI2, GI6]
- Sites of Special Scientific Interest [GI2]
- Regionally Important Geological Sites [GI2]
- Recreation Sites [OS1]
- Strategic Recreation Routes [OS3]

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Integrated Assessment of the Bury Local Plan

Non-Technical Summary

Bury Council

Final Report
Prepared by LUC
February 2026

Version	Status	Prepared	Checked	Approved	Date
1	Non-Technical Summary	O. Price H. Ennis	K. Nicholls	K. Nicholls	26.02.2026

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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 2043. 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 Publication 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 Publication 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 Publication 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). The NPPF was originally published in March 2012 and has been revised several times since, with the most recent version being published in December 2024. Consultation on a further update to the NPPF was launched in December 2025 and is ongoing at the time of writing. However, the 2024 NPPF sets out transitional arrangements and states that where a plan includes policies to deliver the level of housing and other development set out in a preceding local plan (such as a joint local plan containing strategic policies) adopted since 12 March 2020 (i.e. PfE), the plan will be examined under the relevant previous version of the Framework. Therefore, throughout this report, references to the NPPF refer to the July 2023 version.

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.
Some species have experienced significant declines in species within the Borough.	Without the new Local Plan, species numbers would continue to decline within Bury although it is noted that national requirements relating to Biodiversity Net Gain in new developments would still apply which may address the issue to some extent. The new Local Plan includes policies that directly aim to protect and enhance biodiversity. Without the new Local Plan, this issue would therefore be less well addressed.
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.
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.	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 a relatively high percentage of economically inactive people.	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.
Wage levels are low in Bury compared to the regional and national averages.	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. 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.	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.
The proportion of adults who regularly walk or cycle is lower than the national average and has decreased in recent years.	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.
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 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.
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
1: Provide a sustainable supply of housing including an appropriate mix of type and tenures to reflect needs	Will the option or policy: ■ 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	Will the option or policy: ■ 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	Will the option or policy: ■ 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	Will the option or policy: ■ 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	Will the option or policy: ■ 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? ■ Improve access to high quality green spaces?

IA Objective	Appraisal Questions
6: Support improved educational attainment and skill level for all	Will the option or policy: ■ 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?
7: Promote the use of sustainable modes of transport	Will the option or policy: ■ 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	Will the option or policy: ■ 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.	Will the option or policy: ■ Will it deliver at least 10 percent biodiversity net gain? ■ Protect designated wildlife sites, wildlife corridors, priority species, 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?
10: Ensure communities, developments and infrastructure are resilient to the effects of climate change, including flooding	Will the option or policy: ■ 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?

IA Objective	Appraisal Questions
11: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Will the option or policy: ■ 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	Will the option or policy: ■ 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	Will the option or policy: ■ 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	Will the option or policy: ■ Conserve and enhance heritage and cultural assets in both urban and rural areas? ■ Provide opportunities for the restoration of heritage assets? ■ Conserve heritage and cultural assets in both urban and rural areas? ■ Provide opportunities to enhance the significance of heritage assets? ■ Assist in the removal of heritage assets from the at risk register?
15: Improve efficiency in land use through the re-use of previously developed land and buildings whilst reducing land contamination	Will the option or policy: ■ 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?

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 3. Where a potential positive or negative effect is uncertain, a question mark is added to the relevant symbol (for example +? 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.
+/-	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 Publication Local Plan

28. The Publication Local Plan contains a Vision supported by 18 Strategic Objectives and 73 policies. The likely effects of the policies on the IA objectives are presented in Table 4-17 overleaf. These are described in detail in Chapter 4 of the full IA Report. Table 18 which follows, presents the likely cumulative effects of the Publication Local Plan as a whole on each of the IA objectives.

Table 4: Cumulative Effects of the Publication Local Plan policies - Meeting Our Housing Needs

Publication 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-H1: Housing Land Provision	++	+	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: Provision of 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
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	+
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	+

Table 5: Cumulative Effects of the Publication Local Plan policies - Delivering Economic Growth

Publication 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-E1: Business, Industrial and Warehousing Development	0	++	+	0	+	+	+	+	?	0	0	+	?	?	0	?

LP-E2: Office Development	0	++	+	+	+	+	+	+	0	+	0	+	+	0	0	0
LP-E3: Employment Generating Areas	0	++	+	0	0	0	0	0	0	0	0	0	0	0	0	0
LP-E4: Employment sites outside Employment Generating Areas	0	++	+	0	0	0	0	0	0	0	0	0	0	0	+	0

Table 6: Cumulative Effects of the Publication Local Plan policies - Supporting Our Centres

Publication 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-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 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
LP-TC7: Food and drink	0	+	0	0	+	0	+	+	0	0	0	0	+	0	0	+
LP-TC8: Betting shops	0	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0

Table 7: Cumulative Effects of the Publication Local Plan policies - Promoting Tourism and Culture

Publication 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-TO1: Tourism and Cultural Assets	0	++	0	0	0	0	+	0	+	0	0	+	+	++	0	0

Table 8: Cumulative Effects of the Publication Local Plan policies - Creating Healthy and Successful Communities

Publication 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 Social Value	0	+	+	++	+	+	+	0	0	0	0	0	0	0	0	0
LP-CM2: New Development and Health and Wellbeing	+	0	+	+	++	0	+	+	0	0	0	0	0	0	0	0
LP-CM3: Education Provision in New Housing	0	0	0	+	0	++	+	0	0	0	0	0	0	0	0	0
LP-CM4: Community Facilities	0	0	0	+	+	0	+	+	0	0	0	0	0	0	0	0

Table 9: Cumulative Effects of the Publication Local Plan policies - Promoting Sustainable Transport

Publication 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-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: Travel 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	0
LP-TR7: Electric Vehicle Charging Infrastructure	0	0	0	0	+	0	0	+	+	0	++	0	0	0	0	0

Table 10: Cumulative Effects of the Publication Local Plan policies - Conserving our Built Environment and Achieving High Quality Design

Publication 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: Shop fronts	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0
LP-BE8: Street furniture	0	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
LP-BE10: Regeneration Opportunity Areas	0	+	+	0	0	0	0	0	0	0	0	0	+	+	+	0

Table 11: Cumulative Effects of the Publication Local Plan policies - Conserving and enhancing our Green Infrastructure

Publication 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-GI1: Green Infrastructure	0	0	0	0	+	0	+	+	++	+	0	0	++	0	0	0
LP-GI2: Biodiversity and Geodiversity Assets	0	0	0	0	0	0	0	+	++	0	0	0	+	0	0	0
LP-GI3: Biodiversity Net Gains from New Development	0	0	0	0	0	0	0	+	++	+	0	0	0	0	0	0
LP-GI4: Local Nature Recovery Network	0	0	0	0	+	0	0	+	++	+	0	0	+	0	0	0
LP-GI5: Wildlife-friendly features in new development	0	0	0	0	0	0	0	0	++	0	0	0	0	0	0	0

LP-GI6: Trees, Woodland and Hedgerows	0	0	0	0	+	0	0	+	++	+	0	+	+	0	0	0
LP-GI7: Soils	0	0	0	0	0	0	0	0	+	+	0	0	0	0	++	0

Table 12: Cumulative Effects of the Publication Local Plan policies - Improving access to quality open space, sport and recreation

Publication 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-OS1: Protected Open Space, Sport and Recreation	0	0	0	+	++	+	0	+	+	0	0	0	+	0	0	0
LP-OS2: Open Space, Sport and Recreation Provision in New Housing	0	0	0	+	++	0	+	+	+	0	0	0	+	0	0	0
LP-OS3: Strategic Recreation Routes	0	0	0	0	++	0	++	+	+	0	0	0	+	0	0	0

Table 13: Cumulative Effects of the Publication Local Plan policies - Protecting the Green Belt

Publication 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-GB1: Limited Infilling in Village Settlements	+	0	0	+	0	0	0	0	0	0	0	0	+	0	+	0
LP-GB2: Conversion and Re-use of Buildings in the Green Belt	0	+	0	0	0	0	-	-	+	+	+	0	+	0	+	+
LP-GB3: Rural 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

Table 14: Cumulative Effects of the Publication Local Plan policies - Managing Water and Flood Risk

Publication 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-W1: Flood Risk and water management	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

Table 15: Cumulative Effects of the Publication Local Plan policies - Addressing Air Quality, Pollution and Hazards

Publication 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-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	0

Table 16: Cumulative Effects of the Publication Local Plan policies - Delivering Other Infrastructure

Publication 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-OI1: Digital Connectivity Infrastructure	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	+

Table 17: Cumulative Effects of the Publication Local Plan policies - Development Management

Publication 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-DM1: Planning Contributions and Infrastructure	+	+	+	+	+	+	0	0	+	0	0	0	0	0	0	0
LP-DM2: Amenity	+	0	0	0	+	0	0	+	+	0	0	0	+	0	0	0
LP-DM3: Planning enforcement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 18: Cumulative Effects of the Publication 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

29. A number of recommendations for changes to the emerging 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 Publication 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 IA Report will be available for consultation alongside the Publication Local Plan document between 15 May and 26 June 2026. The consultation responses on the Publication Local Plan and this IA Report will be taken into account in the next stages of the plan preparation process.

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February 2026

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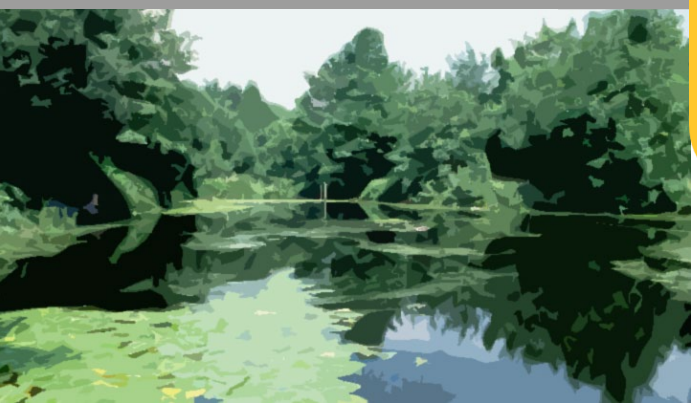
Bury Council






Bury Local Plan: Consultation Statement

June 2026







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1 Introduction

1.1 This Consultation Statement sets out how Bury Council (the Council) considers it has fulfilled its statutory duty to consult and engage with the public and key stakeholders on the preparation of the draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 as well as Bury's Statement of Community Involvement (SCI)[1] which sets out how and when the community will be involved in the preparation of local planning documents and the consultation process for planning applications.

1.2 The Council is currently preparing a new Local Plan that sets out long-term framework to manage future growth and development in the Borough, covering from the period of 2022 to 2043. 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).

1.3 Places for Everyone (PfE) is a strategic plan that covers nine of the ten Greater Manchester districts (excluding Stockport). PfE was adopted in March 2024 and provides the strategic framework up to 2039 within which the participating districts need to develop their Local Plans.

1.4 The 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 remaining 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.

1.5 The Local Plan is accompanied by a draft Policies Map which provides spatial interpretation of the plan, including identifying specific sites and areas where policies will apply.

1.6 This Consultation Statement provides a summary of how the Council has undertaken community participation and stakeholder involvement in the Local Plan to date. It sets out the main issues raised by consultation and how the Council has responded to these.

[1] This document can be found online at: https://www.bury.gov.uk/planning-building-control/planning-policy/statement-of-community-involvement

1.7 The Consultation Statement will be updated to reflect the key issues raised in response to an invitation to submit representations on the Regulation 19 Publication Local Plan.

2 Early engagement

2.1 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.

2.2 The comments received during this stage have all been considered as part of the preparation of the draft Local Plan and the supporting Integrated Assessment.

2.3 The Call for Sites generated 52 responses in total which included proposals for new development as well as sites that were proposed for protection. The majority of development sites submitted involved proposals for residential development (19) with employment (3) and mixed use (2) proposals also submitted.

2.4 It was made clear as part of the Call for Sites that, in terms of housing, the adopted Places for Everyone Plan identifies strategic housing allocations to help meet Bury's future housing targets and that the need to identify additional housing sites through the Local Plan will be limited but were keen to receive any suggestions for housing on previously developed brownfield sites within the existing urban area.

2.5 However, only 5 of the 19 sites suggested for housing were outside of the Green Belt and all of the sites put forward for employment or mixed-use development were within the Green Belt.

2.6 A strategic review of the Green Belt was carried out through the Places for Everyone Plan and it is not proposed to review this again through the Local Plan. As such, the Green Belt sites were discounted on this basis. Those sites that were put forward outside the Green Belt were discounted on the basis of other planning policy constraints or because the sites already had planning permission.

2.7 25 sites were put forward on the basis that they should be protected from development – the majority of which were within the strategic housing sites allocated through Places for Everyone. As allocated sites, these are now progressing through the planning process with Development Frameworks having been prepared for each with issues around ecology and greenspace having been considered through this process rather than the Local Plan.

3 Engagement on the draft Local Plan

3.1 The draft Local Plan was subject to a period of consultation running from 17th March to 12th May 2025. The following sets out the Council's consultation methods employed for the draft Local Plan.

Inspection of material

3.2 All relevant material was made available for inspection electronically via the Council's planning policy pages of the web site at www.bury.gov.uk/burylocalplan.

3.3 The web site included a downloadable copies of the Plan and supporting evidence base and a series of Frequently Asked Questions that provided 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 people could have their say and stay informed.

3.4 Material was also be made available for inspection electronically 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 (see Libraries and archives and Tottington Centre for details).

Database contacts

3.5 The Council's Strategic Planning team have developed a consultation database which includes all of the specific consultation bodies as well as a wide range of other individuals, groups and stakeholders that have expressed an interest in planning policy matters previously. In total, the database contains around 2,500 contacts.

3.6 We contact those on the database throughout the process of preparing planning policy documents so that everyone has the opportunity to influence policies and proposals as they emerge.

3.7 Depending on the contact's specified preference, the Council sent letters or emails to all database contacts (see Appendix 1).

Social media

3.8 Social media messages advertising consultation on the draft Local Plan were shared via the Council's official Facebook (16,000 followers) and X (22,000 followers) platforms pages in order to extend the reach of the consultation to a wider demographic (see Appendix 2).

Press release

3.9 The Council also issued a press release at: https://www.mynewsdesk.com/uk/bury-council/pressreleases/setting-out-the-shape-and-ambitions-of-bury-3372116)

3.10 This was reported in both the Bury Times and the Manchester Evening News.

Posters

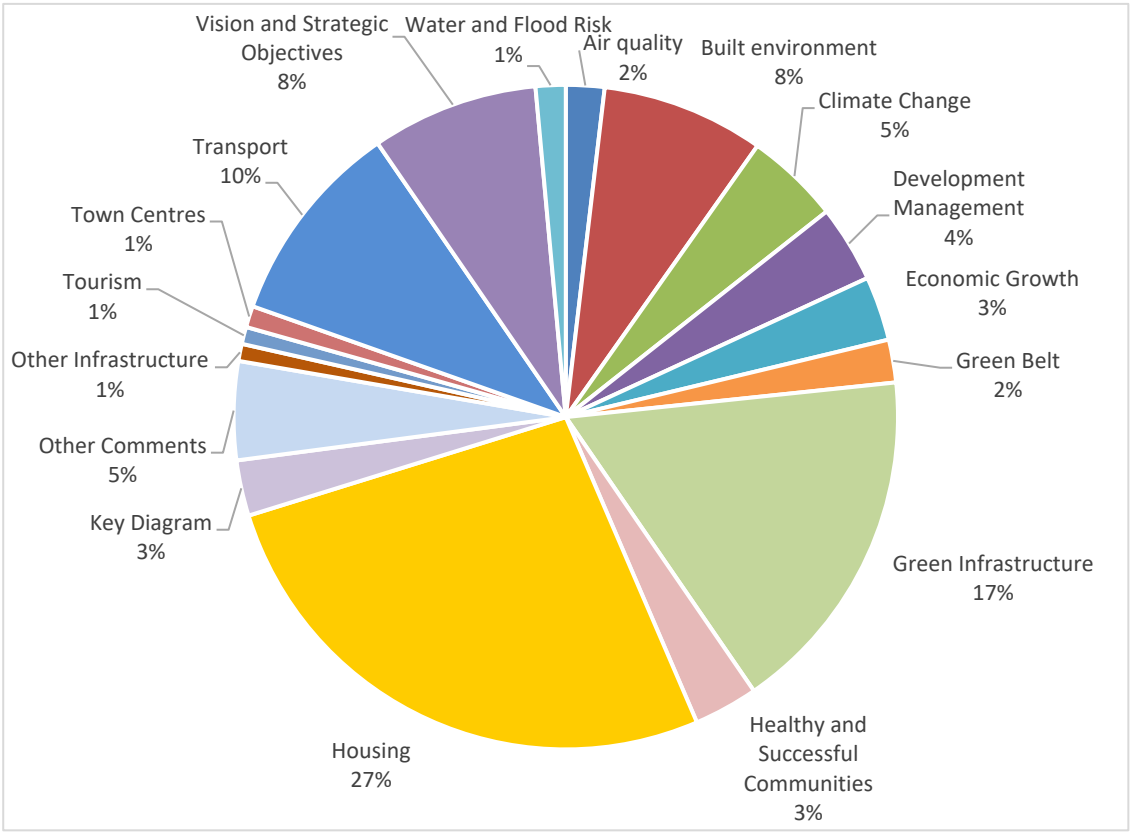
3.11 The Council produced additional publicity material to advertise consultation on the draft Plan in the form of posters (see Appendix 3) which were placed on town centre notice boards, in the Mill Gate shopping centre, in Ramsbottom Civic Centre, at Bury and Radcliffe Markets, at leisure centres and in notice boards within thirteen of the biggest parks across the Borough.

4 Responses Received

4.1 In response to consultation on the draft Local Plan, the Council received a total of 41 representations with 90% of these originating from companies, groups and developers and 10% from individual members of the public.

4.2 The 41 representations included 480 individual comments from respondents across a variety of areas of the draft Plan – as shown in Figure 1 below:

Figure 1 – Comments received on the draft Local Plan



4.3 This shows that the most significant number of comments were relating to housing (27%) with a notable amount of comments relating to green infrastructure (17%), transport (10%), the Vision and Strategic Objectives (8%) and the built environment and design (8%).

4.4 14 of the representations were promoting sites for development.

5 Summary of consultation responses

5.1 The following provides a summary of the key issues raised in relation to specific areas of the draft Local Plan.

Vision and Strategic Objectives

5.2 The consultation responses broadly express support for the overall Strategic Vision and Strategic Objectives, particularly the emphasis on sustainable growth, economic development, climate action, high-quality design, and meeting housing needs, while also raising recurring concerns and suggestions for refinement.

5.3 Several comments seek a stronger and earlier emphasis on housing delivery, a more varied mix of sites, and reassurance on deliverability and infrastructure capacity, especially transport and utilities. Environmental matters feature prominently, with calls to strengthen references to biodiversity, nature recovery, ecological connectivity, and the protection and enhancement of natural assets, including on brownfield land and within strategic allocations.

5.4 Some respondents request greater local distinctiveness in the vision, clearer links between growth and infrastructure provision, and more explicit consideration of climate resilience, flooding, and sustainable drainage. Overall, while the direction and ambition of the Vision and Objectives are largely supported, respondents highlight the need for greater clarity, balance, and place-specific emphasis to ensure the Plan is both robust and deliverable.

Response

5.5 The Publication Local Plan strengthens and refines the Vision and Strategic Objectives in direct response to consultation feedback. It adds clearer references to Bury's distinctive neighbourhoods, biodiversity, and nature recovery, and introduces a dedicated climate change section. Strategic Objectives are amended to explicitly include ecological connectivity and climate resilience, responding to calls for greater environmental clarity and place-specific focus.

Key Diagram

5.6 The comments raised broadly focus on concerns about the clarity, completeness and consistency of the Key Diagram, particularly in relation to the identification and mapping of housing and employment allocations, Green Belt boundaries, green infrastructure, ecological assets and transport features, with several respondents stating that the level of detail shown makes it difficult to assess impacts or align with other plan documents.

5.7 There are requests for clearer hierarchy and differentiation of town, district, local and neighbourhood centres, better alignment between the Key Diagram and the Policies Map, and clearer legends or explanations for specific designations.

5.8 A number of comments also question the omission or representation of environmental features such as river corridors, ancient woodland, conservation areas and the strategic green infrastructure network, while others raise broader concerns about whether the spatial strategy sufficiently supports housing delivery, economic growth and future development needs.

Response

5.9 To address concerns about clarity and hierarchy, the Publication Local Plan revises the Key Diagram to explicitly identify district centres. This improves alignment with the defined hierarchy of centres and helps clarify the spatial strategy when read alongside the Policies Map.

Meeting our housing needs

5.10 Overall, the comments raise concerns that the draft housing policies rely too heavily on the adopted Places for Everyone (PfE) allocations and untested SHLAA and windfall sites, lack firm commitment to delivering minimum - and especially affordable - housing needs, and are not sufficiently underpinned by up-to-date evidence on housing need, viability, and delivery timescales.

5.11 Many respondents argue the approach risks under-delivery against both current and emerging Local Housing Need figures, places excessive reliance on large, complex strategic sites with long lead-in times, fails to allocate a balanced range of small and medium sites, and does not adequately address affordable housing, specialist and older persons' accommodation, design quality, or future-proofing against policy change (including grey belt considerations), potentially undermining a genuinely plan-led strategy and the soundness of the Local Plan.

Response

5.12 The Publication Local Plan has been amended with an updated housing requirement extended to 2043; a detailed housing land supply table which demonstrates sufficient flexibility in the housing land supply; affordable housing policy is materially revised (including lower town-centre rates and Build-to-Rent requirements); wheelchair-accessible housing standards are added; housing mix is updated using the 2025 HNDA; windfall delivery is clarified; and HMO policy is refined. These changes address concerns about evidence, delivery, affordability, and plan-led certainty.

Delivering economic growth

5.13 The comments collectively focus on the accuracy, adequacy, and delivery of employment land policies, raising concerns about technical accuracy (such as floorspace figures), the need for clearer infrastructure capacity and mitigation requirements (notably transport, utilities, water, wastewater, and electricity), and stronger integration of design quality, sustainability, active travel, and net-zero principles in employment development.

5.14 Several respondents highlight environmental constraints, particularly the protection of Sites of Biological Importance, green infrastructure, and habitats adjacent to employment areas, seeking boundary changes and buffers, while infrastructure bodies emphasise safeguarding and responding to strategic assets such as highways and power lines.

5.15 Others question the timing, viability, and spatial strategy for delivering employment land, including reliance on existing sites and strategic allocations, while support is expressed for flexibility in retaining or repurposing employment sites and for promoting emerging sectors such as green jobs and skills to future-proof economic growth.

Response

5.16 The Publication Local Plan removes district-level employment floorspace targets, relying instead on the PfE strategy. Policies governing Employment Generating Areas are tightened, with clearer marketing and viability tests, financial compensation for employment land loss, and stronger emphasis on digital infrastructure, green industries, skills, active travel, and low-emission transport. These changes respond to concerns about accuracy, deliverability, infrastructure capacity, and sustainability.

Supporting our centres

5.17 The comments raise concerns about clarity and consistency in the classification and hierarchy of centres, particularly the need to distinguish more clearly between the borough's main centre and smaller centres to avoid confusion in decision-making, with some views challenging whether certain centres should be defined as town centres at all and instead suggesting a lower-order classification.

5.18 Alongside this, there is general support for policies that protect and enhance the character and appearance of centres, especially where shopping frontages overlap with conservation areas or heritage assets, recommendations to strengthen policies on local and neighbourhood centres by explicitly requiring proposals to positively restore or enhance character and appearance, and support for encouraging appropriate uses of upper floors in

centres due to their benefits for the upkeep and appearance of buildings, including historic assets.

Response

5.19 In response to requests for clearer hierarchy and management, the Publication Local Plan introduces new policies on food and drink uses and betting shops, revises impact-assessment thresholds by centre type, strengthens protection of centre vitality and primary retail functions, and explicitly links centres policy to health and wellbeing outcomes.

Promoting tourism and culture

5.20 The comments on Policy LP-TO1 are generally supportive, welcoming its focus on tourism, cultural heritage, and sustainable development. Respondents endorse the policy's recognition of the economic and cultural value of local assets, including the historic environment, and its emphasis on active travel and public transport to support tourism in local centres.

5.21 Some comments suggest minor refinements, such as strengthening references to protecting sensitive landscapes from recreational pressure and ensuring key features, like canal routes, are clearly identified on maps to improve clarity and interpretation, but overall there is strong agreement with the policy's objectives and approach.

Response

5.22 The Publication Local Plan builds on generally supportive feedback by expanding recognition of the Manchester, Bolton and Bury Canal, strengthening support for temporary and pop-up cultural uses, the evening economy, and visitor accommodation, while maintaining an emphasis on sustainability and accessibility.

Creating healthy and successful communities

5.23 Overall, the comments emphasise broad support for the aim of creating healthy and successful communities, recognising that new development can contribute positively to social value, healthier lifestyles, improved wellbeing, and inclusive places.

5.24 There is strong endorsement of policies that encourage active travel, access to community, recreational and health facilities, and the mitigation of health impacts arising from development, including addressing inequalities in health and wellbeing.

5.25 Some comments raise concerns about additional policy requirements creating unnecessary cost or administrative burdens, particularly where benefits are considered inherent to development, and seek greater clarity on how contributions for health and community infrastructure will be delivered, whether through onsite provision or financial contributions.

5.26 Others suggest stronger cross-referencing with related policies, clearer guidance in supporting documents, recognition of existing assets such as green and blue infrastructure for wellbeing, and the importance of coordinated infrastructure planning to ensure fair and proportionate contributions across developments.

Response

5.27 The Plan responds by making Social Value Strategies mandatory for all major development, clarifying thresholds for education and health infrastructure contributions, strengthening cross-links between health, design, transport and environmental policies, and clearly identifying delivery responsibilities among developers, the Council and the NHS.

Promoting sustainable transport

5.28 The consultation comments on the transport section broadly support the overall direction of promoting sustainable transport, active travel, and public transport, while seeking greater clarity, precision, and ambition in policy wording and implementation.

5.29 Respondents consistently endorse aims to reduce car dependency, encourage modal shift, and improve walking, wheeling and cycling networks, but frequently request clearer links to national guidance, stronger references to design quality and standards, and more explicit requirements around accessibility, public transport provision, and developer contributions.

5.30 There are recurring calls for clearer justification of when and how infrastructure mitigation, parking provision, transport assessments, modelling, and financial contributions will be required, alongside concerns about policy overlap with higher-level plans.

5.31 Some comments question the practicality, value for money, or local suitability of cycling infrastructure and bus priority measures, while others argue for more robust, vision-led approaches that prioritise sustainable travel, high-quality street design, and integration with green and blue infrastructure.

5.32 Overall, the comments highlight general support for the policy objectives, combined with requests to refine wording, strengthen clarity, and ensure

policies are deliverable, proportionate, and aligned with wider transport, climate, and placemaking goals.

Response

5.33 The Publication Local Plan enhances recognition of the Bee Network and active-travel corridors, strengthens and clarifies EV charging policy, explicitly protects transport infrastructure and hubs, and more clearly links transport choice to health outcomes, air quality, and carbon reduction goals.

Conserving our built environment and achieving high-quality design

5.34 The comments collectively support the overall direction of the draft policies but seek clearer alignment with national policy and legislation, stronger and more consistent wording, and greater clarity on how policies will be applied in practice, particularly to avoid ambiguity or unnecessary prescription.

5.35 There is a recurring emphasis on strengthening protection for heritage assets, archaeology, landscapes, trees and biodiversity; ensuring harm is properly balanced against public benefits; and clarifying the status and role of guidance versus policy.

5.36 Respondents also call for a more explicitly design-led approach to development, including masterplanning, design codes, design review, and clearer guidance on taller buildings, public art, amenity standards and landscape character.

5.37 Environmental considerations feature strongly, with requests to better integrate green infrastructure, wildlife habitats, sustainable drainage, climate resilience, access to nature, and reductions in light pollution, while some concerns are raised about viability, clarity and the risk of exceeding national building standards.

5.38 Overall, the comments advocate refinement rather than wholesale change, aiming to improve clarity, effectiveness and policy robustness while retaining flexibility and consistency with national frameworks.

Key changes made

5.39 The Publication Local Plan retains the core heritage and design policy framework from the draft but restructures and strengthens it by clarifying strategic policies, separating out non-design matters (e.g. food and drink uses and amenity), and introducing more detailed place-focused controls such as shopfronts and street furniture. Overall, the chapter shifts from a broadly expressed requirement for “high standards of design” to a clearer, more

robust placemaking approach that emphasises local character, design quality, and distinctiveness, alongside stronger integration with wider priorities such as climate resilience, biodiversity, and high-quality public realm, resulting in a more focused, policy-led and NPPF-aligned framework.

Conserving and enhancing our green infrastructure

5.40 The consultation comments broadly welcomed the emphasis on protecting, enhancing and connecting green and blue infrastructure, biodiversity, open space and recreation, while repeatedly seeking clearer definitions, stronger justification and improved clarity in policy wording, structure and lettering.

5.41 Respondents raised concerns about potential conflicts between recreation, development and biodiversity protection, particularly in sensitive habitats, and highlighted the need to properly reflect ecological networks, Local Nature Recovery priorities, heritage value, and the multifunctional role of green infrastructure, including health, climate resilience and sustainable drainage.

5.42 There was ongoing debate about the extent and mapping of strategic green infrastructure, especially where it overlaps with Green Belt, urban or developed land, with calls for more refined evidence and boundaries.

5.43 Comments frequently stressed alignment with national policy and guidance, the adequacy and currency of the evidence base, appropriate flexibility and viability considerations, and the importance of avoiding unnecessary duplication of national requirements.

5.44 Specific issues included protection of playing fields, clearer application of biodiversity net gain and mitigation hierarchies, safeguarding irreplaceable habitats and soils (particularly peat), recognition of trees, hedgerows and canals, and ensuring development contributes positively to nature recovery, accessibility, health and place quality.

Response

5.45 The Publication Local Plan noticeably strengthens this area. The chapter is expanded with greater emphasis on biodiversity and nature recovery; open space policies are moved to a separate chapter; mandatory 10% Biodiversity Net Gain is introduced; new policies on the Local Nature Recovery Network and wildlife-friendly features are added; and tree, woodland and hedgerow protection is strengthened using a natural-capital approach. The emphasis shifts from protection alone to active enhancement.

Protecting the Green Belt

5.46 The comments broadly support the protection of Green Belt policy objectives, particularly in safeguarding the character of settlements, preventing harm to amenity, biodiversity and heritage assets, and supporting appropriate forms of development such as limited infilling, building conversion and agricultural diversification.

5.47 Several comments welcome specific criteria within policies, while suggesting minor clarifications or corrections to wording and opportunities to strengthen environmental outcomes, including habitat protection, enhancement and compensatory improvements.

5.48 There is also recognition of the need to consider transport and infrastructure impacts where development could affect strategic routes, alongside calls for consultation where such impacts may arise.

5.49 A small number of comments challenge the overall emphasis on Green Belt protection or propose localised boundary changes, but these do not provide justification sufficient to alter the established approach, while one response highlights the need to ensure policy alignment with national planning guidance on positively enhancing the Green Belt.

Response

5.50 While retaining the overall policy approach, the Publication Local Plan clarifies and tightens wording, aligns policies more closely with the 2024 NPPF, restricts village infill to named settlements only, strengthens functional-need tests for rural dwellings and diversification, and confirms that strategic Green Belt releases set through PfE are not revisited.

Managing water and flood risk

5.51 The consultation comments broadly support directing new development away from areas at the highest existing and future flood risk, emphasising the early application of a sequential approach that considers all sources of flooding, including climate change impacts, while calling for greater clarity on how this approach will be applied in practice.

5.52 There is strong encouragement for multifunctional, nature-based sustainable drainage solutions that deliver biodiversity gains, create or restore wetlands, re-wet peat, and integrate with wider green infrastructure networks, alongside managing watercourses to reduce flood impacts on key infrastructure.

5.53 Comments also highlight the need to review evidence on surface water management, including whether specific local criteria or critical drainage

areas should be identified, and to promote site-wide, coordinated drainage strategies where land ownership is fragmented.

5.54 Additionally, suggestions are made to explore strategic, partnership-based opportunities to use existing water infrastructure for both flood attenuation and drought resilience within a wider integrated water management framework.

Response

5.55 Policies are strengthened to manage flood risk at a catchment scale, not just site level. Sustainable Drainage requirements are tightened with explicit discharge reduction targets and a clearer SuDS hierarchy. Stronger references to climate change allowances, buffer zones, the SFRA and River Basin Management Plans respond directly to calls for clarity and ambition.

Addressing air quality, pollution and hazards

5.56 Consultees broadly support the air quality and related policies, while emphasising the need for robust assessment of pollution impacts on sensitive habitats, particularly bogs and designated sites such as Holcroft Moss, including effects from traffic growth and nitrogen deposition.

5.57 Several responses highlight the importance of using established evidence and guidance when assessing air quality impacts, and of ensuring developments that increase traffic contribute to appropriate mitigation.

5.58 There is also support for recognising the role of tree planting in improving air quality, for addressing risks from contaminated and unstable land linked to historic mining through site-specific assessment, for clarifying requirements around development near hazardous installations, and for ensuring that air quality policies clearly consider ecological receptors as well as human health.

Response

5.59 The Publication Local Plan consolidates policies into a clearer framework, explicitly references PM2.5 and cumulative impacts, strengthens links with transport and design policies, and clarifies mitigation and monitoring expectations via conditions and obligations, addressing concerns about robustness and ecological as well as human health impacts.

Delivering other infrastructure

5.60 The comments highlight the need for effective coordination and safeguards when delivering digital, communications, and utilities infrastructure, emphasising that new infrastructure should account for potential impacts on transport networks, including the need for consultation and appropriate

approvals where structures pose safety risks, while also recognising constraints beyond developers' control in delivering full fibre connectivity due to market and capacity limitations.

5.61 They stress the importance of avoiding harm to heritage assets when installing digital infrastructure and underline that public utilities infrastructure often has to be located in constrained or protected areas due to engineering requirements, with a clear request for supportive policy approaches that enable timely investment in water and wastewater infrastructure that delivers environmental and biodiversity benefits.

Response

5.62 Policies on digital connectivity and utilities are clarified to support full-fibre delivery, protect existing infrastructure, require phased and future-proofed provision, and integrate more clearly with the Infrastructure Delivery Plan, reflecting consultation concerns around coordination, heritage impacts and engineering constraints.

Development management

5.63 The comments collectively raise concerns about the clarity, justification and implementation of policies on planning conditions, obligations and enforcement, emphasising the need for transparency, proportionality and evidence to demonstrate that contributions are necessary, directly related to development, and fairly scaled.

5.64 There are repeated calls for clearer guidance on infrastructure contributions, supporting evidence such as an up-to-date infrastructure delivery plan and viability work, and meaningful engagement with relevant stakeholders to ensure obligations are justified and deliverable.

5.65 Several responses question the appropriateness of review or clawback mechanisms, particularly for smaller or single-phase developments, while others stress the importance of flexibility in how mitigation is provided.

5.66 The comments also highlight the need for clearer policy structure and wording, effective and well-resourced enforcement, and robust approaches to mitigating impacts on transport, healthcare, open space, sports facilities, biodiversity and heritage assets to secure sustainable development.

Response

5.67 The Publication Local Plan refines and expands the Development Management chapter compared to the draft, moving from a relatively narrow focus on planning conditions/obligations and enforcement to a broader, more

structured framework covering developer contributions and infrastructure (LP-DM1), amenity (LP-DM2) and enforcement (LP-DM3). In particular, amenity considerations have been brought into this chapter from the built environment section to provide a clearer, consistent basis for assessing impacts across all development, while the developer contributions policy has been strengthened and reframed to emphasise infrastructure delivery and transparency.

Evidence Base and Topic Papers

5.68 A number of comments were raised in relation to the Housing Topic Paper and the deliverability of the identified housing land supply, suggesting a need to identify additional sites and test the supply at Examination.

5.69 The importance of an integrated approach to infrastructure delivery, and a robust evidence base, particularly in relation to highways infrastructure were raised. Comments were also provided in relation to ecological evidence, the need for a Local Plan Viability Assessment, updated Housing Need and Demand Assessment and a Green Belt Assessment.

Response

5.70 A detailed housing land supply table which demonstrates sufficient flexibility in the housing land supply has been incorporated within the Publication Local Plan based on the 2025 housing land supply.

5.71 The Council continues to engage with infrastructure providers and will update the Infrastructure Delivery Plan on a regular basis.

5.72 An updated Housing Need and Demand Assessment 2025 has been published by the Council. A Local Plan Viability Appraisal has been prepared and will be published as part of the evidence base to support the Regulation 19 Local Plan, along with updates to the Local Plan Topic Papers. A strategic review of the Green Belt was carried out through the Places for Everyone Plan and it is not proposed to review this again through the Local Plan.

Integrated Assessment

5.73 Comments included the need to reduce atmospheric pollution, concerns around species decline and the need to address these, the lack of consideration of biodiversity as a key sustainability issue, and the need to deliver a 10% biodiversity net gain. Changes to the appraisal questions for IA Objective 14: Protect and enhance the Borough's historic environment and cultural heritage were also proposed.

5.74 Additional indicators were suggested in relation to monitoring IA Objective 9: Protect and enhance biodiversity and geodiversity. Comments were also provided in relation to the need to ensure the latest evidence base and policies for transport, recreation and heritage are considered.

Response

5.75 Comments on the Integrated Assessment have been considered and responded to within the Integrated Assessment of the Bury Local Plan – Publication (Regulation 19) Local plan report.

Site Submissions

5.76 A total of 14 specific sites were put forward for development as part of representations on the Regulation 18 draft Local Plan (13 for residential development, 1 for mixed use including residential and commercial development).

5.77 Nine of the sites had previously been identified through the Call for Sites carried out in 2024. Of these, seven were in the Green Belt. Five new sites were identified through the Regulation 18 draft Local Plan consultation, four of which were in the Green Belt.

Response

5.78 A strategic review of the Green Belt was carried out through the Places for Everyone Plan and it is not proposed to review this again through the Local Plan. As such, the Green Belt sites were discounted on this basis. Those sites that were put forward outside the Green Belt were discounted on the basis of other planning policy constraints, such as protected recreation and natural environment.

6 What Happens Next

6.1 Following consultation on the Publication plan, the Council can, if necessary, propose minor amendments to the published document before submitting the plan and relevant supporting documentation to the Secretary of State under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

6.2 Once a plan has been submitted to the Secretary of State, it must be examined by an independent Inspector before the Council can adopt it.

The role of the Inspector is to consider whether the plan has been prepared in accordance with legal and procedural requirements, and whether it is sound.

Appendix 1 – Draft Local Plan consultation letter/email

ADDRESS

Bury Council

BUSINESS, GROWTH AND INFRASTRUCTURE

14 March 2025

Dear Sir/Madam

CONSULTATION ON THE DRAFT BURY LOCAL PLAN

We are contacting you as you have previously expressed an interest in local planning matters and your details are included on our consultation database.

Following the adoption of the Places for Everyone Joint Plan (PfE) on 21 March 2024, the Council is now moving forward with a new Local Plan for Bury.

We are now seeking views on the draft Local Plan over an eight-week period **commencing on 17 March and ending at 23:59 on 12 May 2025**.

What is the Bury Local Plan?

The Local Plan sets out a long-term framework to manage future growth and development in the Borough up to 2042.

Together with the adopted Places for Everyone Joint Plan, Bury's new Local Plan will form a key part of Bury's overall development plan and the policies within them will be used as the basis for determining future planning applications.

PfE establishes the strategic planning framework within which the nine participating districts will prepare their own Local Plans. Some of the major strategic decisions relating to Bury's future growth and development have already been made through PfE. 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.

Bury's Local Plan will provide a more detailed set of locally specific planning policies. Once adopted, the new Local Plan will replace the saved policies in the current Unitary Development Plan.

How can I view the draft Local Plan and make comments?

All relevant documentation can be found at www.bury.gov.uk/localplan. You can view the documents electronically at Bury Town Hall reception 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).

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 will be able to 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.

Alternatively, you can download a comment form from the above web site and email it to planning.policy@bury.gov.uk or return it by post to:

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

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. 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.

What are the next steps?

We will give thorough consideration to all relevant comments submitted in response to consultation on the draft Local Plan and, where necessary, we will feed these comments into the next Publication version of the Plan.

Can I change how I'm contacted or unsubscribe?

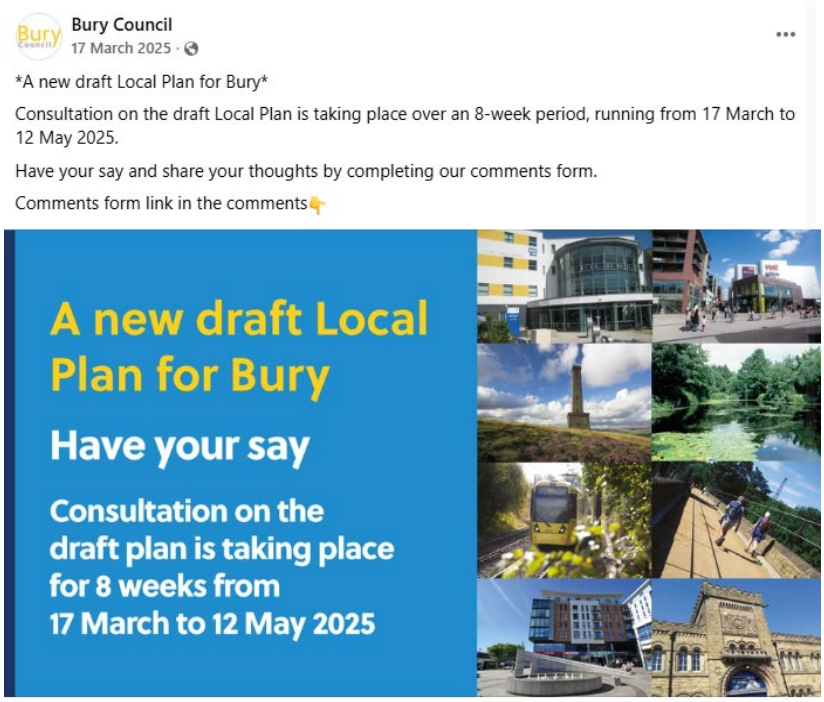
We are contacting you by mail because we do not have a record of an email address for you. If you have access to email and wish to be kept informed of future stages of the Local Plan, please help the Council to save money by emailing us at planning.policy@bury.gov.uk and we will keep you informed of future stages by email.

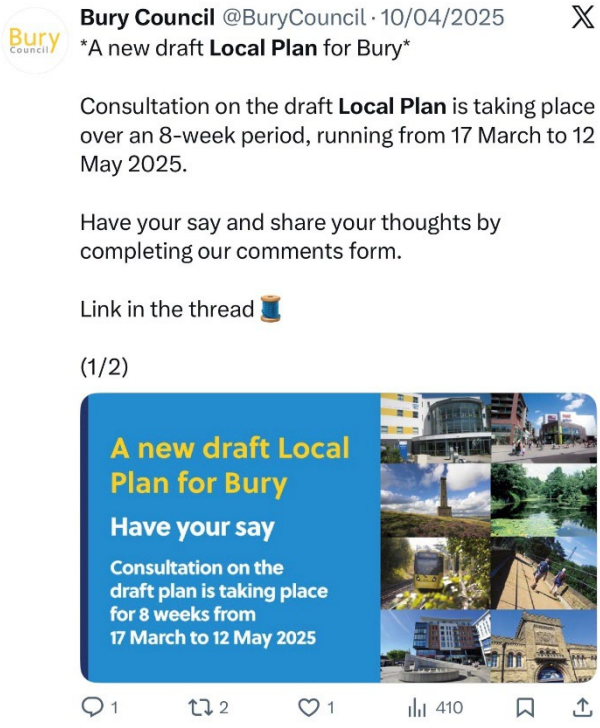
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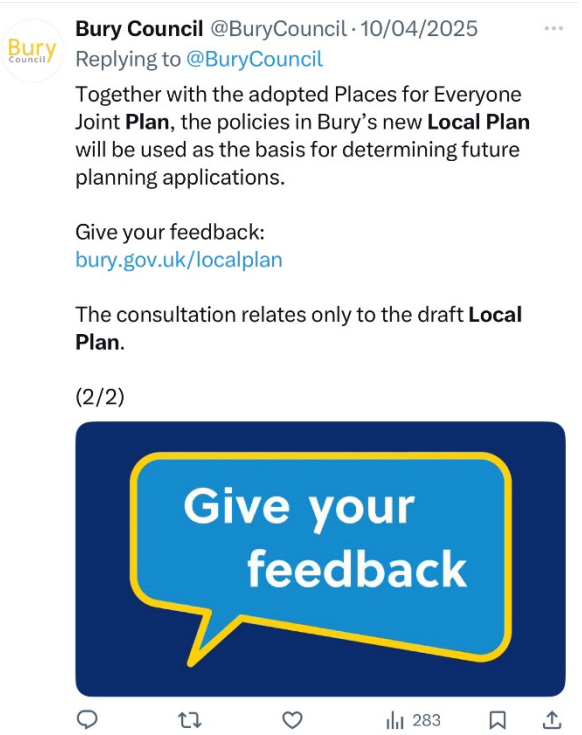
Yours sincerely,

Strategic Planning and Infrastructure Team

Appendix 2 – Examples social media posts for draft Local Plan







Bury Council @BuryCouncil · 26/02/2025

Bury Council is drawing up a new **Local Plan** which will help to determine the shape of the borough for decades to come. mynewsdesk.com/uk/bury-counci...



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Appendix 3 – Poster for draft Local Plan



Bury
Council

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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	Publication Bury Local Plan
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Place – Strategic Planning and Infrastructure
Proposed Implementation Date	30 June 2026
Author of the EqIA	David Wiggins
Date of the EqIA	6 May 2026

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 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 Publication Local Plan is subject to a six-week period of consultation in order to invite representations 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) also includes an Equality Impact Assessment of the Plan which can be found at Appendix 3 to the Cabinet report (see Tables 4 and 5).

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 Publication 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 Publication Local Plan concludes that the cumulative effects of the 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 was subject to an eight-week period of public consultation which included 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. A similar approach will be taken when inviting representations on the Publication Local Plan.

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. 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 (2025) estimates that	Where appropriate, significant development projects may require an individual equality impact assessment. To ensure the development considers any age related impacts.	Positive

		there will be a need for an additional 3,420 additional C3 dwellings for older people (as part of the overall housing requirement), 868 Extra Care Units and 170 use class C2 residential care bedspaces from 2022-2043. These 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 (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	Recent population projections indicate that there is likely to be a	Where appropriate,	Positive

	plan provides a framework for future developments that considers the accommodation and lifestyle needs of disabled residents	significant increase in the number of people aged over-65. The Housing Need and Demand Assessment (2025) estimates that there will be a need for an additional 3,420 additional C3 dwellings for older people (as part of the overall housing requirement), 868 Extra Care Units and 170 use class C2 residential care bedspaces from 2022-2043. These 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 (including physical disabilities, learning disabilities and mental health needs), maximising their ability to live independent lives and	significant development projects may require an individual equality impact assessment. To ensure the development considers any disability impacts.	

		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 experienced children and care leavers		Each development project delivered in line with the local plan will require an individual equality impact assessment. To ensure the development considers any impacts on care experienced children and care leavers	Positive
Socio-economically vulnerable	The Local Plan includes policies that seek to deliver economic growth and maintain existing			Positive

	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			
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	25/02/25	
Responsible Asst. Director/Director	Cris Logue	25/02/25	
EDI			

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details

Agenda Item 9

Classification: Open	Decision Type: Key

Report to:	Overview and Scrutiny (29th June 2026) and Cabinet (30th June 2026)	**Date:** 30 June 2026
Subject:	Simister Bowlee Development Framework	
Report of	Leader of the Council	

Summary

1. This report sets out the results of the consultation on the draft Simister Bowlee Development Framework Supplementary Planning Document and seeks approval for the final SPD to be adopted.

2. It should be noted that, as a joint SPD for Bury and Rochdale, the document requires the approval of both districts and the following Cabinet recommendations are subject to approval by Rochdale's Cabinet on 23 June.

Recommendation(s)

3. It is recommended that Overview and Scrutiny:

   i. Note the responses to the public consultation and proposed post consultation revisions set out in Appendix 1 and Appendix 2 to this report.

4. Subject to approval by Rochdale, 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 SPD 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 SPD ahead of its final publication.

Reasons for recommendation(s)

5. The adoption of the document will establish a framework against which future planning applications on the site will be considered, sets out high level design and development principles for the site and an approach to the delivery and phasing of infrastructure on and off site.

Alternative options considered and rejected

6. No other options were considered/were applicable.

Report Author and Contact Details:

Name: David Wiggins
Position: Service Manager: Strategic Planning and Infrastructure
Department: Place
E-mail: d.i.wiggins@bury.gov.uk

Background

7. The Places for Everyone Plan (PfE) is a joint development plan document of nine of the ten Greater Manchester authorities (excluding Stockport MBC) which was adopted on 21st March 2024.

8. 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 residential allocation at Simister Bowlee (PfE Policy JPA1.2) which straddles the districts of Bury and Rochdale.

9. The Simister Bowlee site forms part of the wider 'Northern Gateway' that also includes the nationally significant employment-led development opportunity to the north of the M62 at Heywood / Pilsworth (PfE PolicyJPA1.1), which has its own separate Development Framework SPD that was adopted in March 2025.

10. The Simister Bowlee site is a housing-led development opportunity that will deliver:

- 1,550 new homes (1,350 of which are in Bury);
- Affordable housing in line with policy (currently 25% equating to around 335 affordable homes in Bury);
- Specialist and older persons' accommodation;
- A new two-form entry primary school – located within the Bury part of the site;
- New community and retail facilities to serve the needs of the new and existing residents;
- A new spine road through the site to provide access throughout the site and enable active travel movement;
- Off-site highway works to mitigate for the development;
- An active travel network including cycleways and pedestrian links;
- Green infrastructure, including public open space, sports facilities and playgrounds;

- Ecological mitigation and biodiversity net gain;
- Surface water attenuation, SuDS and measures to protect hydrology and water quality.

11. The Simister Bowlee site provides the opportunity to deliver a comprehensive new neighbourhood that will support the sustainable growth of Atom Valley Mayoral Development Zone and the transformational employment-led opportunity within the wider Northern Gateway at JPA1.1.

Simister Bowlee Development Framework

12. Following its adoption on 21 March 2024, the Places for Everyone Joint Development Plan (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.

13. A key requirement of PfE Policy JPA1.2 is that any proposals within the Simister Bowlee allocation must be in accordance with a comprehensive masterplan that has been agreed by Bury and Rochdale local planning authorities'.

14. The Simister Bowlee Development Framework (SBDF) has been prepared jointly by Bury and Rochdale Councils with technical input from the Northern Gateway Development Vehicle LLP as the main site promoter and input from other landowners / stakeholders.

15. The document has been prepared as a Supplementary Planning Document (SPD) which builds upon and provides more detailed advice and guidance on policies in an adopted development plan. SPDs can be used to provide further guidance for development on specific sites, or on particular issues.

16. 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 the decision-making process when determining particular planning applications.

17. The intention is that the SBDF will be a mechanism to help identify, shape and guide the comprehensive development of the site. Its purpose is to establish strategic overarching development principles, define spatial priorities and provide some additional, high-level clarity around matters such as land use, connectivity, design quality, infrastructure requirements, sustainability, and placemaking objectives.

18. The SBDF is therefore intended to guide future development in a coordinated way and ensure that proposals come forward in accordance with the wider strategic vision and adopted policy objectives.

19. Whilst it provides more detail than what is set out under PfE Policy JPA1.2, it is important to recognise that the SBDF is a strategic-level document.

20. Planning applications will be required to provide more detailed evidence and clarity on a range of issues, including those that are set out in the SBDF. The strategic direction, indicative layouts and policy position in the SBDF would be fully tested at the planning application stage. This includes providing detailed design information, technical assessments, environmental considerations, access arrangements, landscaping, infrastructure delivery, viability considerations and other supporting evidence necessary to demonstrate that development can be delivered appropriately and in accordance with planning policy.

21. In this way, the process moves from high-level strategic policy and site-wide principles through to the detailed assessment and determination of individual development proposals. The indicative nature of certain elements of the SBDF at this current strategic stage reflects established planning process and does not preclude the need for detailed technical assessments at the planning application stage.

Summary of Consultation and Responses

22. On the 11th February, members approved a draft SBDF 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 a six-week period running from 13th February 2026 to 27th March 2026 to establish stakeholder views on its content.

23. In Bury, all relevant documentation was available for inspection on the Council's website, copies of the document were made available for inspection 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. A number of drop-in events were also held across the two boroughs in February and March.

24. The consultation generated a total of 224 responses specific to SBDF. A further 42 joint responses were submitted which were a combined response to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks. A detailed summary of these and the Councils' response to them are set out in the Consultation Statement at Appendix 1 to this report. In summary the main issues raised were as follows:

- Traffic congestion and highway safety – comments relating to the capacity of the road network, cumulative impacts from other developments, previous planning decisions and concerns regarding recent accidents;
- Public transport and sustainability – lack of existing bus services and improvements would not reduce car dependency from the new development;
- Drainage, flood risk and utilities – comments stating that large areas of the site have surface water flooding and development would not address this. Concern regarding utility infrastructure given that large parts of the area rely on sceptic tanks with limited or no public foul sewer capacity;
- Outdated evidence base – Comments seeking updated evidence relating to traffic counts, drainage modelling and viability;
- Economic viability and deliverability – Various comments relating to the wider Atom Valley, the need for the scale housing to support growth and the low levels of delivery up until 2030;
- Affordable housing policy – Comments questioning validity of the current figure stating that based on recent guidance there should be more affordable housing but that this would not be viable given other infrastructure costs;
- Green Belt, environment and wildlife – A number of objections to loss of open countryside and perceived Green Belt, impact on wildlife and view that open space created/retained in the development would not compensate for this loss;
- Community impact and amenity – Comments included the loss of rural character, increased noise and pollution, reduced property values and pressure on social infrastructure;
- Health Facilities – comments relating to the provision of health facilities to meet additional needs;
- Procedural and legal concerns – comments suggesting that the SBDF fails the NPPF soundness tests and is based on incomplete evidence;

25. A significant number of comments objected to development in the Green Belt but it should be noted that the Simister Bowlee site was removed from the Green Belt and allocated for housing following the adoption of PfE in March 2024. PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations). A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and the principle of residential development on the site at Simister Bowlee is therefore not a debate that can be re-opened.

26. In addition, a significant number of comments related to the lack of evidence supporting the SBDF. At this stage of the planning process the evidence is proportionate to the fact that the SBDF is still a strategic plan that provides an indicative layout. Planning applications within the site will need to be

supported by more detailed and up-to-date evidence. This will include Transport Assessments to assess the impact of development on the highways network, ecology surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation measures are put in place and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated for.

27. In response to the comments received regarding the procedural and legal process , the Council is satisfied that SBDF has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended).

28. The amendments made to the SBDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the SBDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

29. The consideration of these comments has led to the conclusion that the SBDF would benefit from several changes prior to it being formally adopted. In particular:

- More clarity in the introduction on the scope and purpose of the SBDF SPD and specifying matters that are more appropriate for the planning application e.g. submission of more detailed evidence to the support any planning application.
- Amendments to the wording in the section relating to Access, Highways and Movement. This change sets out more clearly the consideration of the Transport Assessment and how the highways authority must fully agree the transport measures, interventions and mitigation required. This includes the need for a site wide assessment that takes account of cumulative impacts from other developments including JAP1.1. Heywood / Pilsworth;
- Changes to the text to provide more understanding of the range of constraints in relation to flood risk, drainage and utilities and how these should be addressed;
- Linked to the above, strengthening the requirement for a site-wide flood risk and drainage strategy;
- More clarity on the provision of, and contributions to, school places;
- Amendments to the section on ecology and trees to pick up some of the environmental and wildlife comments including the need for a site-wide ecology strategy;
- Amendments to the green infrastructure section to require a site-wide landscape strategy;

- Amendments to the open space, sport and recreation section to require a site-wide open space, sport and recreation framework;
- New paragraph in the development principles section on design which requires new development to ensure there will be no unacceptable adverse impacts on the amenity of the surrounding area;
- A change to the masterplan framework to include an alternative location to the local centre to provide flexibility to ensure appropriate phasing of the development;
- A glossary has been added in to help to explain a number of terms and references within the SBDF which makes it easier to understand
- Other specific changes relating to wording in the text and on plans to improve clarity and accuracy;

30. The updated version of the SBDF SPD is attached at Appendix 2 which also shows those parts of the document (highlighted) that have been amended.

Links with the Corporate Priorities:

31. 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

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Equality Impact and Considerations:

32. The analysis has considered the impacts of this activity across all characteristics, the analysis has identified that the impacts are neutral with planned mitigations and there are no equalities concerns at this stage. EQIA will be kept under review for the duration of this activity.

Environmental Impact and Considerations:

33. Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The Simister Bowlee Development Framework will seek to meet policy requirements, including physical, social and environmental impacts including biodiversity net gain

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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.
The final SBDF is not approved.	A previous Cabinet report approved the draft SBDF. The final SBDF has been amended in responses to comments received and updated information which has become available.

Procurement Implications:

34. Any future sourcing of a developer or contractor must be compliant with the Procurement Act.

Legal Implications:

35. The preparation, consultation and adoption of an SPD must be undertaken in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended). The length of and method of consultation on the draft SPD was in excess of the minimum required of the Council under the Regulations and was considered proportionate and reasonable by the Council. Whilst criticisms have been made of the consultation process the Council undertook these are not considered valid by the Council. Further, the amendments made to the draft SPD arising from the consultation process evidence the robustness of the consultation process and the recommendations contained in the report are considered by the Council to adhere to the requirements of those regulations.

Financial Implications:

36. There are no direct financial implications resulting from the adoption of the SPD.

Appendices:

Appendix 1 – SBDF Consultation Statement

Appendix 2 – Revised Simister Bowlee Development Framework Supplementary Planning Document.

Background papers:

None.

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

Term	Meaning
SPD	Supplementary Planning Document
PfE	Places for Everyone

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Simister Bowlee Development Framework

Consultation Statement

June 2026

Bury Council

ROCHDALE BOROUGH COUNCIL

Bury Council

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1. Introduction

1.1 Bury and Rochdale Councils have jointly prepared the Simister Bowlee Development Framework (SBDF) Joint Supplementary Planning Document (SPD).

1.2 The SBDF 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 draft SBDF, highlights the issues raised and how the document was amended to reflect the issues raised.

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2. Engagement during the preparation of the draft SBDF

2.1 The role of the SBDF 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 SBDF 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 SBDF 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 SBDF 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 (NGDV) as the main site promoter and input from other landowners/stakeholders, including Transport for Greater Manchester (TfGM), Greater Manchester Ecology Unit (GMEU), Environment Agency (EA) and United Utilities (UU). This engagement helped to identify and understand expectations and key issues around the delivery of the site during the early stages of preparing the SBDF.

2.4 The following table sets out the key issues raised during the internal engagement and how these have been addressed in the draft SBDF.

Issue	How was this incorporated into the SBDF
How will development be phased within the allocation?	Reflected in SBDF 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

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Issue	How was this incorporated into the SBDF
	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, earlier than currently envisaged.
When will the infrastructure be delivered	Reflected in SBDF which specifies that infrastructure will be co-ordinated with the delivery of new homes and will be subject to triggers for implementation of infrastructure.
Concerns that some areas would be excluded from the masterplanning process	Reflected in SBDF 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 (SEAA) would be required for the SBDF. As required by relevant Regulations the Councils consulted Natural England, Historic England and the Environment Agency over a four-week period (11th September 2025 – 13th October 2025) 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.

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Habitats Regulations Assessment (HRA) Screening

3.3 The Greater Manchester Ecology Unit (GMEU) were consulted on 11th September 2025. GMEU agreed with the Councils conclusion that the SBDF would not require a full HRA.

4. Consultation

4.1 The draft SBDF was approved for consultation by Rochdale Council's Cabinet on 5th February 2026 and Bury Council's Cabinet of the 11th February 2026. Consultation on this draft subsequently took place over a six-week period running from Friday 13th February 2026 to Friday 27th March 2026.

4.2 In Bury, all relevant documentation was available to view on the Council's website, copies of the document was 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 SBDF were also available in these locations.

4.3 The Simister Bowlee webpage on Bury Council's website received 912 views whilst the general Bury PfE Strategic Sites page received 2568 views. The Rochdale Northern Gateway planning webpage received 138 views with 75 active users.

4.4 In Rochdale, 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 SBDF and comments forms were put in the four main borough libraries – Heywood, Littleborough, Middleton and Rochdale.

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4.5 Social media was utilised to promote the consultation, engagement events and the availability of detailed information on the council's website.

4.6 Bury Council posted 13 times on Facebook and X (formerly Twitter) from 13 February to 27 March 2026.

4.7 On Facebook, there were 38,408 views across all 13 posts. The highest performing post achieved 17,515 views with an engagement rate of 14.97%. In terms of engagement rate on Facebook, this ranged from 1.83% (good) to 14.97% (excellent). On X the engagement ranged from 2.17% (good) to 11.3% (excellent). Impressions (on-screen appearances) across all posts totalled 4,340 with an average of around 250 per post.

4.8 Contacts on Bury Council's and Rochdale Council's development plans consultation databases were notified directly of the consultation. Posters and leaflets were distributed in key locations. The Councils also held a series of drop-in events, where Planning Officers were able to answer questions on the draft SBDF. These were held on:

- Tuesday 24th February – Radcliffe Market – 4-8pm
- Wednesday 25th February – Elton High School – 4-8pm
- Thursday 26th February – Parrenthorn High School – 4-8pm
- Thursday 5th March – Edgar Wood Academy – 4-8pm

4.9 A total of 346 people attended the drop-in sessions across the two Boroughs. The events in Bury presented information on the SBDF and Development Frameworks on two other strategic sites (Elton Reservoir and Walshaw). The key purpose of the drop-ins was to give residents an opportunity to view the material early in the consultation programme, ask questions of officers, and receive guidance on how to submit formal written representations.

4.10 Comments were encouraged to be submitted online via Bury Council's website www.bury.gov.uk/strategicsites or Rochdale Council's website https://www.rochdale.gov.uk/NorthernGateway which directed users to the designated consultation portal.

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4.11 Responses by email were requested to be sent to strategicsites@bury.gov.uk or strategic.planning@rochdale.gov.uk

4.12 Alternatively, responses could be returned by post to the following addresses:

Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

Or

Strategic Planning
Rochdale Borough Council
Floor 3, Number One Riverside
Smith Street
Rochdale, OL16 1XU

4.13 Those requiring further information on the draft SBDF were asked to contact a member of Bury's Strategic Planning and Infrastructure team on 0161 253 5550 or a member of Rochdale's Strategic Planning Team on 01706 924252 or email strategicsites@bury.gov.uk or strategic.planning@rochdale.gov.uk

4.14 Examples of the consultation materials are included in Appendix 1.

5. Representations

5.1 Bury and Rochdale Councils received a total of 224 responses to the draft Simister Bowlee Development Framework. 39 responses of these were via the on-line consultation portal. 185 responses received were via email or post.

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5.2 A further 42 joint responses were submitted which were a combined response to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks

5.3 A summary of the issues raised during the formal consultation period and informally at the drop in sessions is provided below. Details of how the Councils have responded to those issues in the preparation of the final SBDF is also provided below.

5.4 Several respondents included photographs of recent flood events and traffic collisions in support of their response and one respondent included a photograph of a newt found within the fishing lake on the site. These photographs have all been noted.

6. Summary of the main issues raised during the consultation

Principle of Development

6.1 A significant number of comments related to the perception that the site was still located in the Green Belt and there is a failure to meet NPPR requirements (paragraphs 143, 145 and 153). The Simister Bowlee site has already been removed from the Green Belt and allocated for housing through PfE. PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations) asked detailed questions about key aspects of the Plan including each proposed allocation; and held in-person Examination sessions where interested parties could respond to key Matters, Issues and Questions raised by the Inspectors.

6.2 A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and it is now established site for housing development. The principle of residential development on the site at Simister Bowlee is therefore not a debate that can be re-

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opened. All the supporting evidence relating to Places for Everyone is available at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/

Evidence that Supports the SBDF

6.3 In addition, a significant number of comments related to the lack of evidence supporting the SBDF. At this stage of the planning process the evidence is proportionate to the fact that the SBDF is still a strategic plan that provides an indicative masterplan. It drew on evidence that supported the allocation of the site. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the SBDF and demonstrate that they would not compromise the comprehensive development of the whole site. This will include a site-wide Transport Assessment to assess the impact of development on the highways network; ecology surveys to identify existing wildlife habitats, including protected species; and to ensure that appropriate mitigation measures are put in place and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated for.

6.4 In respect of the procedural and legal comments, the SBDF has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended).

6.5 The amendments made to the SBDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the SBDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

Key Issues Raised in Consultation

6.6 The following highlights the key issues raised in response to the consultation on the draft SBDF and the Councils response to these.

Comments Received - Traffic Congestion and Highway Safety

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- Heywood Old Road (A6045) is described as already at or beyond capacity, with daily gridlock, unsafe crossings, vibration damage to homes, and frequent accidents.

- Capacity concerns regarding the M60/M62/M66 and in particular Jn 19.

- Strong concern over cumulative impacts of:
  - 1,550 new homes
  - A new primary school
  - The Northern Gateway employment site (JPA1.1)

- Concern regarding historic refusals of much smaller schemes on safety grounds.

- Concern that there has been inconsistent decision making, for example dropped kerbs or minor access works being refused while major new access points are proposed.

- Concern that there is no confirmed, agreed cumulative transport modelling and the developer-led modelling is still ongoing and not publicly available.

- Concern that there is a risk that mitigation is undefined, unsecured or deferred to later stages, undermining confidence in deliverability.

- Concern about highway safety along Heywood Old Road

- Calls for:
  - Post-2022, post-pandemic traffic surveys
  - A composite traffic model for JPA1.1 + JPA1.2
  - A Stage 1 Road Safety Audit for school access

Council Response - Traffic Congestion & Highway Safety

- At this stage of the planning process, the evidence is proportionate to the fact that the Simister Bowlee Development Framework is still a strategic plan that provides an indicative layout.

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- As the site comes forward with a planning application, more up to date and detailed transport modelling will be required to be undertaken through a Transport Assessment (TA) which will form part of the supporting documents for the application.

- The TA will need to address assess the impacts on traffic and consider alterations and/or mitigations to ensure that the proposal is acceptable in highways terms having regard to the network and highway safety across the whole site. In assessing planning applications regard will be had to the Transport Assessment and any necessary mitigations to make the proposal acceptable in highway and planning terms.

- TAs submitted with planning applications will need to consider all developments in the locality cumulatively and model both the phased housing trips from JPA 1.2 with the projected HGV movements from JPA 1.1 (Northern Gateway).

- As well as dealing with the type and volume of traffic any TA or proposed layouts would need to address highway safety for all users. This would need to take into account highway safety around existing and proposed schools where relevant to the assessment.

Proposed Amendments – Traffic Congestion & Highways Safety

- Section 7.3 of the SPD has been amended to strengthen the wording in terms of how Transport Assessments should fully consider the highway and transport impacts of the entire site and the cumulative impacts of JPA1.1 and other consented sites in the area ". The TA should fully consider access, highways and active travel strategy and include detailed technical assessment and feasibility work and that the Local Highways Authorities must fully agree the transport measures, interventions and mitigation required.

- Section 6.1 (Masterplan Framework) & Section 7.3 (Indicative, Movement, Access and Highways Plan) – change to annotation relating to roundabout access at the northern access to allow for alternative solutions if more appropriate.

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- Section 7.1 Design – reference to GM Streets for all design guidance in relation to place-making and urban design quality.

Comments Received - Public Transport & Sustainability

- Concern that there is no reliable bus service along Heywood Old Road since around 2012, with recent routes withdrawn or curtailed.
- Concern that congestion would prevent reliable bus operation, undermining sustainable travel claims.
- Respondents believe the development increases car dependency, contrary to national and PfE policy.
- Concern that the SBDF lacks clear walking/cycling routes to employment areas (JPA1.1)

Council Response - Public Transport & Sustainability

- We are aware of the lack of services along Heywood Old Road and the need to improve the alternatives to car use. TfGM have confirmed that a service along Heywood Old Road will be provided during the build out of the site to connect with key locations.
- Continuing to only promote options that support car users will further undermine reliable bus operation and therefore a balanced, sustainable transport strategy for the site is planned. In particular, options are being considered for an upgrade to cycle infrastructure along Heywood Old Road which, by providing an alternative parking location for on-street parking would significantly improve the flow of traffic along Heywood Old Road for all users (including buses) as well as providing safe cycling facilities.
- Due to the balanced, sustainable transport strategy planned for the site, as outlined above, an increase in car dependency is not envisaged. In accordance with national and PfE policy, as part of the planning application the developer will need to start with a vision of what the

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development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.

- The SBDF relates the PfE allocated site but does acknowledge the potential to improve connectivity in the immediate vicinity of the site and outside of the allocation.

Proposed Amendments – Public Transport & Sustainability

- Section 3.2.1 (Opportunities) has been updated to make reference to the fact that the site benefits from close proximity and legible routes via A6045/A756.
- Section 3.2.2 (Opportunities) has been strengthened to add reference to bus stops to improve connectivity.
- Section 4.1 (The Vision and Opportunity) refers to improved transport infrastructure.
- Section 6.1 (Masterplan Framework) has been amended to include an alternative local centre location to allow flexibility for public transport and active travel.
- Section 6.1 (Masterplan Framework) –Bullet 1 of key – added in reference to active travel access.
- Section 6.1 (Masterplan Framework) –Bullet 6 of key – added in reference to public transport.
- Section 7.3 (Access, Highways and Movement) – paragraph - added in reference to the provision of bus services to elevate the accessibility and sustainability of the site.

Comments Received - Drainage, Flood Risk & Utilities

- Future applications should include comprehensive Flood Risk Assessments (FRAs).

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- Request for:
  - Robust hydrology assessments and evidence on contamination is required
  - Strong emphasis on multi-functional SuDS
  - Development to incorporate climate adaptation and meet emerging water efficiency policies.
  - Delivery of drainage and green infrastructure early, not retrospectively
  - Drainage, green/blue infrastructure, and public realm to be fully integrated from the outset
  - Long-term maintenance and management arrangements must be secured
  - Request that SUDS do not replace dedicated amenity green space.

- Widespread concern that:
  - Large parts of the area rely on septic tanks
  - There is no public foul sewer capacity
  - Flooding (including reservoir inundation zones)
  - Surface water issues due to impermeable ground
  - Contamination from historic landfill sites
  - Significant water storage requirements

- Repeated references to:
  - A £50m+ unfunded foul drainage requirement
  - Likely need for Foul Water Pumping Stations (FWPS) with 15m no-build zones, not shown on the masterplan

- Objections that the SPD incorrectly states there are “no utilities constraints”

- Further comments include:
  - Risk of surface water runoff
  - Risk of groundwater flooding
  - Reliance on SuDS without clear maintenance responsibility

- Requirement for only foul water to be connect to the public sewer.

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- Request for the Infrastructure Phasing and Delivery Strategy to include:
  - foul and surface water drainage
  - potable water supply
  - phasing across all land ownerships

- Comments requesting that the FRAs should address climate change, exceedance flows, safe access/egress, and latest EA guidance.

- Comments requesting that SUDS Should control runoff to greenfield rates, manage 1 in 100-year events + climate change, follow drainage hierarchy, and include water quality treatment.

- Comments requesting that watercourses require buffers, minimal intervention and ecological improvements.

- Comments requesting that there are strengthened requirements for SUDS treatment stages and pollution prevention.

- Comments requesting key infrastructure (drainage/green space) must be delivered early.

- Comments requiring no increased risk between phases and secure long-term maintenance.

- Request for ongoing engagement with UUW and safeguarding of assets

Council Response - Drainage, Flood Risk & Utilities

- All of the site is within Flood Zone 1 – the lowest risk of fluvial flooding. The site was considered as part of a Strategic Flood Risk Assessment as part of PfE.

- All planning applications will need to be accompanied by a Flood Risk and Drainage Assessment and Strategy, in accordance with PfE Policy JP-S4. In terms of drainage, Chapter 7 of the Development Framework specifies that relevant planning applications will need to be

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accompanied by a flood risk and drainage assessment and strategy which includes and approach to drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses.

- The drainage strategy will be required to maintain natural water flows incorporate SUDs and set out maintenance and management arrangements.

- The Council does not hold, and is not legally required to hold, a definitive register of all properties using private septic tanks or other non-mains. Likewise United Utilities has no responsibility for private septic tanks, cesspools or privately owned sewage treatment plants. As such this information was not reflected in the draft Simister Bowlee Development Framework.

- Details regarding the location of foul water pumping stations and associated easements will be agreed through the planning application process. Costs associated with infrastructure will be refined through the Infrastructure, Phasing and Delivery Strategy.

- The Council will continue to work with United Utilities and the Environment Agency to address flood risk and drainage issues.

Proposed Amendment – Drainage, Flood Risk and Utilities

- Section 3.2.6 of the SPD has been updated to reflect the fact that large parts of the area rely on septic tanks and there is no public foul sewer capacity.

- Section 3.2.6 has also been updated to identify an additional opportunity in relation to enhancing channel morphology, riparian habitat and floodplain connectivity where feasible.

- Section 7.6 Flood Risk and Drainage of the SPD has been amended to strengthen the wording in terms of ensuring a site wide flood and

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drainage strategy for the site is prepared. This Strategy will be required to set out how SuDS are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.

- Section 7.6 Flood Risk and Drainage has been updated to state that detailed future designs for the development will take into account climate change allowances, surface water overland flow routes.

- Section 7.6 Flood Risk and Drainage has been updated to state that SUDs should:

    - Include water quality treatment stages, particularly where runoff originates from highways, parking areas or commercial land uses.
    - Avoiding direct discharge of untreated surface water to watercourses.
    - Requiring construction management plans to include robust pollution prevention measures.

- Section 7.6 Flood Risk and Drainage has been updated to state that where feasible a buffer should be maintained along ordinary watercourses, proportionate to topography and ecological value. Proposing crossings or diversions of watercourses are allowed and should be designed at the appropriate planning stage, and consulted with the Lead Local Flood Authority, including opportunities explored to enhance watercourse riparian habitat.

- Further text states Where feasible new SuDS should include water quality mitigation to limit pollutants from highways and parking areas into watercourses; and limit direct discharge of untreated water into watercourses. Opportunities should be explored to align biodiversity enhancements with flood risk management and climate adaptation objectives.

- Construction Management Plans should include pollution prevention measures.

- Additional references to on-going engagement with United Utilities have been added throughout the document.

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Comments Received - Outdated Evidence Base

- Calls for refreshed:
  - Traffic counts
  - Drainage modelling
  - Economic and viability assessments reflecting 2025–26 conditions

Council Response - Outdated Evidence Base

- All planning applications will need to be accompanied by more up-to-date evidence and information around a number of factors, including updated information relating to transport and highways, ecology studies or drainage strategies for example. At this stage of the process, the evidence is proportionate to the fact that this is still a strategic plan that provides an indicative layout.

- Reference to the use of 2020 transport information relates to the wider Greater Manchester modelling that was done for the PfE plan at a strategic level. This was used as part of the evidence into the Places for Everyone Plan – which allocated the site for residential development. This strategic modelling was proportionate to the level of detail needed for the purposes of that stage in the planning process.

Proposed Amendment – Outdated Evidence Base

- The SBDF has been updated in the introduction to the SBDF, introduction to Chapter 7 and sections 7.3, 7.4, 7.6 and 7.10 to strengthen the requirement for site-wide evidence to accompany planning applications.

Comments Received - Economic Viability & Deliverability

- Respondents challenge the assumption that Atom Valley job growth justifies housing numbers:
  - Energy-intensive sectors made unviable by UK electricity prices (highest in G7, Feb 2026 CBI data)
  - No committed high-tech tenants

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- Concerns that:
  - Only ~90 homes are forecast as deliverable by 2030
  - Development risks becoming piecemeal, unable to fund schools, roads, and drainage

- Repeated reference to Infrastructure Phasing & Delivery Strategy (IPDS) being deferred or “live”, lacking certainty or statutory weight.

- References to new housing market data (2026) which suggests:
  - Falling transaction volumes (~14–15% decline)
  - Slower housing demand and absorption rates
  - Risk to delivery timelines and infrastructure funding
  - Uncertainty around affordable housing (≈25%)

- Concern that:
  - The scheme may not be financially viable
  - Costs (infrastructure, remediation, drainage) are underestimated

Council Response - Economic Viability & Deliverability

- The Simister Bowlee site will help address Greater Manchester’s acute housing and affordability challenge by delivering a diverse mix of homes supported by infrastructure. The site will also support the transformational economic potential of the wider Northern Gateway and Atom Valley by providing the homes and community infrastructure needed to support new job growth, including 20,000 jobs.

- The reference to 90 homes has been taken from the Council’s Five Year Supply Statement 2025 which provides an assessment of the amount of housing that is expected to be delivered on identified sites across the Borough over the next five years. This figure represents an indicative snapshot in time based on the information available at the point the assessment was undertaken. The figure is subject to change and does not form part of the Simister Bowlee Development Framework. The figure of 90 units is simply an indicative scenario in the absence of planning permission, detailed layouts, engineering analysis, or market-led scheme design.

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- Given the size of the site, it will take several years for the site to be fully delivered and development is expected to come forward in a series of phases alongside necessary infrastructure provision. Planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key site-wide infrastructure. Planning applications which fail to deliver or contribute towards the wider strategy infrastructure requirements will be resisted.

- The Infrastructure Phasing and Delivery Strategy is intended to be a 'live document which is continuously reviewed and updated as detailed plans, evidence, infrastructure costs and the potential of funding becomes available.

- The site is required to meet the housing target set out in PfE. These targets are now below the Government's house building targets. The viability of all the allocations in the PfE Plan were assessed and have been tested through the PfE examination. This is a large site which will delivered over a number of years and during that time there will be fluctuations in house price and construction costs.

Proposed Amendment - Economic Viability & Deliverability

- No amendments proposed in relation to these comments as they are not matters relevant to the content of the SBDF.

Comments Received - Affordable Housing Policy

- Concern that the SPD's 25% affordable housing figure is obsolete.

- Concern that the SBDF does not provide a 40% affordable housing requirement as per the NPPF December 2024 – para 157, ("Golden Rule" uplift).

- Concern that the affordable housing requirements combined with infrastructure costs, creates a "viability wipeout."

Council Response – Affordable Housing Policy

- PfE Policy JPA1.2 requires the development to make provision for affordable housing in accordance with local planning policy requirements, which for Bury will require 25% affordable housing. For Rochdale this is currently 15% but will need to reflect the most up-to-date policy.

- The Simister Bowlee site was removed from the Green Belt on adoption of PfE in March 2024. This was prior to the publication of NPPF December 2024, and as a result paragraph 157 of NPPF and the "Golden Rule" uplift are not applicable to this site, as set out in footnote 58 of the NPPF.

- The viability of the allocation was tested as part of the Places for Everyone evidence, which concluded that the site would be viable including accounting for affordable housing and other costs.

Proposed Amendment - Affordable Housing Policy

- No amendments proposed in relation to these comments as the issue of affordable housing is addressed in the SBDF through referenced to local plan policies.

Comments Received - Green Belt, Environment & Wildlife

- Strong objections to:
    - Loss of open countryside and perceived Green Belt
    - Urban coalescence between Simister, Bowlee, Middleton and Prestwich
    - Wildlife concerns include impacts on UK Priority Species (lapwing, skylark, grey partridge, brown hare, deer, etc.).
    - Landscaping and SuDS are viewed as inadequate compensation for permanent loss.

- Many respondents cite the October 2025 High Court judgment and argue that compensatory Green Belt requirements remain unmet.

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- Concern that there is a misuse of 'Grey Belt justification on active agricultural land

- Concern that the development will cause permanent spatial harm and not just visual impact.

  Concern in relation to biodiversity:

  - Loss of 74 hectares of Green Belt and habitats
  - Impact on a Site of Biological Importance (SBI)
  - Failure to guarantee statutory Biodiversity Net Gain

Council Response – Green Belt, Environment & Wildlife

- The Simister Bowlee site has been subject to extensive consultation over a number of years through the statutory planning process (Places for Everyone Plan - PfE).

- This culminated in a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including the objections on the site allocations). This examination considered any harm from the proposed development was out-weighed by the need for the development and the delivery of new homes.

- The legal outcome of that process removed the site from the Green Belt and it is now an established site for housing development. As such references to Grey Belt in this instance are not relevant to this site.

- Landscaping proposals and SuDS are not intended to compensate for the removal of the site from the greenbelt, these are requirements that developers must adhere to.

- To offset the impact of removing the site from the Green Belt there is a need to identify and deliver compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in

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the vicinity of the site. The full detail of Green Belt compensation would be proposed and agreed as part of future planning applications in accordance with PfE Policy JPA1.2 and JPA-G2 (Green Infrastructure Network).

- The SBI is acknowledged in the masterplan and as per existing policy guidance, any development will need to take full account of the SBI and the SBDF makes reference to 'retention and improvement of the SBI.

- Biodiversity Net Gain is a mandatory legal requirement in England under the Environment Act.

Proposed Amendment - Green Belt, Environment & Wildlife

- Section 7.4 (Ecology and Trees) has been strengthened to ensure a site wide detailed ecology strategy prepared in accordance with PfE Policies JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) is produced.

Comments Received - Community Impact & Amenity

- Concerns regarding:
    - Loss of rural character
    - Increased noise, pollution, and vibration
    - Decline in property values (some requesting compensation)
    - Pressure on schools, healthcare, and local services

- Significant concerns in terms of the consultation process, described as:
    - "Box-ticking"
    - Predetermined
    - Lacking transparency or meaningful engagement

- Concern re damage to existing residents property

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Council Response - Community Impact & Amenity

- The principle of residential development on the sites is not a debate that can be re-opened. In order to avoid misleading communication and to seek to address misunderstandings, officers had to stress during the consultation that the principle of housing on this site has already been established through PfE. This was often met with challenging discussions, but it was important that this fact was communicated.

- Whilst the principle of housing development on the site has been established through PfE, the purpose of the consultation was to try and establish views on the content of the Development Framework in terms of the infrastructure proposals and any local issues that residents wished to flag.

- The Councils have sought to provide a proportionate and accessible programme of engagement on the Development Framework within a defined statutory timeframe. Consultation has been undertaken in a structured and professional format and in accordance with relevant Regulations and its Statement of Community Involvement.

- With respect to liability and responsibility, the planning system contains clear mechanisms governing accountability. Developers remain responsible for designing and delivering infrastructure that complies with planning conditions, environmental regulations, building standards, and the requirements of statutory bodies such as the Lead Local Flood Authority and utility providers.

- The Council's role is to assess applications against adopted policy and material planning considerations. Responsibility for construction defects, implementation failures, or infrastructure performance issues would generally rest with the relevant developer, landowner, contractor, or infrastructure provider, depending on the specific circumstances.

- Whilst the concerns regarding property values are noted, the planning system in the UK does operate on the principle that decisions must be made in the public interest foremost, rather than the protection of the financial interests of individual property owners. The impact on the

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market value of neighbouring properties is not considered a material planning consideration when determining a planning application.

Proposed Amendment - Community Impact & Amenity

- Section 7.1 – Design - New paragraph in the development principle section on design which requires new development to ensure there will be no unacceptable adverse impacts on the amenity of the surrounding area particularly in terms of:

    - Overshadowing and loss of light;
    - Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;
    - Pollution and general disturbance arising from noise, vibration, smell, litter, artificial lights and opening hours;
    - Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

Comments Received – Health Facilities

- The SBDF lacks a detailed assessment of existing healthcare capacity and the impact of the proposed development and potential mitigation measures.

- The Councils' must work closely with NHS GM ICB and partners to forecast healthcare needs and plan infrastructure and funding requirements

- Provision of healthcare should allow for:
    - financial contributions
    - on-site healthcare facilities
    - provision of land or buildings
    - or a combination of these

      New facilities may be required where existing services cannot expand

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- Healthcare should be listed as a standalone infrastructure category in the “Key Infrastructure Requirements” table. Th triggers should be based on health needs assessments with NHS input and financial contributions required where on-site provision is not feasible

Council Response - Health Facilities

- The SBDF includes the requirement for an assessment to identify health infrastructure. The SBDF also includes provision for a local centre. This offers the potential to provide on-site health facilities/provision within the site itself. The delivery of any health infrastructure will be carried out in conjunction with relevant stakeholders and those responsible for the delivery of healthcare provision.

Proposed Amendment – Health Facilities

- Chapter 8 (Phasing and Delivery) - Healthcare provision has been identified as a standalone infrastructure type and the associated comment is amended as follows: “Triggers to be determined through up-to-date health needs assessments, and the wider IPDS. Capacity assessments should be provided with NHS GM ICB. Should on-site provision be deemed unfeasible by NHS GM ICB, and a need has been evidenced, a financial contribution will be required to provide off-site additional healthcare provision”.

Comments Received - Procedural & Legal Concerns

- Concern that the SPD fails NPPF soundness tests (justified, effective, consistent with national policy).
- Concern that the SBDF is based on outdated evidence.
- Concern that earlier studies identified high or very high harm and there is no clear explanation for departure from these findings.
- Concern that the SBDF is llegally flawed (Wednesbury unreasonableness), based on incomplete evidence at decision stage.

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- Concern that there is a lack of transparency and public ability to assess proposals.

- Clarification as to whether the Councils' are receiving any capital receipts from JPA1.1.

- Calls for:

    - A comprehensive masterplan before any phasing
    - Binding equalisation mechanisms
    - Clear infrastructure funding commitments
    - Updated and independent assessments
    - Clear justification for conclusions

Council Response - Procedural & Legal Concerns

- A lot of the comments relating to procedural and legal concerns relate to the principle of residential development on the site in PfE rather than the scope and content of the SBDF.

- A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. They concluded that, subject to modifications, PfE was sound. The modifications were subsequently incorporated into the plan before being adopted with effect from 21 March 2024.

- The legal outcome of that process removed the sites from the Green Belt and they are now established sites for housing development. The principle of residential development on the site at Simister Bowlee is therefore not a debate that can be re-opened.

- The Councils take their statutory and procedural responsibilities in relation to public consultation very seriously. The current exercise concerns draft Development Frameworks that are being prepared under the Planning and Compulsory Purchase Act 2004 and the Town

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and Country Planning (Local Planning) (England) Regulations 2012. The consultation has been undertaken in accordance with those Regulations and both Councils' adopted Statement of Community Involvement.

- Any planning applications that come forward on the site will need to be supported by detailed and up-to-date evidence in relation to a variety of matters, including ecology, flood risk and drainage, and air quality and pollution.

- The Council does not own land within the JPA1.1 allocation and therefore will not receive any capital receipts. There is no cross-subsidy between the two sites.

- The Simister Bowlee Development Framework provides a comprehensive masterplan for the site.

- The council can not require a binding equalisation mechanism through the statutory planning process.

- The Infrastructure Phasing and Delivery Strategy will be continuously reviewed and updated as plans, evidence, infrastructure costs and funding are confirmed.

Proposed Amendment - Procedural & Legal Concerns

- No amendments proposed in relation to these comments as they are not matters relevant to the content of the SBDF.

Comments Received - Common Requests from Respondents

- Pause or withdraw the SPD

- Update traffic, drainage, and economic evidence

- Provide a transparent viability assessment

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- Clarify infrastructure funding and delivery
- Address cumulative impacts with JPA1.1
- Protect remaining green space and settlement separation
- Undertake meaningful re-consultation

Council Response – Common Requests from Respondents

- The Simister Bowlee Development Framework does not introduce new planning policies. IT provides detailed guidance on PfE Policy JPA1.2 to ensure that the vision for the site is fulfilled throughout the lifetime of the development process and that development and infrastructure come forward in a planned and comprehensive manner. For this reason, the Council do not consider it necessary to pause or withdraw the SPD.

- The proposals set out in the Development Framework are still at a high level at this stage. More details of the development will emerge through subsequent planning applications and these will need to be supported by detailed and up-to-date evidence including traffic, drainage, economic and viability evidence.

- To support the delivery of infrastructure across the site, an Infrastructure, Phasing and Delivery Strategy for the site will be prepared in accordance with PfE Policy JPA1.2 and JP-D1. This is intended to be a live document that is continuously reviewed and updated.

- As set out above, transport assessments submitted with planning applications will need to consider all developments in the locality and model both the phased housing trips from JPA 1.2 with the projected HGV movements from JPA 1.1 (Northern Gateway).

- The vision for the site is to be landscape-led and a landscape strategy will be prepared and submitted as part of any planning applications. This will include the provision of a strong landscape edge to the North West boundary, adjacent to the Green Belt and land to the east. The

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retention of key views and longer distance views will be enhanced and framed to maintain the connection of the site to the wider landscape.

- Whilst the SBDF will not be subject to further public consultation, all planning applications will be made public and available for comment.

Comments Received - General

- A glossary would help understanding some of the technical terms.
- Plans are not easy to understand

Proposed Amendments – General

- A glossary has been added
- Road numbers have been added to plans and diagrams to assist in readers orientating themselves
- Other specific changes relating to wording in the text and on plans to improve clarity and accuracy. For example more clarity on the provision of, and contributions to, school places.

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Appendix 1 – Sample of Strategic Sites Consultation Material

Strategic Sites Consultation Poster

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Have your say in our consultation

on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee

We are consulting on draft development frameworks for three strategic residential sites in Bury. Once adopted these will become Supplementary Planning Documents to guide decisions on future planning applications.

Each of these sites are allocated for residential development through the Places for Everyone joint plan and will be supported by new transport infrastructure, schools, green spaces, and new local centres.



Elton Reservoir

Up to 3,500 new homes

A new community in a parkland setting in harmony with nature





Walshaw

Up to 1,250 new homes

A well-connected community blending new development with existing neighbourhoods





Simister/Bowlee

Up to 1,550 new homes

A sustainable community with a vital role in shaping the Northern Gateway



Come to a drop-in event (4pm to 8pm)

Tuesday 24 February (all three sites)
- Radcliffe Market, 11 Blackburn Street M26 1PN

Wednesday 25 February (all three sites)
- Elton High School, Walshaw Road BL8 1RN

Thursday 26 February (all three sites)
- Parrenthorn High School, Heywood Road M25 2BW

Thursday 5 March (Simister/Bowlee only)
- Edgar Wood Academy, Heywood Old Road OL10 2QN

More information and respond online from 13 February to 27 March 2026

bury.gov.uk /strategicsites

Alternatively, email **strategicsites@bury.gov.uk** or post feedback to Strategic Planning & Infrastructure, Floor 2, 3 Knowsley Place, Duke Street, Bury BL9 0EJ

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Strategic Sites Consultation Leaflet

Have your say in our consultation

on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee







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Each of these sites are allocated for residential development through the Places for Everyone joint plan and will be supported by new transport infrastructure, schools, green spaces, and new local centres.

See over the page for more information

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Elton Reservoir

Up to 3,500 new homes

A new community in a parkland setting in harmony with nature



Walshaw

Up to 1,250 new homes

A well-connected community blending new development with existing neighbourhoods



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LET'S do it! Bury Council

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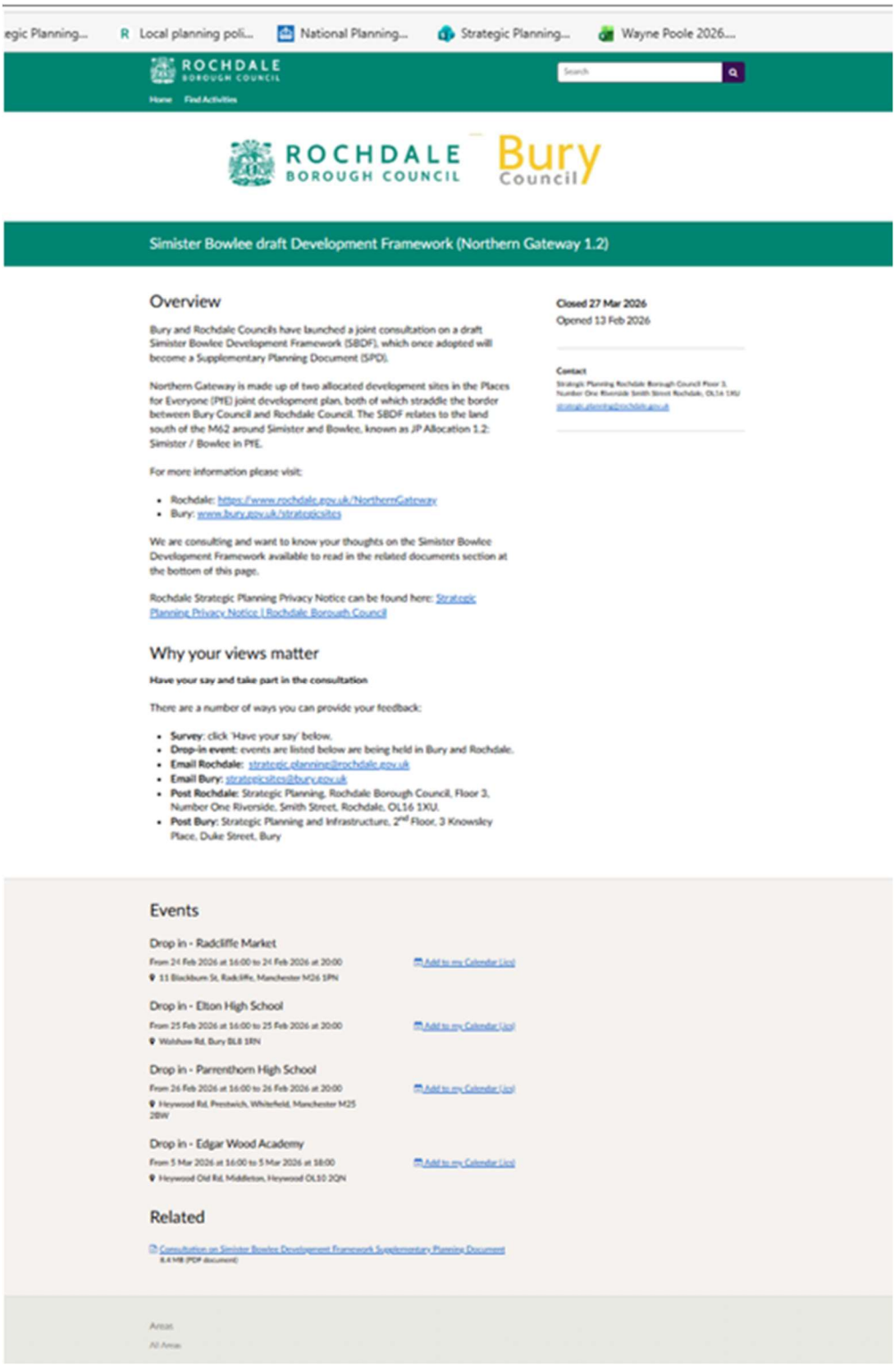
Citizen Space Consultation Platform

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Simister Bowlee draft Development Framework (Northern Gateway 1.2)

Overview

Bury and Rochdale Councils have launched a joint consultation on a draft Simister Bowlee Development Framework (SBDF), which once adopted will become a Supplementary Planning Document (SPD).

Northern Gateway is made up of two allocated development sites in the Places for Everyone (PfE) joint development plan, both of which straddle the border between Bury Council and Rochdale Council. The SBDF relates to the land south of the M62 around Simister and Bowlee, known as JP Allocation 1.2: Simister / Bowlee in PfE.

For more information please visit:

- Rochdale: https://www.rochdale.gov.uk/NorthernGateway
- Bury: www.bury.gov.uk/strategicsites

We are consulting and want to know your thoughts on the Simister Bowlee Development Framework available to read in the related documents section at the bottom of this page.

Rochdale Strategic Planning Privacy Notice can be found here: Strategic Planning Privacy Notice | Rochdale Borough Council

Closed 27 Mar 2026
Opened 13 Feb 2026

Contact
Strategic Planning Rochdale Borough Council Floor 3, Number One Riverside Smith Street Rochdale, OL16 1XU
strategic.planning@rochdale.gov.uk

Why your views matter

Have your say and take part in the consultation

There are a number of ways you can provide your feedback:

- **Survey**: click 'Have your say' below.
- **Drop-in event**: events are listed below are being held in Bury and Rochdale.
- **Email Rochdale**: strategic.planning@rochdale.gov.uk
- **Email Bury**: strategicsites@bury.gov.uk
- **Post Rochdale**: Strategic Planning, Rochdale Borough Council, Floor 3, Number One Riverside, Smith Street, Rochdale, OL16 1XU.
- **Post Bury**: Strategic Planning and Infrastructure, 2nd Floor, 3 Knowsley Place, Duke Street, Bury

Events

Drop in - Radcliffe Market
From 24 Feb 2026 at 16:00 to 24 Feb 2026 at 20:00 Add to my Calendar (.ics)
11 Blackburn St, Radcliffe, Manchester M26 1PN

Drop in - Elton High School
From 25 Feb 2026 at 16:00 to 25 Feb 2026 at 20:00 Add to my Calendar (.ics)
Walshaw Rd, Bury BL8 1RN

Drop in - Parrenthorn High School
From 26 Feb 2026 at 16:00 to 26 Feb 2026 at 20:00 Add to my Calendar (.ics)
Heywood Rd, Prestwich, Whitefield, Manchester M25 2BW

Drop in - Edgar Wood Academy
From 5 Mar 2026 at 16:00 to 5 Mar 2026 at 18:00 Add to my Calendar (.ics)
Heywood Old Rd, Middleton, Heywood OL10 2QN

Related

Consultation on Simister Bowlee Development Framework Supplementary Planning Document
8.4 MB (PDF document)

Areas
All Areas

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Strategic Sites Consultation Letters

Dear Consultee

RE: CONSULTATION ON THE DRAFT SIMISTER BOWLEE DEVELOPMENT FRAMEWORK

We are contacting you as you have previously expressed an interest in local planning matters and your details are included on our consultation database.

Following its adoption on 21st March 2024, the Places for Everyone Joint Development Plan (PfE) became a key part of Rochdale's statutory development plan and this includes proposals for a residential-led development within the JPA1.2 allocation at Simister / Bowlee.

Rochdale Council has jointly prepared a draft Simister Bowlee Development Framework (SBDF) for this allocation with Bury Council. Once adopted, the SBDF will become a Supplementary Planning Document (SPD).

The draft framework provides more detail on the vision and aspirations for this strategic allocation. It establishes key principles for the development of the site and shows how it is likely to be developed through a high-level masterplan. The framework also sets out how new housing and supporting infrastructure will be provided in a coordinated and phased approach.

Following Cabinet approval, we are now seeking your views on the draft Development Framework over a six-week period of consultation commencing on Friday 13 February 2026, running until Friday 27 March 2026.
HOW CAN I VIEW THE DRAFT DEVELOPMENT FRAMEWORK AND MAKE COMMENTS?

All relevant documentation can be found on the Council's web site at https://www.rochdale.gov.uk/NorthernGateway
The document will also be available to view electronically at all local libraries during their normal working hours (see www.rochdale.gov.uk/libraries for details). In addition, paper copies of the draft SBDF will be put in the four main borough libraries – Heywood, Littleborough, Middleton and Rochdale.

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We are keen to promote the submission of comments electronically using the consultation portal that can be accessed via the Council's web site or by email. Responses by email should be sent to strategic.planning@rochdale.gov.uk . Alternatively, responses can be returned by post to the following address:

Strategic Planning
Rochdale Borough Council
Floor 3, Number One Riverside
Smith Street
Rochdale, OL16 1XU.

Please ensure that all comments reach us by the 27 March 2026.

DROP IN SESSIONS

Rochdale Council is hosting a drop in event where Planning Officers will be available to answer any questions you may have on the draft SBDF as follows:

1. Thursday 5th March – Edgar Wood Academy, Heywood Old Road OL10 2QN – 4-8pm

Bury Council is also hosting drop in events for the draft SBDF and other draft development frameworks that they have produced for strategic allocations in Bury. These are as follows:

1. Tuesday 24th February – Radcliffe Market ,11 Blackburn Street M26 1PN – 4-8pm
2. Wednesday 25th February – Elton High School, Walshaw Road BL8 1RN – 4-8pm
3. Thursday 26th February – Parrenthorn High School, Heywood Road M25 2BW – 4-8pm

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Please do not hesitate to contact a member of the Strategic Planning Team on 01706 924252 or email strategic.planning@rochdale.gov.uk if you require further information on the draft NGDF.

Yours faithfully

Melanie Hale
Head of Planning

Bury Council

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Bury Council

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Bury Consultee Letter

12th February 2026

Dear Consultee,

RE: CONSULTATION ON DRAFT ELTON RESERVOIR, WALSHAW AND SIMISTER BOWLEE DEVELOPMENT FRAMEWORKS

We are contacting you as you have previously expressed an interest in local planning matters and your details are included on our consultation database.

Following its adoption on 21st March 2024, the Places for Everyone Joint Development Plan (PfE) became a key part of Bury's statutory development plan and this includes proposals for residential-led development within the Elton Reservoir, Walshaw and Simister Bowlee strategic allocations.

Bury Council has prepared draft Development Frameworks for the Elton Reservoir and Walshaw sites and jointly prepared a draft Development Framework for Simister Bowlee with Rochdale Council. Once adopted, each of the Development Frameworks will become a Supplementary Planning Document (SPD).

The draft frameworks provide more detail on the vision and aspirations for the strategic allocations. They establish key principles for the development of the sites and shows how they are likely to be developed through a high-level masterplan. The frameworks also set out how new housing and supporting infrastructure will be provided in a coordinated and phased approach.

Following Cabinet approval, we are now seeking your views on the draft Development Frameworks over a six-week period of consultation commencing on Friday 13th February 2026, running until Friday 27th March 2026.

HOW CAN I VIEW THE DRAFT DEVELOPMENT FRAMEWORKS AND MAKE COMMENTS?

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All relevant documentation can be found on the Council's web site at www.bury.gov.uk/strategicsites

The Development Frameworks will also be available to view 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).

We are keen to promote the submission of comments electronically via the Council's web site or by email. Responses by email should be sent to strategicsites@bury.gov.uk. Alternatively, responses can be returned by post to the following address:
Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury

DROP IN SESSIONS

Bury Council is hosting drop in events where Planning Officers will be available to answer any questions you may have on the draft Development Frameworks as follows:

- Tuesday 24th February – Radcliffe Market ,11 Blackburn Street M26 1PN – 4-8pm
- Wednesday 25th February – Elton High School, Walshaw Road BL8 1RN – 4-8pm
- Thursday 26th February – Parrenthorn High School, Heywood Road M25 2BW – 4-8pm

Rochdale Council is also hosting a drop in event on:

- Thursday 5th March – Edgar Wood Academy, Heywood Old Road OL10 2QN – 4-8pm (Simister Bowlee only)

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Please do not hesitate to contact a member of the Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk if you require further information on the draft Development Frameworks

Yours sincerely,
Strategic Planning and Infrastructure

Bury Council

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Bury Council

ROCHDALE BOROUGH COUNCIL

Example Social Media Posts



Bury Council
Mar 23, 16:18

Residents have until Friday (27 Mar) to comment on draft development frameworks for Elton Reservoir, Walshaw and Simister/Bowlee. The outline plans concern new homes, schools, transport and roads, a Metrolink stop, enhanced public transport

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SIMISTER BOWLEE DEVELOPMENT FRAMEWORK

JPA 1.2

Supplementary Planning Document

June 2026



Bury Council

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Foreword

The recently adopted Places for Everyone Joint Development Plan allocates the Simister Bowlee site for up to 1,550 new homes.

To support the new community, the development will be required to provide specific infrastructure. This includes an upgraded local highway network, improved public transport, green spaces, a new primary school, community facilities and more routes for walking, wheeling and cycling. Traffic restrictions will also be required on Simister Lane, to prevent this route from being a form of access/egress to and from the site.

The Simister Bowlee site lies between the towns of Prestwich and Middleton, spanning the districts of Bury and Rochdale. Strategically positioned at the junction of the M60, M62, and M66 motorways, it forms a major residential development area within the wider Northern Gateway. The site plays a critical role in delivering a well-planned neighbourhood that complements the largest combined employment and housing growth initiative in the North of England. The development will provide approximately 1,350 new homes in Bury and around 200 new homes in Rochdale.

Bury and Rochdale Councils are pleased to present the Simister Bowlee Development Framework which presents a clear long-term vision for the site, identifies guiding development principles and outlines the infrastructure needed to support the site's long-term development. This framework will guide consideration of future planning applications.

"The Simister Bowlee Development Framework sets out a clear vision for creating a well-planned, sustainable community of up to 1,550 new homes – 1,350 in Bury and 200 in Rochdale. With essential infrastructure, a new primary school, green spaces, and improved transport infrastructure and services, this development will play a vital role in shaping the Northern Gateway and delivering lasting benefits for Bury, Rochdale, and the wider region."

"This new framework represents another important step forward for this area as part of the wider Atom Valley project, which will create thousands of highly skilled jobs and new homes in Rochdale and Bury."



Figure 01: Councillor Eamonn O'Brien,Leader of Bury Council and Cabinet Member for Strategic Growth



Figure 02: Councillor Neil Emmott, Leader of Rochdale Borough Council

Glossary

A glossary of key terms is provided below:

"3G (third-generation) pitch" an advanced synthetic artificial grass surface designed specifically to replicate natural turf.

"Active Travel" non-motorised means of transport including walking, cycling and wheeling.

"Affordable Housing" housing provided for rent or sale to eligible households whose needs are not met by the market, and complying with the NPPF definition of affordable housing. It includes social rent, affordable rent, discounted market sale housing and other affordable routes to home ownership, as defined by national planning policy.

"Air Quality Management Area" a localized zone designated by a local authority where air pollution levels breach, or are unlikely to meet, statutory national air quality objectives.

"Amenity" the overall quality of a place as experienced by people. This includes factors such as privacy, noise, safety, outlook, sunlight, air quality and the general enjoyment of an area.

"Biodiversity Enhancement" refers to any features that promote biodiversity and support ecological functions.

"Biodiversity Net Gain ("BNG")" a requirement that new development must result in biodiversity being left in a measurably better condition than before development took place, normally by at least a 10% improvement.

"Biodiversity" the variety of plants, animals, and habitats within an area.

"Blue Infrastructure" refers to the network of water bodies and watercourses, such as rivers, canals, wetlands and floodplains, providing environmental, social and economic benefits.

"Buffer Zones" an area of land adjacent to a sensitive feature that provides separation and protection from surrounding activities, helping to minimise environmental, visual, noise or other adverse impacts.

"Bus Rapid Transit" means a high-capacity public transport system that uses buses operating on dedicated lanes that provides a faster, more reliable and efficient service than conventional bus routes.

"Character Area" an area of existing or proposed development which displays built and/or natural features which contribute to a definable sense of spatial and visual character.

"Density" the amount of development on a site, expressed in terms of housing as the number of dwellings per hectare.

"Development Plan" includes the collection of documents that set out the planning framework for the area, which for the site comprises the Places for Everyone Joint Development Plan, the Saved Policies of the Bury Unitary Development Plan, the Rochdale Core Strategy, Saved Policies of the Rochdale Unitary Development Plan, the Greater Manchester Joint Waste Development Plan, and the Greater Manchester Joint Minerals Development Plan.

"Green Corridors" linear features of green infrastructure, such as hedgerows, tree lines, and waterways, which connect to larger areas of habitat.

"Green Infrastructure" a network of green and blue spaces such as parks, open spaces, river valleys, trees, green roofs and street planting. Green infrastructure supports biodiversity, health, recreation and climate resilience.

"Heritage Asset" a building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions.

"Infrastructure" the essential facilities and services that support a community, including utilities (such as water and electricity), transport networks (roads and public transport), social and community facilities (schools, health care facilities, and community centres), and environmental infrastructure (green spaces and drainage systems).

"Landscape Character" the distinct and recognisable pattern of elements that make up a particular landscape.

"Listed Building" a building or structure included on the National Heritage List for England because of its special architectural or historic interest. Listed Buildings are legally protected and works usually require Listed Building Consent.

"Local Centre" a designated area within the development that contains a mix of community, healthcare, retail and other complementary facilities to serve the everyday needs of residents and act as a focus for local activity.

"Metrolink" the light rail network serving Greater Manchester, providing tram services between Manchester City centre and surrounding towns, districts, key employment areas and transport hubs.

"Non-statutory Heritage Asset" a building, monument, site, place or area, which is not statutorily designated (eg Listed Building or Scheduled Monument) but which is identified as having local heritage interest.

"Permeability" the ease at which people and wildlife can move through an area.

"Places for Everyone" (PfE) the joint development plan that sets the strategic planning framework for housing, employment and Green Belt across nine of the ten Greater Manchester districts (excluding Stockport).

"Planning Application" a formal request for permission to carry out development, submitted to the Local Planning Authority.

"Planning Condition" a requirement attached to a planning permission that must be met before development can start or continue.

"S106 Agreement" a legal agreement (entered into under Section 106 of the Town and Country Planning Act 1990) usually part of a planning permission to mitigate the impacts of a development proposal.

"S278 Agreement" an agreement (entered into under section 278 the Highways Act 1980) between a developer and a Local Highway Authority to enable a developer to make permanent alterations or improvements to an existing public road to accommodate the transport impacts of a new development.

"Site of Biological Importance ("SBI")" A non-statutory designation for a site that is of county importance for its biodiversity value.

"Social Infrastructure" infrastructure that provides community facilities and services, such as schools, health care facilities (including hospitals, clinics and GP surgeries), community buildings and open spaces.

"Spine Road" the primary internal road within the development which forms the main route for movement and access, connecting different parts of the site to the wider highway and active travel network and distributing traffic to secondary and local roads.

"Supplementary Planning Document ("SPD")" are documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development plan.

"Sustainable Drainage Systems ("SuDS")" drainage systems designed to manage rainwater runoff in a way that mimics natural processes, reducing flood risk and improving water quality.

"The Councils'" means Bury and Rochdale Borough Council.

"The Site" the area within the JPA1.2 Site Allocation within PfE, which extends to approximately 98 hectares and encompasses land to the east and west of Heywood Old Road (the A6045).

"Travel Hub" a range of services and facilities intended to make the use of an interchange between public and active travel services convenient often including park and ride spaces, EV charging, taxi pick up/drop off, cycle storage/ hire, motorcycle parking, seating/waiting areas, and ticketing and travel information.

List of abbreviations and glossary terms

BNG: Biodiversity Net Gain

BREEAM: Building Research Establishment Environmental Assessment Method

CIL: Community Infrastructure Levy

DpH: Dwellings per Hectare

EA: Environment Agency

EUI: Energy Use Intensity

EV: Electric Vehicle

FTE: Full Time Equivalent

GM: Greater Manchester

GMCA: Greater Manchester Combined Authority

GVA: Gross Value Added

ha: hectares

IDPS: Infrastructure Delivery and Phasing Strategy

ICB: Integrated Care Board

JPA1.2: Places for Everyone Joint Development Plan Allocation 1.27

LHMP: Landscape and Habitat Management Plan

LTN 1/20: Cycle Infrastructure design

NEAP: Neighbourhood Equipped Area for Play

NPPF: The National Planning Policy Framework

PfE: Places for Everyone

PPG: Planning Practice Guidance

PRoW: Public Right of Way

SBI: Site of Biological Importance

SPD: Supplementary Planning Document

SuDS: Sustainable Drainage System

TANZ: Truly Affordable Net Zero Homes

TfGM: Transport for Greater Manchester

TM52: The Limits of Thermal Comforts Avoiding Overheating

UDP: Unitary Development Plan

UKNZCBS: UK Net Zero Carbon Building Standard

UKGBC: UK Green Building Council

Policies

Policy JP-C1: An Integrated Network

Policy JP-C2: Digital Connectivity

Policy JP-C5: Streets for All

Policy JP-C6: Walking and Cycling

Policy JP-C8: Transport Requirements of New Development

Policy JP-D1: Infrastructure Implementation

Policy JP-G2: Green Infrastructure Network

Policy JP-G3: River Valleys and Waterways

Policy JP-G4: Lowland Wetlands

Policy JP-G6: Urban Green Space

Policy JP-G7: Trees and Woodland

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Policy JP-H3: Type, Size, and Design of New Housing

Policy JP-H4: Density of New Housing

Policy JP-P1: Sustainable Places

Policy JP-P2: Heritage

Policy JP-P5: Education, Skills, and Knowledge

Policy JP-P6: Health

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-S5: Clean Air

Policy JP-S6: Resource Efficiency



01

Introduction

1. Introduction

The Simister Bowlee (Northern Gateway) Development Framework ("SBDF") Supplementary Planning Document ("SPD") has been prepared by Bury and Rochdale Councils. It relates to the Simister and Bowlee (Northern Gateway) site that is allocated for residential-led development under Policy JP Allocation 1.2 ("JPA1.2") of the Places for Everyone Joint Development Plan ("PfE"). The site forms part of the wider 'Northern Gateway' development location which incorporates the nationally significant employment development opportunity to the north of the M62. This site is allocated under PfE Policy Allocation 1.1: Heywood / Pilsworth (Northern Gateway) ("JPA1.1"), and subject to a separate Development Framework SPD that was adopted in March 2025.

The Simister Bowlee Development Framework ("the Framework") has been prepared to establish a strategic vision and guiding principles for the comprehensive development of the Simister Bowlee site. The Framework provides a high-level structure to inform future development proposals and the phased delivery of the site, ensuring that proposals are coordinated, sustainable and responsive to their environmental, physical and community context.

The purpose of the Framework is to articulate the key opportunities, constraints and objectives that should shape the future evolution of the site. It is intended to guide land use distribution, movement and connectivity, landscape strategy, environmental enhancement, infrastructure provision and placemaking principles, whilst supporting the delivery of development in accordance with relevant planning policy objectives.

As a strategic document, the Framework is supported by proportionate evidence that is appropriate to this stage in the site's evolution. The analysis and recommendations contained within the document are intended to provide an informed basis for establishing broad development parameters and identifying matters that will require further consideration as proposals progress.

The Framework does not seek to prescribe detailed design solutions or fix the precise form, scale or disposition of future development. Instead, it establishes the overarching principles and requirements for the comprehensive development of the site.

Northern Gateway presents a significant opportunity for Greater Manchester to deliver a new, sustainable residential community to support Greater Manchester's Northern communities and to reinforce the intrinsic links between homes and jobs alongside the ambitious Atom Valley Mayoral Development Zone (MDZ).

To support future planning applications, proportionate site-wide evidence and technical assessments will be required covering a range of matters, including infrastructure, access and movement, environmental considerations, drainage, utilities, landscape, ecology, heritage, and an Infrastructure Phasing and Delivery Strategy. The purpose of this evidence base will be to ensure that development proposals are planned and delivered in a comprehensive and integrated manner that is consistent with the aims of the SBDF.

Planning applications relating to individual parcels or phases of development will therefore be expected to take account of, and demonstrate consistency with the SBDF and it's and strategic principles prepared for the wider site in accordance with relevant statutory and policy requirements.

The JPA1.1 and JPA1.2 employment and residential led allocations that comprise Northern Gateway sit within the Atom Valley Mayoral Development Zone ("MDZ"), which straddles Bury, Oldham and Rochdale, and forms part of the wider North-East Growth Corridor. Taken together, JPA1.1 and JPA1.2 present a significant opportunity to deliver 20,000 new jobs across up to 1.2 million square metres of employment space and more than 2,500 new homes.

The SBDF SPD relates solely to the JPA1.2 site that is allocated in PfE (herein referred to as 'the site'); however, it recognises the intrinsic links with the significant employment-led opportunity at JPA1.1, and seeks to provide the type and quality of homes to underpin the wider Northern Gateway and Atom Valley opportunity.



Figure 03: An aerial view of site allocation JPA1.2 Simister Bowlee. Please note that the boundary shown on this image is indicative - see Figure 05 for an accurate boundary plan

1.1 JPA1.2: Simister Bowlee

The Simister Bowlee site is allocated for development under PfE Policy JPA1.2. Policy JPA 1.2 identifies the site as a residential-led development opportunity that is allocated to deliver up to 1,550 new homes, supported by community and other essential infrastructure.

To provide a blueprint for the future delivery of the full JPA1.2 allocation and to establish the parameters within which future planning applications will be brought forward, Policy JPA1.2 states that development at the site should:

> *"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."*

This requirement is common across major strategic allocations in PfE and assists in bridging the gap between site allocations and the development of detailed planning applications. The SBDF seeks to address this policy requirement by providing an indicative masterplan for the site, accompanied by a series of design and development principles to guide the future development of JPA1.2.

An Infrastructure Phasing and Delivery Strategy ("IPDS") for the site is being prepared in accordance with PfE Policies JPA1.2 and JP-D1 (Infrastructure Implementation) and should be read alongside this SPD. The IPDS will remain a 'live document' and will be subject to regular updates and amendments outside of the SPD process, in order to be responsive to constraints and opportunities, and the availability of funding, as the site is brought forward.

Purpose of the JPA1.2 Simister Bowlee Development Framework

This framework has been prepared as a Supplementary Planning Document ("SPD") by Bury and Rochdale Council (herein collectively referred to as "the Councils") and carries planning weight as a material consideration in the determination of future planning applications on the site.

As an SPD, this document does not introduce new planning policies into the Development Plan. It provides detailed guidance on the policies in PfE to ensure that the vision for the allocation is fulfilled throughout the lifetime of the development process, and that development and infrastructure come forward in a planned and comprehensive manner.

The Framework includes a masterplan which is intended to be indicative only and retain flexibility to respond to design, site constraints and future market conditions.

The contents of the SBDF will inform the preparation of Design Code(s) and the IDPS which will guide overall development within the site.

This SBDF has been prepared in a collaborative manner, with engagement undertaken with landowners, key stakeholders and statutory and non-statutory consultees.

The remainder of this chapter sets out the site context, purpose and status of the SPD.

SBDF Role and Objectives

The role of this SBDF is to establish the key principles to guide the development of the site and to inform future planning applications. The objectives of this SBDF are to:

- Establish the vision and strategic objectives for the site, shaped by public consultation, stakeholder collaboration and the Councils' ambitions;
- Set out the high-level design and development parameters that all future planning applications within the site will be required to follow;
- Set out what evidence is required prior to the determination of any planning application within the site;
- Implement a comprehensive and co-ordinated phased masterplanning approach across the entire JPA1.2 site allocation;
- Provide an overarching framework that sets the key development principles and parameters including matters such as land use, transport, access, movement and green infrastructure; and
- Set out a high level approach to the delivery and phasing of on-site and off-site infrastructure improvements.

SBDF Structure

This document is set out as follows:

- **Chapter 2 – Strategic Policy Context:** this sets out the planning and strategic policy context that has informed the development of the SBDF and which will continue to inform the future planning applications on the site.
- **Chapter 3 – Understanding the Site**: this sets out the site context and surroundings, and the key constraints and opportunities that have influenced concept development.
- **Chapter 4 – Vision & Strategic Objectives:** this presents the vision and the key strategic objectives for the site.
- **Chapter 5 – Design Approach:** this presents the strategic design principles that respond to the strategic context, vision and objectives for the site.
- **Chapter 6 – The Masterplan Framework:** this sets out an indicative site-wide masterplan for the site.
- **Chapter 7 – Development Principles:** this presents the development principles that respond to the strategic context, vision and objectives for the site.
- **Chapter 8 – Phasing & Delivery:** this sets out the approach to phasing, delivery and infrastructure that will inform a separate and more detailed IPDS.
- **Chapter 9 - Sustainability Strategy:** this sets out the expectations from the site with respect to net zero, carbon, energy, resource efficiency and climate resilience.
- **Chapter 10 – The Benefits:** this provides a detailed review of the economic, social, and environmental benefits that the SBDF will deliver for the local communities, the districts of Bury and Rochdale and the wider Greater Manchester City Region.
- **Chapter 11 - Social Value Strategy:** this sets out how Social Value should be embedded into the delivery of Simister Bowlee.
- **Chapter 12 – Monitoring and Review:** this provides a summary of the process for future review of the SBDF.



02

Strategic Policy Context

2. Strategic Policy Context

This chapter sets out the planning and strategic policy context that has informed the development of the SBDF, and which will continue to inform planning applications that relate to the site.

2.1 The National Policy Landscape

National policy has seen a renewed focus on addressing the UK housing crisis and delivering the homes needed to support future generations, by seeking to deliver 1.5 million new homes across the next Parliament. An updated National Planning Policy Framework ("NPPF") was implemented in December 2024, which has sought to boost housebuilding and housing delivery, by supporting plan making and removing barriers to the delivery of suitable housing sites.

The revised NPPF has strengthened the approach towards maintaining a robust housing supply across deliverable sites which has placed an increased focus on allocated strategic sites, such as Simister Bowlee.

Sustainable Development

In its approach to delivering new development, the NPPF confirms that in order to achieve sustainable development, the planning system has three overarching and 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

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

Masterplans and Placemaking

Paragraph 130 of the NPPF states that: *"Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places..."*.

The NPPF is supported by Planning Practice Guidance (PPG) which states that:

> *"Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the level of detail, the masterplan may indicate the intended arrangement of buildings, streets and the public realm...' and that 'A range of other plans and technical reports may be needed alongside a masterplan, to provide supporting evidence and set out related proposals, such as a local character study, landscape assessment, transport assessment and proposals for securing biodiversity net gain.*
>
> *An implementation strategy could also be included, especially where development is expected to be brought forward in a number of phases". (Paragraph: 006 Reference ID: 26-006-20191001).*

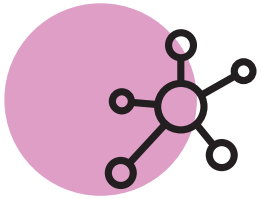
In describing how masterplans can be used most effectively, PPG states that:

> *"Masterplans are most likely to be produced by local authorities or developers. For local authorities, they can help to clarify design expectations early in the planning process, set a clear vision for the site, inform infrastructure and viability assessments and identify requirements for developer contributions or other investment. Developers may produce a masterplan to help evolve their own vision for a site, assess options, engage the local planning authority and community in pre-application discussions and support an outline planning application.*
>
> *Whoever prepares them, masterplans can benefit from a collaborative approach between the local planning authority, site promoters and local communities so that aspirations and constraints are understood early on. Masterplans produced by local planning authorities may be adopted as supplementary planning documents to give them weight in decisions on applications. Masterplans often apply to schemes that are developed over a long time period and so may need to be subject to regular review and be flexible to adapt to changing circumstances." (Paragraph: 007 Reference ID:26-007-20191001)*

The SBDF has been prepared in full accordance with NPPF (and the National Planning Practice Guidance which supports it) and seeks to significantly boost the supply of new homes in the northern arc of Greater Manchester that will deliver considerable social, economic and environmental benefits.

2.2 Places for Everyone ("PfE") Joint Development Plan

PfE is the statutory planning document that guides development in the nine Greater Manchester authorities which have formally adopted it, providing the key policy framework that underpins the preparation of the SBDF. In summary, PfE provides:



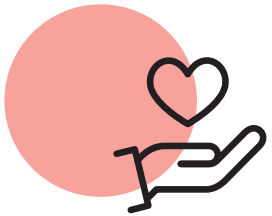
The strategic plan that informs the preparation of individual Local Plans by the nine participating Greater Manchester authorities



The detailed policies to inform the preparation and determination of planning applications



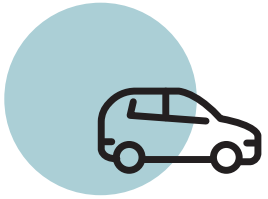
The planning framework for the spatial development of the nine participating Greater Manchester authorities to 2039



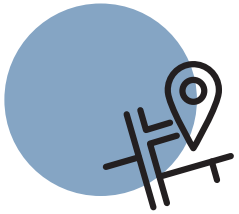
A policy framework that identifies the important assets which will be protected and enhanced



The quantum of housing and employment required in each participating local authority and across the Plan area over the lifetime of PfE



Policies to support the delivery of key infrastructure, such as transport and utilities; and



The allocation of key strategic sites that will contribute to meeting the identified housing and employment need



A new Green Belt boundary for the nine participating authorities

A key element of PfE's Spatial Strategy is boosting the competitiveness of the northern districts, which have seen relatively low levels of growth overall compared to other parts of the City Region. The northern districts are identified as having many strengths, such as their distinctive landscapes, proud communities, and a strong manufacturing base, but their potential is not currently being realised. It is recognised that significant interventions and investment will be required to address areas of deprivation and relatively low levels of growth.

PfE identifies two broad growth locations as being especially important for having the potential to deliver significant benefits for the whole conurbation and to make a major contribution to raising the competitiveness of the northern areas as a whole. One of these locations is the North-East Growth Corridor, which includes the M62 corridor from Junction 18 (the confluence of the M60 and M66) to Junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. Three sites have been allocated as part of the North-East Growth Corridor, two of which make up the Northern Gateway (JPA 1.1 and JPA 1.2).

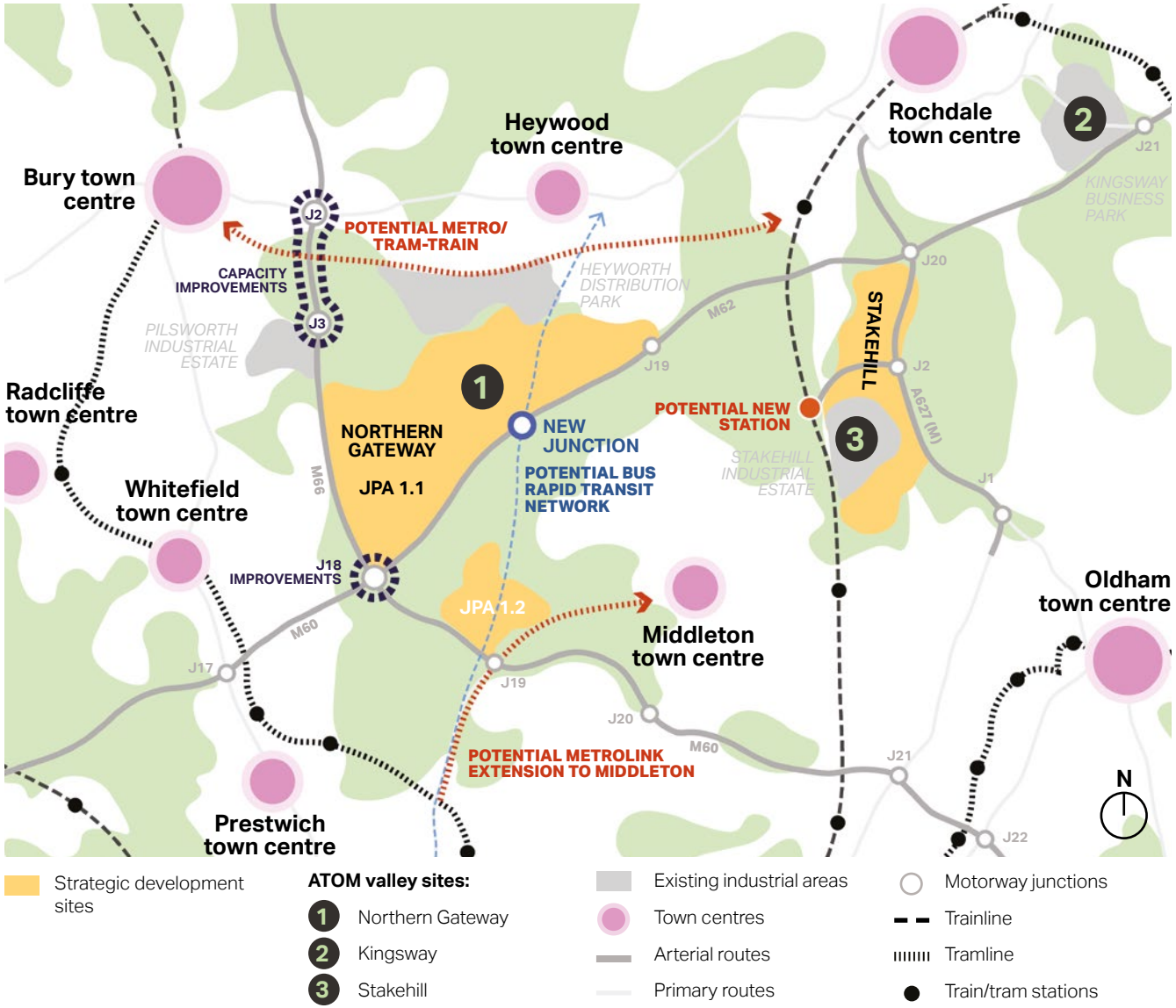


Figure 04: Regional context plan showing the wider north-east growth corridor. Strategic sites and transport infrastructure projects are highlighted, including Northern Gateway site allocations JPA 1.1 and JPA 1.2. Diagram based on Figure 4.2 from PfE (Page 62).

Site Allocation JPA1.2

PfE Policy JPA1.2 Simister and Bowlee (Northern Gateway) is the strategic allocation for the site and sets out the policy requirements that underpin the development principles and masterplan framework contained in this framework. This states that 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. *Deliver a broad mix of around 1,550 homes to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This should include an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (subject to local demand having regard to the Councils' self-build registers and other relevant evidence) and a mix of housing densities with higher densities in areas of good accessibility and potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context;*



Figure 05: JPA1.2 Simister Bowlee allocation boundary

3. *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;*

4. *Make provision for traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation except by public transport;*

5. *Make provision for affordable housing in accordance with local planning policy requirements;*

6. *Make provision for a new two-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with Policy JP-P5;*

7. *Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities and ensure it is integrated with existing communities;*

8. *Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and the new areas of employment at Heywood/Pilsworth (JPA 1.1);*

9. *Make provision for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;*

10. *Strengthen the boundary of the Green Belt to the North West of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;*

11. *Make provision for biodiversity, including taking appropriate account of Bradley Hall Farm SBI, in accordance with Policy JP-G8;*

12. *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;*

13. *Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;*

14. *Take appropriate account of relevant heritage assets, and their settings, including Heaton Park, in accordance with Policy JP-P2; and*

15. *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)."*

Other PfE Policies

PfE also includes a range of other policies relating to development management and technical/ environmental matters which have been taken into account in the preparation of this framework and are referenced where relevant in the design and development principles.

Local Plan Policies

Both Bury and Rochdale are in the process of producing their own Local Plans setting out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances. These Local Plans will be prepared to be consistent with the overarching PfE.

There are a number of adopted Development Plan documents which, alongside PfE, currently form part of the statutory Development Plan. The relevant adopted Local Planning Policy documents for the site 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); and
- The Greater Manchester Joint Minerals Development Plan (adopted 2013).

These statutory policy documents have been fully considered in the preparation of this framework.



Figure 06: Bury and Rochdale Draft Local Plans

A key element of PfE's Spatial Strategy is boosting the competitiveness of the northern districts, which have seen relatively low levels of growth overall compared to other parts of the City Region.

Atom Valley Mayoral Development Zone ("MDZ")

The potential for the North-East Growth Corridor to deliver transformative change has led to the formal designation of the Atom Valley MDZ covering the two key areas for growth at the Northern Gateway (Policy JPA1.1 and Policy JPA1.2), along with Stakehill (Policy JPA2) and Kingsway Business Park. The designation of the Atom Valley MDZ provides a clear mechanism to align public and private sector investment to ensure that there is a commitment to the principle of delivering inclusive and sustainable growth across the three sites and adjoining towns.

PfE Policy JP-Strat7 (North-East Growth Corridor) incorporates the Atom Valley MDZ and seeks to deliver a nationally significant area of economic activity, supported by a significant increase in the residential offer, delivering truly inclusive growth over the lifetime of PfE.

Atom Valley Northern Gateway Mayoral Development Corporation ("MDC")

Following the establishment of the Atom Valley MDZ, GMCA has successfully sought approval from the Secretary of State to introduce an MDC to cover the Northern Gateway Region to support the realisation of a shared vision for the area and further develop the work of the MDZ. The MDC, which is a locally controlled cross-boundary corporate body between Bury and Rochdale, was established in January 2026, and covers both JPA 1.1 and JPA 1.2, as well as surrounding motorway infrastructure and associated travel routes.

MDCs are important tools for delivering large-scale development and bring a number of advantages to complex projects such as Northern Gateway, 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 public and private sector expertise as a driver for private investment; and
- Powers to facilitate the delivery of the project.

2.3 Corporate and Economic Strategies

The SBDF has been prepared with full regard to regional and sub-regional corporate and economic strategies across the North West, Greater Manchester and Bury and Rochdale Councils, including:

- Greater Manchester Strategy 2025-2035
- Greater Manchester Local Industrial Strategy 2019
- Greater Manchester Housing Strategy 2019 – 2024
- Greater Manchester 5 Year Environment Plan 2025-2030
- Greater Manchester Digital Blueprint 2023-2026
- Greater Manchester CreateGM: Strategy for Culture, Heritage and Creativity 2024-2030
- Greater Manchester Transport Strategy 2040 (consultation on a Greater Manchester Transport Strategy 2050 and the Delivery Plan 2027-37 was undertaken between December 2025 and March 2026)
- Greater Manchester Local Nature Recovery Strategy
- Northern Gateway Transport Framework
- Bury 2030 Strategy: 'LET'S Do It!'
- Bury Housing Strategy
- Bury's Economic Strategy 2024-2034
- Bury Local Transport Strategy
- Rochdale Growth Plan 2020-2030
- Rochdale's 'People, Place and Planet' Council Plan 2028
- Rochdale Borough Transport Strategy



Figure 07: A selection of relevant sub-regional corporate and economic strategies.



03

Understanding The Site

3. Understanding The Site

The preparation of this SBDF has been underpinned by detailed technical analysis that has considered specific site opportunities and constraints.

3.1 Site Context

3.1.1 Site History

Early records (c1847) show that the site and surrounds was historically characterised by a series of farmsteads which, as part of a farm complex, provided functional and ancillary buildings arranged around a farmyard which provided a group character. The agricultural land surrounding these farms emphasised their historic and traditional functions and connections to the surrounding landscape.

Later alterations and developments dating to the 20th century have altered the appreciation of the historic form and arrangement of the buildings, and their connections to the wider landscape. The Simister, Bowlee and Rhodes Green settlements were developed during 19th and 20th Century as the character of the wider surroundings became more urban, developing the pattern of development that exists today.

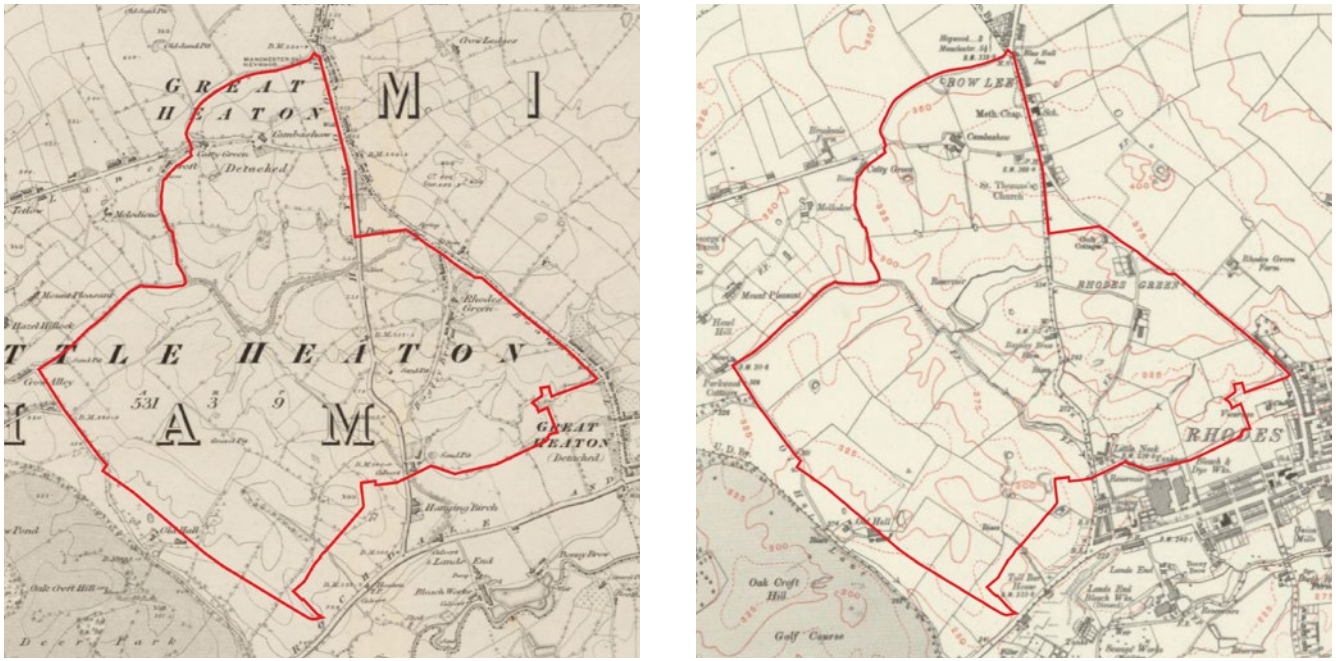


Figure 08: Historic maps of the Simister Bowlee site from circa 1850 and 1915, with site boundary added. Reproduced with the permission of the National Library of Scotland, licensed under CC BY 4.0. Source: https://maps.nls.uk/

3.1.2 The Site Today

The Simister Bowlee site is strategically located in the north of the Greater Manchester conurbation, and is centrally positioned to support major growth locations in the Atom Valley MDZ, including the world class employment destination at JPA1.1.

Site allocation JPA1.2 comprises approximately 98 hectares and encompasses land to the east and west of Heywood Old Road (the A6045). The site currently comprises predominantly agricultural grazing land divided into fields by boundaries of hedgerows, fencing and trees. There are a number of dispersed farmsteads and residential properties within the site boundary and existing properties fronting on to Heywood Old Road on either side. The topography is undulating with surface water features including an unnamed watercourse running north to south across the site and a fishing pond in the central part of the site. There are several Public Rights of Way ("PRoW") also running in a broadly north/south direction across the site.



Figure 09: Agricultural land to the west of Heywood Old Road



Figure 10: Agricultural land to the east of Heywood Old Road

3.1.3 Surrounding Site Context

The northern boundary of the site consists of agricultural land to the east of Simister Village which is defined by field boundaries and hedgerows. The western boundary is defined by the M60 and the southern boundary by the suburb of Rhodes. To the north east of the allocation are further agricultural fields, North Manchester Golf Club and, further east, the built-up areas of Langley and Middleton.

The site is well related to the existing urban area. The settlements of Simister, Middleton, Rhodes, Blackley and Prestwich are all within a 2km distance of the centre of the site. Heaton Park lies to the south west, on the western side of the M60.

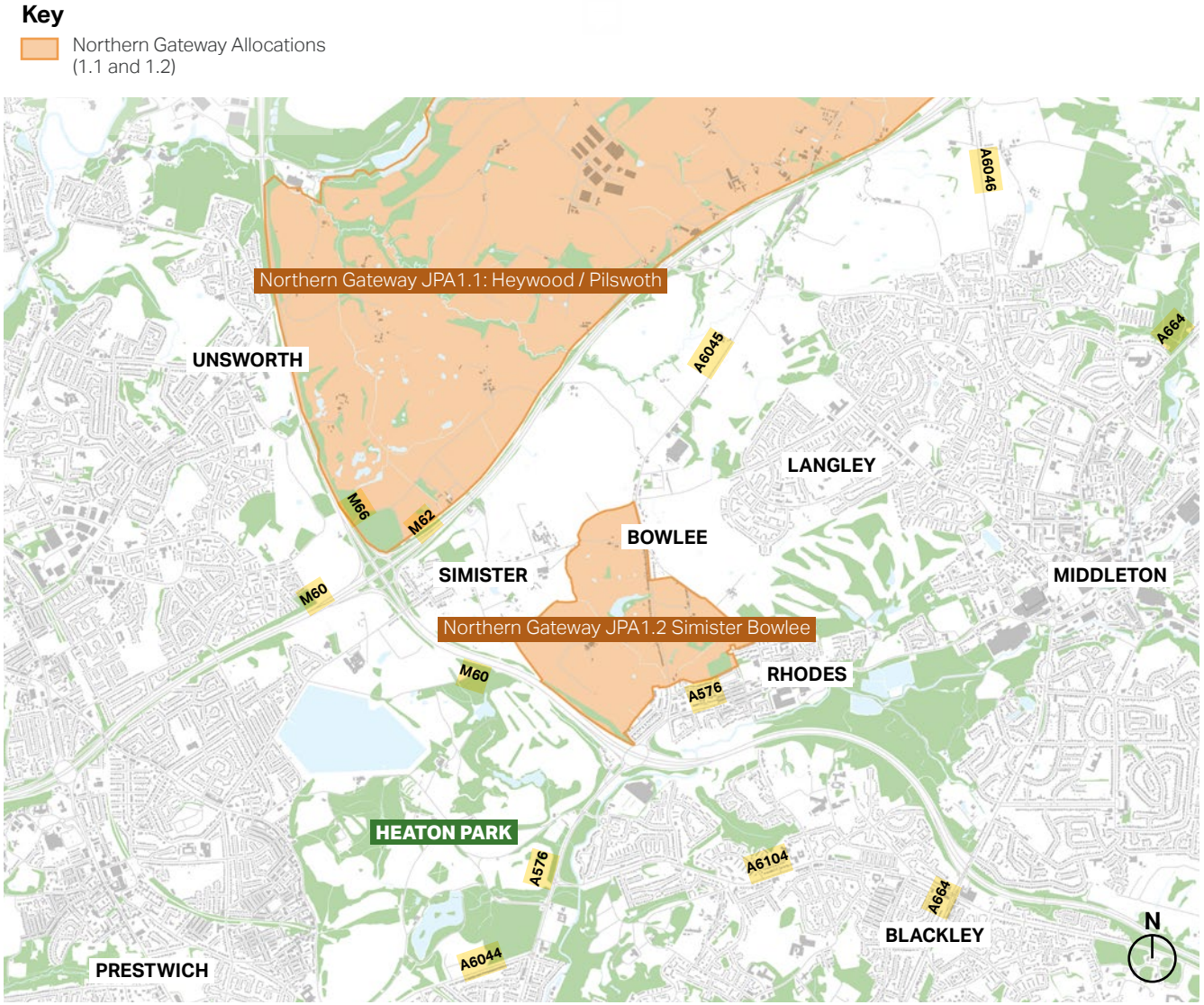


Figure 11: Plan showing Northern Gateway allocations JPA 1.1 and JPA 1.2.

3.2 Site Characteristics and Opportunities

3.2.1 Transport and Highways

Characteristics

The site is strategically located close to established residential populations in Bury, Rochdale and the town centres of Prestwich and Middleton. These areas have a large number of amenities including retail, leisure, education and healthcare. Primary access to the site is via Heywood Old Road (A6045). Existing transport links connect the site to the surrounding centres, however opportunities exist to enhance the accessibility and sustainability of the site.

Opportunities

The GM Transport Strategy 2040 recognises the key role that development at the Northern Gateway will play in generating the opportunity and demand for new public transport services. The Strategy identifies a number of key strategic initiatives that could be expected to influence journey choice to and from the JPA 1.1 and JPA 1.2 sites, including:

- Bus connections to key local centres including Bury, Heywood, Rochdale, Middleton, Manchester
- Opportunities to utilise Bowker Vale tram stop by cycle
- Long term aspirations for additional bus connections to Radcliffe, Whitefield and Prestwich
- High quality bus infrastructure
- The long term potential for a future tram-train service between Bury-Heywood-Rochdale and Oldham, including a tram-train extension into Northern Gateway
- A new Metrolink extension to Middleton
- Bus Rapid Transit between Heywood and Manchester city centre (via Northern Gateway)

The Councils are currently working directly with Transport for Greater Manchester ("TfGM") on transport initiatives as part of a comprehensive package of measures which will be further considered and programmed to support development in the Northern Boroughs.

In terms of the site itself, access opportunities have been identified to deliver primary and secondary access solutions from the A6045 with the site benefiting from close proximity and direct legible routes via A6045/A576. Details of the bus provision on site, and/or along the A6045 are to be explored with TfGM.

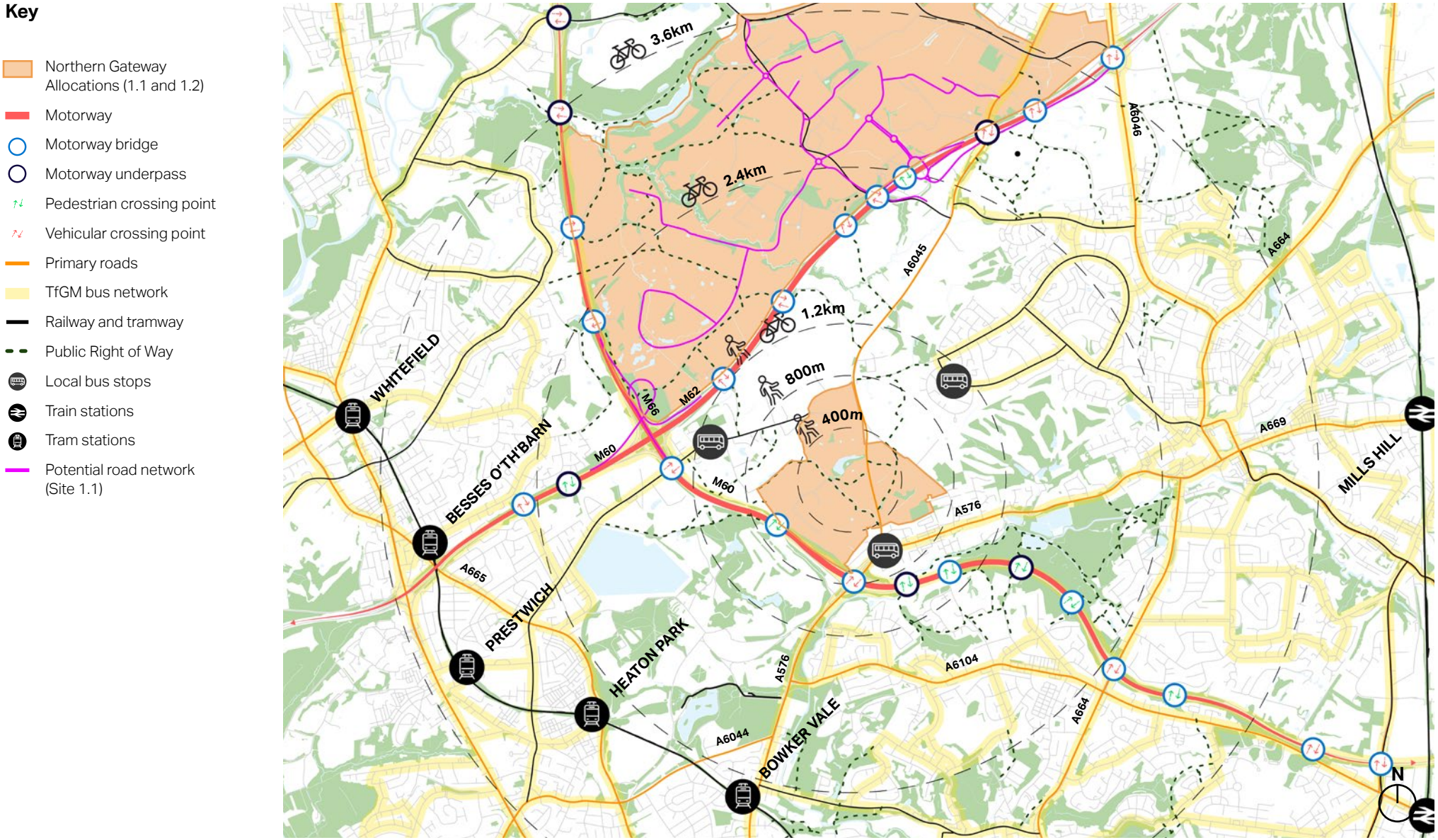


Figure 12: Plan showing the existing strategic movement and transport network surrounding the Northern Gateway allocations

3.2.2 Public Rights of Way, Footpaths and Cycle Paths

Characteristics

There is an existing network of footpaths and cycle lanes (including on Heywood Old Road) that connect the site to surrounding communities, services and amenities, including Simister Village, facilities on Manchester Old Road and Middleton. A network of Public Rights of Way ("PRoW") also traverse the site and its surrounds and link to wider destinations, including Heaton Park.

Opportunities

There is an opportunity to improve pedestrian and cycle infrastructure, that links into existing PRoWs, and provides safe pedestrian and cycle links to the local facilities and amenities, including bus stops along Heywood Old Road. An opportunity exists to enhance east-west and north-south connections and to provide green links that integrate with the existing movement network, including PRoW's. There is also an opportunity to connect the existing residential areas at Simister Village, Heywood Old Road and Manchester Old Road through a network of green routes, and by encouraging sustainable mode of travel to reduce the reliance on the car for short trips.



Figure 13: The entrance to an existing public footpath from Heywood Old Road

3.2.3 Ecology

Characteristics

The site is characterised by largely low-quality modified grassland associated with cattle grazing and silage with some areas of other neutral grassland. There are hedgerows across the site, with ponds and a large fishing lake evident on land to the west of Heywood Old Road. A stream runs north to south through the central area of the western part of the site, featuring a riparian corridor in moderate condition. Additionally, a woodland block is adjacent to the M60. A Site of Biological Importance ("SBI") at Bradley Hall Farm, is located on the eastern part of the site.

At the time of writing, initial survey results demonstrate that the riparian corridor and linear features are the most important features for bats and that there is a limited number of skylark territories recorded. No bat roosts or water vole signs have been recorded to date and the eDNA surveys for Great Crested Newts returned negative results.

Opportunities

There is an opportunity to bring forward a development that seeks to protect sensitive habitats, enhance biodiversity and create multi-functional green corridors and spaces. In terms of Biodiversity Net Gain ("BNG"), the site offers opportunities to contribute towards 10% gain by retaining and enhancing important ecological features, and creation of new more diverse habitats offering increased opportunities for species.



Figure 14: The site is characterised by largely low-quality modified grassland associated with cattle grazing and silage with some areas of other neutral grassland.



Figure 15: There are hedgerows across the site, with ponds and a large fishing lake evident on land to the west of Heywood Old Road.

3.2.4 Heritage and Archaeology

Characteristics

Heaton Park (a Grade II Registered Park and Garden) is situated approximately 100m to the south west of the site, beyond the M60 motorway which provides a physical and visual barrier. The park has a wide setting that includes both rural and urban areas. The areas of the Registered Park and Garden nearest to the site include a golf course, whereas the Grade I Listed Heaton Hall is at a greater distance to the west. A temple to the north east of Heaton Hall (Grade II* Listed building) is situated at a high point within the park, though tree belts largely preclude views northwards towards the northern parts of the site.

There are additional listed buildings within the wider surroundings of the site including the Church of St. George (Grade II Listed building) which is approximately 300m to the north of the site. Little Nook is an altered farmstead and a locally listed building within the site that would be retained as part of any future proposals. The asset is located within a suburban setting to the north and south with land to the east and west rising steeply, providing enclosure.

There are no designated archaeological assets within the site or its surroundings.

Opportunities

There is an opportunity to ensure that the site's intervisibility with the Heaton Park Grade II Listed Registered Park and Garden is considered to inform the future design of site, and ensure key view points into and out of the site are retained.



Figure 16: The Church of St. George (Grade II Listed Building) is located approximately 300m to the north of the site.

Key

- Northern Gateway Allocations (1.1 and 1.2)
- Conservation Areas
- Grade I Listed assets
- Grade II* Listed assets
- Grade II Listed assets
- Grade II Park and Garden

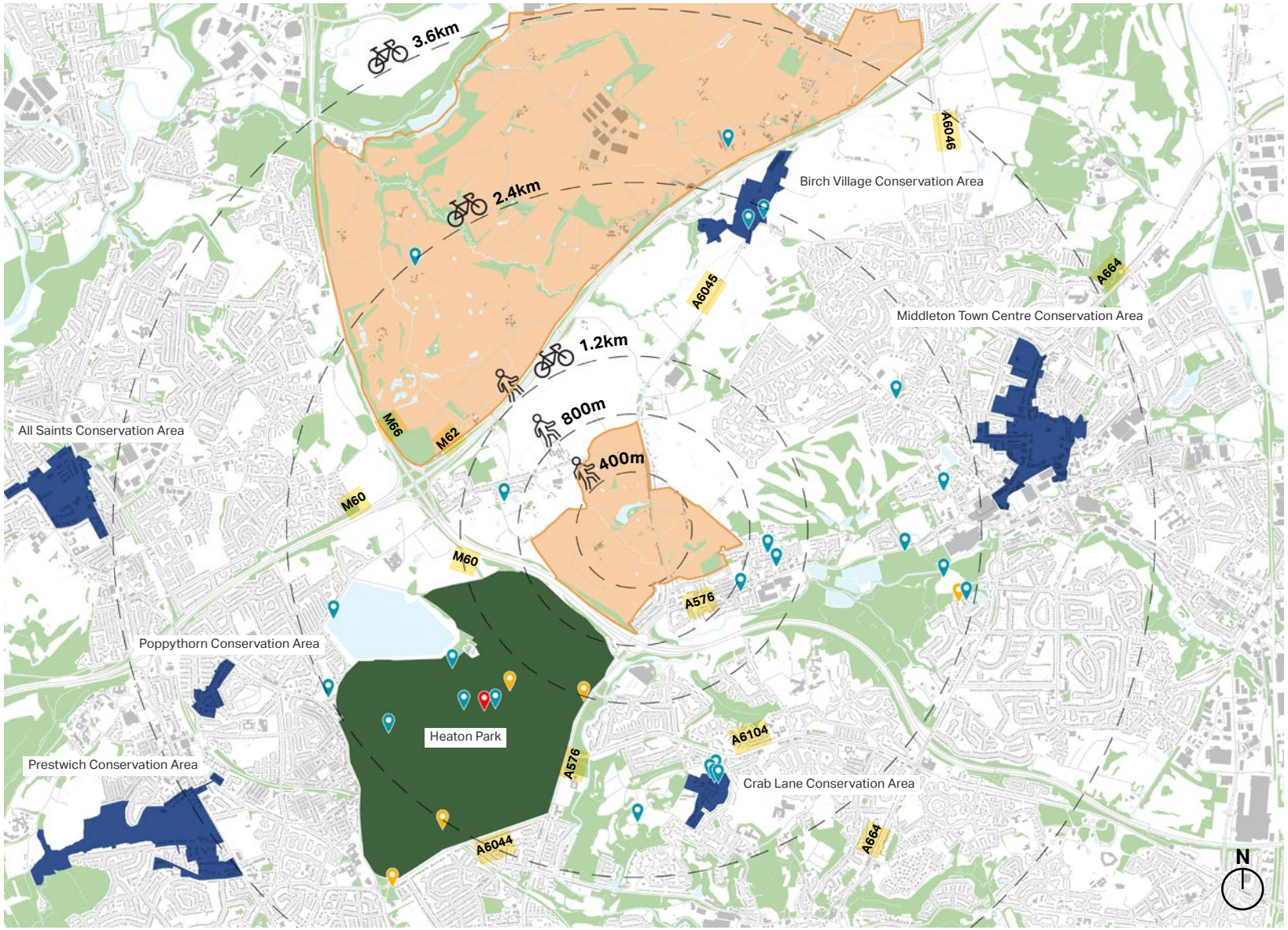


Figure 17: Plan showing heritage designations surrounding the Northern Gateway allocations

3.2.5 Landscape and Greenspace

Characteristics

There are no National Parks or National Landscapes (previously known as Areas of Outstanding Natural Beauty) located within or close proximity of the site. The site is located within National Character Area (NCA) 54 Manchester Pennine Fringe, with NCA 55 Manchester Conurbation located to the south.

The Greater Manchester Landscape Character and Sensitivity Report (2018), produced by LUC, provided localised landscape evidence to support the preparation of PfE. The document identifies the site as being located within Landscape Character Type ('LCT') 'Urban Fringe Farmland' and Landscape Character Area ('LCA') 27: Simister, Slattocks and Healds Green. It assesses LCA 27 to have 'moderate' sensitivity to both residential and commercial development noting that the LCA *"contains existing large industrial development (Birch Business Park and Stakehill Industrial & Distribution Park) and is crossed by large road infrastructure such as the M62 and A627 (M) which have strong influence detracting from the rural qualities of the landscape".*

The site is formed by two parcels to the east and west of Heywood Old Road; a road which is presently characterised by ribbon residential development. The M60 corridor exerts an urbanising influence on the south western edge of the western parcel as well as the M62 to the north west.

Intervisibility exists within elevated parts of the site towards the Manchester conurbation, distant hills (South Pennines) and Scout Moor Wind Farm. In these views, the urbanised context of the surrounding landscape is apparent. The local Public Rights of Way (PRoW) network traverses the site, and the Rochdale Way passes along Boardman Lane to the north of the eastern parcel. In addition, the site has some limited intervisibility with Heaton Park Grade II Listed Registered Park and Garden (part of which comprises Heaton Park Golf Club) which contributes to the heritage and recreational quality of the site context and has been considered in the development of a Masterplan for the site.

In terms of surrounding green spaces, Bowlee Community Park is also a significant area of around 40 ha and includes cycle paths, sports pitches, changing facilities and is used for sport and community events.

There are several mature trees present throughout the site, comprising mainly hedgerow trees within fragmented and outgrown hedgerows bordering the agricultural fields. The wooded brook valley passing east-west through the site, the centrally located reservoir with associated woodland blocks, and wooded corridor associated with the M60 corridor are also characteristic features.

Opportunities

There is an opportunity to deliver a masterplan that draws on the character and landscape strengths of the site, and creates new landscape features. This includes opportunities to create a green and blue infrastructure corridor along the existing brook, providing new green infrastructure that connects with the broader green infrastructure network and providing landscape buffers and boundary treatment to soften the development edges, whilst providing opportunities for the public to better interface with open spaces.

Key

- Northern Gateway Allocations (1.1 and 1.2)
- Green Belt
- Water
- Parks and green spaces
- Golf courses
- Play areas
- Allotments
- Sports pitches

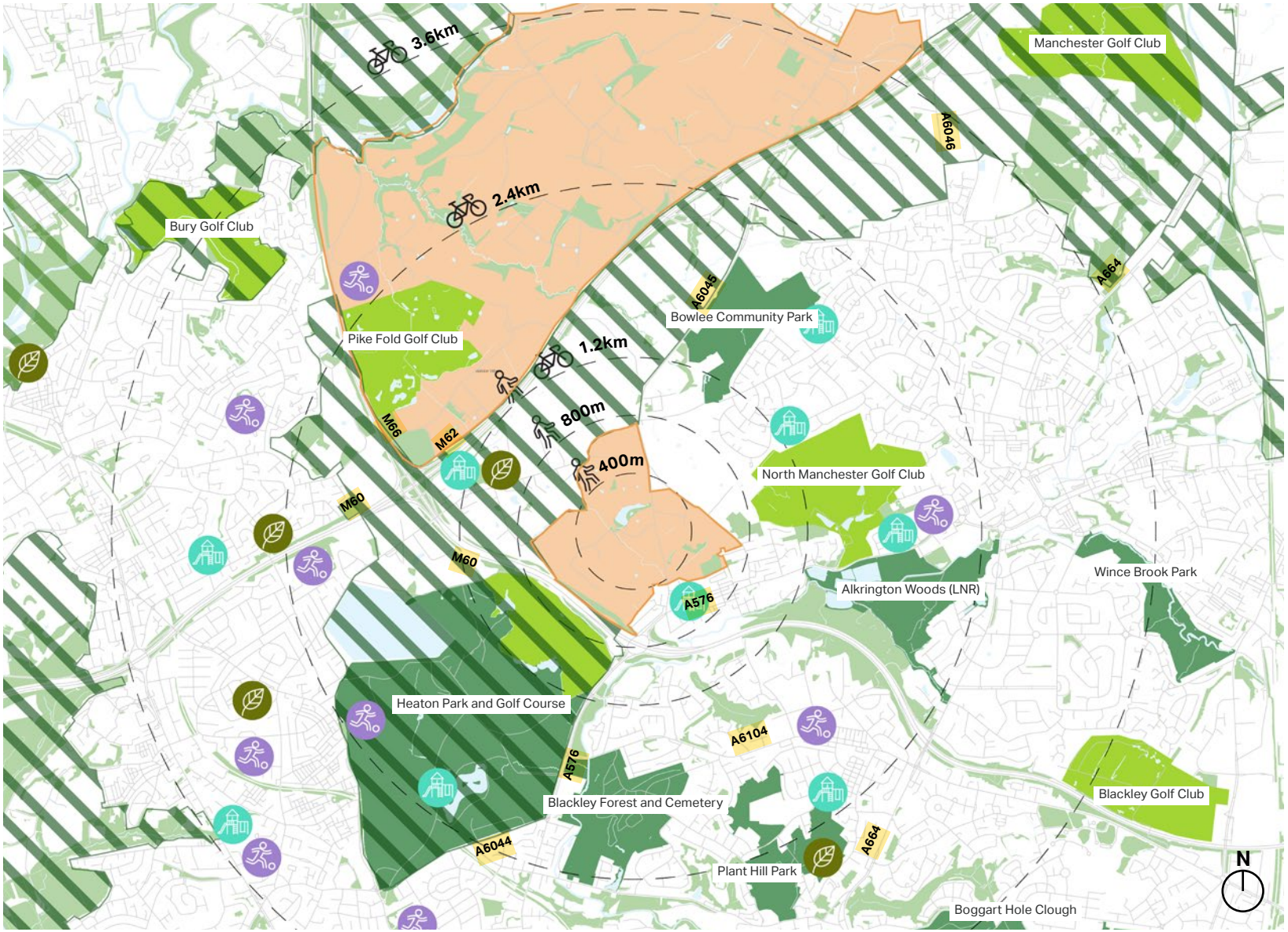


Figure 18: Plan showing existing green and blue infrastructure surrounding the Northern Gateway allocations

3.2.6 Flood Risk and Drainage

Characteristics and Constraints

There are no main rivers within the boundaries of the site. The Environment Agency flood maps identify that the site is located entirely within Flood Zone 1, therefore at the lowest risk of flooding (assessed as having a lower than 1 in 1000 annual probability of river or sea flooding).

There is localised risk of groundwater flooding across the northern part of the site and adjacent to the unnamed watercourse which flows north south through the site.

It is understood that there is no foul main within Heywood Old Road, with properties along here connected to in-curtilage septic tanks. New foul infrastructure will be required to serve the new development within the SBDF.

Opportunities

Opportunities should be taken to enhance channel morphology, riparian habitat and floodplain connectivity where feasible.

There are opportunities to incorporate Sustainable Urban Drainage Systems (SuDS) on-site to attenuate surface water runoff prior to discharging into the local watercourses. Detailed future designs for the development will ensure there is no increase to flood risk on the site or elsewhere as a result of the development. Surface water drainage should follow the drainage hierarchy, where ground conditions allow.

Future technical assessment work, including a drainage strategy and detailed site design, will be undertaken in full consultation with United Utilities.

3.2.7 Trees, Woodland and Hedgerows

Characteristics

There are several mature trees present throughout the site, comprising a mix of open grown and hedgerow trees within a combination of continuous, outgrown and fragmented hedgerows bordering the agricultural fields.

Adjoining rear gardens accommodate a mix of ornamental shrub and small stature trees with tracts of hedgerow tree belts and shelter belt planting present in clusters at field boundaries across the site's rolling mixed farmland landscape.

Woodland cover is present to the edge of central reservoir, although none of the on-site wooded areas are identified as Ancient Woodlands.

Opportunities

There are opportunities to retain and enhance existing hedgerows and trees, particularly on the site boundaries. There is also the potential to expand tree groups and hedges to extend the coverage and network.

However, given the topography of the site, and the likely necessity to create development plateaus, a cut and fill strategy across the site may result in tree and hedgerow loss. Replacement, mitigation and compensation will ensure new tree and hedgerow opportunities are created.

3.2.8 Retail and Services

Characteristics

Middleton Town Centre, which includes Middleton Shopping Centre, is located approximately 2km to the east of the site and offers a full range of comparison and convenience retail, and other key services. There are also local services, including a convenience store, Tesco Express and other local services; located in neighbourhood hubs in Langley to the east of the site (on Bowness Road and Wood Street), and on Manchester Old Road to the south east within 400m of the eastern part of the site. Prestwich Town Centre is also located approximately 3km to the west of the site, and also offers a full range of comparison and convenience retail, and other key services

Opportunities

The site offers the opportunity to provide integrated retail and community facilities to complement the existing offer in Middleton and Prestwich and to elevate amenity for future and existing residents. There are also opportunities to create new pedestrian connections which will improve permeability and access to existing local facilities and facilitate greater use.

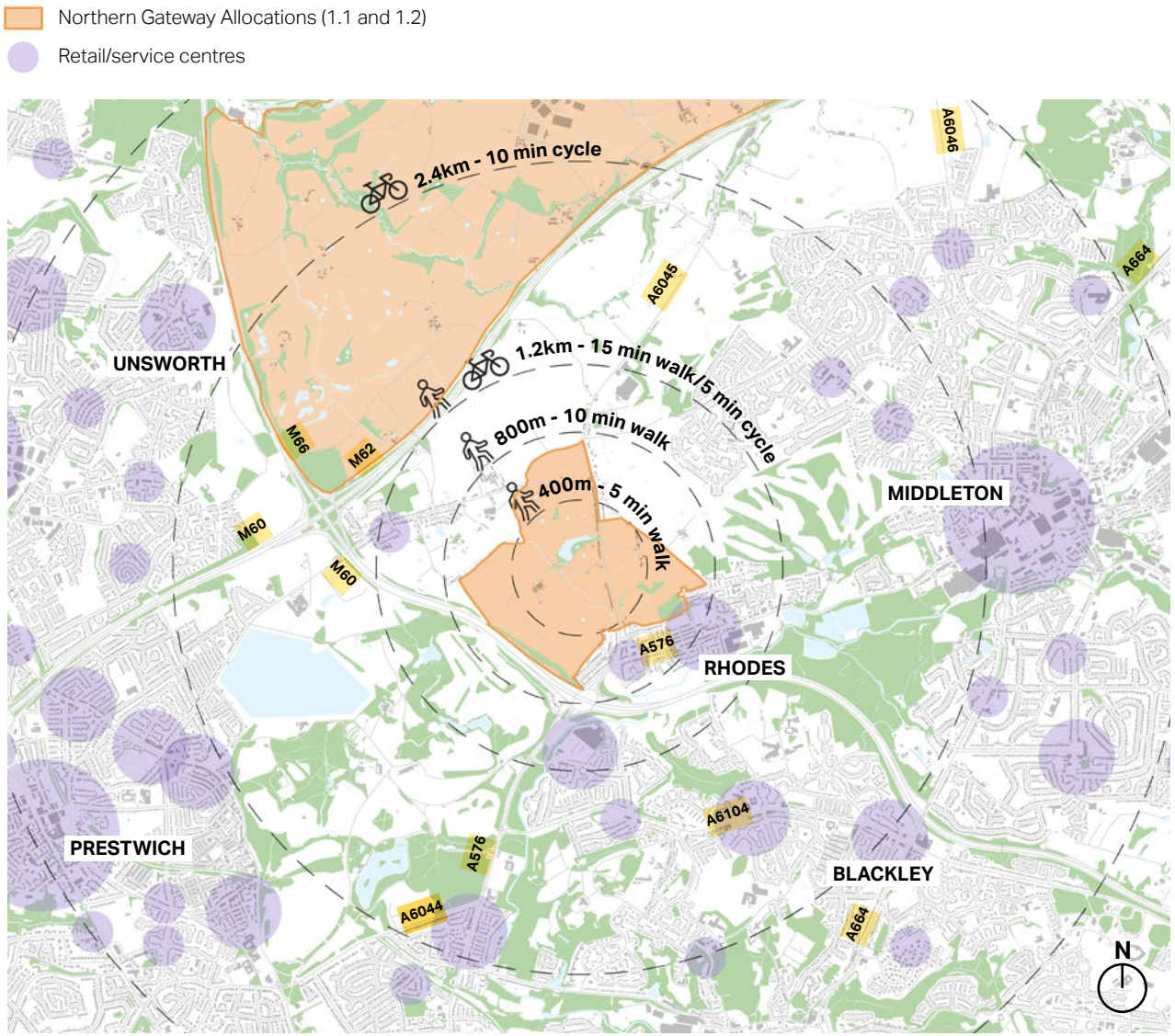


Figure 19: Plan showing existing retail/service centres surrounding the Northern Gateway allocations

3.2.9 Education

Characteristics

Within Bury there is limited local primary school provision, with no provision to the east of the M60. The nearest school within Bury is St Margaret's which is approximately 1.5km from the entrance to the development. Within Rochdale, for primary education, Within Rochdale, for primary education, Little Heaton Church of England Primary School is the closest facility and is located just to the east of the site. There is also Bowlee Park Community School which is approximately 1.5km northeast of the site.

In terms of Secondary School Provision, Parrenthorn High School is around 1.5km to the west of the site, Edgar Wood Academy is around 2km to the northeast, and Unsworth Academy and Brookhaven School are around 2.5km to the northwest, as the crow flies.

It is considered that Little Heaton currently provides sufficient capacity for the pupil yield arising from the part of the development which falls within the Rochdale Boundary.

However, there is anticipated insufficient capacity within other Rochdale primary schools in the area to meet pupil yield arising from the development. Therefore, given the scale of development availability of school places in existing schools and distance from Bury schools, new primary provision will be required on site.

Opportunities

In line with PfE Policy for JPA1.2, there is a need to make provision for a new on-site two-form entry primary school and for the development to provide a financial contribution for off-site additional secondary school provision to meet needs generated by the development.

3.2.10 Health Facilities

Characteristics

There are several GP surgeries within reasonable distance including the Family Practice and the Woodside Medical Centre in Middleton, which sit around 2km to the east of the site. There is also Whittaker Lane Medical Centre and St Gabriels Medical Centre on the west of Heaton Park, around 3km from the site. In Prestwich, there is the Longfield Medical Practice and in Unsworth there is the Unsworth Medical Centre, which are proximately 3km from the site.

Opportunities

There is a potential opportunity to co-locate new community and health facilities within the new Local Centre or for contributions to improving healthcare facilities in the surrounding area.

Key

- Northern Gateway Allocations (1.1 and 1.2)
- Supermarket
- Healthcare
- Church
- Mosque
- Secondary School / Sixth Form
- Primary School
- Nursery
- Leisure Centre

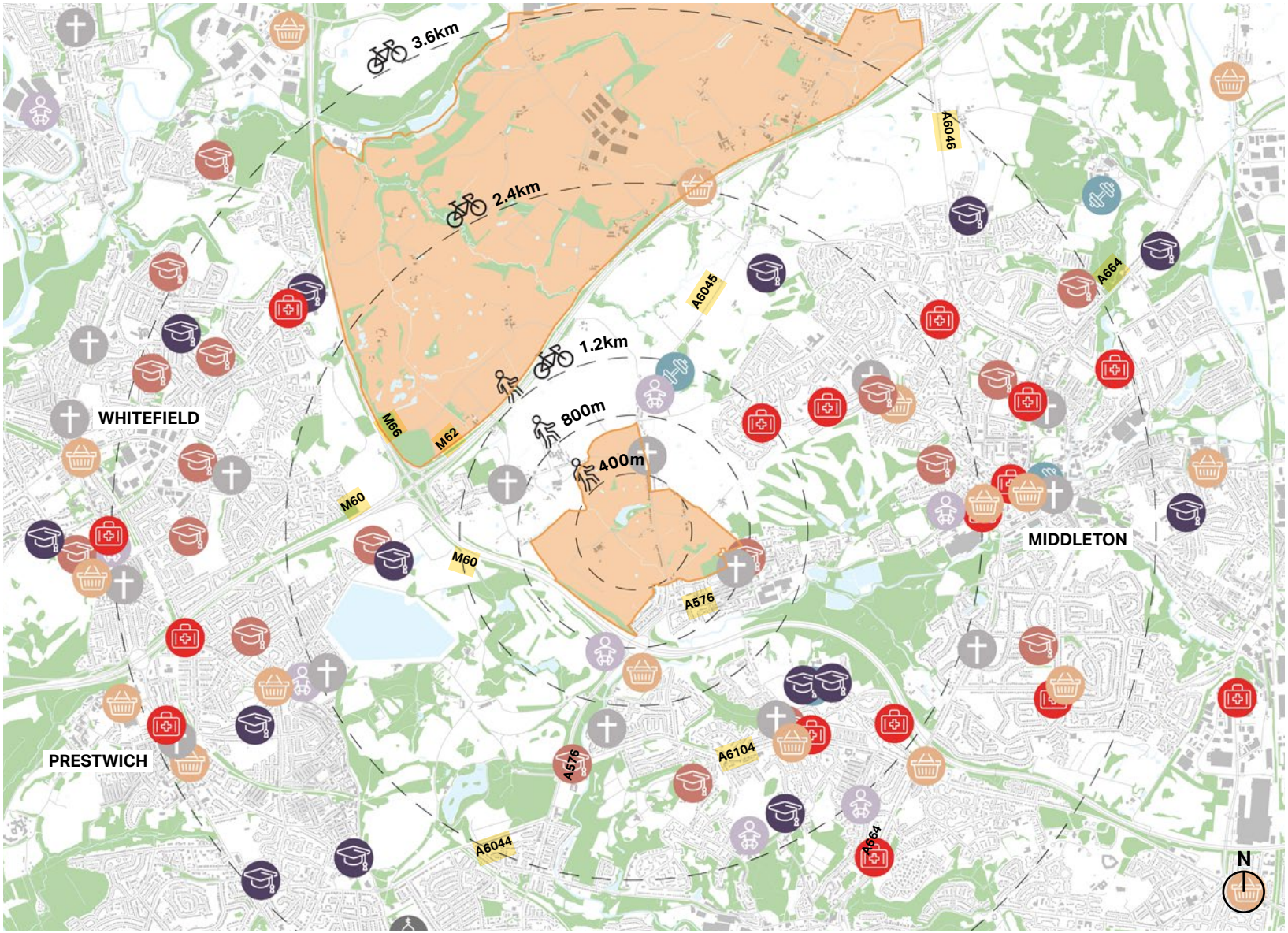


Figure 20: Plan showing existing local facilities surrounding the site

3.2.11 Topography

Characteristics

The eastern part of the site has an undulating topography which is more elevated and generally slopes towards the western and southern boundaries, towards the settlement edge of Middleton and Heywood Old Road. The western parcel has undulating topography which generally slopes towards the riparian corridor which flows through the centre of the site and as such has the general perception of a 'valley'.

Opportunities

In response to the topography of the site, there is an opportunity to implement a cut and fill strategy to create development plateaus across the site.

3.2.12 Geotechnical and Ground Conditions

Characteristics

The site predominantly comprises agricultural land which is not expected to contain significant areas of contamination that would affect the future development of the site.

The following low level potential geo-environmental risks have been identified (see table below):

Opportunities

The assessment work undertaken to date has not identified significant potential risks associated with contamination. The potential geotechnical constraints and associated standard mitigation measures can be incorporated into the design of the scheme

Area of Potential Contamination	Potential Mitigation
Backfilled historical quarries / pits.	Assessment of material, remediation (where required) and, where possible, re-use of material.
Ground gas	Ground gas protection measures may be required in new builds.
Potential for contamination of surface waters or shallow groundwater	Assessment of risk if areas of significant contamination of soils are identified. Remediation (where required) of contamination in soils is likely to significantly reduce the risk of potential impact to surface waters and/or shallow groundwater.

Table 01: Low level potential geo-environmental risks identified

3.2.13 Utilities

Characteristics

Existing utilities connect to Heywood Old Road (surface water, water main, electricity, gas, and BT). These include a 15-metre sludge main, a high-pressure gas main along Simister Lane, and a 275kV National Grid Electricity Transmission ("NGET") overhead line running east-west of the site. There are no utilities constraints that would prevent the development of the site.

Opportunities

There is an opportunity to utilise (and enhance where appropriate) existing utilities infrastructure, surface water, water main, electricity, gas, and BT, as well as the provision of new on-site infrastructure, to ensure that there is sufficient capacity to accommodate the development.

The development will respond to the NGET Overhead Cable Route present within the site. Future applications will follow NGET Design Guide and Principles, to ensure the asset is protected.

3.2.14 Air Quality

Characteristics

The site is partly located within the Greater Manchester Air Quality Management Area ("AQMA"). The principle sources of atmospheric pollution within and surrounding the site relates to vehicle exhaust emissions from the M60 to the west, and to a lesser extent Heywood Old Road to the east.

Opportunities

Opportunities exist to respond to air quality through the scheme's design. This should include the sensitive positioning of dwellings, the provision of green and blue infrastructure networks and the integration of sustainable means of transport. These can also help to improve and tackle air pollution.

Future development traffic can be reduced and controlled through suitable mitigation; and there is an opportunity to move away from petrol and diesel vehicles through the inclusion of household EV charging and improved public transport.

3.2.15 Noise

Characteristics

Road traffic noise, principally from the M60, M62 and Heywood Old Road (A6045), is the dominant noise sources around the site.

Opportunities

There are a variety of measures which can be implemented to minimise the impact of road traffic noise within the site, examples of which can include landscape buffers, building orientation and massing, acoustic barriers / bunds and a suitable scheme of sound insulation to dwellings.

Key

- Buildings
- Water
- GAS Gas main
- SM Sludge main
- W Water main
- ELEC Overhead electricity
- Public Right of Way
- Rochdale Way
- Contours
- Sand pit
- Utilities offsets (15m)
- Rhodes Green cropmark site
- Bradley Fold structural geology fault
- Historic land fill
- Viewpoints
- Designated site of ecological and geological importance
- Category A tree
- Category B tree
- Category C tree
- Category U tree (very poor condition - should be felled)
- Root protection areas
- Tree shading constraints
- Existing barn buildings, potential homes to nesting birds
- Better condition, unmanaged and species diverse grassland
- Neutral grassland featuring orchids, species diverse grasses and wildflower
- Species diverse grassland
- Wildlife habitat to be protected
- Best preserved hedgerow
- Arable land
- Ploughed land

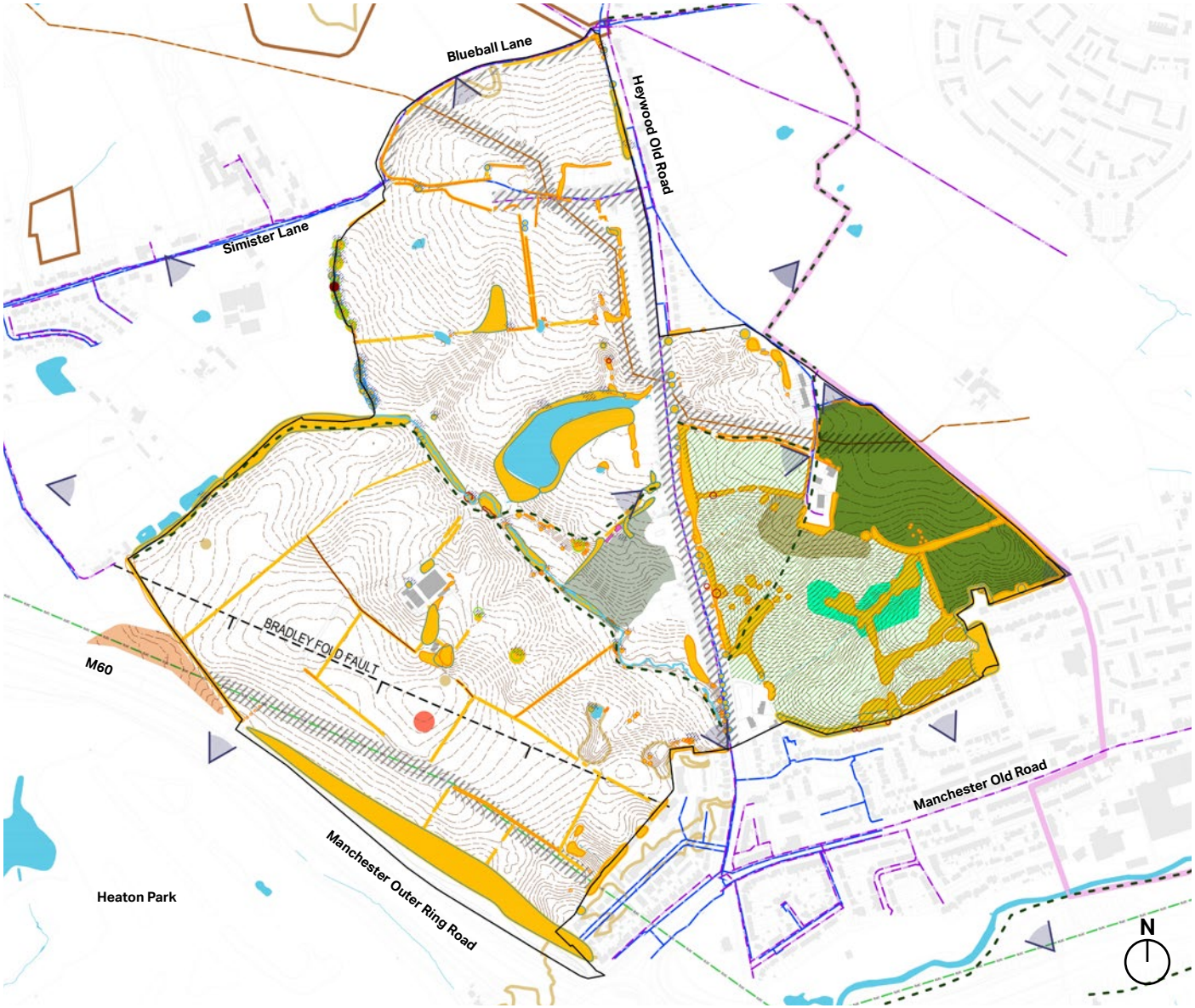


Figure 21: Site constraints diagram

Key

- Existing buildings
- Water
- Existing motorway bridge
- Existing pedestrian crossing point
- Existing vehicular crossing point
- Rochdale Way
- Existing trees and wooded areas
- Existing hedgerows
- Opportunity to create multi-functional, green corridors enhancing active travel, amenity, SuDS, BNG, and landscape
- Potential pedestrian access point
- Potential vehicular access points
- Opportunity for green nodes
- Opportunity to enhance brook crossing (subject to viability and technical justification)
- Opportunity to enhance views and vistas in and out of the development
- Potential public transport connection to Simister Lane
- Connect to existing Public Rights of Way
- Opportunity to enhance gateways
- Opportunity to incorporate existing hedgerows into green links



Figure 22: Site opportunities diagram



04

Vision & Strategic Objectives

4. Vision & Strategic Objectives

The site presents an opportunity to deliver a well-planned new neighbourhood supported by new community and transport infrastructure.

Vision

A thriving new neighbourhood where People, Planet, and Place come together.



Building a Healthy, Connected Community



Designing for Nature



A Place to Belong, Grow, and Thrive



Simister Bowlee presents an opportunity to deliver a **well-planned new neighbourhood** supported by new community infrastructure that will support the **sustainable growth** of Atom Valley Mayoral Development Zone (MDZ) and the transformational **employment-led opportunity** within the wider Northern Gateway (JPA1.1)



4.1 The Vision and Opportunity

Simister Bowlee will help address Greater Manchester's acute housing and affordability crisis by delivering a diverse mix of homes for all life stages, supported by essential community facilities, a new primary school, accessible green spaces and improved transport infrastructure. Located across Bury and Rochdale, this neighbourhood will become a place for **future generations to live, work, and play.**

A thriving new neighbourhood where People, Planet, and Place come together.

The Simister Bowlee site, will provide the key components for a sustainable and successful neighbourhood. Our vision is to create an attractive and safe place where people feel a strong sense of belonging, both for new residents and the surrounding communities.

The site will feature a mixed-use Local Centre that fosters community life. The facilities will be tailored to the needs of the community and could include local shops, health facilities, community space, growing gardens, and green parks, creating spaces for everyday living, social interaction, and shared experiences.

The new neighbourhood will embrace sustainability as a way of life. Green spaces will be welcoming and accessible to all, while an integrated landscape strategy will respond to the area's character, enhancing biodiversity and visual appeal.

Nature will be interwoven throughout the community, including meadows, river corridor, ponds and managed woodlands that will support wildlife, provide access to the countryside, and offer opportunities for recreation, environmental learning, and well-being.

Simister Bowlee is a place where people and nature thrive together, an inspiring model of connected, sustainable living.

4.2 Strategic Objectives

Twelve objectives have been developed to support the vision for the site, which will seek to deliver an inclusive new community, new homes, facilities and the essential infrastructure required to support development.

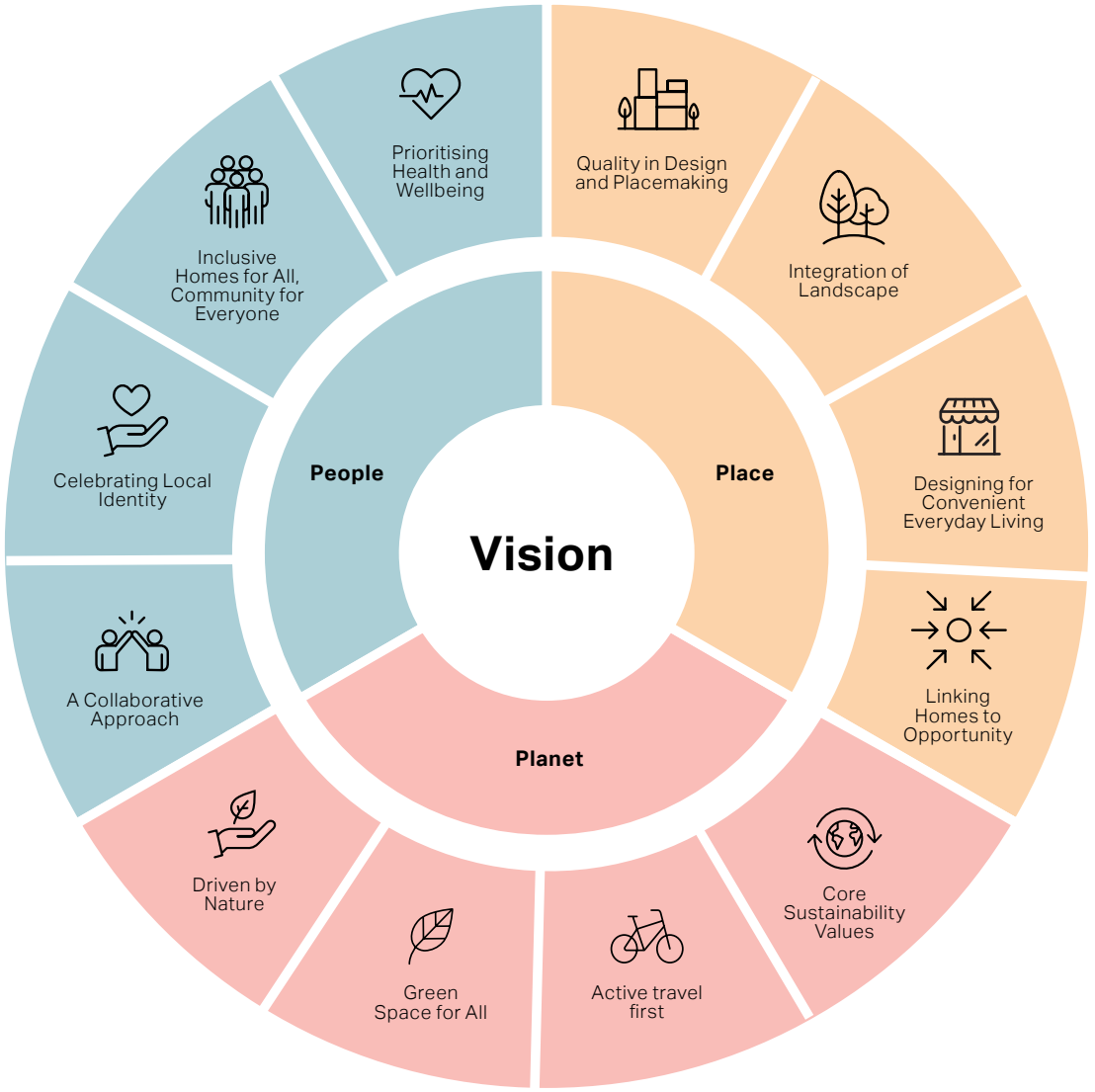


Figure 23: The twelve guiding development themes supporting the vision, grouped under the headings of people, planet and place

4.2.1 People - Building a Healthy, Connected Community

Prioritising Health and Wellbeing

The site will be designed for life in balance with people's physical, mental, and social well-being at the heart of the neighbourhood. Safe, walkable streets, green corridors, and active travel routes will support healthier lifestyles, reduce air pollution, and encourage outdoor activity. Pocket parks, nature trails and accessible play spaces will create environments for people to connect and enjoy.

Inclusive Homes for All, Community for Everyone

Development will deliver high-quality homes across a range of tenures and types, and will include affordable housing and specialist homes where there is a need, ensuring that people at every stage of life can find a home that suits. The neighbourhood will support local and changing needs.

The provision of uses that may include local shops, a primary school, healthcare provision, and community spaces, will form a sense of place and community. The neighbourhood will be a place to meet, to learn, to grow, and to belong.

Celebrating Local Identity

Drawing inspiration from the surrounding heritage, street patterns, landscape character and sloping topography, the site will be shaped by context. Community-focused design will respect the area's history while promoting social interaction through shared spaces, events, and initiatives. Community gardens, orchards, and cultural projects will knit new residents into the fabric of existing communities.

A Collaborative Approach

Development will be driven by inclusive engagement between councils, landowners, developers, local communities, and stakeholders. Collaborative engagement is central to the design process and will shape the future development of the site.



Figure 24: Parks and fitness trails encourage social cohesion and active outdoor lifestyles

4.2.2 Place - A Place to Belong, Grow, and Thrive

Quality in Design and Placemaking

This site will deliver outstanding placemaking, creating distinctive public spaces and high-quality streets that respond to local heritage, context and landscape character. A clear design code and urban design principles will ensure high-quality development that reflects the local area's character, integrating homes that blend seamlessly with the landscape and neighbouring settlements. It will foster a cohesive neighbourhood with diverse character, ranging from winding lanes to tree-lined streets, parks and wildflower meadows.

Integration of the Landscape

The site will stitch into its surroundings, respecting and enhancing connections to the surrounding Green Belt and the interface with the countryside. The landscape will permeate through the development, into the community, through river corridors, meadows and parks.

Designing for Convenient Everyday Living

The neighbourhood will be built on the principle of improved accessibility. New and enhanced active travel links will improve access between the surrounding communities, Simister Village, Middleton and key employment destinations such as JPA1.1. New sustainable active travel infrastructure, will foster use of improved walking, wheeling, cycling, and public transport options.

Linking Homes to Opportunity

The neighbourhood has the scale and location to support the transformational economic potential of the wider Northern Gateway and Atom Valley. By providing the homes and community infrastructure needed to support new job growth, including up to 20,000 jobs at JPA1.1, it will anchor a thriving, future-ready neighbourhood. The integration of housing with employment, education, and community services will support a circular economy and attract long-term investment. This synergy will be further supported by increased accessibility and sustainable active travel modes to new jobs, which will support the demand for new housing, driven by a major new employment destination.



Figure 25: Development features a green pedestrian, wheeling, and cycle connection, encouraging active travel

4.2.3 Planet - Designing for Nature

Driven by Nature

Nature will define a masterplan for the site, not just as a backdrop, but as a design driver. Existing natural assets like the river valley, hedgerows, and woodland will be enhanced and reconnected through an integrated green infrastructure network. Nature corridors, wetlands, and rewilded spaces will support biodiversity, create safe habitats, and offer opportunities for play, learning, and wellbeing.

Green Space for All

Green space will be accessible from any location within the site. A connected system of multifunctional green spaces, parks, play areas, sports pitches, gardens, wild spaces, allotments and growing areas will serve both ecological and amenity functions. Play areas, community orchards and nature trails will provide places for people of all ages to relax, explore, and reconnect.

SuDS features such as swales and ponds will manage water sustainably, support biodiversity, and enrich the site's environmental resilience; which will be designed in accordance with the principles of water quality, quantity, amenity and biodiversity.

Active Travel First

The design of the site will deliver pedestrian and cycle infrastructure to encourage walking, wheeling and cycling across and beyond the site. Safe, green corridors and direct routes will connect homes with the community hubs, schools, the countryside, surrounding facilities and future planned public transport links. Prioritising active travel will reduce emissions and support healthier living.

Core Sustainability Values

Sustainability is embedded in every layer of the masterplan. From site-wide strategic decisions to detailed delivery, development will adopt a fabric-first approach to minimise carbon emissions and energy demand. Buildings will incorporate renewable technologies, promote efficient water and energy use, and support the transition to net-zero.



Figure 26: Swales as an integral part of a housing scheme



05

Design Approach

5. Design Approach

This chapter illustrates how the site constraints and opportunities, the site context, overarching vision and the policy framework have informed a set of design principles for the site. These principles have underpinned the indicative masterplan and will inform the design and delivery of future planning applications that come forward.

5.1 Design Principles

The six design principles articulated on this page should shape the development of the site. The overarching design principles will inform a detailed Design Code that will be submitted alongside a planning application for the site, to ensure that the design of site delivers high quality placemaking and adheres to the vision set out in this framework.



5.1.1 Connected Communities



5.1.2 Landscape Network



5.1.3 A Seamless Transition to the Countryside



5.1.4 Enhance the River Corridor



5.1.5 Respond to Views and Topography



5.1.6 Transition with Interfaces and Edges

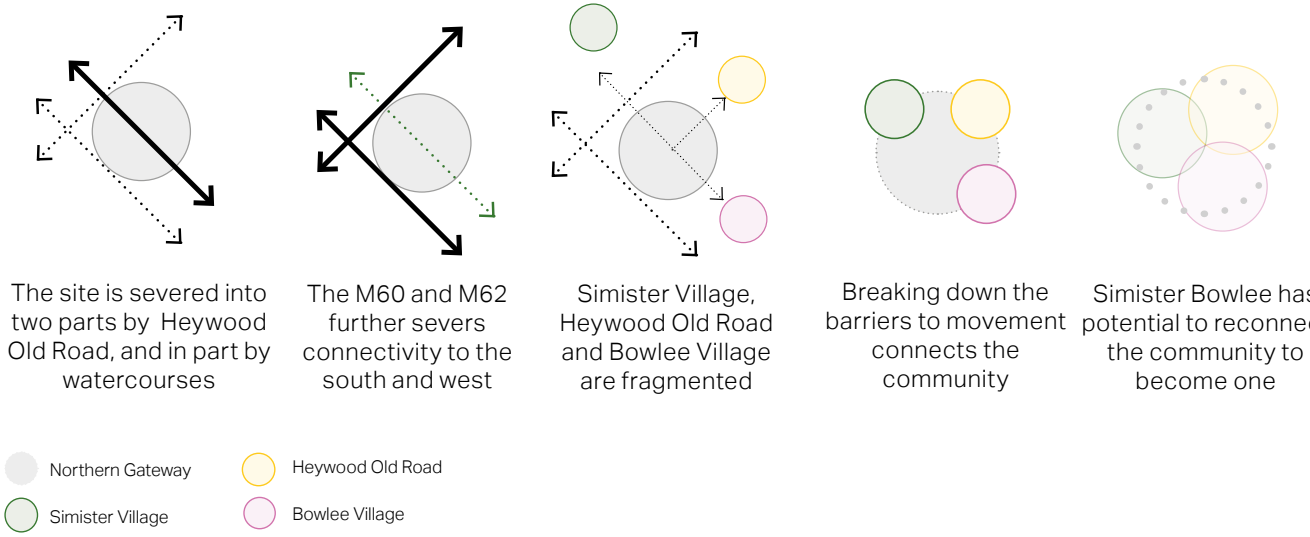
5.1.1 Connected Communities



Figure 27: Concept sketch showing enhanced connections between local communities

The site is severed into two parts by Heywood Old Road. The development offers the potential to reconnect Simister Village by active travel (but not general vehicle access) to the site and Rhodes to the east and south.

Improving connectivity through a network of green routes, that encourage walking, wheeling and cycling and reduce the reliance on the car for short trips, will serve to enhance permeability across new and existing communities.



5.1.2 Landscape Network



Figure 28: Concept sketch showing enhanced connections between the site and surrounding landscapes

Integration with the surrounding countryside

The development should be carefully designed so that the character and beauty of the surrounding countryside flow naturally into the site. Strategic buffer planting should be considered to enhance biodiversity but also provide effective screening, softening the visual impact of buildings and ensuring that key views remain protected.

Inclusive access to green space

Every resident, regardless of location within the development, should have direct and convenient access to high-quality green areas. These spaces will be designed for both leisure and wellbeing, offering places for relaxation, play, and community activities.

Proximity to nature

The site location allows people to be within easy reach of the wider countryside, encouraging walking, cycling, and outdoor exploration. This close connection to nature should be considered in the site design to promote a healthier lifestyle and foster a strong sense of place.

Replenishment and replacement

Whilst development could result in some loss of hedgerows and trees, new wildlife corridors, hedgerows and tree belts will be established to create additional and a greater span to benefit wildlife. Thoughtful and quality new landscape and habitats should integrate within the development to foster a positive interaction of fauna, flora and people alike.

5.1.3 A Seamless Transition to the Countryside



Figure 29: Concept sketch highlighting a seamless transition to the countryside

Avoid urban sprawl and homogeneous development

New development should respect the existing character of the area. It is particularly important to retain separation between Simister Village and any new development, to create a robust defensible edge between the Green Belt and the site, thus protecting the identity of the existing village. Public transport/active travel connections will be allowed within this area of the Green Belt, to help serve both Simister and the new development.

Landscape buffers to soften edges and provide visual separation

Design should introduce green spaces, tree planting, and natural screening to create a softer transition between existing residential areas and the new development. These buffers would act as visual breaks, preserving the rural setting and reducing the perception of encroachment and will have the added benefit of providing additional connectivity across the site for protected species.

Reduced density to form a transition to the countryside

Development should lower the scale and intensity of buildings towards sensitive neighbours. This approach ensures a more natural visual connection between the built environment and the rural landscape. This is especially important at the western edges of the site to retain separation between Simister Village and the new development.

5.1.4 Enhance the River Corridor

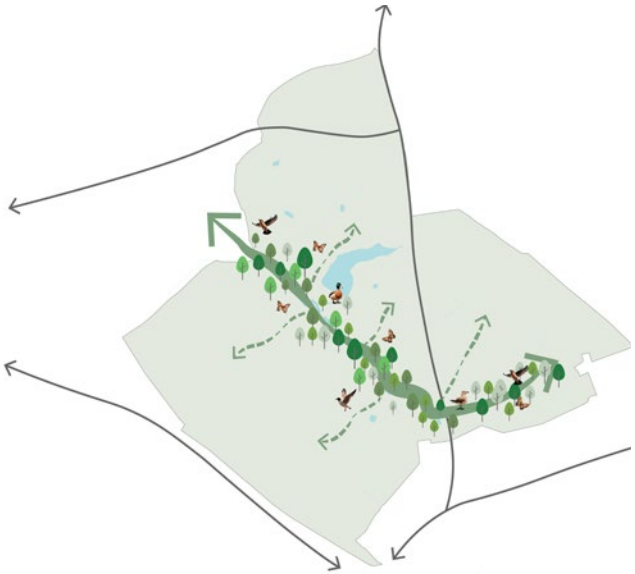


Figure 30: Concept sketch highlighting a central wildlife corridor focused around the brook

The brook and the surrounding valley form the site's primary natural asset, offering both ecological importance and visual character. They provide a distinctive landscape setting, create a sense of place, and act as a foundation for biodiversity and recreational opportunities.

A multifunctional wildlife corridor should be designed to weave through the landscape, delivering a rich, connected habitat for wildlife while supporting SuDS. This corridor provides robust connectivity, enhances ecological resilience and offers an attractive amenity space for the community, encouraging interaction with nature and promoting environmental stewardship.

5.1.5 Respond to Views and Topography



Figure 31: Concept sketch highlighting how key views could be identified and considered on site

Views out of the site should be enhanced and framed to take full advantage of surrounding landscapes, architectural features, and natural vistas. This should consider the positioning of buildings, open spaces and windows to capture key sightlines while eliminating visual clutter.

Views into the site should be mitigated through a sensitive and context-driven design approach. Strategies should include selecting an appropriate scale and massing for buildings, incorporating natural and built screening elements, and using planting schemes, fencing, or earthworks to soften the visual presence within views from surrounding areas.

5.1.6 Transition with Interfaces and Edges

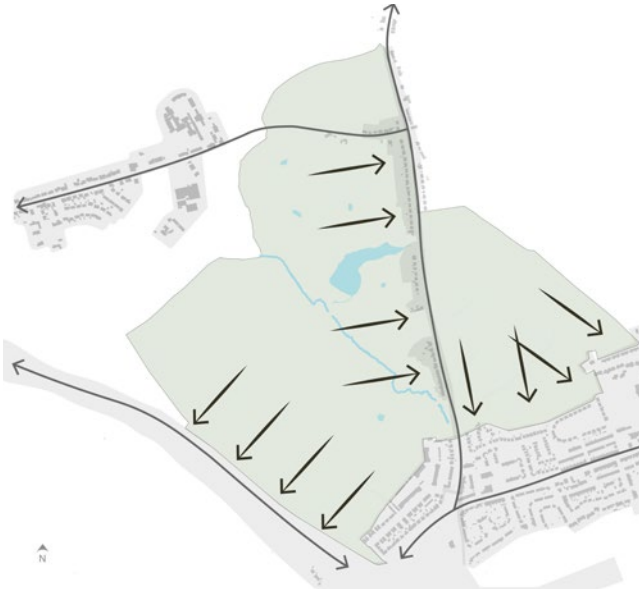


Figure 32: Concept sketch highlighting the need for a sensitive transition with interfaces and edges

Development integration with local context

The proposed development should be carefully designed to respect the surrounding settled context and character of Simister, Heywood Old Road, and Manchester Old Road. This should involve a considered approach to building scale and heights, layout, and street patterns; to ensure continuity with the established character, while also respecting local heritage features and views.

Varied neighbourhood character

The Design Codes that will support future planning applications should explore creating variety in character and identity across the development site. Built form, street pattern, architecture, materials, landscape treatments, and boundaries will be tailored to reflect and enhance the distinctive qualities of each context, while creating a cohesive place.

Sensitive treatment of site edges

Interfaces and edges of the site should be carefully managed to ensure appropriate transitions to neighbouring uses and to reflect the surrounding landscape character. This includes maintaining adequate privacy distances through the use of building setbacks, orientation, and the incorporation of landscape buffers such as planting belts, hedgerows, and tree lines to create a sense of enclosure and visual screening.

Enhanced green corridor

A strengthened and expanded green corridor will form a natural buffer along the M60 motorway edge, softening the visual impact of infrastructure and providing ecological benefits, such as feeding and movement corridors for bats, and nesting opportunities for birds. This green interface would create a more attractive environment for residents, encourage biodiversity, and contribute to a cohesive network of green spaces within and around the development.



06

The Masterplan Framework

6. The Masterplan Framework

The characteristics, constraints and opportunities identified in Chapter 3 have shaped the vision and objectives for the site presented in Chapter 4 and influenced the design principles summarised in Chapter 5. This chapter of the SBDF introduces the masterplan for the site. It sets out how proposals apply the vision, objectives and design principles to create the essential elements of a high quality and sustainable new place.

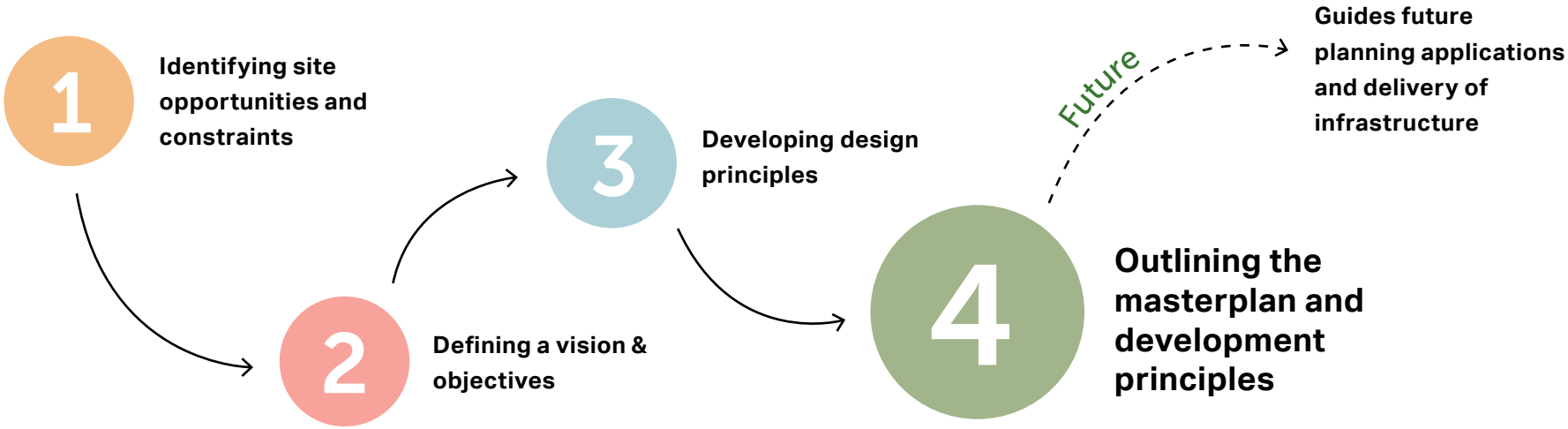


Figure 33: The process of developing the masterplan and development principles

Key

- PfE Allocation Boundary
- Existing buildings
- Existing waterways
- Existing motorways
- Existing roads
- Public Rights of Way
- Designated site of ecological and geological importance to be enhanced and retained
- Existing trees, hedges and woodland
- Existing overhead electricity/pylons
- Existing motorway crossing point and pedestrian connection to Heaton Park
- Vehicle access (indicative)
- Vehicle access (public transport only)
- Restricted vehicle traffic/no through connection for general traffic
- Primary roads (featuring cycleways and public transport)
- Secondary roads
- Pedestrian and/or cycle connections
- Buffer corridor
- Linear park
- Public open space
- Green corridors (including landscape, swales and pedestrian routes)
- Parks and play areas (indicative)
- School playing fields
- Community growing gardens (indicative)
- Community/retail hub (indicative)
- Community/retail hub (alternative location)
- Primary School (indicative)
- Primary School (alternative location)
- Older person's accommodation (indicative)



Figure 34: Simister Bowlee Masterplan Framework. Please note: numbers relate to text on the following page.

6.1 Masterplan Framework

The following highlights have been identified in Figure 34:

1. Primary vehicle and active travel access to the development is via Heywood Old Road.
2. Integration of existing Public Rights of Way (PRoWs) into the development, linking new footpaths with the wider movement network.
3. A multifunctional nature corridor runs east–west through the site, serving as a defining landscape feature with nature trails, ecological enhancements, and SuDS elements.
4. Green corridors follow existing hedgerows, providing attractive, pedestrian-friendly connections with footpaths that encourage active travel and link east–west and north–south to surrounding facilities and the countryside.
5. Connectivity to Heaton Park: pedestrian routes to Heaton Park via the existing motorway bridge crossing.
6. Local Centre: positioned near the site gateway, adjacent to David Lloyd Gym and close to Simister Village, serving both existing and new residents; and to ensure access by public transport.
7. Hillside Community Park: includes a NEAP play area, ponds, cascading SuDS, terracing, seating, and viewpoints over the valley.
8. Community growing gardens near the community hub and older persons' accommodation that promotes social interaction and outdoor activity.
9. Nature Parkland: retains and enhances existing grasslands with wildflower meadows, woodland, and improved habitats.
10. Two-form primary school in a suitable and accessible location (preferred option)
11. Nature trails and informal footpaths run along the multifunctional corridor.
12. Opportunities for Pocket Parks at some key neighbourhood nodes to provide accessible green space and "play on the way" opportunities.
13. Culvert to provide vehicular access across the brook.
14. Landscape buffer and planting along the northern edge screen views from the Green Belt and create a strong development boundary.
15. Additional landscape buffering prevents urban sprawl and strengthens the Green Belt edge.
16. Woodland Edge and Linear Park (Urban Fringe): woodland enhancement and expansion to support wildlife, provide screening from Heaton Park, and offer acoustic mitigation from the motorway.
17. Retention and improvement of the SBI.
18. Landscape planting weaves through the development, softening edges and reducing visual impact.
19. Lower density homes set back behind large gardens at the edge of Simister Village.
20. Tree-lined avenues that create strong street frontages.

6.2 Character Areas

A series of character areas have been defined within the site. The location and extent of each area has been informed by environmental features, the surrounding context, and the landscape character. Future development should be designed to respond sensitively to the distinct qualities of each of the character areas.

Planning applications will include a design code and guidance for each character area, which should be developed in accordance with the recommendations set out in the National Design Guide, incorporating the ten characteristics: context, identity, built form, movement, nature, public spaces, homes and buildings, resources, and lifespan. An outline vision for each character area is described on the following pages.

A. Simister View

Positioned along the south western part of the site, Simister View will provide around 680 homes, incorporating a formal linear street pattern, carefully arranged to follow the natural contours of the land alongside areas in the north securing views over the countryside and towards Simister Village.



Figure 35: Indicative character areas plan

Greenery is woven throughout, with linear hedgerows framing streets and a new park acting as a key focal point, offering vantage views toward the river valley.

Woodland areas along the southwestern edge should be enhanced to create a robust landscape edge and linear parklands, enhancing ecology while providing a green outlook for the residents. Green corridors will run north–south, providing safe and direct pedestrian routes, while a primary north-south active travel route will connect Simister View to the wider neighbourhoods.

B. Hillside

Hillside is shaped in part by its sloping topography, with a more informal street pattern and homes oriented to capture views across the site to the south and west. This neighbourhood will provide around 542 new homes, blending buildings, trees, and green corridors, enriched by hedgerows and field lines that maintain a rural edge.

North–south pedestrian routes will encourage walking and cycling, while a proposed Pocket Park will provide a welcoming green heart for community life.

To the north of this character area there is the potential for a 'Local Centre' including a potential two-form entry primary school at its heart (subject to detailed design to identify an appropriate location within the site), small scale retail, and older person accommodation. All these uses are proposed to strengthen the sense of community and belonging, providing a vibrant and welcoming point of arrival. Designed for both new and existing communities, it should prioritise active travel with strong east–west and north–south connections.

C. Bowlee Edge

Bowlee Edge is defined by its topography, with homes taking advantage of open views to the east and vantage points capturing the Manchester City Centre Skyline. The neighbourhood will provide around 280 new homes that sensitively interface with established homes along Heywood Old Road.

Given the level changes across the site, Bowlee Edge will generally have a more organic grain and street pattern, with routes and development clusters responding to topography. Informal open spaces will weave throughout the neighbourhood, extending from a central green space surrounding the protected SBI.

Housing development footprints and plots should be designed to reflect the proportions of their surroundings. Development should be set back behind hedges (or other low boundaries to be agreed with the Local Authorities) where possible. Homes here will create a gentle edge to the settlement, ensuring where feasible the new blends seamlessly with the old.

D. Valley

The Valley will provide around 48 new homes. Raised vantage points (in the north) offer extensive views across the brook and surrounding hillsides. The majority of Valley should provide informal open space, meandering nature trails and informal footpaths, which invite exploration. The experience is to connect with nature, providing opportunity for BNG enhancement, water, and greenery.

Development plots will positively respond to their landscape and ecological setting, with housing positively interfacing these open spaces , keeping the valley floor open to nature and recognising the importance of the SBI and its associated buffer zones.



07

Development Principles

7. Development Principles

The following Development Principles will inform the parameters for the development of the Simister Bowlee site and should be considered as part of any future planning applications. Bury and Rochdale Councils will require all planning applications to include supporting information that demonstrates how the development proposed addresses relevant development plan policies and incorporates the Development Principles.

Whilst the masterplan for the site is indicative, any significant deviation from the Development Principles must be justified by clear, robust and agreed evidence, that demonstrates why an alternative approach is required, with reference to the Vision and Objectives set out in Chapter 4.

All planning applications will be required to take account of site-wide evidence covering a range of matters as set out in the following chapter.



Figure 36: A new development overlooking high quality landscaping. Homes provide natural surveillance whilst naturalistic green spaces provide habitats for wildlife.

The draft masterplan incorporates design principles which can be adopted to make development legible and easy to understand. These principles must be incorporated into all development proposals within the site.

7.1 Design

Development of the site should deliver high-quality, inclusive and sustainable places, particularly in terms of:

- Responding positively to the site's context and local character;
- Place-making and urban design quality in line with GM Streets for all design guidance;
- Sustainability and climate responsiveness; and
- Respecting and responding to the natural environment.

PfE Policy JPA1.2 also requires development to ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and the new areas of employment at Heywood/Pilsworth (JPA1.1).

PfE Policy JP-P1 sets out the key attributes that all development should be consistent with in order to meet the aim for the city region to be one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.

PfE Policy JP-G6 requires development to be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

The following design principles must be incorporated into all development proposals within the site:

- Responding positively to and being informed by a thorough understanding of the local context and character, including:
  - The site's natural, built and historic environment;
  - The local townscape, landscape and setting;
  - Established patterns of development, street hierarchy and plot structure; and
  - Local materials and architectural features.
- Delivering high-quality and inclusive development that contributes to a distinctive sense of place, particularly in terms of:
  - Being visually attractive and distinctive, through architecture, materials and detailing;
  - Incorporating distinctive architectural reference points at key gateway locations and arrival points to assist with legibility;
  - Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing, weather and climatic conditions;
  - Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive and accessible way that creates a legible sense of place;

- Ensuring that the development makes an effective and efficient use of land and natural resources;
- Enabling effective, inclusive and safe patterns of movement with a clear hierarchy of routes within and around the development that promotes walking, wheeling, cycling and the use of public transport;
- Ensuring that the development is accessible to people with disabilities, the elderly and those with small children;
- Being safe and secure by minimising actual and perceived opportunities for crime, and anti-social behaviour;
- Making appropriate provision for gardens and/or outdoor amenity space;
- Making provision for high-quality green infrastructure, the provision of wildlife habitats and other wildlife-friendly features within the development;
- Ensuring opportunities are taken to positively integrate and enhance existing natural assets, such as river/brook corridors, into the development, where appropriate;
- Promoting health and wellbeing; and
- Considering opportunities for the incorporation of public art.

- Delivering development that is resilient to the ongoing and predicted impacts of climate change, particularly by:
  - Exploring opportunities to use low carbon materials where possible and feasible, to reduce the embodied carbon of new development;
  - Ensuring opportunities are taken to optimise the effectiveness of solar energy installations through the site layout, building orientation and design;
  - Providing high quality sustainable travel option for day-to-day needs via convenient walking, wheeling and cycling routes and catchments and easy access to public transport;
  - Incorporating appropriate landscaping and urban greening; and
  - Ensuring that the design includes an assessment of and response 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.

- Ensuring new development is suitably designed, and will not lead to unacceptable adverse impacts on the amenity of the surrounding residents abutting the site, specifically in relation to:
  - Overshadowing and loss of light;
  - Dominance and loss of privacy by virtue of unacceptable separation distances, height, overlooking;
  - General disturbance arising from noise, smell, artificial light and opening hours; and
  - Parking and servicing provision associated with the proposed development and its effects in terms of road safety.

7.2 Housing

Policy JPA1.2 of PfE allocates Simister Bowlee for a new residential-led community which spans the Bury and Rochdale boundary. In accordance with Policy JPA1.2, up to 1,550 new homes should be delivered to diversify the type of accommodation across the Simister, Bowlee, Birch, and Langley areas.

Development should offer a broad mix of house types and sizes, including provision for families, first time buyers and affordable housing. This should include provision for custom and self-build plots (subject to local demand having regard to the Councils' self-build registers and other relevant evidence) as well as specialist and older persons housing, having regard to the latest Housing Needs and Demand Assessments.

All new dwellings must comply with the nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

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.

7.2.1 Affordable Housing

Development proposals should include the provision of affordable housing in line with Criterion 5 of PfE Policy JPA1.2 which requires provision for affordable housing to be in accordance with local planning policy requirements.

Proposals should include a range of house types, sizes and affordable tenures, and have regard to the latest Housing Needs and Demand Assessments. Affordable housing provision will be sought on site unless exceptional circumstances can be demonstrated that would warrant variations. 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).

The affordable homes should be fully integrated with the development and dispersed throughout the site, unless there are specific circumstances that warrant otherwise.

They 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).

Care Home/Retirement Village

Provision should be made for specialist and older persons' housing to contribute to meeting identified needs in the latest Housing Needs and Demand Assessment. Specialist and older persons housing should be in an appropriate location to meet the needs of future residents.

7.2.2 Character and Density

The density and character of new residential development will be shaped by:

- Characteristics, constraints and opportunities at different locations, both within the site and within the surrounding context; and
- The need to deliver sustainable forms of development including efficient use of land, management of environmental impact and promoting travel by non-car modes.

The approach to residential density must align with PfE Policy H4. Development should maximise the opportunity to create sustainable homes in walkable neighbourhoods.

To optimise densities within the site, residential uses will also be acceptable in principle on the upper floors of retail and community uses.

Variations in density will help to create a mix of residential forms and typologies, helping to ensure a choice of housing while delivering an efficient and sustainable use of land.

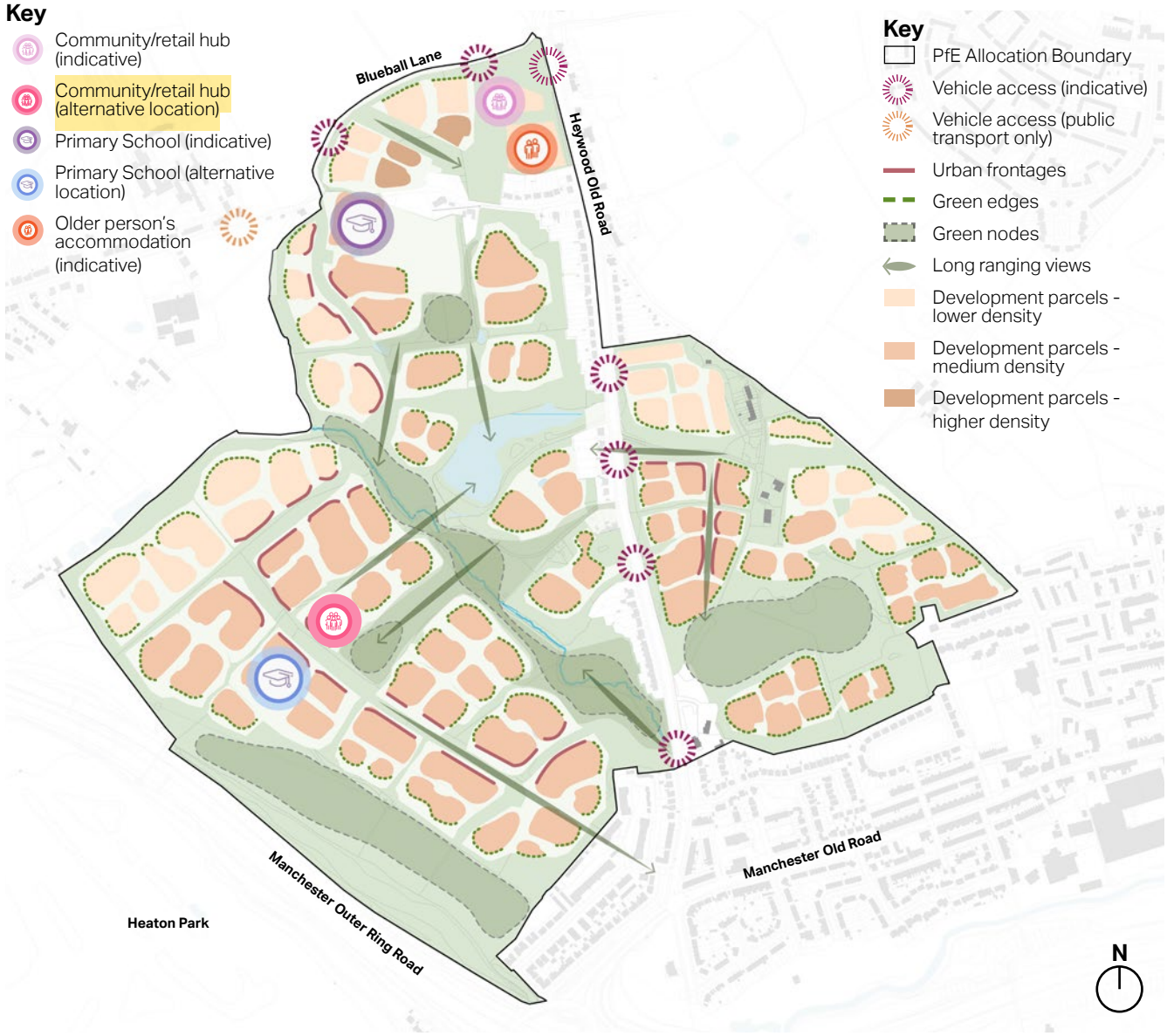


Figure 37: Indicative urban design framework and density plan

7.3 Access, Highways and Movement

Simister Bowlee is strategically located, with direct access to the highway network, and within proximity to the world class emerging employment destination at the Heywood Pilsworth site (JPA1.1).

An opportunity exists to elevate the accessibility and sustainability of the site by connecting it to surrounding communities and to the employment site at Heywood Pilsworth in a safe and sustainable way. This includes the provision of bus services.

All development should be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network both in its 'incomplete' early phases and incrementally through to final completion

Development should:

- Deliver a road system within the site that is in line with local design standards and that is capable of accommodating buses, with provision of bus stops and related infrastructure at optimum locations, and provision for active travel.
- Provide primary routes from the key vehicular access points as shown on the indicative movement, access and highways plan (Figure 38), connecting the development with surrounding area.
- Ensure high quality, convenient, safe and attractive walking, wheeling and cycling routes where appropriate into and throughout the site.
- Provide off-site transport mitigation measures to enable accessibility and mitigate highways impacts arising from the development.

Planning applications submitted on the site will need to take account of a transport assessment which considers the highway and transport impacts of the entire site and the cumulative impacts of JPA1.1 and other consented sites in the area.

In accordance with Policy JP-C8 (Transport Requirements of New Development) this assessment should fully consider the access, highways and active travel strategy and include detailed technical assessment and feasibility work. The Local Highways Authorities must fully agree the transport measures, interventions and mitigation required. Transport Assessments will also be used to update the Infrastructure, Delivery and Phasing Strategy for the site.

7.3.1 Access

Development at Simister Bowlee will be accessed from new junctions on the existing road network as shown on the masterplan framework and the indicative movement, access and highways plan. The key access principles for the site are proposed as follows:

Northern / Southern Zone (West)

- Vehicular access is proposed at the junction of Heywood Old Road and Blueball Lane, located at the northern boundary of the site, intended to be delivered via a new access and upgrade to Blueball Lane. This access will function as one of two gateways into the development at the northern extent of the site, with the capacity to accommodate a future Local Centre and to facilitate vehicular movement across the wider site.
- A vehicular primary access from Heywood Old Road at the southern extent of the site will act as another gateway to the site and be provided by a signalised junction on the A6045, connecting to an internal spine road that connects the northern and southern gateway access points.

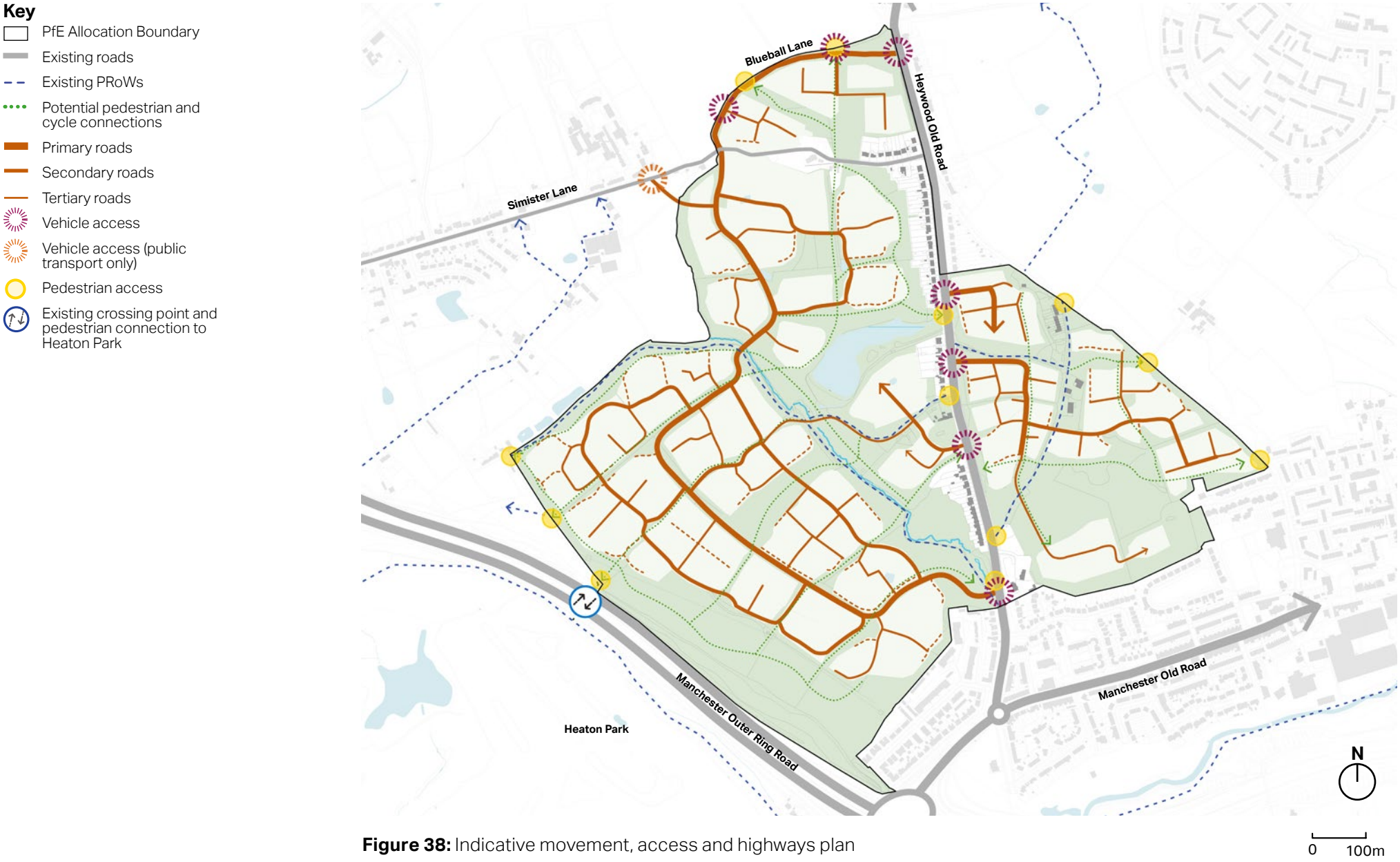


Figure 38: Indicative movement, access and highways plan

- A new spine road, designed in accordance with GM Streets for All design guidance, connecting the northern and southern access points, will be provided, which will facilitate access to a hierarchy of streets and development parcels that deliver a permeable, safe and legible network of routes across the site.

- Any planning application must seek provision for traffic restrictions on Simister Lane to the west, such that vehicular access is limited to public transport and active travel only. This may require infrastructure works outside of the Allocation to accommodate this.

Eastern Zone

- Suitable access points to the eastern part of the Allocation will be provided from Heywood Old Road, providing access to development parcels via an internal legible network of streets and roads.

Should for any reasons the access solutions proposed above not be suitable (as a result of further detailed design engineering), then alternative access solutions from Heywood Old Road would be required.

Bury and Rochdale Council will expect cohesive access and permeable connections on a site wide basis, to ensure access between development parcels is provided in a comprehensive way.

Additional points of vehicular access (emergency or other access, such as Management Company maintenance) may also be acceptable.

The preliminary design of access junctions should be informed by a Transport Assessment, Traffic Modelling and Traffic Surveys, prepared to support a planning application. This will ensure that the appropriate design, type and size of junction is provided – in accordance with Policy JP-C8 (Transport Requirements of New Development) of PfE.

The internal road hierarchy and layout will be designed accordance with PfE Policies JP-C1 (An Integrated Network), JP-C5 (Streets for All) and JP-C8 (Transport Requirements of New Development), as well as other relevant guidance, including the Manual for Streets.

7.3.2 Highways

Residential development at Simister Bowlee must be integrated with the wider highway network. All development will be expected to contribute towards the off-site highway works listed in Appendix D of PfE (together with any additional necessary measures identified through Transport Assessments) to improve accessibility and to mitigate highways impacts arising from the development. These include:

- M60 Junction 19 / A576 Middleton Road (localised junction improvements).

- M62 J19 / A6046 Heywood Interchange (interventions to be determined).

- Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 (interventions to be determined).

- A6045 Heywood Old Road / A576 (junction improvements).

- A6045 Heywood Old Road / Langley Lane (junction improvements).

- Active travel improvements.
- Introduction of local bus services to, from, and within the allocation.

Wider supporting transport initiatives, including a new Metrolink stop on proposed line between Crumpsall and Middleton and a Bus Rapid Transit ("BRT") corridor linking Manchester city centre and Rochdale via Heywood Old Road / Manchester Road; will also be supported in accordance with Appendix D of PfE.

7.3.3 Parking

Car and cycle parking will be provided in accordance with PfE Policies JP-C5 (Streets for All), JP-C6 (Walking and Cycling) and JP-C8 (Transport Requirements of New Developments and any associated guidance, including the Parking Standards in Bury SPD (June 2025) and the Rochdale Guidelines & Standards for Residential Development SPD (February 2016).

A parking strategy for the site should also promote the provision of Electric Vehicle ("EV") charging and shared mobility spaces, within proximity to the proposed Local Centre.

7.3.4 Active Travel

The promotion of sustainable modes of transport and permeable connections will be critical to the delivery of JPA1.2.

Development should be designed to ensure ease of walking, wheeling, cycling; and equestrian movement where appropriate.

Active travel infrastructure will be required to be delivered both within and outside the site to support sustainable travel connections.

All development within the allocation should seek to conserve existing public rights of way (with diversions as appropriate), and improve walking, wheeling, cycling; and connectivity for both active travel and recreation through:

- Creating safe, attractive and integrated walking, wheeling, and cycling infrastructure, connecting the key neighbourhoods and character areas;
- Creating active neighbourhoods and street networks which are permeable to walking and wheeling, creating an incentive to walk and wheel;
- The enhancement of east-west pedestrian and cycle connections;
- Green links to enhance north-south walking and cycling and integrate the existing movement network including PRoW's;
- Connecting the existing settlements of Simister Village, Heywood Old Road and Manchester Old Road through a network of green routes, encouraging walking and cycling, reducing the reliance on the car for short trips;
- Improved access and safety to Heaton Park through green links, cycle and pedestrian access via an existing crossing point;
- Cycle storage and parking infrastructure including EV charging points.

The approach to active travel should have particular reference to PfE Policies JP-C5 (Streets for All), JP-C6 (Walking and Cycling) and JP-C8 (Transport Requirements of New Development). Active travel infrastructure may be required to be delivered in the immediate vicinity of the site, and outside of the allocation, to support sustainable travel connections.

7.6.1 Public Transport

Development within the allocation will be expected to make provision for public transport infrastructure including:

- The provision for bus services to traverse parts of the site, utilising the spine road and incorporating high quality bus waiting facilities (subject to agreement with TfGM and feasibility).

Bus Infrastructure Provision

Accessibility by bus will be key to the sustainable development of the site. Consideration will need to be given to the location of bus stops along the spine road having regard to bus stop catchment areas. Active travel routes to and from bus stops, the nature and location of crossing points on the spine road and whether on-road bus stops or bus laybys are preferred. This will need to be agreed with the Councils and TfGM.

7.4 Ecology and Trees

Green spaces within the site provide the opportunity to retain and integrate areas of ecological importance, provide an opportunity for ecological mitigation and increase the biodiversity of the site.

Any planning applications on the site will need to take account of a site wide ecology strategy prepared in accordance with PfE Policies JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity).

The strategy should focus on protecting key habitats and species through the implementation of the mitigation hierarchy to avoid, mitigate and, where necessary, compensate. The following principles should be included within the ecology strategy:

- **Protecting sensitive habitats** – the landscape strategy should seek, where possible, to protect the site's areas of ecological importance, including:
  - The retention and enhancement of the existing brook corridor and valley on the western part of the site, which will create wildlife habitats and opportunities for recreational amenity space.
  - The retention and enhancement Bradley Hall Farm SBI on the eastern parcel of the site.
  - The retention and enhancement of existing hedgerows and trees, particularly on the site boundaries, where possible. Proposals should also consider expanding tree groups and hedges to increase woodland resilience, where it aligns with the Biodiversity Net Gain strategy.
  - Existing watercourses will be retained and engagement with third party landowners will be undertaken to explore recreational opportunities around these assets.
- **Maximising biodiversity value** - increasing the biodiversity and natural carbon sequestration value of retained green spaces, with the potential for enhancement of existing grassland (i.e. within green space and open spaces) and the creation of more diverse grassland. Biodiversity enhancement may also be delivered outside of the allocation subject to detailed ecological work.

- **Designing-in ecosystems** – upgrading ecosystems within the site by permeating landscape into the development plots and utilising streets, pedestrian and cycle routes for the creation of green and blue infrastructure corridors.

- **Managing people and nature** – creating footpaths and designated walking areas to protect wildlife from pedestrian use, including clear signage and natural boundary treatments, such as hedges, low timber railings and planting, will be used to prevent public access from key areas of habitat creation to ensure they are able to meet their condition criteria and contribute towards biodiversity net gain on site.

- **Mitigating impact** – retention of the Bradley Hall Farm SBI as part of a detailed ecological assessment, in accordance with Policy JP-G8 and JPA1.2. Ensuring appropriate mitigation for protected species using the site will be determined following completion of surveys, and as part of a planning application for the site.

Development should achieve at least a 10% Net Gain in biodiversity value as measured using a Statutory Metric, in accordance with the terms of the Environment Act 2021 and Places for Everyone Policy JP-G8 and the approach will follow the Biodiversity Net Gain Hierarchy. BNG may include both on-site and off-site improvements. Where off-site provision is proposed, priority will be afforded to measures within the Councils' identified receptor sites.

7.5 Sustainability, Energy & Carbon Reduction

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury and Rochdale Councils through a declaration of a climate emergency.

Simister Bowlee offers the opportunity to support Bury, Rochdale and Greater Manchester's commitment to net zero through the delivery of a sustainable, low carbon neighbourhood. PfE Policy JP-S2 sets out the design and development standards to support sustainability objectives including promotion of low carbon development and renewable and low carbon infrastructure.

Applications for the development of the site should adopt a fabric-first approach to minimise carbon emissions and energy demand, with buildings incorporating renewable technologies, promoting efficient water and energy use, and support the transition towards net-zero carbon.

Development should be guided by PfE Policies JP-S2, JP-S3, and the GMCA Net Zero Design and Submission Guidance (Parts 1, 2 and 3). Further detail is set out in Chapter 10.

7.6 Flood Risk and Drainage

Any planning applications will need to take account of a updated site wide flood and drainage strategy for the site prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and with engagement from United Utilities, Bury and Rochdale Lead Local Flood Authorities. Detailed future designs for the development will take into account climate change allowances, the surface water overland flow routes and any groundwater flood risk and potential areas of ponding to ensure there is no increase to flood risk on the site or elsewhere as a result of the development.

The drainage strategy for the site should maintain natural water flows incorporating SuDS, providing attenuation measures and preserving inflows into existing watercourses. A drainage strategy will be developed in consultation with United Utilities and should incorporate the following principles:

- Locating and designing development to minimise the impacts of current and future flood risk to increase resilience to flooding.
- Utilising natural onsite drainage and storage features, including brooks and ponds.
- Include water quality treatment stages, particularly where runoff originates from highways, parking areas or commercial land uses.
- Avoiding direct discharge of untreated surface water to watercourses.
- Requiring construction management plans to include robust pollution prevention measures.
- Managing surface water run-off through sustainable drainage systems and as close to source as possible. Surface water run-off should be restricted to mimic or improve upon greenfield run-off rates.
- Ensuring that sustainable drainage systems:
  - Are designed in accordance with GM SUDS Design Guidance to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation.
  - Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground.
  - Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.

Future technical assessment work, including a drainage strategy and detailed site design, will be undertaken in full consultation with United Utilities.

Where feasible, a buffer should be maintained along ordinary watercourses, proportionate to topography and ecological value. Proposed crossings or diversions of watercourses are allowed and should be designed at the appropriate planning stage, and consulted with the Lead Local Flood Authority, including opportunities explored to enhance watercourse riparian habitat.

Where feasible new SuDS should include water quality mitigation to limit pollutants from highways and parking areas into watercourses; and limit direct discharge of untreated water into watercourses.

Opportunities should be explored to align biodiversity enhancements with flood risk management and climate adaptation objectives.

Construction Management Plans should include pollution prevention measures.

7.7 Heritage and Archaeology

A Heritage Statement should be prepared to accompany any planning application that sets out how development will consider and conserve the setting of Heaton Park, as well as other local statutory and non-statutory heritage assets, in accordance with PfE Policy JPA1.2 and JP-P2 (Heritage) and an archaeological strategy will be agreed to support the future planning applications, through the assessment of its archaeological potential and the development of tools to ensure the proposals respond appropriately to any potential effects on the historic environment.

7.8 Simister and Bowlee Education Strategy

PfE Policy JPA1.2 requires the 'provision of one new two-form entry primary school to meet needs generated by the development.

Secondary school provision

A financial contribution towards secondary school provision to meet needs generated by the development is required in accordance with PfE Policy JP-P5. Financial contributions towards the cost of additional secondary school provision will be secured as part of relevant planning applications for each phase of development. Further details regarding contributions can be found in SPD17- Developer Contributions for Education.

Primary school provision

Within Bury there is currently limited existing local primary school provision, with no provision to the east of the M60. The nearest school within Bury is St Margaret's which is approximately 1.5km from the entrance to the development.

Within Rochdale, for primary education, Little Heaton Church of England Primary School is the closest facility and is located just to the east of the site. There is also Bowlee Park Community School which is approximately 1.5km northeast of the site.

Development contributions from housing schemes within the borough of Rochdale will likely be used to create more Primary capacity within Middleton. There is currently insufficient capacity within other Rochdale primary schools in the area to meet pupil yield arising from the development in Bury.

Given the scale of development, the availability of school places in existing schools and distance from Bury schools, a new primary school will be required on site, to respond to demand generated by the development from within Bury.

The provision for primary school education will therefore be a combination of utilising spare capacity where it exists in schools around the site in the short term and ensuring that a new two-form entry primary school is provided at an appropriate time within the development site.

The indicative masterplan provides two possible locations for one new two-form entry primary school within the northern part of the site close to the Local Centre or in the southern part of the site.

Safeguarded school site

In accordance with DfE requirements, land of a suitable size (a minimum of 1.6 ha) to accommodate a new two-form entry primary school will be safeguarded at an appropriate location in line with the site's planning and delivery strategy. Based on current evidence this will meet the needs of the Simister-Bowlee site.

To maximise the recreational benefits for existing and future communities and to meet some of the sport and recreational needs arising from the wider development, opportunities for the dual use of recreational space and facilities on the proposed new school site will be explored. The education provision and any dual recreational use will be delivered in accordance with the phasing and delivery Strategy and secured through future planning applications and associated legal agreements.

Delivery of the school

The Council will work closely with the Local Education Authorities and the developers of the allocation to ensure the delivery of the education provision at an appropriate time in the development programme.

The Council will continue to carefully monitor and model the forecast demographic changes so that new education provision provided on-site within the masterplan will be delivered at the appropriate trigger points aligned to the phasing of the scheme and taking into consideration wider demographic trends.

The precise timing of delivery of the primary school will be informed by an Education Needs and Demand Assessment and Infrastructure Delivery and Phasing Strategy for the site. Planning applications for the site will need to take into consideration up to date evidence to ensure that the school land can be provided at the appropriate time.

Financial contributions towards the primary education, would then be secured through the relevant planning applications on the site, once the housing numbers and mix are confirmed. The financial contributions and requirements would be calculated in accordance with Bury and Rochdale Councils adopted education contributions policy/ calculations.

These contributions would be directed towards the delivery of a new two-form entry primary school on site and/or expanding capacity at existing schools within the relevant Pupil Planning Areas subject to evidence being provided by both Bury and Rochdale Education Authorities. Any financial education contributions will be fair and reasonable.

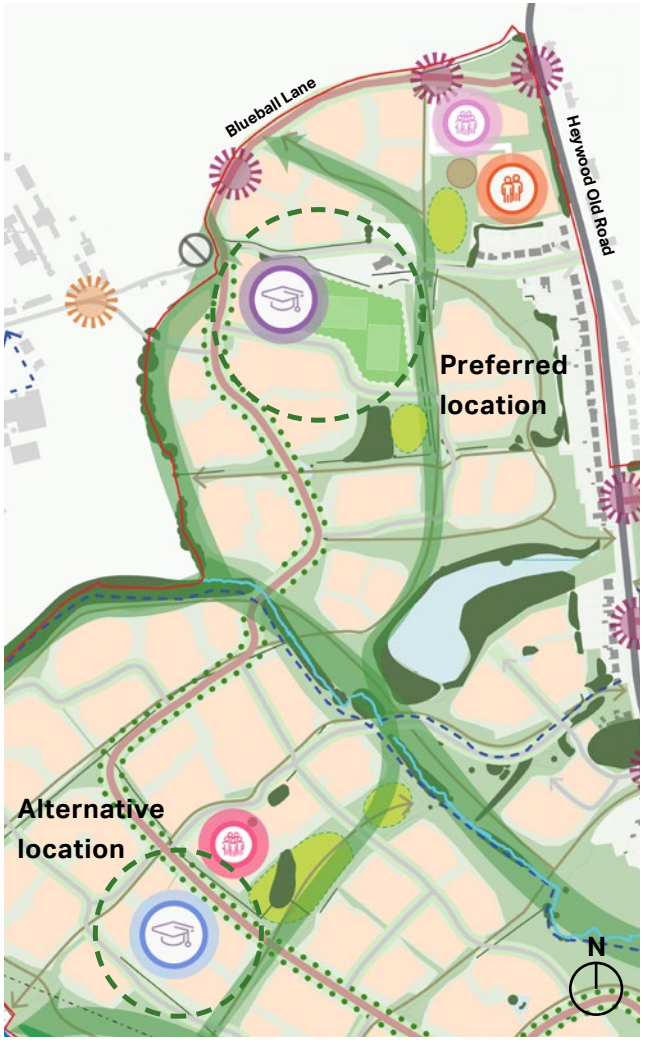


Figure 39: Preferred and alternative locations identified for the school

PfE Policy JPA1.2 requires the provision of a new Local Centre in an accessible location which includes a range of appropriate facilities such as retail, health and community provision. An indicative location for the Local Centre is shown on the Masterplan to the north of the western part of the site, within proximity of the David Lloyd Health Club and existing communities at Simister and Langley, to further enhance the role of the wider area as a community destination.

7.9 Local Centre

PfE Policy JPA1.2 requires the provision of a new local centre in an accessible location which includes a range of appropriate facilities such as retail, health and community provision. The Local Centre should be provided in a location which secures strong footfall and encourages active travel.

Any retail development within the Local Centre should be of a scale that serves the needs of the surrounding neighbourhoods to avoid it generating vehicular based visits from the wider area.

An indicative location for the Local Centre is shown on the Masterplan to the north of the western part of the site, within proximity of the David Lloyd Health Club and existing communities at Simister and Langley, to further enhance the role of the wider area as a community destination.

This location will create a strong sense of arrival at a key access point. Its siting will ensure a positive relationship between new buildings, the public realm, and sustainable movement corridors, contributing to a safe and welcoming environment for residents. New active travel and associated cycle and public transport infrastructure will be supported alongside the Local Centre, to encourage sustainable travel and transport connections.

An alternative location for the Local Centre is also shown indicatively in a more central location. The final location of the Local Centre will be determined as part of the detailed planning application process.



Figure 40: One possible location for the Local Centre, within proximity of existing communities at Simister and Langley.

7.10 Green Infrastructure

7.10.1 Landscape

Any planning applications on the site will need to take account of a site wide landscape strategy, prepared in accordance with policies JP-G1 (Landscape Character), JP-G2 (Green Infrastructure Network), JP_G3 (River Valleys and Waterways), JP-G6 (Urban Green Space) and JP-G7 (Trees and Woodland). This will include the following principles:

1. The creation of a green infrastructure corridor along the valley of the existing brook, providing an opportunity to support wildlife, SuDS and new recreational amenity for residents.

2. Providing new linear areas of green infrastructure for wildlife to connect ecological features with the broader green infrastructure network - connecting the site to adjacent farmlands and the M60 'Wildlife Corridor'.

3. The retention and enhancement of existing hedgerows and trees and particularly on the site boundaries, where possible.

4. The provision of street tree planting to create soft street scenes and break up the density of development, built form, and roofscape.

5. The provision of a strong landscape edge to the north-west site boundary (western part of the site), adjacent to the Green Belt.

6. The consideration of landscape buffers and boundary treatment to soften development edges on:

- The **western zone**, including:
  - The western edge where there is an interface with Simister Village, where tree planting and landscaping would be utilised to soften the development edge and to provide visual separation between the site and Simister Village.
  - The southern boundary, to provide a buffer between the site and the M60 motorway.
  - The interface between the site and properties on Heywood Old Road, which respects privacy and amenity.
- The **eastern zone**, including :
  - Planting on the northern, western and southern boundary, at the interface between the site and established residential areas.
  - Planting and landscaping on the eastern boundary to mitigate the impact of the development on land to the east.

7. The retention of key views, which will be enhanced and framed, including views to Heaton Park and Simister Village; as well as longer distance views to maintain the connection of the site to the wider landscape.

8. The landscape strategy must be integrated with the strategy for management of surface water at the start of the design process.

7.10.2 Open Space, Sport and Recreation

Open space and recreation will be integral to the health and well-being of new and existing residents. PfE Policy JP-P7 requires new development to provide new and/or improved existing facilities commensurate with the demand they would generate.

Any planning applications on the site will need to take account of a site wide open space, sport and recreation strategy which sets out the likely quantity, quality, type, accessibility, delivery and management of on-site provision as well as any off-site contributions that may be appropriate in lieu of on-site provision. This strategy should be prepared in accordance with Bury and Rochdale local standards and evidence base including Bury Council Open Space Assessment and supplementary planning documents and Rochdale Councils relevant policies and supplementary planning documents.

A range of types of open space and recreation should be provided on the site, informed by natural characteristics and supporting a suitable level of open space and formal recreation opportunities for residents.

Planning applications should explore the opportunity for the following open space and recreation provision across the site:

- **Natural Parkland and Trails** – exploring new habitat and amenity areas including extensions of existing hedgerows and trees, new copses for recreational community use, orchards linked to the LC, natural wildflower meadows.
- **Communal Gardens and Parks** - making use of retained landscape to create memorable spaces that are an integral part of the green corridors. This could include semi-private and communal spaces and informal spaces where people and can sit and relax.
- **Allotments and Community Growing** – to provide spaces to grow and produce food, generating interaction, skill sharing, and food cultivation.
- **Inclusive Play** - play should be distributed and located to ensure access for everyone, being located along key walking routes, travel nodes and destinations including the Community uses. Natural play should also be encouraged, including informal 'play on the way' on walks to school.
- **Formal Sports -** formal sports provision will be discussed and agreed with the Local Authorities (with reference to any Playing Pitch Strategy and Open Space Assessment) to ensure that adequate provision is made that reflect both the character and physical characteristics of the site, and the local need for different sports activities. Where there is a need, but the site doesn't lend itself to the ability to deliver pitches on site, off-site contributions may be sought instead. Opportunities for the dual use of facilities through new school provision should be explored, along with potential for improvements to sports facilities within the vicinity of the site.
- **Enhancing Blue Infrastructure** - enhancing the existing water features such as ponds and brooks, and providing a network of connected swales and natural attenuation features within the development areas.

It is anticipated that the long-term positive management of the open spaces within the site will be secured through both a Landscape and Habitat Management Plan and the establishment of a Management Company to maintain the play areas, open spaces, water features and parks.

7.10.3 Green and Blue Infrastructure Framework

An indicative Green and Blue Infrastructure network reflecting the Open Space, Sport and Recreation Development principles is identified below:

1. **Communal Gardens and Viewing Points** - the masterplan framework provides a network of communal gardens and viewing areas throughout the site, designed to promote relaxation, social interaction, and enjoyment of the surrounding landscape. These could provide quieter spaces for reflection, while seating areas will be accessible and welcoming throughout the year.

2. **Inclusive Play** - play facilities will be designed to be inclusive, catering to a range of ages and abilities. These spaces will be integrated along walking routes, active travel connections, and adjacent to community facilities, including links to Heaton Park. Natural play elements and informal play opportunities will be encouraged throughout the site.



Figure 41: Indicative green infrastructure framework. Please note: some numbers relate to text on the following pages

3. **Community Growing Gardens** - shared growing spaces will support community interaction, skill sharing, and food cultivation. These areas, located near community uses, will encourage intergenerational engagement and provide opportunities for educational activities.

4. **Activity and Fitness** - the masterplan framework incorporates sports and activity spaces that complement the Site's natural features and topography. Facilities will provide for both formal and informal activity, including small kickabout areas and connections to wider green spaces such as Heaton Park to encourage walking, cycling, and outdoor exercise.

5. **Ecology** - the site will be managed to safeguard natural assets, enhance biodiversity, and support long-term ecological resilience while accommodating sustainable public use.

6. **Protect and Enhance Sensitive Habitats** - sensitive habitats will be protected from disturbance, with active management plans for declining species and seasonal buffers applied where necessary.

7. **Strengthen Landscape and Ecological Character** - all landscape interventions will follow ecological design principles, reinforcing existing character, increasing habitat diversity, and restoring degraded areas through native planting and natural regeneration.

8. **Expand Woodland and Hedgerow Networks** - There is an acceptance that hedgerows and trees will be lost in places to make way for development and construction operations (cut and fill to create development plateaus, etc). However, woodlands will be expanded and strengthened, and retained hedgerows will be restored, extended or replaced to form continuous wildlife corridors. New and replacement networks of hedgerows and tree corridors/groups will also be provided to compensate for lost hedgerows and trees.

9. **Improve Ecosystem Connectivity** - habitats will be linked internally and to the wider ecological network, enhancing species movement, genetic diversity, and ecological resilience.

10. **Enhance Existing Habitat**s - grasslands, woodlands, scrub, and species-rich hedgerows will be improved where possible. Neutral grasslands will be restored, vegetation structures diversified, and designated ecological sites maintained.

11. **Increase Biodiversity and Carbon Sequestration** - green spaces will be managed to maximise biodiversity and carbon storage. Pollinator-friendly planting, species-diverse grasslands, orchards, and wildflower areas will be promoted.

12. **Design for Ecology from the Outset** – ecological enhancements will be integrated throughout development, including bird boxes, bat roosts, and insect habitats, ensuring development phases enhance ecological networks.

13. **Connect Communities with Nature** - open spaces will support food growing, outdoor learning, and environmental stewardship, reconnecting people with natural processes and seasonal cycles.

14. **Enhance and Integrate Water Features** - ponds, and brooks will be restored and integrated with swales and SuDS to improve water management and aquatic habitats.

15. **Manage Human Access to Protect Wildlife** - footpaths, boardwalks, and natural boundaries will minimise habitat disturbance, supported by clear signage to protect sensitive zones while maintaining visual openness.



Figure 42: There are hedgerows across the site, with ponds and a large fishing lake evident on land to the west of Heywood Old Road.

7.11 Green Belt

To offset the impact of removing the site from the Green Belt, there is a need to identify and deliver compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in the vicinity of the site. The full detail of Green Belt compensation would be proposed and agreed as part of a detailed planning application, in accordance with PfE Plan Policy JPA1.2 and Policy JP-G2 (Green Infrastructure Network).

The northern and western boundary of the site will be reinforced by an additional planning and landscaping, to ensure that the boundary to the Green Belt is strengthened.

7.12 Trees and Woodland

PfE Policy JP-G7 requires development which would result in the loss of existing trees, to replace them on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision. An assessment of trees is expected to accompany all planning applications. Existing mature trees across the site have been considered as part of the masterplanning process and should be retained, as detailed planning applications for the site are prepared.

Given the topography of the site and the necessity to create development plateaus, a cut and fill strategy may result in tree and hedgerow loss Replacement, mitigation and compensation will be key to the delivery of the site, to ensure new tree and hedgerow corridors are provided. Further, engagement with City of Trees as part of the planning process is recommended.

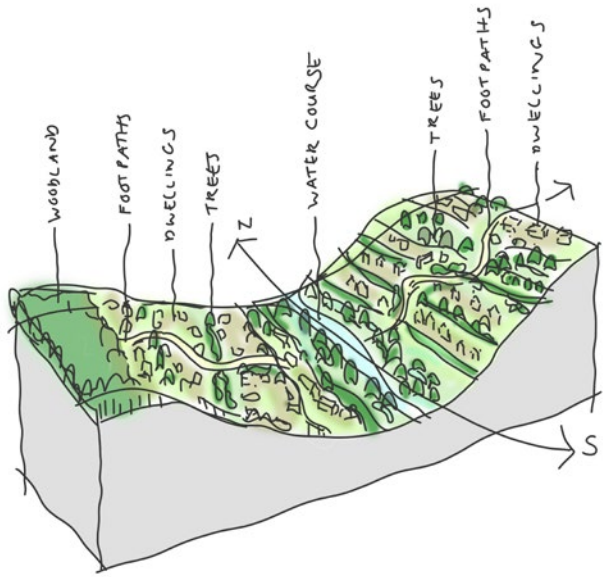


Figure 43: Concept sketch highlighting the integration of open space and natural features within the development

7.13 Digital Connectivity

PfE Policy JP-C2 requires development to commit to ensuring that all new development has full fibre to premises connections, unless technically infeasible and/or unviable, and incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties. A digital connectivity statement is expected to accompany all planning applications.

7.14 Pollution Control

PfE policy JPA1.2 requires appropriate noise and air quality mitigation measures and high-quality landscaping along the M60 motorway corridors and local road network to be incorporated into development within the allocation. Details are expected to accompany all planning applications where required.

7.15 Landfill / Contamination

PfE Policy JPA1.2 requires necessary remediation measures in areas affected by contamination and previously worked for landfill purposes to be incorporated into development if required within the allocation. Details of remediation is expected to accompany all planning applications, where required.

7.16 Minerals

PfE Policy JPA1.2 requires development to 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). Details of minerals extraction is expected to accompany all planning applications, where required.

7.17 Construction

In accordance with the Council's Validation Checklist, a suite of planning, design and environmental assessments will be submitted with any future planning application. If the assessments indicate that the proposed development would result in any unacceptable impacts on existing infrastructure, including for example on existing drainage, then detailed site investigation surveys may be undertaken to identify such assets, which will be secured either by planning condition (including the requirement for a Construction Environmental Management Plan [CEMP] and Construction Traffic Management Plan [CTMP]) or obligation in accordance with the CIL regulations. Where required, such surveys will be undertaken prior to commencement, to secure a baseline position, and set out appropriate mitigation where required.



08

Phasing & Delivery

8. Phasing & Delivery

The site provides a major residential-led development opportunity that is allocated to deliver up to 1,550 new homes, supported by community and other essential infrastructure. This Development Framework provides a high-level strategy and key principles for the future delivery of the full JPA1.2 allocation, whilst retaining flexibility to allow for opportunities across the site.

Given the size, it will take several years for the site to be fully delivered and therefore it is important to develop a phasing and delivery strategy to bring it forward. This phasing and delivery strategy helps to shape the parameters within which future planning applications will be brought forward and provides a holistic and coordinated approach to the delivery of on and off-site physical and social infrastructure. Development is expected to come forward in a series of phases alongside necessary infrastructure provision, and a flexible approach is proposed in order to be responsive to opportunities.

To support the delivery of infrastructure across the site, an Infrastructure Phasing and Delivery Strategy ("IPDS") for the site will be prepared in accordance with the PfE Policy JPA1.2 and JP-D1.

This IPDS should be read alongside this Development Framework, noting that the IPDS is intended to be a "live document" that is continuously reviewed and updated as detailed plans, evidence, infrastructure costs and the potential of funding become available. This will tie in with the wider Business Plan for the Northern Gateway and Atom Valley aspirations.

Planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Proposals will need to demonstrate how the development of individual plots is consistent with SBDF, the IPDS and any other material considerations. Planning applications should not sterilise, frustrate or otherwise constrain the delivery of other parts of the site or the strategic infrastructure requirements.

All development plots will need to be sufficiently coordinated with appropriate infrastructure delivered at the correct time to support a sustainable and comprehensive development. Planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted.

Planning applications will be expected to demonstrate how delivery of housing and other development, including social infrastructure within the site, will be coordinated with the delivery of transport and other physical infrastructure that is needed to support it.

All development proposals within the site will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation. These contributions should be informed by site-wide delivery strategies for each relevant element.

In addition, major developments coming forward on unallocated sites that will be reliant on infrastructure provided to support the delivery of the site will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment.

The timely delivery of key green and blue infrastructure is important to the successful phasing of Simister Bowlee. Habitat and species protection, ecological connectivity and sensitive access management must be implemented in a coordinated manner, and within timescales to be agreed with the Councils to ensure that early construction phases do not adversely affect retained ecological features. Early establishment of strategic green corridors will safeguard ecological function while providing the foundation for Biodiversity Net Gain delivery and high-quality placemaking.

The recreation and sports provision should be delivered alongside development to ensure that both demand is met and communities have the opportunity to connect with this infrastructure as the site becomes occupied.

8.1 Key infrastructure Requirements

Development proposals must:

- Ensure they are acceptable in planning terms, such that they mitigate their on and off site impact in accordance with this Development Framework;
- Make an appropriate contribution to ensure the delivery of the strategic infrastructure identified by the Development Framework; and
- Ensure that the applicant's proposals will not prejudice the delivery of strategic infrastructure and development on third party land.

Infrastructure requirements to support Simister Bowlee have been categorised as being either strategic infrastructure (primary infrastructure needed to support the full delivery of Simister Bowlee) or local infrastructure (on-plot infrastructure delivered directly as a matter of course by each developer to meet the requirements of individual development plots).

Triggers for the strategic infrastructure will be determined through relevant and updated technical evidence. These triggers will also be included and refined in the IPDS and during pre-application discussions between applicants and the Council, ensuring proper determination of the appropriate triggers for the delivery of infrastructure.

The Simister Bowlee site is split into three broad 'zones', each of which will include multiple phases of development. These zones are shown in the Figure 45 and comprise:

- **Southern Zone** - 20 hectares delivering a mix of around 800 residential units;
- **Northern Zone** - 13 hectares, delivering a mix of around 550 residential units;
- **Eastern Zone** - 11 hectares, delivering a mix of around 200 residential units;

Development in all three Zones will be required to contribute to the strategic infrastructure requirements identified in Table 02. The precise capacity and quantum of housing development in each zone will be informed by technical assessment work and be determined as part of the planning application process.

Infrastructure Element	Infrastructure Requirement	Comment
Highways and Public Transport	A new spine road connecting the northern and southern access points	The spine road will need to be operational at an appropriate time in the development programme to facilitate public transport and active travel through the site. The point at which this becomes necessary will be determined through a detailed Transport Assessment (TA) for the whole site and factored into planning applications as they come forward. When development commences (currently envisaged to commence in Southern Zone) the TA will indicate the capacity of the junction/network in the relevant locations. The TA will identify when the transport mitigation (including secondary access / egress) will be required.
	Active travel network including cycleways and pedestrian links	These will be required throughout the site and within individual zones. The primary active travel routes will run alongside the Spine Road, ensuring connectivity with all zones. Each development plot will need to demonstrate linkages to the site wide network (existing and new as appropriate).
	Bus Stop Provision	Triggers to be determined through a Transport Assessment for the site and in conjunction with TfGM.
	Off-site highway improvements	Triggers to be determined through a Transport Assessment for the site.
Social Infrastructure	Primary School Provision including new 2-form entry primary school	Triggers to be determined through Bury Council's Education Needs, Demand Assessment and evidence of need from Rochdale Council, and the wider IPDS.
	Secondary School Provision	Triggers to be determined through evidence of need for provision generated by the development, and the wider IPDS.
	Local Centre, including retail/ community/health facilities	Triggers to be determined through up-to-date health needs assessments, and the wider IPDS.

* Table continued on next page

Infrastructure Element	Infrastructure Requirement	Comment
Social Infrastructure	Healthcare Facilities	Triggers to be determined through up-to-date health needs assessments, and the wider IPDS. Capacity assessments should be provided with NHS GM ICB. Should on-site provision be deemed unfeasible, and need has been evidenced, a financial contribution will likely be required to provide off-site additional healthcare provision.
Environmental Infrastructure	Green infrastructure including public open spaces, sports facilities and playgrounds	Triggers to be determined by Bury Council Open Space Assessment (2026) and Playing Pitch Strategy and Rochdale's relevant policies and supplementary planning document, and the wider IPDS.
	Surface water attenuation and SuDS, integrated with areas of green infrastructure	Triggers to be determined through a drainage strategy for the site, and the wider IPDS, and through engagement with United Utilities..
	Measures to protect hydrology and water quality throughout the development	Triggers to be determined through a drainage strategy for the site, and the wider IPDS, and through engagement with United Utilities..
	Nature areas, ecological mitigation and biodiversity net gain	Triggers to be determined through an ecology strategy for the site, and the wider IPDS.

Table 02: Strategic Infrastructure Requirements (Site Wide)

8.2 Local Infrastructure (On-Site)

In addition to the strategic infrastructure requirements above, each development proposal coming forward in the site will be required to provide specific necessary infrastructure to allow it to come forward. Whilst there may be some bespoke requirements on some development plots, it is likely that the following will be required on each plot:

- Appropriate Access/egress arrangements into the development plots from Heywood Old Road or the proposed spine road
- Active travel access from Heywood Old Road (or the proposed spine road)
- Internal highways
- Internal walking and cycling routes
- Utilities
- Drainage (Suds and attenuation ponds)
- Drainage (foul water)
- Water Supply
- Power Supply
- Telecoms Supply
- Noise and Air Quality mitigation
- Green Infrastructure



Figure 44: Aerial view of Junction 18 and Simister Lane

8.3 Phasing

Phasing of development, including the amount of development capable of being delivered within each zone, will be influenced by the phasing of the spine road and the extent of available capacity within the surrounding highway network. This will need to be managed to ensure that highway and junction improvements are delivered outside of the site to accommodate additional movements.

The phasing of the spine road and quantum of development across the site will also need to relate to the provision of the two-form primary school on the site. As stated in Chapter 7, education provision is required within the development and the timing of delivery of the new primary school will be determined by the Council's Education Needs and Demand Assessment and the wider IPDS, to ensure that appropriate provision is in place and available.

Depending on the eventual location of the school and phasing of the site, it may be necessary to safeguard land for the education use so that it can come forward at the necessary point of development. Provision could be based on a one-form entry, expanding to a two form entry as demand increases.

All phases of development will be delivered in line with the comprehensive vision for the wider development, supporting the strategic requirements for infrastructure, particularly with regards to the spine road, active travel, public transport, education provision and greenspace.

The precise capacity and quantum of housing development in each zone will be informed by technical assessment work and be determined as part of the planning application process.

8.3.1 Southern Zone

Key features in this zone include:

- 20 hectares delivering a mix of around 700 residential units;
- Affordable housing in accordance with adopted local planning policy requirements;
- Primary access taken from Heywood Old Road at the southern extent of the site;
- A new access onto Heywood Old Road at the southern extent of the Southern Zone designed to provide for movement through the zone and providing connectivity to the Northern Zone;
- Off-site highway and junction improvements;
- Potential location of a new 2-form entry primary school;
- Green open space and recreation provision, including potential new sports pitches, neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the other two zones and beyond.

8.3.2 Northern Zone

The Northern Zone will provide a key gateway into the site and could be delivered in sub-phases. The key features in this zone include:

- 13 hectares, delivering a mix of around 550 residential units;
- Affordable housing in accordance with adopted local planning policy requirements;
- Primary access taken from Heywood Old Road at the northern extent;
- A new gateway junction at Heywood Old Road designed to provide for movement throughout the whole allocation, providing connectivity to later phases, southern and eastern zones within the development;
- Off-site highway and junction improvements;
- Preferred location of a new 2-form entry primary school;
- A Local Centre, with community, healthcare and retail facilities;
- Specialist accommodation for elderly living;
- Green open space and recreation provision, including potential new sports pitches, neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the other two zones and beyond.

It is envisaged that this zone will accommodate a mix of homes, as well as the essential social and community infrastructure, including the preferred location for a new two form primary school and the Local Centre.

Development will be programmed to allow the completion of the spine road through this zone. The full spine road should be delivered as soon as practicable, in order to provide the necessary resilience and permeability throughout the site. This is not only critical to facilitate the level of development proposed, but also essential to facilitate public transport connectivity and active travel movement within and around the site.

8.3.3 Eastern Zone

Key features in this zone include:

- 11 hectares, delivering a mix of around 300 residential units;
- Affordable housing in accordance with adopted local planning policy requirements;
- Access taken from Heywood Old Road;
- Off-site highway and junction improvements;
- Green open space and recreation provision, including potential new sports pitches, neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the other two zones and beyond.
- The Eastern Zone could be brought forward as a standalone site. This part of the site sits entirely within Rochdale, but the site will need to contribute to the strategic infrastructure requirements of the whole allocation, including the education provision.



Figure 45: Indicative Phasing Plan

8.4 Summary

The approach to phasing set out in this SBDF is not intended at this stage to be chronological. Instead, the phasing and delivery approach outlined above reflects a natural and logical way the site will come forward physically given the spatial principles established by the SBDF and infrastructure integrated within it, coupled with the aspiration to deliver the site successfully.

Due to the scale and nature of the proposed uses and the timescales within which it is anticipated to be delivered, the SBDF needs to be robust as well as flexible. The SBDF provides suitable controls and principles to guide future proposals and to manage design qualities, whilst being able to adapt to changing market conditions, site constraints, and opportunities to accelerate delivery. The phasing and delivery strategy outlined does not restrict the potential for zones to be accelerated where opportunities arise, or where infrastructure needs to change or allow zones to be advanced earlier than currently envisaged.

The phased delivery of Simister Bowlee will be kept under review and will be informed by up-to-date evidence prepared to support future planning applications and the IPDS. Triggers for the strategic infrastructure will be determined through relevant and updated technical evidence.

The Councils will work with all partners and stakeholders to bring forward the delivery of strategic infrastructure and development in a coordinated manner that provides significant benefits to new and existing residents. This will include the Councils (or other public sector bodies) potentially using their statutory land assembly powers (including compulsory purchase powers) to enable and facilitate the delivery of this major opportunity.

8.4.1 Funding

A range of funding and delivery mechanisms will be required, including:

- **Planning conditions and Section 106 Agreements to secure on-site infrastructure:** to secure the delivery of on-site infrastructure required to deliver development.
- **Developer contributions secured via Section 106 and Section 278 Agreements to support off-site infrastructure:** Developer contributions and/or delivery of infrastructure off-site 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 only be sought where they are necessary to make the development applied for acceptable in planning terms and will be fairly and reasonably related in scale to the development.
- **Public sector funding:** Where appropriate, sources of public sector funding will be investigated to assist or accelerate the delivery of strategic infrastructure and development.

8.4.2 Equalisation

Equalisation is a mechanism to ensure the fair and proportionate distribution of the necessary costs of the strategic infrastructure, regardless of which specific parcel of land is used for what purpose. 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.

An equalisation approach will be followed for the site. This means that all development proposals within the site must contribute towards that infrastructure in a fair and proportionate manner.

Details regarding the mechanism for identifying fair and proportionate contributions will evolve through the IPDS and any associated documentation to support delivery of the site.

In line with the Planning Practice Guidance, land values within the site should reflect the requirement to fund strategic and plot-specific infrastructure and mitigation.

The IPDS will continue to be updated to reflect the costs of wider infrastructure requirements of the site as they are understood and will expand upon the approach to equalisation through the contributions to be sought.

Pre-application discussions with the councils will refine local infrastructure requirements, which will be additional to those site-wide strategic infrastructure requirements that all developments should contribute towards.



09

Sustainability Strategy

9. Sustainability Strategy

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury and Rochdale Councils through a declaration of a climate emergency. Achieving this goal will reduce the need for buildings and homes to be retrofitted in future to achieve carbon neutral goals set by Greater Manchester and the UK.

9.1 Delivering Low Carbon, Sustainable Homes

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:



1. Promote carbon neutrality of new development by 2028; and



2. Improve energy efficiency and the generation of renewable and low carbon energy

The Simister Bowlee site provides an opportunity to support Bury, Rochdale and Greater Manchester's commitment to net zero through the implementation of the policies within PfE and the delivery of low zero carbon and highly sustainable homes.

This chapter focuses on the expectations and likely benefits from the Simister Bowlee site with respect to 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. The specific policies within PfE that are relevant to this section and are considered in turn below 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
- Policy JP-S6: Resource Efficiency



9.2 Promoting carbon neutrality of new development by 2028

9.2.1 Carbon and Energy

Policy JP-S2 includes an expectation that new development will be net zero in a phased approach, unless it can be demonstrated that this is not practicable or financially viable:

- 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 materials 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.

Policy JP-S2 takes the definition of Net Zero Carbon from the UK Green Building Council (UKGBC) Net Zero Carbon Buildings Framework (2019).

The UKGBC Framework is due to be superseded by the emerging UK Net Zero Carbon Building Standard (UK Net Zero Carbon Building Standard). Implications of this change will need to be considered once the UKNZCBS is launched.

The GMCA has published guidance on the application of its approach to net zero. These are considered in the following pages.

9.2.2 Net Zero in Operation

The GMCA Net Zero Design Guidance states that for Applicants to comply with Policies JP-S2 and JP-S3, all new buildings should be designed and built to be Net Zero Carbon in operation in compliance with the following where practical and viable:

- Fabric efficiency
  - Space heating demand of ≤20kWh/m2/year for houses
  - Space heating demand of ≤15kWh/m2/year for flats
- Energy use and carbon emissions
  - 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.
- Energy Use Intensity (EUI)
  - EUI of ≤35kWh/m2/year for TANZ homes only
  - EUI to be calculated using appropriate methodology e.g. CIBSE TM54
- No fossil fuels and low carbon heat
  - The energy strategy will 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.

- On-site renewable energy generation and energy balance
  - Roof mounted solar photovoltaics will be prioritised.
  - Residential development should aim to provide PV equivalent to 40% footprint area.

- Offsetting (as last resort)
  - To be used where practical and viable via a fund which will be developed by Bury and Rochdale Councils.
  - It is not expected that emissions associated with unregulated energy will be offset.

Additional requirements listed within the GMCA Net Zero Design Guidance include:

- Upfront embodied carbon reporting (See Net Zero in Construction below)
- Overheating risk reduction
  - Residential uses should avoid mechanical cooling
  - Non-residential uses should pass CIBSE TM52
- Reporting energy consumption in-use

As the GMCA Net Zero Design Guidance is not incorporated into PfE, the targets included are aspirational but will be used to guide the design and construction of new developments. The exception is the space heating demand targets, which are included within Policy JP-S1 as best practice thresholds and will be applied where practical and viable.

9.2.3 Net Zero in Construction

The GMCA Net Zero Design Guidance includes aspirational targets for residential development as follows:

- 500kgCO2/m2 for homes
- 600kgCO2/m2 for flats

No targets are provided for non-residential development.

Reductions in construction carbon will focus on material efficiency (e.g. 'use less') in the first instance.

9.2.4 Carbon Offsetting

Where a development cannot achieve net zero requirements or targets, carbon offsetting will be considered; this involves a financial contribution to mitigate or compensate for the effects of unavoidable carbon emissions by investing in an off-site scheme which reduces or removes greenhouse gases elsewhere, such as tree planting or renewable energy.

In collaboration with the GMCA, Bury Council is developing a Carbon Offset Fund to enable applicants to contribute to and achieve Net Zero Carbon where practical and viable.

9.3 Improving energy efficiency and the generation of renewable and low carbon energy

9.3.1 Heat and Energy Networks

Simister Bowlee falls within the Northern Gateway Heat and Energy Network Opportunity Zone. As part of any planning applications, a Low Carbon Heat Appraisal will be prepared setting out a comparative analysis of feasible heating systems, and proposals for a heating strategy which is practical and delivers carbon savings over the course of its operation. If the Applicant can demonstrate that an alternative energy strategy will deliver the same or greater carbon savings and / or financial savings or such network connection would not be practicable or financially viable, then this will be considered.

Opportunities for smart energy networks should also be considered, including:

- Energy demand and generation balance
- Energy storage
- Microgrid(s), and
- Electric vehicle charging strategy.

9.3.2 Resource Efficiency

Circular economy is a key part of GM's ambition to be a carbon neutral and leading green city region by 2038, and Northern Gateway will have a role in supporting this.

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.

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

9.3.3 Climate Resilience

GM will experience changes to the climate in the future, including:

- Increased annual temperatures
- Increased winter rainfall, and
- Decreased summer rainfall.

Impacts associated with these changes to climate and measures to mitigate them are set out within PfE Policy JP-S4. Development will need to demonstrate how climate adaptability and resilience measures have been incorporated through design measures which are appropriate for Simister Bowlee. Design measures expected to be implemented on site include:

- Reducing overheating risk through passive measures in the first instance, using active cooling where necessary.
- 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.
- Minimising water use during operation through 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.

9.3.4 Environmental Accreditation

PfE Policy JP-S2 requires any non-residential development should achieve a minimum of BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue, rising to BREEAM 'Outstanding' equivalent from 2028.

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.

Applicants are therefore encouraged to pursue certification under BREEAM for non-residential uses over 1,000sqm.

Where feasible and viable, additional accreditation is encouraged to demonstrate the sustainability credentials of the site.

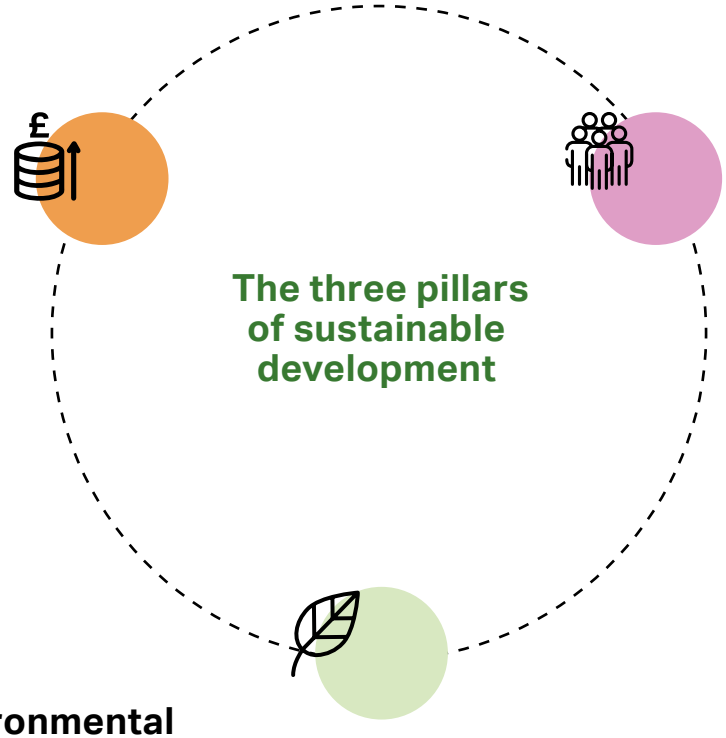


10

The Benefits

10. The Benefits

The proposals will bring a range of benefits that will embrace the three pillars of sustainable development:



Economic

The development of the site will boost the Greater Manchester economy and support the world class employment opportunity at JPA1.1, by delivering the type and quality of homes that will underpin long term growth and retain skills in the north of the conurbation.

Social

Delivering inclusive development that provides the types of market and affordable homes to meet local needs, alongside community infrastructure that will improve access to amenities and support the growth of the local population.

Environmental

Ensuring the development will maximise opportunities for biodiversity enhancement, 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.

10.1 Economic Benefits

Due to its scale and importance, the development of the site would have significant economic benefits, from its construction, occupation and in the catalytic impact it would have within Bury and Rochdale, Greater Manchester and the wider region. The key economic benefits of the scheme include:



During Construction

- 1,815 'person years' of construction employment created, equating to an average of 115 FTE on and off-site construction jobs per year assuming an indicative 16 year build stage.
- 120 net additional FTE positions supported each year across the North West, via indirect and induced employment effects
- £146 million net additional GVA contribution to the North West's economy over the 16 year construction build period; and
- The potential to support approximately 45 construction apprenticeships in their entirety (with each being 3 years long).

During the Occupation of the Development

- 80 gross FTE jobs supported on the site once it is complete and fully operational.
- 1,680 working age, economically active and employed residents would occupy the new homes, generating a combined additional gross income of up to £53 million per annum, which would support an additional 215 retail and leisure-related employee jobs in the local area.
- An additional £4.65 million in collective Council Tax payments and £50,000 in business rate revenue per annum, for collection by Bury and Rochdale Borough Councils, to support local services across the Councils.

Wider Catalytic Effects

- Underpinning employment growth across the north of Greater Manchester by providing the type, quality and spatial distribution of homes in the region that will allow it to capitalise on its key strengths, growth potential and emerging industries in the Atom Valley MDZ.
- Providing the quality of housing and community infrastructure that will underpin the retention of skilled workers and support jobs in the north east growth corridor, and particularly at the world class employment destination at JPA1.1.

10.2 Social Benefits

The delivery of the site will have clear social benefits for existing and future residents, in terms of providing better choice, improving access to amenities and meeting a variety of identified housing needs. The key social benefits include:



- Delivering high quality market homes, with a range of types and tenures, to meet the needs of existing and future employees.
- Delivering affordable homes in accordance with local policy, to help meet housing needs.
- Delivering a new primary school; and other community infrastructure, including a Local Centre with flexible uses, new retail and community uses, active travel infrastructure and public open spaces. Collectively this benefit and support existing and future populations.
- Delivering new and accessible multifunctional open spaces, amenity spaces and green infrastructure to benefit existing and future residents and to improve connectivity surrounding communities and encourage healthy and active lifestyles.
- Providing a highly permeable settlement layout with continuous routes throughout the site that seeks to improve connections to, and between, existing and future communities.
- The provision of improved bus services and connectivity to key destinations, including the JPA1.1 employment site and Manchester.

10.3 Environmental Benefits

Development of the site will support the environmental pillar of sustainability through the application of key PfE policies in relation to sustainable development, carbon and energy efficiency, green infrastructure, landscape, biodiversity and heritage.

The development of the site has the potential to significantly uplift the biodiversity, accessibility and overall enjoyment and environmental value of the site; as well as embedding climate resilience and energy efficiency in the fabric of design. Key environmental benefits include:



- Seeking to achieve net zero carbon emission buildings in construction and operation, in line with the policy requirements of PfE Policies JP-S1 and JP-S2.
- Delivering a development which is adaptable and resilient to climate change and limits environmental impacts to biodiversity, building occupants, and the local community.
- Delivering an uplift in biodiversity which would, as a minimum, meet the 10% net gain requirement.
- The provision of multi-functional green infrastructure and open space that will benefit existing residents and create new green corridors through the site.
- The protection and enhancement of existing features of the site that add value, including mature trees, hedgerows and woodland.



Figure 46: Views across to the Manchester city skyline from the site



11

Social Value Strategy

11. Social Value Strategy

Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit. There are notable inequalities within Bury's and Rochdale's communities around levels of deprivation; health and life expectancy; employment; and educational attainment. 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 deep-rooted inequality issues.

11.1 Social Value

To help to address issues around inequalities and ensure local communities benefit, it will be necessary for new development on the site 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 in both the construction and operational phases.

A key aspect of this is economic inclusion and ensuring that local residents and existing communities 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 residents into employment and/or training. Such initiatives would help 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.

Developers will be expected to produce a Social Value Strategy which sets out how social value and social inclusion will 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 in the production and implementation of developer-led 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.

Bury and Rochdale Councils approved the implementation of a Northern Gateway Social Value Strategy (NGSVS) and accompanying Delivery Plan in November 2025. The NGSVS aims to align the social value priorities of public sector organisations involved in the development and / or delivery of Northern Gateway and ensure that any social value outputs create positive social, environmental and economic impacts for the communities within Bury and Rochdale. The Councils are committed to working with external bodies involved in activity specific to the site and, as such, liaison with the Councils should take place during the production of developer-led Social Value Strategies to ensure alignment with wider social value activity across Northern Gateway.



12

Monitoring and Review

12. Monitoring and Review

The SBDF provides a clear vision for the delivery of the Simister and Bowlee (Northern Gateway) site. However, if circumstances change and have implications for the vision, design and development principles set out in this document, then a review of this document will be appropriate.

The scope and content of any review would be agreed between the councils and the updated SBDF SPD would be subject to a proportionate statutory and/or public/ stakeholder consultation prior to being finalised.

Bury Council
ROCHDALE BOROUGH COUNCIL

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	Simister Bowlee Development Framework Supplementary Planning Document
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Business, Growth and Infrastructure
Proposed Implementation Date	30th June 2026
Author of the EqIA	Fran Smith
Date of the EqIA	18th May 2026

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?

The Simister Bowlee Development Framework (SBDF)Supplementary Planning Document (SPD) supports Policy JPA1.2 of the Places for Everyone Joint Plan (PfE) which was adopted in March 2024.

The SBDF 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 SBDF provides a clear vision for the delivery of the Simister Bowlee site. However, if circumstances change and have implications for the vision, design and development principles set out in the SBDF, then a review of this document will be appropriate.

The draft SBDF has been subject to at least 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** The Simister Bowlee SPD will not affect any employees based on a protected characteristic(s) they have. Staff will be guided in their work, in line with national guidance and the council's strategic aims, enabling them to provide the public with the best possible level of service.

Community/Residents: **Yes** A key element of PfE, including allocation of the Simister Bowlee site, 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 SBDF sets out how Simister Bowlee will contribute.

It is anticipated that it could take up to 15 years to deliver the Simister Bowlee site. The SBDF provides a high-level strategy and key principles for the delivery of Simister Bowlee, whilst retaining flexibility to allow for opportunities across the site. The potential impacts of delivering individual parcels of development within the site will be considered as detailed delivery information becomes more available.

Third parties such as suppliers, providers and voluntary organisations: **Yes** PfE and the Simister Bowlee SPD will provide careful and detailed advice towards ensuring high quality development within the Simister Bowlee allocation.

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

Data:

The SBDF expands on policies contained within PfE. PfE has already been through the Equality Impacts Assessment (EqIA) process at the relevant stages of it's development.

Likewise, PfE has already been through the Sustainability Appraisal (SA) process at various stages of its development, where identified social, economic and environmental considerations have been established and assessed as part of the plan making process.

Furthermore, in addition to the SA, Places for Everyone is also supported by a robust and extensive evidence base, that has been tested through the examination process by independent Planning Inspectors.

Given the above, the most relevant information at this stage is the extensive range of evidence used in support of the development and examination of Places for Everyone, available to view at Places for Everyone Joint Development Plan and supporting evidence

Stakeholder information/consultation:

The SBDF has been subject to a six-week public consultation prior to adoption. Full consideration has been given to all the responses received as part of the consultation exercise. Amendments to the draft SPD have been made where necessary. Outcomes from the public consultation are set out in the accompanying Consultation Statement.

Ongoing dialogue has been carried out with internal officers and stakeholders throughout the preparation process for the draft SBDF and no issues concerning equality and community cohesion have been raised as a result of these consultations. As such the Simister Bowlee SPD is being brought back to Cabinet for formal adoption.

If a review of the SBDF is appropriate, the scope and content of the updated SBDF would be subject to a proportionate statutory and/or public/stakeholder consultation prior to being finalised. This EqIA would be updated to reflect any amendments to the SBDF.

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	Different age groups have different housing and employment needs, which directly impact on how and	The SPD includes proposals 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 PfE	The SPD is intended to apply to all age groups. It supports the provision for a range of housing including extra care and supportive living.	Neutral

	when they choose to live.	requires development in the Simister Bowlee allocation to include affordable housing provision within which will help younger, first-time buyers get onto the property ladder. 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. The SPD includes provision of a retirement village for older people, maximising their ability to live independent lives and retain	Social uses such as retail, health, education facilities and public transport hubs are to be co-located to ensure that all ages groups can access.	

		control over their accommodation and services. Public consultation methods were designed to ensure all ages groups are engaged for example the use of leaflets, social media and drop in events.		
Disability	Different disability groups have different housing and employment needs, which directly impact on how and when they choose to live.	The SPD includes proposals that will bring positive housing benefits to all disabled groups 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. The SPD includes provision of extra care accommodation, maximising residents ability to live	The SPD is intended to apply to all disability groups. It supports the provision for a range of housing including extra care and supportive living. Social uses such as retail, health, education facilities and public transport hubs are to be co-located to ensure that all disabled groups can access.	Neutral

		independent lives and retain control over their accommodation and services. Additional requirements and guidance on design within the Simister Bowlee allocation should ensure improved access for less mobile people. Public consultation methods were designed to ensure that key stakeholders, community groups and residents are engaged to ensure an inclusive approach.		
Gender Reassignment		There is no evidence that there will be a differential impact based on gender reassignment.		Neutral
Marriage and Civil Partnership		There is no evidence that there will be a differential impact based on marital or civil partnership status.		Neutral
Pregnancy and Maternity		There is no evidence that there will be a differential impact based on pregnancy and maternity.		Neutral
Race		There is no evidence that there will be a differential impact based on Race.		Neutral
Religion and Belief		There is no evidence that there will be a differential impact based on Religion on Belief.		Neutral
Sex		There is no evidence that there will be a differential impact based on the sex of a person.		Neutral

Sexual Orientation		There is no evidence that there will be a differential impact based on the sex orientation of a person.		Neutral
Carers		There is no evidence that there will be a differential impact for carers.		Neutral
Looked After Children and Care Leavers	Looked after children and care leavers may not be able to access open market housing	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	PfE includes a policy requiring affordable housing provision within new residential development which will help younger, first-time buyers and socio-economically vulnerable residents get onto the property ladder. Development in the Simister Bowlee allocation will include affordable housing in line with PfE.	Neutral
Socio-economically vulnerable	Socio-economically vulnerable residents may not be able to access open market housing.	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	PfE includes a policy requiring affordable housing provision within new residential development which will help younger, first-time buyers and socio-economically vulnerable residents get onto the property ladder. Development in the Simister Bowlee allocation will include	

			affordable housing in line with PfE.	
Veterans		There is no evidence that there will be a differential impact on Veterans.		Neutral

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

2.5 Characteristics	Action	Action Owner	Completion Date
	Should the SBDF require a review, the EqIA will be updated.	Fran Smith	

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

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

3.2 Level of risk identified	0	0
3.3 Reasons for risk level calculation	Equalities impacts identified are all positive or will not affect other groups of people with protected characteristics. The type of development outlined in the document will benefit groups with protected characteristics including age and disability. Other groups with protected characteristics will not be negatively impacted by the SPD.	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

4.1 Analysis Decision	**X**	**Reasons for This Decision**
There is no negative impact therefore the activity will proceed	X	The SBDF seeks to ensure that Simister Bowlee provides new homes and infrastructure for all future residents and employees and reduce the risks of negative impacts on local communities.
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	18/05/2026	
Responsible Asst. Director/Director	Cris Logue	18/05/2026	
EDI	L.Cawley	29/05/2026	QA Complete: The analysis has considered the impacts of this activity across all characteristics, identifying potential barriers and opportunities specific to these characteristics. Mitigations are in place to remove barriers and promote opportunities. EQIA will be kept under review for the duration of this activity.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details
		This EqIA will be continually reviewed and updated as the SBDF develops. Further information will be considered when detailed deliver information becomes available.

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Agenda Item 10

Classification: Open	Decision Type: Key

Report to:	Overview and Scrutiny (29th June 2026) and Cabinet (30th June 2026)	**Date:** 30 June 2026
Subject:	Elton Reservoir Development Framework	
Report of	Leader of the Council	

Summary

1. This report sets out the results of the consultation on the draft Elton Reservoir Development Framework Supplementary Planning Document ("SPD") and seeks approval for the final SPD to be adopted.

Recommendation(s)

2. It is recommended that Overview and Scrutiny:

   i. Note the responses to the public consultation and proposed post consultation revisions set out in Appendix 1 and Appendix 2 to this report.

3. 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 SPD 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 SPD ahead of its final publication.

Reasons for recommendation(s)

4. The adoption of the document will establish a framework against which future planning applications on the site will be considered, sets out high level design and development principles for the site and an approach to the delivery and phasing of infrastructure on and off site.

Alternative options considered and rejected

5. No other options were considered/were applicable.

Report Author and Contact Details:

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Department: Place
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Background

6. The Places for Everyone Plan (PfE) is a joint development plan document of nine of the ten Greater Manchester authorities (excluding Stockport MBC) which was adopted on 21st March 2024.

7. 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 residential allocation at Elton Reservoir (PfE Policy JPA7). The site is Bury's largest residential allocation and offers the opportunity to create a vibrant, sustainable new community that delivers much-needed homes in the Borough.

8. The Elton Reservoir site is a housing-led development opportunity that will deliver:

    - 3,500 new homes
    - Affordable housing in line with policy (currently 25% equating to around 875 affordable homes)
    - Specialist and older persons accommodation
    - A new two-form entry primary school with potential for it to grow to a three-form entry should it be required.
    - Three local centres containing new community, retail and health facilities to serve the needs of the new and existing residents)
    - A new Metrolink stop and public transport hub
    - A new link road through the site to provide access, enable active travel movement and provide resilience on the existing highway network
    - Off-site highway works to mitigate for the development
    - An active travel network including cycleways and pedestrian links
    - Green infrastructure including nature park, heritage park, public open spaces, sports facilities and playgrounds
    - Ecological mitigation and biodiversity net gain
    - Surface water attenuation, SuDS and measures to protect hydrology and water quality

Elton Reservoir Development Framework

9. Following its adoption on 21 March 2024, the Places for Everyone Joint Development Plan (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.

10. A key requirement of PfE Policy JPA7 is that any proposals within the Elton Reservoir allocation must be in accordance with a comprehensive masterplan

that has been approved by the Local Planning Authority and it shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with PfE Policy JP-D1 'Infrastructure Implementation'.

11. The Elton Reservoir Development Framework (ERDF) has been prepared by Bury Council with technical input from Peel Land and Property as the main site promoter and input from other landowners/stakeholders.

12. The document is being prepared as a Supplementary Planning Document (SPD) which build upon and provide more detailed advice or guidance on policies in an adopted development plan. SPDs can be used to provide further guidance for development on specific sites, or on particular issues.

13. 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 the decision-making process when determining particular planning applications.

14. The intention is that the ERDF will be a mechanism to help identify, shape and guide the comprehensive development of the site. Its purpose is to establish strategic overarching development principles, define spatial priorities and provide some additional high-level clarity around matters such as land use, connectivity, design quality, infrastructure requirements, sustainability and placemaking objectives.

15. The ERDF is therefore intended to guide future development in a coordinated way and ensure that proposals come forward in accordance with the wider strategic vision and adopted policy objectives.

16. Whilst it provides more detail that way is set out under PfE Policy JPA7, it is important to recognise that the ERDF is a strategic level document.

17. Planning applications will be required to provide more detailed evidence and clarity on a range of issues, including those that are set out in the ERDF. The strategic direction, indicative layouts and policy position in the ERDF would then be fully tested at the planning application stage. This includes providing detailed design information, technical assessments, environmental considerations, access arrangements, landscaping, infrastructure delivery, viability considerations and other supporting evidence necessary to demonstrate that development can be delivered appropriately and in accordance with planning policy.

18. In this way, the process moves from high-level strategic policy and site-wide principles through to the detailed assessment and determination of individual development proposals. The indicative nature of certain elements of the

ERDF at this current strategic stage reflects established planning process and does not preclude the need for detailed technical assessments at the planning application stage.

Summary of Consultation and Responses

19. On the 11th February, members approved a draft ERDF 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 a six-week period running from 13th February 2026 to 27th March 2026 to establish stakeholder views on its content.

20. All relevant documentation was available for inspection on the Council's web site, copies of the document were made available for inspection 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. A number of drop in events were also held in February.

21. The consultation generated a total of 172 responses specific to ERDF. A further 42 joint responses were submitted which were a combined response to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks. A summary of these comments and the Council's response to them are set out in the Consultation Statement at Appendix 1. In summary the main issues raised were as follows:

- Development in the Green Belt – comments relating to the principle of residential development on the site.

- Outdated evidence base – comments seeking updated evidence relating to flood risk assessments and ecological assessments.

- Consultation Process – comments stating that the consultation process is perceived as inadequate and lacking transparency

- Ecology – comments relating to loss of privacy, open views, destruction of wildlife habitats and biodiversity, harm to SBIs and priority habitats, loss of rare species (waxcap, birds, newts, deer), loss of hedgerows, ponds and ecological corridors.

- Transport and Highways – comments relating to the capacity of the road network and public transport, cumulative impacts from other developments.

- Metrolink and Car Park Concerns - concern about the location of the new Metrolink stop and car park and the lack of clarity regarding the plans.

- Flood Risk and Drainage – comments stating that the development will increase surface water run-off and reduce natural drainage capacity.

- Heritage – comments relating to the inclusion of two additional Grade II listed canal milestones

- Health – comments relating to identifying health as a standalone infrastructure item in Chapter 8

- Infrastructure Pressure – concern that schools, healthcare and utilities have insufficient capacity.

- Housing Type and Affordable Housing – concern that the development will not deliver affordable housing or homes suited to local needs

- Unclear Housing Numbers – concern that the Council is unable to provide clear figures for the number of new homes in each Character Area

- Impact of Residents Amenity and Quality of Life – concern about the increased noise, light and air pollution, risk of anti-social behaviour around new infrastructure, fear of 'concrete jungle' replacing valued landscapes.

- No Meaningful Changes to Original Plans – Comments suggesting the Council has ignored previous objections.

- Failure to Prioritise Brownfield Land – concern that brownfield sites are not being developed

- Developer Influence Over Planning – concern that the Council is not acting independently.

22. A significant number of comments objected to development in the Green Belt whereas the Elton Reservoir site was removed from the Green Belt and allocated for housing following the adoption of PfE in March 2024. PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations). A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared,

justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and the principle of residential development on the site at Elton Reservoir is therefore not a debate that can be re-opened.

23. In addition, a significant number of comments related to the lack of evidence supporting the ERDF. At this stage of the planning process the evidence is proportionate to the fact that the ERDF is still a strategic plan that provides an indicative layout. Planning applications within the site will need to provide detailed and up-to-date evidence. This will include Transport Assessments to assess the impact of development on the highways network, ecology surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation measures are put in place and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated for.

24. Comments received also criticised the consultation process. The Council has sought to provide a proportionate and accessible programme of engagement on the Development Framework within a defined statutory timeframe. Consultation has been undertaken in a structured and professional format and in accordance with relevant Regulations and its Statement of Community Involvement.

25. The amendments made to the ERDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the ERDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

26. The consideration of these comments has led to the conclusion that the ERDF would benefit from a number of changes prior to it being formally adopted. In particular:

- Chapter 3 – (Ecology) - this section has been updated in terms of the existing ecology on the site. This includes updating the species and habitats present on the site and noting the key attributes of each SBI. The Priority habitats mapping layer has been shown.

- Linked to this, further text has been added to the ecology section in Chapter 3 to confirm that the ecological baseline will continue to be updated and refined through further survey work prior to and alongside future planning applications, ensuring that detailed proposals are informed by the most up to date and site specific ecological evidence available at the time of determination.

- Chapter 7 (Ecology) – This section has been amended to state that an overarching ecological framework strategy for the site will be prepared

to establish the approach to habitat retention, creation, enhancement, ecological connectivity, Biodiversity Net Gain, recreational management and long-term stewardship across the site. This will ensure that individual phases of development will contribute towards a co-ordinated ecological strategy.

- Chapter 7 (Access, Highways and Movement) has been amended to strengthen the wording in terms of how Transport Assessments should consider the access, highways and active travel strategy and include detailed technical assessment and feasibility work and that the Local Highways Authority must fully agree the transport measures, interventions and mitigation required.

- Chapter 6 – Redvales Works – plans have bene amended to make it clear where the parking is currently proposed, where the active travel hub is to be located and where the mixed-use development areas are proposed.

- Chapter 7 (Flood Risk and Drainage) – additional wording has been added to ensure a site wide flood and drainage strategy for the site is prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and with engagement from United Utilities and Bury Lead Local Flood Authorities.

- Chapter 3 (Built Heritage and Archaeology) – reference to the two additional Grade II listed canal milestones have been added.

- Chapter 8 (Phasing Strategy) - Chapter 8 (Elton Phasing Strategy) - Healthcare has been identified as a separate standalone infrastructure category and the requirement for financial contributions if on-site provision is not feasible has been added to the table. The trigger for this requirement is to be determined through up-to-date needs assessments and capacity assessments.

- Chapter 6 (Site Wide Density) - additional wording has been added to ensure that the design and density of development proposed is appropriate having regard to the character and design considerations including the interface with existing homes; the Green Belt; the need to make space for all; and incorporate, multi-functional SuDS; and the canal, the reservoirs and their settings.

- In order to provide clarity, a glossary has been added to the document. This includes a definition of affordable housing which is consistent with the definition in national planning policy.

- Chapter 6 (Site Wide Density) - additional wording has been added to ensure that the design and density of development proposed is

appropriate having regard to the character and design considerations including the interface with existing homes; the Green Belt; the need to make space for all; and incorporate, multi-functional SuDS; and the canal, the reservoirs and their settings.

- Chapter 6 (Character Areas) – the approximate number of homes has been included in this character area. These figures are approximate and will be subject to further refinement as planning applications come forward on the site.

- Chapter 7 (Design) - additional text which requires new development to ensure there will be no unacceptable adverse impacts on the amenity of the surrounding area

- More clarity in the introduction on the scope and purpose of the ERDF SPD and specifying matters that are more appropriate for the planning application e.g. submission of more detailed evidence to the support any planning application.

- A glossary has been added in to help to explain a number of terms and references within the ERDF which makes it easier to understand.

- Road names and features have been added to the plans to assist in readers orientating themselves.
- Other specific changes relating to wording in the text and on plans to improve clarity and accuracy.

27. The updated version of the ERDF SPD is attached at Appendix 2.

Links with the Corporate Priorities:

28. 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

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Equality Impact and Considerations:

29. The analysis has considered the impacts of this activity across all characteristics, the analysis has identified that the impacts are neutral with

planned mitigations and there are no equalities concerns at this stage. EQIA will be kept under review for the duration of this activity.

Environmental Impact and Considerations:

30. Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The Elton Reservoir 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
The post consultation amendments are not accepted.	The amendments are a result of public consultation and having considered the responses received.
The final ERDF is not approved.	A previous Cabinet report approved the draft ERDF. The final ERDF has been amended in responses to comments received and updated information which has become available.

Procurement Implications:

31. Any future sourcing of a developer or contractor must be compliant with the Procurement Act.

Legal Implications:

32. The preparation, consultation and adoption of an SPD must be undertaken in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended). The consultation process undertaken by the Council in relation to the Elton Reservoir Development Framework was for a 6 week period which was in excess of the minimum period of 4 weeks prescribed in the Regulations. In addition to the longer period of consultation undertaken by the Council the means of such consultation exceeded the minimum detailed in the Regulations and was considered appropriate and proportionate by the Council. Whilst comments were received criticising the consultation process undertaken by the Council on the SPD it is satisfied that it has consulted properly on the SPD and this is evidenced by the amendments made to the draft SPD subsequent to consultee comments and the recommendations contained in this report fully adhere to and exceed the requirements of those regulations.

Financial Implications:

33. There are no direct financial implications resulting from the adoption of the SPD.

Appendices:

Appendix 1 – ERDF Consultation Statement

Appendix 2 – Revised Elton Reservoir Development Framework Supplementary Planning Document.

Background papers:

None.

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

Term	Meaning
SPD	Supplementary Planning Document
PfE	Places for Everyone

Elton Reservoir Development Framework

Consultation Statement

June 2026

Bury Council

1. Introduction

1.1 Bury Council is preparing an Elton Reservoir Development Framework (ERDF) Supplementary Planning Document (SPD).

1.2 The draft ERDF has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.3 Regulation 12(a) requires the Council 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 draft ERDF during its preparation, highlights the issues raised and how the draft document was amended to reflect the issues raised.

2. Engagement during the preparation of the draft ERDF

2.1 The role of the draft ERDF 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 ERDF 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 ERDF 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 ERDF has been prepared by Bury Council with technical input from the Peel Land and Property as the main site promoter and input from other stakeholders, including Transport for Greater Manchester (TfGM), Greater Manchester Ecology Unit (GMEU), Environment Agency (EA) and United Utilities (UU). 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 ERDF.

2.4 The following table sets out the key issues raised during the internal engagement and how these have been addressed in the draft ERDF.

Issue	How was this incorporated into the draft SPD
How will development be phased within the allocation?	Reflected in draft ERDF 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, earlier than currently envisaged.
When will the infrastructure be delivered	Reflected in draft ERDF which specifies that infrastructure will be co-ordinated with the delivery of new homes and will be subject to triggers for implementation of infrastructure.

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 ERDF. As required by the regulations the Council consulted Natural England, Historic England and the Environment Agency over a four-week period (14th October 2025 – 18th November 2025) 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 Council's 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 14th October 2025. GMEU agreed with the Council's conclusion that the draft ERDF would not require a full HRA.

4. Consultation

4.1 The draft ERDF SPD was approved for consultation by Bury Council's Cabinet on the 11th February 2026. A six-week period of consultation on this draft subsequently took place over a six-week period running from **Friday 13th February 2026**, running until **Friday 27th March 2026.**

4.2 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 ERDF were also available in these locations.

4.3 The Elton Reservoir webpage on Bury Council's website received 2,252 views whilst the general PfE Strategic Sites page received 2,568 views.

4.4 Social media was utilised to promote the consultation, engagement events and the availability of detailed information on the council's website.

4.5 Bury Council posted 13 times of Facebook and X (formerly Twitter) from 13 February to 27 March 2026.

4.6 On Facebook, there were 38,408 views across all 13 posts. The highest performing post achieved 17,515 views with an engagement rate of 14.97%. In terms of engagement rate on Facebook, this ranged from 1.83% (good) to 14.97% (excellent). On X the engagement ranged from 2.17% (good) to 11.3% (excellent). Impressions (on-screen appearances) across all posts totalled 4,340 with an average of around 250 per post

4.7 Contacts on Bury Council's consultation database were notified directly of the consultation. Posters and leaflets were distributed in key locations. The Council also held three drop-in events, where Planning Officers were available to answer questions on the draft ERDF. These were held on:

- Tuesday 24th February – Radcliffe Market – 4-8pm
- Wednesday 25th February – Elton High School – 4-8pm
- Thursday 26th February – Parrenthorn High School – 4-8pm

4.8 A total of 286 people attended the drop-in sessions. The key purpose of the drop-ins was to give residents an opportunity to view the material early in the consultation programme, ask questions of officers, and receive guidance on how to submit formal written representations.

4.9 Comments were encouraged to be submitted online via Bury Council's website www.bury.gov.uk/strategicsites

4.10 Responses by email were requested to be sent to strategicsites@bury.gov.uk

4.11 Alternatively, responses could be returned by post to the following address:
Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

4.12 Those requiring further information on the draft ERDF were asked to contact a member of Bury's Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk

4.13 Examples of the consultation materials are included in Appendix 1.

5. Representations

5.1 Bury Council received 172 responses to the draft Elton Reservoir Development Framework. 98 of these responses were received via the on-line consultation portal, 74 responses were received via email or post.

5.2 A further 42 joint responses were submitted which were a combined response to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks.

5.3 A summary of the issues raised during the formal consultation period and informally at the drop in sessions is provided in section 6 of this statement. Details of how the Council has responded to those issues in the preparation of the final ERDF is also provided below.

6. Summary of the main issues raised during the consultation

Principle of Development

6.1 A significant number of comments related to the perception that the site was still located in the Green Belt. The Elton Reservoir site has already been removed from the Green Belt and allocated for housing through the Places for Everyone Joint Plan (PfE). PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations), asked detailed questions about key aspects of the Plan including each proposed allocation; and held in person Examination sessions where interested parties could respond to key Matters, Issues and Questions raised by the Inspectors.

6.2 A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and it is now established site for housing development. The principle of residential development on the site at Elton Reservoir is therefore not a debate that can be re-opened. All the supporting evidence relating to Places for Everyone is available at

https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/

Evidence that Supports the ERDF

6.3 In addition, a significant number of comments related to the lack of evidence supporting the ERDF. At this stage of the planning process the evidence is proportionate to the fact that the ERDF is still a strategic document that provides an indicative masterplan for the site. It drew on evidence that supported the allocation of the site within PfE. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the ERDF, and demonstrate that they would not compromise the comprehensive development of the whole site. This will include a site-wide Transport Assessment to consider the impact of development on the highways network, ecology surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation measures are put in place; a strategy for the delivery of play and greenspace across the site and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated.

6.4 In response to this, the ERDF has been updated in the introduction to the ERDF, Objectives of the ERDF, introduction to Chapter 7 and Access, Highway and Movement, Ecology, Flood Risk and Drainage and Open Space, Sport and Recreation sections to strengthen the requirement for site-wide evidence to accompany planning applications.

6.5 The rest of the amendments made to the ERDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the ERDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

Key Matters Raised in Consultation

6.6 The following highlights the key issues raised in response to consultation on the draft ERDF and the Council's response to these.

Comments Received - Ecology

- Support for achieving at least 10% biodiversity net gain (preferably higher), enhancing ecological networks, and ensuring long-term habitat management.

- Recommendation that the Framework should more clearly describe and accurately map SBIs (including correcting classification errors), recognise nationally important species, and fully reflect up-to-date ecological evidence including Priority Habitats.

- Opposition to development on SBIs and calls for clear safeguards such as buffer zones, access management, and measures to prevent environmental harm, alongside better integration into green infrastructure networks

- Concern regarding the:
  - Destruction of wildlife habitats and biodiversity
  - Harm to Sites of Biological Importance (SBIs) and priority habitats
  - The replacement of undisturbed habitats with recreational spaces unsuitable for sensitive species

- Specific ecological concerns including:
  - Rare species (e.g. waxcap fungi, birds, newts, deer, otters, badgers)
  - Loss of hedgerows, ponds, and ecological corridors

- Several detailed submissions argue:
  - Surveys are incomplete, outdated, or incorrect
  - Important habitats and species have been underrepresented or ignored

- References to the need for stronger alignment with the Greater Manchester Local Nature Recovery Strategy, greater transparency in the ecological evidence used, and clearer requirements for future planning applications, including assessments, mitigation, biodiversity net gain, and long-term management.

- Concern that a reliance on Biodiversity Net Gain (BNG) may:
  - Allow destruction of habitats locally
  - Replace them with lower-quality or distant sites

- Concerns were also raised about reliance on unclear off-site biodiversity compensation, especially for ground-nesting birds, and whether it can realistically offset impacts

- Requests for:
  - Updated and accurate baseline data
  - Independent ecological verification
  - Greater protection for high-value habitats

- Criticism of the Council for supporting the loss of priority habitats

- Concern that there is a risk that local residents will see no real ecological benefit.

Council Response – Ecology

- Site wide ecology studies were prepared to support the allocation within PfE. These included: Phase 1 Habitat Survey; and surveys for Wintering and Breeding Birds; Great Crested Newts; Bat Activity Water Vole; and Otter. These were accompanied by and Outline Ecological Mitigation and Enhancement Strategy. These remain part of the evidence base for the ERDF.

- Ecological issues were subject to detailed consideration by three experienced and independent Planning Inspectors during the PfE extensive examination. This included thorough debate around ecological matters at the hearing sessions, as well as evidence presented in documents.

- The Development Framework specifies that the masterplan has sought to minimise impacts on SBIs within the site and whilst the protection of ecological assets is clearly an important objective for planning, so too is meeting future development needs. Planning can often face difficult choices around achieving an appropriate planning balance and the reconciliation of often competing interests. In this regard, the masterplan shows parcels of development and part of the link road on land that was subject to the recent extension of the Elton Goyt SBI. This will have an unavoidable adverse impact on the SBI. Future planning applications on this part of the site will therefore need to demonstrate that an appropriate strategy is in place to mitigate or compensate for the adverse impact on the SBI in accordance with PfE Policy JP-G8.

- The proposals set out in the Elton Reservoir Development Framework are still at a high level at this stage. More details of the development will emerge through subsequent planning applications and these will need to be supported by detailed and up-to-date evidence. This will include a full suite of detailed ecological surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation and/or compensation measures are put in place.

- The Development Framework makes numerous references to hedgerows on the site.

- This stage of the planning process is still strategic, and the amount of detail and evidence used to support the Frameworks is proportionate to the type of document it supports. Consequently, it is considered to be

unnecessary to commission independent verification of the ecological evidence.

- Future planning applications should be informed by up-to-date ecological surveys that include the identification and assessment of all priority habitats present within the site and demonstrate how these habitats will be dealt with through the development. Where impacts cannot be avoided, proposals must provide suitable compensation in accordance with national and local planning policy. Opportunities to make provision for high-quality green infrastructure, wildlife habitats and other wildlife-friendly features should be integrated into the design and layout of development.

Proposed Amendments – Ecology

- Chapter 3 – Ecology – has been updated in terms of the existing ecology on the site. This includes updating the species and habitats present on the site and noting the key attributes of each SBI. The Priority Habitats mapping layer has been shown.

- Chapter 3 – Ecology - additional text has been added to confirm that the ecological baseline will continue to be updated and refined through further survey work prior to and alongside future planning applications, ensuring that detailed proposals are informed by the most up to date and site specific ecological evidence available at the time of determination.

- Chapter 6 – Character Areas – The Landscape Box in each Character Area has been amended to refer to Natural Environment and key design principles relating to open space, recreation and ecology

- Chapter 7 – Access, Highways and Movement - an additional requirement to include landscape led infrastructure (e.g. green bridges, ecological crossing etc) to ensure the Link Road is carefully integrated with landscape and ecological features and managed to avoid/minimise fragmentation especially near sensitive sites.

- Chapter 7 – Ecology - additional text has been added which states that an overarching ecological framework strategy for the site will be prepared to establish the approach to habitat retention, creation, enhancement, ecological connectivity, Biodiversity Net Gain, recreational management and long-term stewardship across the site. This will ensure that individual phases of development will contribute towards a co-ordinated ecological strategy.

- Chapter 7 – Ecology – additional text has been added to ensure that future crossings of the canal, watercourses and associated ecological corridors will seek to maintain ecological connectivity and minimise impacts on landscape character, hydrology and biodiversity interests.

- Chapter 7 – Ecology – additional text has been added in relation to Biodiversity Net Gain and ensuring any off-site measures are aligned with the Local Nature Recovery Strategy priorities and long term management and monitoring arrangements are secured to ensure the successful establishment and on-going stewardship of ecological enhancement areas.

- Each phase of development will further be required to be informed by comprehensive ecological mitigation strategies and Biodiversity Net Gain Strategies which demonstrate conformity with the overarching ecological framework strategy. These documents will set out the detailed mitigation, compensation, habitat creation and management measures relevant to the phase being brought forward and will follow best practice through application of the mitigation hierarchy.

- Chapter 7 – Ecology – additional text in relation to the principles which must be adhered to in all ecological strategies and include principles relating to SBIs, BNG, Great Crested Newts, Birds, Badger, Brown Hare, Waxcap Grassland and Otters.

Comments Received - Transport and Highways

- Concern that existing roads are already congested or gridlocked and development could add thousands of extra cars.

- Concern that mitigation measures will be ineffective.

- Concern that there is currently poor public transport capacity (including tram overcrowding).

- Concern that the proposals will create rat-running, parking pressures, and localised congestion.

- Request that the opportunity for the link road and active travel routes present an opportunity to lay new infrastructure is identified in Chapter 3 (Transport and Highways).

Council Response – Transport and Highways

- As one of the allocations within PfE, the transport implications of Elton were considered in a strategic transport model commissioned by TfGM. Locality Assessments, which took account of the findings of the modelling, were prepared for each allocation. The Locality Assessment for Elton considered the likely traffic implications along with mitigation measures including the new link road, new Metrolink stop, bus services improvements and active travel measures. These remain an important part of the evidence base for the ERDF.

- The Council has prepared the Bury West Transport Framework to establish clear priorities for transport investment as part of the delivery of growth in Bury West including the Elton Reservoir site. The Council has also commissioned further detailed transport modelling work which will form a baseline for the consideration of proposals in the area including at Elton Reservoir and Walshaw.

- As the site comes forward with a planning application, more up to date and detailed transport modelling will be required to be undertaken through a Transport Assessment (TA) which will form part of the supporting documents for the application.

- The TA will need to address assess the impacts of traffic and consider alterations and/or mitigations to ensure that the proposal is acceptable in highways terms having regard to the network and highway safety across the whole site. In assessing planning applications regard will be had to the Transport Assessment and any necessary mitigations to make the proposal acceptable in highway and planning terms.

- It is acknowledged that some peak period crowding is experienced on parts of the Metrolink Bury line, particularly on the approach to the city centre. TfGM is actively managing capacity across the Metrolink network – this includes deploying double trams at the busiest times, optimising the overall number of vehicles in service, and progressing the procurement of ‘next-generation’ vehicles that will further increase capacity. TfGM will continue to monitor passenger numbers and refine investment plans to ensure the right capacity is in place to serve planned developments.

- The Bury West Transport Framework highlights the key transport challenges and opportunities associated with both the Elton Reservoir and Walshaw sites and establishes the principles that will shape how people move within, to and from the new residential developments at Elton Reservoir and Walshaw. It identifies a programme of transport interventions which prioritises sustainable transport to facilitate the development and ensure that new homes and associated supporting

infrastructure are accessible, well-connected, and environmentally responsible.

Proposed Amendments – Transport and Highways

- Chapter 3 (Transport and Highways) – additional wording has been added relating to the opportunity the link road offers to lay new infrastructure as part of a holistic and co-ordinated site wide infrastructure strategy.

- Chapter 7 - Access, Highways and Movement has been amended to strengthen the wording in terms of how Transport Assessments should consider the cumulative impact of other consented and allocated sites in the area, access, highways and active travel strategy and include detailed technical assessment and feasibility work and that the Local Highways Authority must fully agree the transport measures, interventions and mitigation required.

Comments Received - Metrolink Stop & Car Park Concerns

- Concern regarding the proposed location of the new Metrolink stop, close to Warth Fold Road / Kingston Road. In particular:

    - Potential disruption to existing residents
    - Traffic, parking overspill, and congestion
    - Noise and light disturbance
    - Impact on residential amenity
    - Plans shown in ERDF are unclear and confusing

- Request to:

    - Relocate to less sensitive or non-residential areas
    - Provide clearer design details

Council Response - Metrolink Stop & Car Park Concerns

- The suitability of the proposed tram stop has been considered by TfGM and Bury Council. It is considered to be the optimum position for a new stop which can serve the development and enhance accessibility for residents of the surrounding areas.

- The Council and TfGM will continue work further to define and develop proposals for the Metrolink stop and surrounding area (including the park and ride, residential and mixed-use areas). As part of this work the form (i.e number of spaces) and location of the Park and Ride will be

further considered and comments received through the consultation regarding the disruption to existing residents, risk of anti-social behaviour and impact on residential amenity will all be taken into account. However, it should be noted that the Park and Ride will need to be located adjacent to the proposed future highway network and proposed stop which may limit potential alternative options. We will also consider potential mitigations through further design work such as acoustic/visual barriers to any car parking area.

- In terms of the location of the stop itself (i.e the platforms), this will likely need to remain in the position shown in the Development Framework, given its position adjacent to the proposed highway and need to be as accessible to the surrounding development as possible.

Proposed Amendments – Metrolink Stop and Car Park

- Chapter 6 – Redvales Works - plans have been amended to make it clear where the parking is currently proposed, where the active travel hub is to be located and where the mixed-use development areas are proposed. It is important to note that these are indicative locations at this stage and will be subject to further work as noted above which would be the subject of a planning application(s).

- Chapter 7 – Design - additional wording has been added into the Design Development Principle to ensure that development will not lead to unacceptable adverse impacts on the amenity of the surrounding area, particularly in terms of:

    - Overshadowing and loss of light;
    - Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;
    - Pollution and general disturbance arising from noise, vibration, smell, litter, artificial lights and opening hours;
    - Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

Comments Received - Flood Risk & Drainage

- Support for the framework's approach to identifying and managing complex flood risks, promoting sustainable drainage systems (SuDS), and integrating green infrastructure.

- Recommendation that development must avoid increasing flood risk and must include thorough flood risk and drainage assessments including hydrology assessments.

- Concern that development will:
  - Increase surface water run-off
  - Reduce natural drainage capacity
  - Put pressure on reservoir, canal, and sewer systems
  - The site flooded on Boxing Day 2015

- Concern that the site:
  - is already wet, boggy and a natural floodplain

- Concern that building near the canal could:
  - Damage canal structure
  - Increase flood risk
  - Destabilise nearby land

- Recommend that UU assets are identified in the Utilities Characteristics and Constraints section (Chapter 3)

- Concern that there is no requirement for a site wide strategy for utilities or foul water.

- Request that liaison takes place with UU in terms of the detailed design of the site and drainage details.

- Recommend that open-span crossings are used instead of culverts and policy's requires high standards for water quality protection.

- Recommend that the ERDF should refer to emerging Local Plan policies including policies relating to water efficiency.

- Recommend that examples of multifunctional SUDS are provided.

- Recommend that Chapter 8 (Phasing and Delivery) includes reference to water and wastewater infrastructure.

- Recommend that there are stronger requirements for contamination assessment, early site investigation, and ongoing collaboration with regulators.

Council Response – Flood Risk and Drainage

- Most of the site is within Flood Zone 1 – the lowest risk of fluvial flooding. The site was considered as part of a Strategic Flood Risk Assessment as part of PfE. The allocation was also supported by a site-specific Flood Risk Assessment and Outline Drainage Strategy and a study of the implications of a failure of the Elton Reservoir infrastructure. This evidence demonstrated that with suitable mitigation, existing flood risk within the site can be managed and there would be no increase in the flooding elsewhere as a result of the development.

- All planning applications will need to be accompanied by a Flood Risk and Drainage Assessment and Strategy, in accordance with PfE Policy JP-S4. The Flood Risk and Drainage Development Principle in Chapter 7 of the Development Framework specifies that relevant planning applications will need to be accompanied by a flood risk and drainage assessment and strategy.

- Development will be located and designed to minimise the impacts of current and future flood risk in line with national planning policy. Development within the site will be required to work with existing topography and ground conditions as well as respecting the existing watercourses and features to maintain greenfield run off rates and incorporate attenuation features across the site.

- Any proposals near to or across the canal will be subject to structural assessments.

- If Elton Reservoir and other on-site water features were to be considered for additional water storage this would be subject to detailed modelling.

- The Canal and Rivers Trust (CRT) have been engaged and consulted as part of preparing the ERDF. This engagement will continue in respect of the impact of development on the canal and reservoir and the appropriate integration of these features.

- UU will be engaged and consulted with throughout the detailed design process and as part of future planning applications.

- It is not considered appropriate to include references to flood risk Local Plan policies at this stage as other draft Local Plan policies are not referenced. However, the ERDF recognises that future planning applications will be considered against the relevant adopted and emerging Local Plan policies.

- The ERDF requires water quality treatment to be incorporated at source to reduce the impact of contaminates on-site.

- The Development Framework requires that development proposals are supported by appropriate site investigation and assessment work, including preliminary risk assessments and, where necessary, intrusive ground investigations. This approach is consistent with national planning policy, which requires that planning applications adequately address any potential risks arising from land contamination and demonstrate that sites are, or can be made, suitable for their proposed use. In addition, the Council will continue to work closely with the Environment Agency and other relevant regulatory bodies throughout the planning and delivery process. This collaborative approach ensures that contamination risks are appropriately assessed, mitigated and monitored, and that any necessary remediation measures are secured through planning conditions or legal agreements. The Framework therefore provides a robust basis for ensuring that contamination issues are fully considered at the appropriate stages of the development process, with safeguards in place to protect human health, water quality and the wider environment.

Proposed Amendments – Flood Risk and Drainage

- Chapter 3 – Flood Risk and Drainage – additional wording has been added in to state that all man made sources of flooding such as the reservoir and canal and their exceedance flow routes will be closely managed and mitigated to provide betterment to the development and surrounding area.

- Chapter 3 (Utilities) – additional wording has been added relating to UU assets.

- Chapter 3 (Flood Risk and Drainage) – additional wording has been added in regarding to using multifunctional SUDs and providing examples.

- Chapter 3 (Flood Risk and Drainage) – additional wording requiring development to incorporate existing site features such as the canal and reservoir into the drainage strategy where possible.

- Chapter 7 – Flood Risk and Drainage – additional wording has been added to ensure a site wide flood and drainage strategy for the site is prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and with engagement from United Utilities and Bury Lead Local Flood Authorities.

- Chapter 7 – Flood Risk and Drainage – additional text in relation to water quality treatment, using Elton Reservoir and other on-site features for additional water storage where feasible and following detailed modelling and maintaining an appropriate access to Elton Reservoir for maintenance, management and in the event of an emergency.

- Chapter 8 – Elton Phasing Strategy – Additional infrastructure requirements for an assessment of reservoir integrity and risk of breach and the requirement for a site wide strategy for utilities including foul water, water supply, electricity and telecommunications.

Comments Received - Heritage

- Welcomes the inclusion of heritage considerations in the ERDF.

- Identifies two Grade II listed canal milestones (added in 2025) were omitted and should be included.

- Identifies that the site may contain remains from prehistoric, Roman, Medieval, and post-Medieval periods.

- The requirements for further investigation (geophysics and excavation) is supported and should inform design.

Council Response – Heritage

- Comments noted. The allocation in PfE was supported by an Initial Heritage Assessment. This remains part of the evidence base for the ERDF and further detailed, assessments will be required as part of planning applications.

Proposed amendment – Heritage

- Chapter 3 – Built Heritage and Archaeology = reference to the two additional Grade II listed canal milestones have been added

Comments Received - Health

- Recommend that the Council and future developers should work closely with NHS GM ICB from an early stage, especially on:
  - Planning and design of any healthcare facility

  - Infrastructure delivery strategy (IPDS) to ensure alignment with wider NHS estate plans.

- Recommend that the healthcare facility design:
  - Must align with latest clinical and operational standards
  - Should be informed by direct input from NHS GM ICB

- Recommend healthcare should be listed as a standalone infrastructure category in the strategic infrastructure tables.

- Recommend that if an on-site healthcare facility is not feasible developers should provide financial contributions for off-site healthcare provision.

- Recommend that decisions should be based on up-to-date needs and capacity assessments.

Council Response – Health

- The ERDF requires the necessary mix and specific location for the provision of healthcare facilities to be determined in consultation with Greater Manchester Integrated Care Board (ICB) Primary Care and Estates Teams.

Proposed Amendment – Health

- Chapter 8 (Elton Phasing Strategy) - Healthcare has been identified as a separate standalone infrastructure category and the requirement for financial contributions if on-site provision is not feasible has been added to the table. The trigger for this requirement is to be determined through up-to-date needs assessments and capacity assessments.

Comments Received - Infrastructure Pressure

- Concern that the Infrastructure, Phasing and Delivery Strategy is not available to view.

- Concern that schools, healthcare, and utilities have insufficient capacity.

- Concern that there is a risk of increased pressure on services without clear delivery plans or funding certainty.

- Concern that the proposals could mean housing is built without necessary infrastructure.

- Suggestion that developers may not be fully committed

- Recommend early delivery of drainage and ecological infrastructure across development phases.

- UU highlight significant concerns regarding the proposed ERDF and do not consider the document to be ready for adoption as it is not sufficiently underpinned by key evidence to ensure that the site is delivered to meet the requirements of Policy JPA7 or Policy JP-D1 of Places for Everyone. Specifically, UU do not consider the ERDF to be informed by a clear phasing and infrastructure delivery strategy, which will ensure an integrated approach to the delivery of water and wastewater infrastructure across the allocation.

Council Response – Infrastructure Pressure

- The Infrastructure, Phasing and Delivery Strategy is a live document that will continually reviewed and updated as plans, evidence, infrastructure costs and the potential for funding becomes available. All stakeholders will be consulted on all iterations of this document.

- The Council note the significant concerns that UU have in respect of the lack of evidence and without the IDPS. As noted earlier, at this stage of the planning process the evidence is proportionate to the fact that the ERDF is still a strategic document that provides an indicative masterplan for the site. It drew on evidence that supported the allocation of the site within PfE and UU consulted and engaged as part of this process. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the ERDF, and demonstrate that they would not compromise the comprehensive development of the whole site.

- Infrastructure requirements to support development at the Elton Reservoir site have been categorised as either strategic infrastructure (primary infrastructure to support the full delivery of the site) or local infrastructure (on-plot infrastructure) in Chapter 8 of the ERDF.

- Triggers for delivery of infrastructure will be identified through relevant and updated technical evidence and refined in the Infrastructure Phasing and Delivery Strategy.

- Chapter 8 of the ERDF states that planning applications within the stie will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Chapter 8

further states planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted.

Proposed Amendment – Infrastructure Pressure

- Additional text has been added to state that all development proposals within the site will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation. These contributions should be informed by site-wide delivery strategies for each relevant element.

- In addition, additional text has been added to state that major developments coming forward on unallocated sites that will be reliant on or share infrastructure provided to support the delivery of the site will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment.

Comments received - Housing Type & Affordable Housing

- Concern that development will not deliver:
  - Genuinely affordable housing
  - Homes suited to local needs

- Perception that:
  - Developers will prioritise larger, higher-value homes
  - Development will not address local housing demand

- Concern that there will be too many one-bedroom apartments when the area needs family housing based on demographics and deprivation levels.

- Concern regarding the density and scale of new development (including multi-storey buildings).

- Concern that the development will impact on local character.

- Concern that there is no reference to the Grindsbrook Road area.

Council Response - Housing Type & Affordable Housing

- PfE Policy JPA7 requires the development to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

- PfE Policy JPA7 requires an appropriate mix of house types and sizes.

- PfE Policy JPA7 requires the design and layout of the development to allow for effective integration with surrounding communities.

Proposed Amendments – Housing Type and Affordable Housing

- Chapter 3 (Local Context and Character) – additional section relating to the Grindsbrook Road area has been added.

- Chapter 6 (Site Wide Density) - additional wording has been added to ensure that the design and density of development proposed is appropriate having regard to the character and design considerations including the interface with existing homes; the Green Belt; the need to make space for all; and incorporate, multi-functional SuDS; and the canal, the reservoirs and their settings.

- In order to provide clarity, a glossary has been added to the document. This includes a definition of affordable housing which is consistent with the definition in national planning policy.

Comments received - Unclear Housing Numbers

- Concern that the Council is unable to provide clear figures for homes in each character area.
- Concern that this lack of transparency raises concerns about planning clarity

Proposed Amendment – Unclear Housing Numbers

- Chapter 6 (Character Areas) – the approximate number of homes has been included in this character area. These figures are approximate and will be subject to further refinement as planning applications come forward on the site.

Comments received - Impact on Residents' Amenity & Quality of Life

- Key issues raised:
  - Loss of privacy, peace, and open views
  - Increased noise, light, and air pollution

- Risk of anti-social behaviour around new infrastructure

- Significant concern regarding:
  - Mental health and wellbeing benefits of existing green space
  - Fear of a “concrete jungle” replacing valued landscapes

- Concern that some of the most deprived areas for green space will lose nearby Green Belt.

- Little evidence that plans compensate for existing shortages and this could lead to worse inequalities in access to outdoor space.

Council Response - Impact on Residents’ Amenity & Quality of Life

- The Development Framework recognises the importance of creating safe, attractive and well-managed places for residents, workers and visitors. Future development proposals will be required to demonstrate how the design of the development includes features to discourage anti-social behaviour. This may, for example, include the presence of active frontages, a mix of uses, natural surveillance, appropriate lighting, clear sightlines and well-designed public spaces which can all help to create vibrant environments that discourage anti-social behaviour. Detailed proposals will be considered through the planning application process, with developers expected to work alongside relevant stakeholders to ensure that the development is designed and managed in a way that promotes community safety and wellbeing.

- The Council recognises the value that accessible open spaces and green infrastructure provide in supporting physical and mental health. At present, public access to the land is only via existing Public Rights of Way. While development will result in changes to the existing land use, a substantial area of Green Belt land will be retained within the site and protected from built development. The Development Framework will require the delivery of a comprehensive network of new accessible open spaces, including parks, natural green spaces, children’s play areas, recreational facilities, walking and cycling routes, and areas for biodiversity enhancement. Requirements for a range of types of green space are set out within the ERDF Chapter 7: Open Space, Sport and Recreation section. This will significantly increase the amount of publicly accessible green space in the area.

- These requirements are intended to ensure that new and existing communities have access to a range of high-quality green and recreational spaces, providing opportunities for exercise, leisure, nature appreciation and social interaction. The retention of significant green infrastructure alongside the provision of new publicly accessible open

spaces will help to maintain and enhance opportunities for recreation and wellbeing across the wider area.

Proposed Amendment - Impact on Residents' Amenity & Quality of Life

- Chapter 6 (Site Wide Density) - additional wording has been added to ensure that the design and density of development proposed is appropriate having regard to the character and design considerations including the interface with existing homes; the Green Belt; the need to make space for all; and incorporate, multi-functional SuDS; and the canal, the reservoirs and their settings.

- Chapter 7 (Design) additional wording has been added to ensure that development will not lead to unacceptable adverse impacts on the amenity of the surrounding area, particularly in terms of:

    - Overshadowing and loss of light;
    - Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;
    - Pollution and general disturbance arising from noise, vibration, smell, litter, artificial lights and opening hours;
    - Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

Comments received - No Meaningful Changes to Original Plans

- The current development framework is almost identical to proposals from 2016.

- Suggestion that the Council has ignored residents' previous objections.

Council Response – No Meaningful Changes to Original Plans

- While there are similarities between the current proposals and earlier concepts, this reflects the site's longstanding role in meeting identified development needs and the continued suitability of the broad development strategy. The preparation of the Development Framework has been informed by consultation responses, technical assessments and changes in planning policy since 2016. Consultation feedback has helped shape the document, including its approach to green infrastructure, movement, environmental protection, community facilities and design principles.

Proposed Amendment – No Meaningful Changes to Original Plans

- For the reasons set out the proposals are considered to be consistent with the development plan for Bury, be proportionate for this stage of the planning process, and to represent a sustainable form of development. No amendments proposed in relation to these comments.

Comments received - Failure to Prioritise Brownfield Land

- Concern that the Council is suggesting a "brownfield first" policy, but evidence suggests otherwise. A key brownfield site (East Lancs Paper Mill) has stalled since 2018.

- Concerns regarding:
  - Technical challenges (e.g. unstable alluvium ground) on the site.
  - Possible preference for easier Green Belt development

- Raises questions about transparency in site selection.

- Construction costs have risen significantly (15–20% overall; some materials up to 80%).

- Concern that developers may:
  - Delay projects
  - Focus on higher-density or high-value housing
  - Avoid expensive brownfield sites

- Concern that the Framework does not address these risks

Council Response – Failure to Prioritise Brownfield Land

- Comprehensive evidence prepared for PfE showed that, for housing needs to be met, there is a need for both brownfield and greenfield sites. National planning policy does not support an explicit 'brownfield first' approach as Local Authorities are required to be able to provide a 5-year supply of housing sites which are available and deliverable.

- We are however adopting a 'brownfield preference' policy and will do all that we can to make sure that our brownfield sites come forward.

- The Elton Reservoir Development Framework cannot dictate how and when private developers bring forward sites and recognise that construction costs have risen.

- The site selection process undertaken as part of Places for Everyone was considered as part of the Places for Everyone examination.

Proposed Amendment – Failure to Prioritise Brownfield Land

- No amendments proposed in relation to these comments.

Comments received - Developer Influence Over Planning

- Concern that the framework has largely been written and commissioned by the developer (Peel).

- Concern that:
  - Council is not acting independently
  - Developers are shaping both the plan and its justification

- Described as developers "marking their own homework."

Council Response - Developer Influence Over Planning

- The Council has worked with the developer in setting the vision and spatial principles for the ERDF, how the development will come forward and how it will comply with the development plan for Bury. As set out below this is normal practice for such developments.

- Paragraph 129 of the National Planning Policy Framework (NPPF)[1] states that: "Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places…"

- The NPPF is supported by Planning Practice Guidance (PPG)[2] which states that: "Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the level of detail, the masterplan may indicate the intended arrangement of buildings, streets and the public realm…' and that 'A range of other plans and technical reports may be needed alongside a masterplan, to provide supporting evidence and set out related proposals, such as a local character study, landscape assessment, transport assessment and proposals for securing biodiversity net gain. An implementation strategy could also be included, especially where development is expected to be brought forward in a number of phases". (Paragraph: 006 Reference ID: 26-006-20191001).

[1] https://www.gov.uk/government/publications/national-planning-policy-framework--2
[2] https://www.gov.uk/government/collections/planning-practice-guidance

- In describing how masterplans can be used most effectively, PPG states that: “Masterplans are most likely to be produced by local authorities or developers. For local authorities, they can help to clarify design expectations early in the planning process, set a clear vision for the site, inform infrastructure and viability assessments and identify requirements for developer contributions or other investment. Developers may produce a masterplan to help evolve their own vision for a site, assess options, engage the local planning authority and community in pre-application discussions and support an outline planning application. Whoever prepares them, masterplans can benefit from a collaborative approach between the local planning authority, site promoters and local communities so that aspirations and constraints are understood early on. Masterplans produced by local planning authorities may be adopted as supplementary planning documents to give them weight in decisions on applications. Masterplans often apply to schemes that are developed over a long time period and so may need to be subject to regular review and be flexible to adapt to changing circumstances”.

- Officers of Bury Council (planning, transport), EA, TfGM, UU and GMEU have reviewed the proposals and contributed to the ERDF. Consultation responses have also been received from Natural England, Historic England, United Utilities and the Environment Agency. These have all helped to shape the contents of the ERDF and this process will continue as planning applications come forward.

Proposed Amendment – Developer Influence Over Planning

- No amendments proposed in relation to these comments.

Comments received - Request for an Alternative Approach

- Use brownfield land first

- Recommend that:
  - Proposals are reducing scale or density
  - Infrastructure is relocated infrastructure (e.g. tram stop)
  - Priority is given to existing community over expansion

Council Response – Alternative Approach Requested

- As set out above, brownfield opportunities alone are not sufficient to meet identified housing needs in a sustainable and planned manner, necessitating the inclusion of well-located greenfield land allocated through the adopted Places for Everyone Joint Plan.

- The scale and density of development proposed within the Framework are considered appropriate in planning terms, reflecting the need to make efficient use of land, support viable infrastructure delivery and achieve a sustainable form of development that can support new services, including public transport, local centres and community facilities. Reducing scale or density would risk undermining the delivery of necessary infrastructure and the creation of a balanced, sustainable new community.

- With regard to public transport infrastructure, including the proposed tram stop, its location seeks to maximise accessibility for both new and existing residents, support modal shift away from private car use and ensure operational efficiency within the wider network.

- The Development Framework seeks to balance the needs of existing communities with the long-term strategic requirement to deliver new homes, jobs and infrastructure. While the views of existing residents are an important consideration and have been taken into account through the consultation process, planning decisions must also respond to wider evidence of need and policy requirements. The Framework therefore seeks to deliver a comprehensive and plan-led approach that benefits both existing and future communities.

Proposed Amendment – Alternative Approach Requested

- No amendments proposed in relation to these comments.

Comments received - Criticism of Consultation Process

- Strong and repeated criticisms:
  - Poor communication and awareness
  - Documents too technical or inaccessible
  - Limited engagement (low attendance, lack of materials)
  - Poorly organised sessions
  - No proper recording of feedback

- Perception that:
  - Consultation is a “tick-box exercise”
  - Decisions are already made

- Concerns regarding procedural fairness and legality

Council Response – Criticism of Consultation Process

- The principle of residential development on the site is not a debate that can be re-opened. In order to avoid misleading communication and to seek to address misunderstandings, officers had to stress during the

consultation that the principle of housing on this site has already been established through PfE and the purpose of the ERDF is to establish principles that will shape how the development takes place. This was often met with challenging discussions, but it was important that this fact was communicated.

- Whilst the principle of housing development on the site has been established through PfE, the purpose of the consultations is to try and establish views on the content of the ERDF in terms of the infrastructure proposals and any local issues that residents wish to flag.

- The Council has sought to provide a proportionate and accessible programme of engagement on the Development Frameworks within a defined statutory timeframe. Consultation has been undertaken in a structured and professional format and in accordance with relevant Regulations and its Statement of Community Involvement.

- Comments regarding the accessibility of the document, for example for those with visual impairment, were addressed at the start of the consultation and an updated document was made available.

Proposed Amendment - Criticism of Consultation Process

- No amendments proposed in relation to these comments.

Comments Received - General

- A glossary would help understanding some of the technical terms.
- Plans are not easy to understand.
- Concern that the draft documents were not fully accessible.

Council Response – General

- As a formal planning policy document, it is necessary for the ERDF to be relatively technical in nature. Nevertheless, the document would benefit from the inclusion of a glossary to explain what is meant by some of the more technical language.

- In terms of accessibility, it is recognised that different users may experience varying levels of ease in engaging with complex planning documents. Feedback received through consultation has been welcomed and was used to make improvements to the draft ERDF and will continue to be used to inform improvements to the final document

Proposed Amendments – General

- A glossary has been added.
- Road names and features have been added to the plans to assist in readers orientating themselves.
- An accessible version of the adopted ERDF will be made available on the Council's website.
- Other specific changes relating to wording in the text. For example, more clarity on the provision of, and contributions to, school places and upgrading and enhancing the existing routes around Elton Reservoir to accommodate future uplift in usage or specific changes requested by consultees such as the Environment Agency, United Utilities and the Canal and Rivers Trust.

Appendix 1 – Sample of Strategic Sites Consultation Material

Strategic Sites Consultation Poster

Have your say in our consultation

on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee

We are consulting on draft development frameworks for three strategic residential sites in Bury. Once adopted these will become Supplementary Planning Documents to guide decisions on future planning applications.

Each of these sites are allocated for residential development through the Places for Everyone joint plan and will be supported by new transport infrastructure, schools, green spaces, and new local centres.



Elton Reservoir

Up to 3,500 new homes

A new community in a parkland setting in harmony with nature





Walshaw

Up to 1,250 new homes

A well-connected community blending new development with existing neighbourhoods





Simister/Bowlee

Up to 1,550 new homes

A sustainable community with a vital role in shaping the Northern Gateway



Come to a drop-in event (4pm to 8pm)

Tuesday 24 February (all three sites)
- Radcliffe Market, 11 Blackburn Street M26 1PN

Wednesday 25 February (all three sites)
- Elton High School, Walshaw Road BL8 1RN

Thursday 26 February (all three sites)
- Parrenthorn High School, Heywood Road M25 2BW

Thursday 5 March (Simister/Bowlee only)
- Edgar Wood Academy, Heywood Old Road OL10 2QN

More information and respond online from 13 February to 27 March 2026

bury.gov.uk /strategicsites

Alternatively, email **strategicsites@bury.gov.uk** or post feedback to Strategic Planning & Infrastructure, Floor 2, 3 Knowsley Place, Duke Street, Bury BL9 0EJ

Bury Council

Strategic Sites Consultation Leaflet

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on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee







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See over the page for more information

LET'S do it! Bury Council

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LET'S do it! Bury Council

Strategic Sites Consultation Letter

12th February 2026

Dear Consultee,

RE: CONSULTATION ON DRAFT ELTON RESERVOIR, WALSHAW AND SIMISTER BOWLEE DEVELOPMENT FRAMEWORKS

We are contacting you as you have previously expressed an interest in local planning matters and your details are included on our consultation database.

Following its adoption on 21st March 2024, the Places for Everyone Joint Development Plan (PfE) became a key part of Bury's statutory development plan and this includes proposals for residential-led development within the Elton Reservoir, Walshaw and Simister Bowlee strategic allocations.

Bury Council has prepared draft Development Frameworks for the Elton Reservoir and Walshaw sites and jointly prepared a draft Development Framework for Simister Bowlee with Rochdale Council. Once adopted, each of the Development Frameworks will become a Supplementary Planning Document (SPD).

The draft frameworks provide more detail on the vision and aspirations for the strategic allocations. They establish key principles for the development of the sites and shows how they are likely to be developed through a high-level masterplan. The frameworks also set out how new housing and supporting infrastructure will be provided in a coordinated and phased approach.

Following Cabinet approval, we are now seeking your views on the draft Development Frameworks over a six-week period of consultation commencing on Friday 13th February 2026, running until Friday 27th March 2026.

HOW CAN I VIEW THE DRAFT DEVELOPMENT FRAMEWORKS AND MAKE COMMENTS?

All relevant documentation can be found on the Council's web site at www.bury.gov.uk/strategicsites

The Development Frameworks will also be available to view 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).

We are keen to promote the submission of comments electronically via the Council's web site or by email. Responses by email should be sent to strategicsites@bury.gov.uk. Alternatively, responses can be returned by post to the following address:

Bury Council

Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury

DROP IN SESSIONS

Bury Council is hosting drop in events where Planning Officers will be available to answer any questions you may have on the draft Development Frameworks as follows:

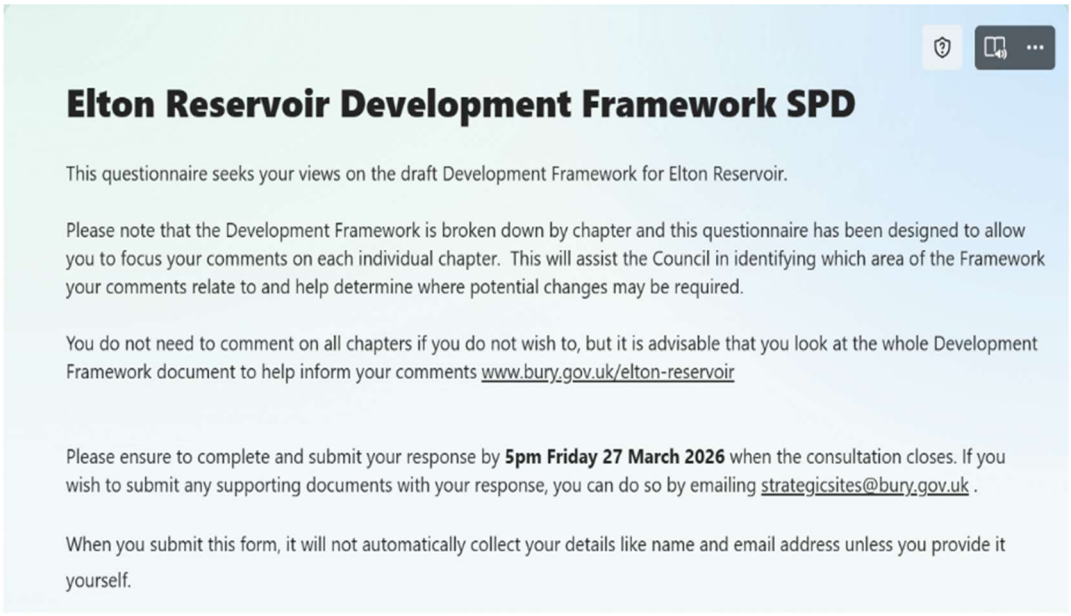
- Tuesday 24th February – Radcliffe Market ,11 Blackburn Street M26 1PN – 4-8pm
- Wednesday 25th February – Elton High School, Walshaw Road BL8 1RN – 4-8pm
- Thursday 26th February – Parrenthorn High School, Heywood Road M25 2BW – 4-8pm

  Rochdale Council is also hosting a drop in event on:
- Thursday 5th March – Edgar Wood Academy, Heywood Old Road OL10 2QN – 4-8pm (Simister Bowlee only)

Please do not hesitate to contact a member of the Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk if you require further information on the draft Development Frameworks

Yours sincerely,
Strategic Planning and Infrastructure

Consultation Platform



Elton Reservoir Development Framework SPD

This questionnaire seeks your views on the draft Development Framework for Elton Reservoir.

Please note that the Development Framework is broken down by chapter and this questionnaire has been designed to allow you to focus your comments on each individual chapter. This will assist the Council in identifying which area of the Framework your comments relate to and help determine where potential changes may be required.

You do not need to comment on all chapters if you do not wish to, but it is advisable that you look at the whole Development Framework document to help inform your comments www.bury.gov.uk/elton-reservoir

Please ensure to complete and submit your response by **5pm Friday 27 March 2026** when the consultation closes. If you wish to submit any supporting documents with your response, you can do so by emailing strategicsites@bury.gov.uk .

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

Elton Reservoir Development Framework SPD – Fill out form

Example Social Media Posts



Bury Council
Mar 23, 16:18

Residents have until Friday (27 Mar) to comment on draft development frameworks for Elton Reservoir, Walshaw and Simister/Bowlee. The outline plans concern new homes, schools, transport and roads, a Metrolink stop, enhanced public transport

Elton Reservoir

Development Framework

JPA 7
Supplementary Planning Document

June 2026

Bury Council

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- Economic Benefits

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- Social value strategy

Monitoring & Review

Glossary of Terms

Foreword

The recently adopted Places for Everyone Joint Development Plan identifies the Elton Reservoir site as the location for a major new residential community. This development will provide new homes in a parkland setting, complemented by recreational facilities, education provision, and local amenities. It will be supported by strategic transport infrastructure, including a strategic link road, a new Metrolink stop and park-and-ride facilities, ensuring excellent connectivity.

Strategically positioned between Bury and Radcliffe, the Elton Reservoir site offers a unique opportunity to create a community within a rich, biodiverse landscape, while delivering infrastructure that benefits both towns. The development will integrate new neighbourhoods with high-quality, accessible green spaces for existing and future residents.

Alongside new homes and amenities, the project will boost the local economy and promote healthy, sustainable lifestyles through essential social infrastructure and improved transport links. This approach will generate lasting benefits for Bury, Radcliffe, and the wider area.

Our vision is to create a resilient, inclusive development that leaves a positive legacy for generations to come.

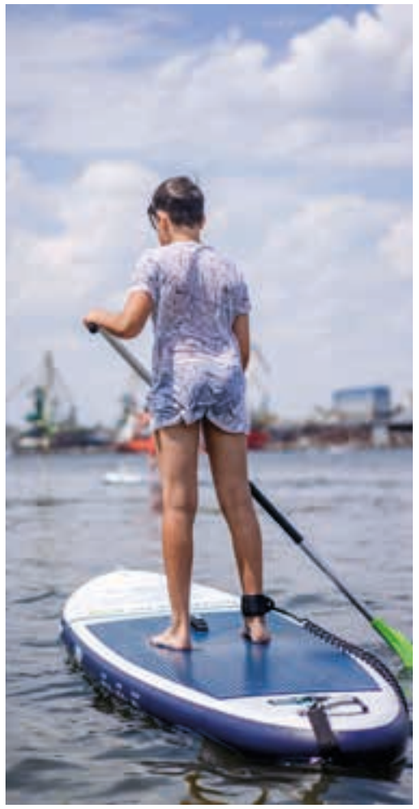
Bury Council is pleased to introduce the draft Elton Reservoir Development Framework, which sets out this vision and the critical infrastructure required to achieve it. This framework will guide future planning applications.

“Elton Reservoir offers a unique opportunity to create a new community in a parkland setting in harmony with nature. It will deliver new homes, green spaces, and local amenities.

Improved transport links, including a new Metrolink connection, will ensure excellent connectivity and lasting benefits for Bury, Radcliffe, and the wider area.”



Cllr Eamonn O'Brien, Leader of Bury Council and Cabinet Member for Strategic Growth



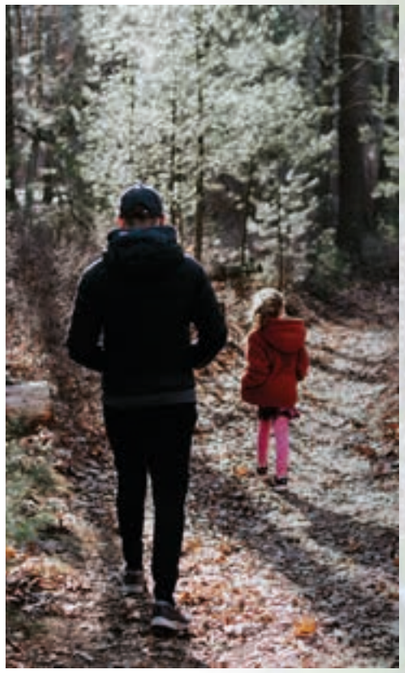








Weave & Wander at Elton Reservoir





Chapter One

Introduction

The Elton Reservoir Development Framework

The Elton Reservoir Development Framework ("the Framework") has been prepared to establish a strategic vision and guiding principles for the comprehensive development of the Elton Reservoir site. The Framework provides a high-level structure to inform future development proposals and the phased delivery of the site, ensuring that proposals are coordinated, sustainable and responsive to their environmental, physical and community context.

The purpose of the Framework is to articulate the key strategic opportunities, constraints and objectives that should shape the future evolution of the site. It is intended to guide land use distribution, movement and connectivity, landscape strategy, environmental enhancement, infrastructure provision and placemaking principles, whilst supporting the delivery of development in accordance with relevant planning policy objectives.

As a strategic document, the Framework is supported by proportionate evidence that is appropriate to this stage in the site's evolution. The analysis and recommendations contained within the document are intended to provide an informed basis for establishing broad development parameters and identifying matters that will require further consideration as proposals progress.

The Framework does not seek to prescribe detailed design solutions or fix the precise form, scale or disposition of future development. Instead, it establishes the overarching principles and requirements for the comprehensive development of the site. Future planning applications within the site will be required to demonstrate:

- **consistency with the provisions of this Framework, and**
- **that they would not prejudice the comprehensive delivery of the whole site.**

Chapter 8 of this Framework provides further details about expected delivery and phasing, including where comprehensive evidence and technical assessments will be required. Evidence covering a range of matters, such as infrastructure, access and movement, environmental considerations, drainage, utilities, landscape, ecology, heritage, viability and delivery will be required as part of individual planning applications. The purpose of such evidence will be to ensure that development proposals are planned and delivered in a comprehensive and integrated manner across the site as a whole.

Planning applications relating to individual parcels or phases of development will therefore be expected to take account of, and demonstrate consistency with, the relevant site-wide evidence and strategic principles prepared for the wider site in accordance with relevant statutory and policy requirements.



Introduction to the Site

Site Description

The site is strategically located between Bury to the north and Radcliffe to the south, with the proposed development sitting approximately 1.5km south-west of Bury town centre and 0.5km north of Radcliffe town centre at its closest points.

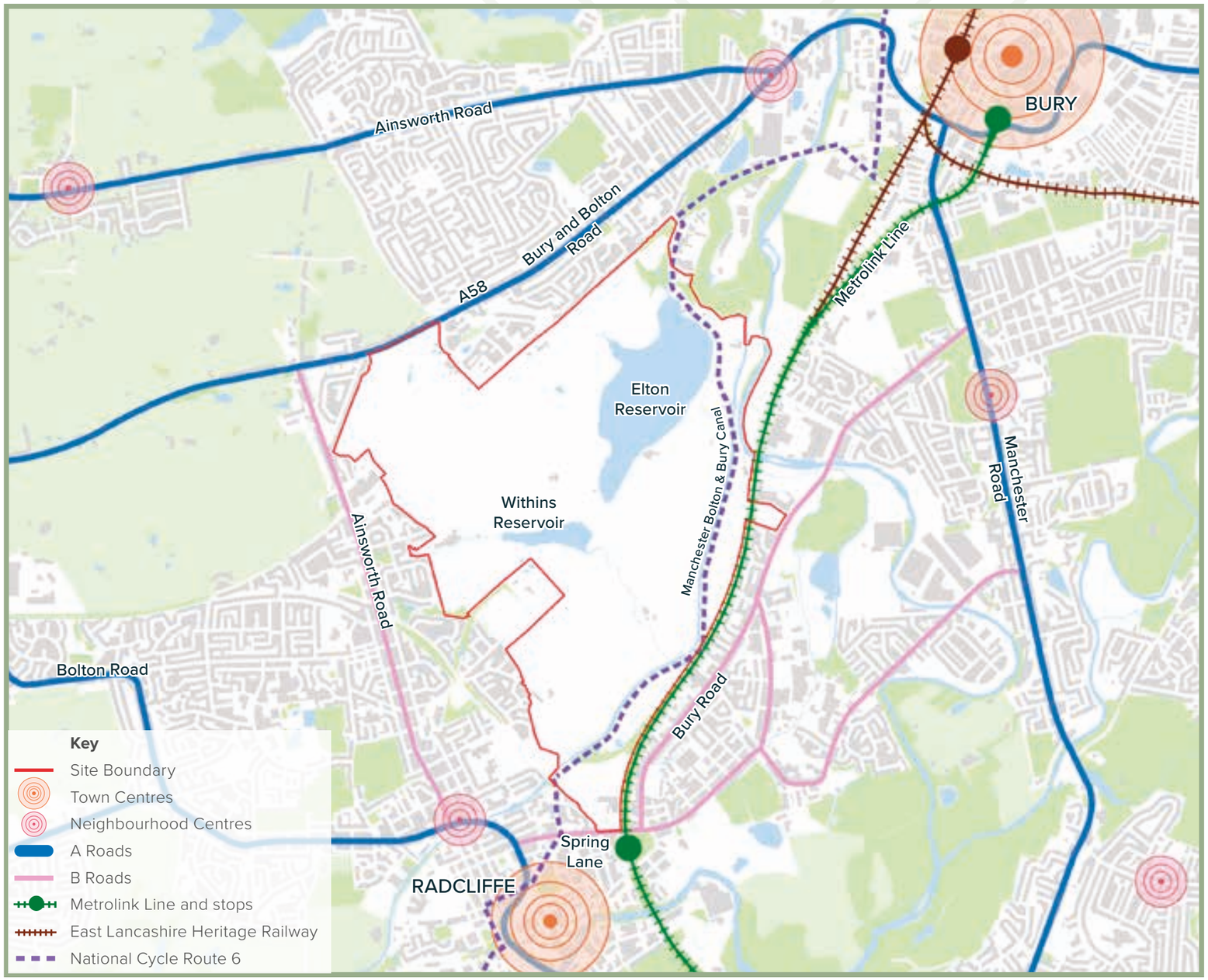
Bury and Bolton Road (A58) borders the northern boundary of the site, providing a direct route to Bury and Bolton. Manchester Road runs east of the site and provides connections towards Manchester; Bolton Road (A665), located south of the site, connects to Moses Gate.

The Bury-Manchester Metrolink line runs along the eastern boundary of the site and forms part of the Bee Network, which spans across Greater Manchester, with stations in both Bury and Radcliffe. The Radcliffe Metrolink stop, which provides connections to Bury and Manchester Victoria, is immediately adjacent to the southern part of the site.

The site is predominantly agricultural grasslands and also includes reservoirs, ponds, watercourses, woodland, hedgerows, scrub, and wetlands.

The southernmost part of the site, known as the Coney Green site, is a triangular parcel of land located just north of Radcliffe town centre, south of the Manchester, Bolton & Bury Canal, and west of the Metrolink rail line. This section will host the new Star Radcliffe Academy, accessed from Spring Lane and scheduled for completion in Summer 2026.

The area within the red line covers a total area of approximately 244ha, of which approximately 115.5ha comprises land retained as Green Belt.



Introduction to the Site

Site Allocation

The Elton Reservoir site is allocated for development by Policy JPA7 of the Places for Everyone Joint Development Plan (PfE). This proposes a high quality sustainable new place comprising a broad mix of around 3,500 homes alongside schools, local retail and community facilities; and a range of transport and active travel infrastructure, all set within public open space.

Policy JPA7 requires proposals for the site to be in accordance with a comprehensive masterplan that has been approved by Bury Council, and to include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development.

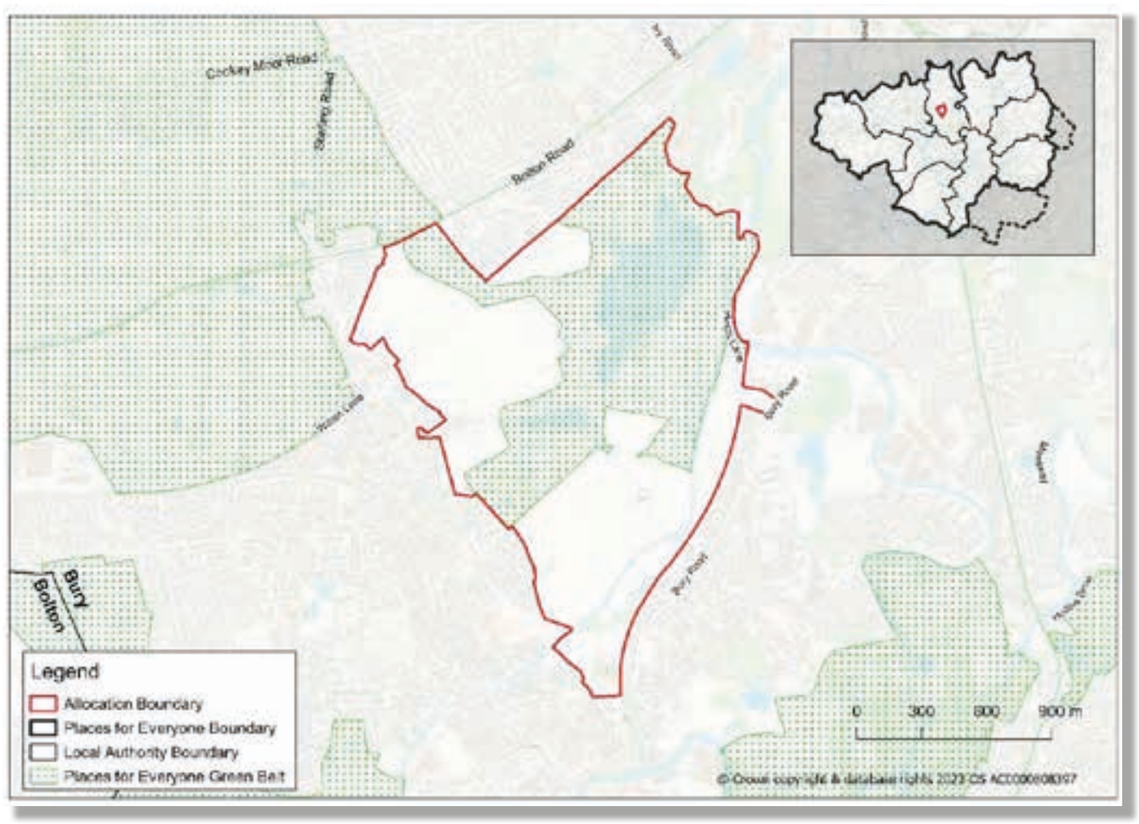
The Council has published further guidance, in Supplementary Planning Document (SPD) 18, on what it expects to see within future masterplans and phasing strategies for the Elton Reservoir site. This Elton Reservoir Development Framework (ERDF) and the Elton Reservoir Infrastructure Delivery and Phasing Strategy (IDPS) will fulfil the requirements of Policy JPA7 and SPD18.

The ERDF has been jointly prepared by Bury Council and Peel Land (as principal landowner and master developer). It has been informed by regular engagement with the Council and key stakeholders including Transport for Greater Manchester (TfGM), Greater Manchester Ecology Unit (GMEU), Greater Manchester Archaeological Advisory Service (GMAAS), the Environment Agency (EA) and the Canal and Rivers Trust (CRT).

The structure of this ERDF is set out on page 13 of this document.

The extract below shows the Places for Everyone Joint Development Plan JP Allocation 7 - Elton Reservoir. This allocation is for:

"a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (subject to local demand as set out in the Council's self-build register) and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation"



Extracts from Places for Everyone Joint Development Plan

Purpose of the ERDF

Delivery of the Elton Reservoir proposals will take place in phases and involve a range of delivery partners. The full development could take several years to complete. Developments of this scale, over this time period will be subject to many planning applications. The ERDF establishes a strategic framework for the delivery of the Elton Reservoir site to ensure the creation of a cohesive and sustainable place.

The preparation of the ERDF and its supporting evidence has enabled key issues to be identified and addressed to the satisfaction of the Council and key stakeholders at an early stage in the planning process. These have informed spatial parameters against which future planning applications will be considered, and helped to identify the necessary infrastructure required to support the development of the site.

The contents of the ERDF will inform the preparation of the Design Code(s) and the IDPS which will guide the overall development.

Role & Objectives

Once adopted, the ERDF will comprise a Supplementary Planning Document (SPD) and will be a material consideration in the determination of future planning applications. The ERDF, together with the IDPS, will be important documents to guide the preparation and determination of future planning applications within the masterplan area.

The ERDF's main objectives are to:

- establish an overall vision for the place being created;
- identify the likely extent of development and location of key infrastructure and facilities;
- set out what evidence is required prior to the determination of planning applications within the site;
- set out key design and delivery principles with which future proposals for the site will be expected to comply; and
- provide certainty to the local community and future developers on the expectations for development across the area, whilst maintaining adequate flexibility to respond to further evidence and changing needs.

The ERDF sets out a high-level approach to the phasing of the development. The IDPS will provide further detail on phasing and the infrastructure that is expected to accompany the development of homes. The timing of individual phases will be dependent on a variety of factors including availability of funding for key infrastructure such as the Metrolink stop; and uptake of homes and commercial space. The IDPS will be a "living" document that is updated to reflect these and the overall progress of the development.

The ERDF does not grant planning permission for any aspect of the development. Approval will be sought through the submission of individual planning applications which the Council will consult upon and determine in the normal way. All applications within the Elton Reservoir site will be expected to be accompanied by evidence to show how they have taken account of the ERDF; are consistent with the site-wide vision and design principles; and will make fair and proportionate contributions to necessary infrastructure.

ERDF Structure

Section 2

Provides an overview of the site and its strategic policy context

Section 3

Presents the current understanding of the site drawing on the extensive technical studies and evidence base that has informed the masterplan

Section 4

Establishes a vision for the place to be created and the strategic objectives of ERDF

Section 5

Sets out the strategic design principles that have shaped the masterplan and identifies likely locations for facilities such as retail, community services and primary school provision

Section 6

Illustrates the proposed masterplan and identifies defining characteristics of proposed character areas within the site and the approach to varying densities across the site

Section 7

Sets out the development framework principles that reflect the key policy requirements that would be applied to planning applications for development on the site.

Outlines the strategic connecting infrastructure that will ensure a successful and sustainable place including the preferred alignment of the proposed link road; the creation of a travel hub at the proposed Metrolink stop; and the provision of a new Primary School

Section 8

Presents a high-level approach to the phasing and delivery of the development

Section 9

Summarises the sustainability strategy of the development

Section 10

Summarises the key benefits of the development, including social, environmental and economic benefits

Section 11

Sets out the social value strategy of the site

Chapter Two
Strategic Policy Context

Strategic Policy Context

The ERDF is prepared in accordance with relevant aspects of the development plan; Bury's and Greater Manchester's economic and transport strategies; and national planning policy and guidance at the time of adoption.

Policy and guidance which apply to the ERDF are summarised below. Policies of most relevance to particular topics are identified in Section 7.

Bury's Development Plan

Bury's statutory development plan currently comprises:

- The Places for Everyone Joint Plan (adopted March 2024);
- The Greater Manchester Joint Minerals Plan (adopted April 2013);
- The Greater Manchester Joint Waste Plan (adopted April 2012);
- The saved policies of the Unitary Development Plan (adopted August 1997); and
- The emerging Bury Local Plan (Regulation 18 consultation March-May 2025) which, once adopted, will replace the saved policies of the UDP.

Places for Everyone Joint Development Plan

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.

One of PfE's key spatial objectives is to boost the economic competitiveness of the northern districts of Greater Manchester. It proposes to achieve this partly by designating land within Bury, Rochdale and Oldham as the "North-East Growth Corridor" (Policy JP-Strat7). This is a strategic opportunity for economic growth and new housing in the northern part of Greater Manchester.

Bury is at the heart of the North-East Growth Corridor which includes part of the Northern Gateway allocation (Policy JPA1.1 and Policy JPA1.2), which forms part of the Atom Valley Mayoral Development Zone (MDZ). The strategic residential-led allocations including Elton Reservoir (JPA7); Seedfield (JPA8) and Walshaw (JPA9) are immediately adjacent to the Growth Corridor and are a key part of PfE's objective of boosting the competitiveness of Bury.

Elton Reservoir (Policy JPA7) is the largest housing-led allocation in Bury. The allocation allows for the delivery of around 3,500 homes (of which it is expected that around 2,100 homes will be delivered within the PfE plan period to 2039). It is specifically intended to diversify the type of accommodation in the Bury and Radcliffe areas.

Bury Unitary Development Plan

Policies of the UDP which remained saved after the adoption of Places for Everyone, have been taken into account in the preparation of this SPD. They will be taken into account in considering planning applications until they are replaced by the policies of the emerging Bury Local Plan.

Bury Draft Local Plan

Bury Council is preparing a new Local Plan which builds on the strategic framework established in PfE. While PfE sets out the overarching vision and strategic policies for growth and development across the Greater Manchester city-region, the Bury Local Plan focuses specifically on Bury's needs, challenges, and opportunities.

Bury Council consulted on a draft Local Plan between March and May 2025 and is currently considering the representations received.

The draft Local Plan includes a comprehensive set of locally specific planning policies that provide detailed guidance on a range of issues, including housing, employment, environmental protection, heritage, infrastructure, and design. It also identifies local designations that are essential to guiding development and protecting important assets within the borough.

Future planning applications within the masterplan area will be considered against the relevant adopted and emerging Local Plan policies.

Supplementary Planning Documents

The Council has adopted a number of SPDs to provide more detailed guidance on the implementation of a range of development plan policies. These are a material planning consideration and will be taken into account in considering planning applications within the masterplan area.

SPD18 "Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw" (April 2025) draws on the toolkit prepared by the Local Government Association and Planning Advisory Services for "The Effective Delivery of Strategic Sites" and provides more detailed guidance on the delivery of the Elton Reservoir and Walshaw allocations.

The ERDF has been prepared in accordance with guidance within SPD18 including in relation to:

- Collaborative working between the Council, landowners/ developers and key stakeholders on the form of development and approaches to its funding;
- Ensuring that the proposed development fulfils the vision and objectives that justified removal from the Green Belt;
- Making clear the evidence on which the proposed approach is based;

Strategic Policy Context

- Demonstrating a comprehensive approach to delivery across the whole site;
- Identifying strategic issues at an early stage and showing how they will be addressed in ways that are consistent with relevant planning policies;
- Establishing development parameters against which future planning applications will be considered;
- Ensuring that all development that would rely on or benefit from the infrastructure of the site makes fair and proportionate contributions to the delivery of that infrastructure for example through equalisation agreements and/or a tariff relating to each new dwelling on the site to support shared infrastructure; and
- Undertaking effective community and stakeholder engagement as part of the formulation of proposals and delivery of development.

National Policy and Guidance

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. It 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.

Paragraph 130 of the NPPF states that: *'Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places…'*

The NPPF is supported by Planning Practice Guidance (PPG) which states that:
'Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the level of detail, the masterplan may indicate the intended arrangement of buildings, streets and the public realm…' and that 'A range of other plans and technical reports may be needed alongside a masterplan, to provide supporting evidence and set out related proposals, such as a local character study, landscape assessment, transport assessment and proposals for securing biodiversity net gain. An implementation strategy could also be included, especially where development is expected to be brought forward in a number of phases'. (Paragraph: 006 Reference ID: 26-006-20191001).

In describing how masterplans can be used most effectively, PPG states that:
'Masterplans are most likely to be produced by local authorities or developers. For local authorities, they can help to clarify design expectations early in the planning process, set a clear vision for the site, inform infrastructure and viability assessments and identify requirements for developer contributions or other investment.

Developers may produce a masterplan to help evolve their own vision for a site, assess options, engage the local planning authority and community in pre-application discussions and support an outline planning application.

Whoever prepares them, masterplans can benefit from a collaborative approach between the local planning authority, site promoters and local communities so that aspirations and constraints are understood early on. Masterplans produced by local planning authorities may be adopted as supplementary planning documents to give them weight in decisions on applications. Masterplans often apply to schemes that are developed over a long time period and so may need to be subject to regular review and be flexible to adapt to changing circumstances. Care should be taken to ensure that masterplans are viable and well understood by all involved and that graphic representations of what the development will look like do not mislead the public by showing inaccurate details or significant elements not yet decided upon'. (Paragraph: 007 Reference ID: 26-007-20191001).

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.

In December 2025 the Government published proposed revisions to the NPPF for consultation. The revised draft NPPF currently carries very little weight but once adopted its contents will comprise important material considerations for planning applications.

Strategic Policy Context

Bury 2030 Strategy, 'LET'S Do It!'

In July 2020, Bury Council and NHS Bury Integrated Care Partnership launched an ambitious community strategy, "LET'S Do It!". This 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.

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. The proposed housing at the Elton Reservoir site complements this objective.

Bury's Housing Strategy 2021-2025

The Council's housing strategy sets out intended outcomes from the Council's holistic approach to housing in the borough. These include delivering more homes in the borough; increasing affordable housing supply; and a more dynamic housing market. As set out above, the allocation of the Elton Reservoir site through PfE, supports these objectives.

Greater Manchester Transport Strategy 2040

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"*.

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.

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.

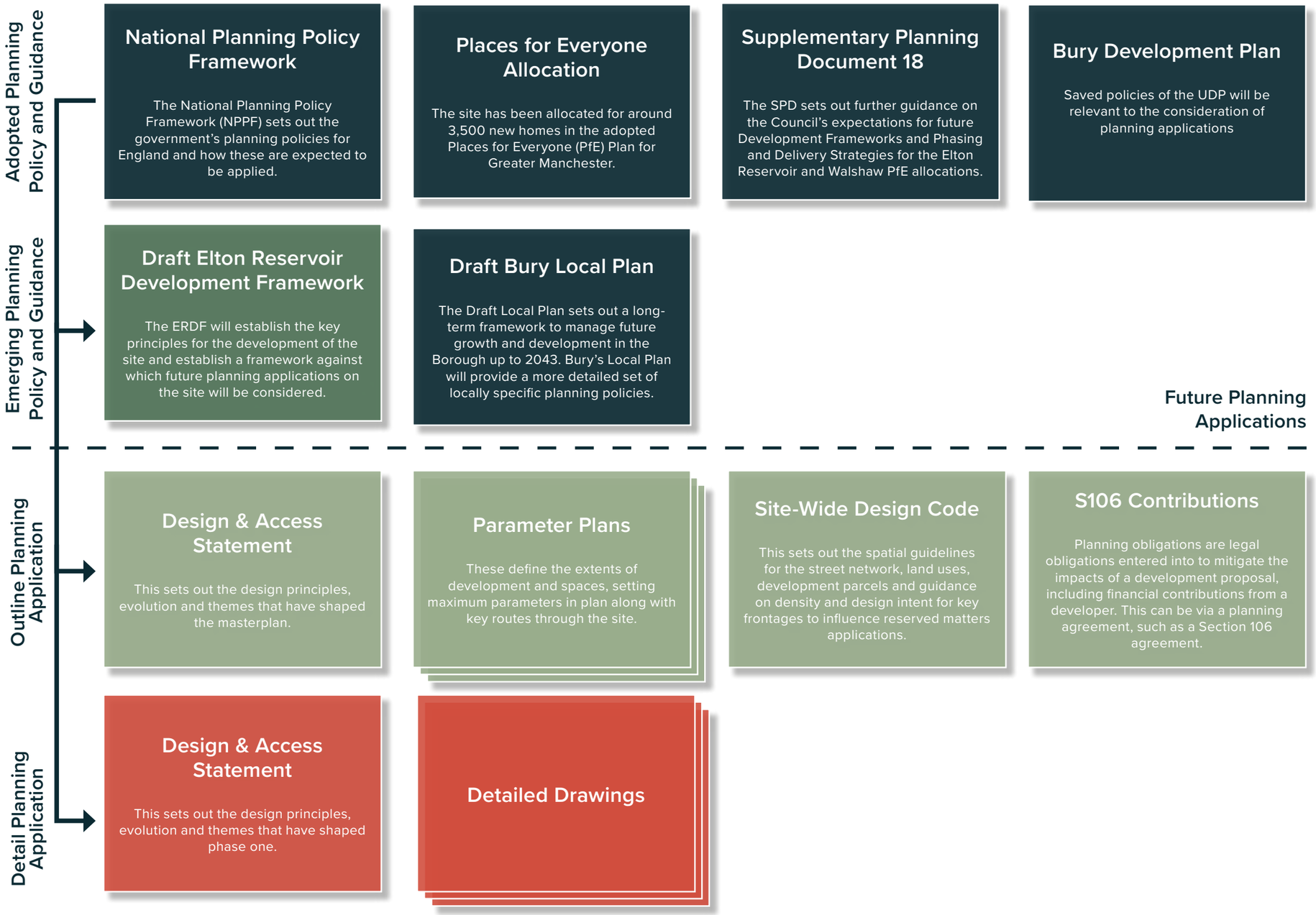
With appropriate layout and density of development, the provision for a new Metrolink stop, high quality bus services, and fully integrated active travel connections ensure that the masterplan as part of the Elton Reservoir development are consistent with these objectives.

Bury Local Transport Strategy

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.

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. The ERDF makes provision for one of the strategy's investment priorities: a new Metrolink stop and travel hub/Park & Ride at the Elton Reservoir site including walking, wheeling and cycling connections to the new stops to make it safer and easier for people to walk, wheel and cycle to use the Metrolink at all times of the day.

Strategic Policy Context



Chapter Three

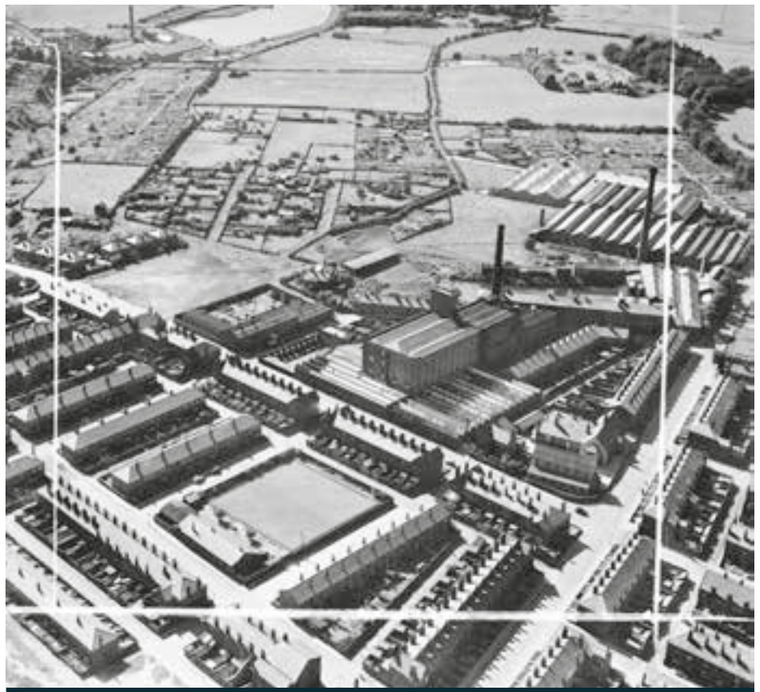
Understanding the Site

Site History

Evidence of prehistoric activity, including in the Radcliffe area, has been found across the borough of Bury. During the medieval period, the area was characterised by agricultural fields and common pasture, with scattered farmsteads (such as the Hams and Hardman's Fold) and the later 18th century farm buildings which reflected the continuing mix of rural activity.

The Industrial Revolution transformed Lancashire, with Bury and Radcliffe experiencing rapid change with mills built at speed following a boom in cotton production within the northwest from the late 18th century onwards.

The Manchester Bolton & Bury Canal was completed in the 1790s, with Elton Reservoir constructed in 1808 and enlarged in the 1830s to secure its water supply.



Bury Cotton & Woollen Mills, 1933



Whittaker's Bridge

Railways soon followed, with lines through the area opening in the 1840s, and at one point Radcliffe had as many as seven stations. With this infrastructure, both towns developed into major industrial centres, not only for textiles but also for paper making, which would remain significant for the local economy well into the 20th century.

Leisure also began to emerge alongside industry, with the establishment of Elton Sailing Club in 1858. In 1904, the "Great Trespass" took place when local people successfully defended public access around the reservoir, paving the way for the 1949 Act that formalised Public Rights of Way.

The 20th century saw the significant growth of surrounding settlements. Early in the century, Radcliffe expanded northwards along Ainsworth Road, while Bury developed west towards Elton House with new housing, mills, and gas works.

After the Second World War, large areas of new housing were built on the edges of both towns, particularly along Bolton Road, Bury Road and Ainsworth Road. These changes reshaped the landscape around Elton Reservoir, with the area increasingly framed by expanding residential communities.

Site History

Up to 1890

- From the mid-18th century, Bury and Radcliffe expanded rapidly;
- The Manchester Bolton & Bury Canal completed in the 1790s, Elton Reservoir constructed in 1808 and enlarged in the 1830s;
- Railways arrived in the 1840s, including the Manchester, Bury and Rossendale Railway (1846) and the Liverpool and Bury Railway (1848);
- Construction of tightly packed terrace housing near Bury and Radcliffe town centres; and
- Elton Sailing Club was established in 1858.

1890 - 1945

- Continuing industrial growth peaking in early 20th century;
- Rapid residential growth of Bury and Radcliffe;
- Manchester, Bolton & Bury Canal falls out of use;
- Ribbon development along principal roads; and
- Public rights of way established across the site.

1945 - Today

- Closure of local railway lines and loss of direct services to Manchester in the 1960s;
- Industrial contraction but paper industry remained important until 1990s;
- Significant suburban expansion; and
- Opening of Metrolink line between Bury and Manchester in 1992.



The Site Today

Site Features

The site is predominantly undeveloped agricultural land sub-divided by hedgerows and tree belts. It accommodates a number of farmsteads.

The area retains visible elements of its industrial heritage, including the Elton and Withins Reservoirs, and the Manchester Bolton & Bury Canal, which runs along the site's eastern edge.

Site Boundaries

The site is largely enclosed by existing settlements, with Elton, Black Lane and Radcliffe located on three sides.

The western and north-western edges are characterised by existing residential properties predominantly backing onto the site, which create a well-defined boundary.

The site also encloses on three sides the Radcliffe Cemetery and the East Lancashire Crematorium, located along the western edge.

The eastern boundary largely comprises the Metrolink line, which also creates a strong physical edge separating the site from the existing residential area and industrial units to the east.

In contrast, the north-eastern boundary is more permeable, formed by a combination of open green space, woodland clusters and the River Irwell, of significant landscape and ecological value.



The Site & View Points



Metrolink



Withins Reservoir



Farmstead with Constellation Mill in the background



Radcliffe Old Hall Farm



Residential edge of Radcliffe



Manchester, Bolton & Bury Canal Towpath



Open Landscape and drainage channel linking to the canal

Local Context & Character

The site abuts numerous areas of residential development on the western, northern and south-eastern boundaries. Understanding the character of the local area and what makes this area distinctive will help inform the design of the new neighbourhood at the site, in particular the urban forms and public spaces.

The study on the following pages focuses on the key spaces within the neighbouring developments, including arrival points, pocket parks, mixed-use and residential streets of various densities. These are also identified on the adjacent plan.



Local Context & Character Key Plan

Grindsbrook Road

Key Features

- Detached and semi-detached homes ranging from 1 to 2.5 storeys;
- Fragmented building frontage with longer front gardens and various set-backs from the street;
- Majority of parking located on-plot, with private driveways and garages;
- Row of homes with gardens backing onto the site boundary; and
- Homes front tertiary streets with footway either sides of the carriageway. No verge or street trees.

Lessons Learnt

- Longer and landscaped front gardens create a greener street, compensating the lack of street trees;
- Narrower streets, lack of verge and homes front boundaries located along back of footpath make the street feel more intimate and could help reducing traffic speed; and
- On-plot parking limits uncontrolled parking along the street but also limits built form density.



Grindsbrook Road - Aerial View



Grindsbrook Road - Street View

Local Context & Character

Bury Road

Key Features

- Tree lined main road and bus route;
- Formal and continuous building frontage with short set-back from back of footpath;
- Limited on-plot parking, majority of parking located to the rear;
- Tree lined green verge and footpath on both sides of the road; and
- 2 - 2.5 storeys terraces facing the road.

Lessons Learnt

- Buildings typologies, short set-back and frontage continuity give a sense of formality, in line with the road type;
- A variety of parking arrangements are needed to avoid uncontrolled street parking; and
- The use of terraces and orthogonal parcel arrangement helps increase density.

Ainsworth Road (Radcliffe) and surroundings

Key Features

- Orthogonal parcel layout;
- Mixed-uses located along main road;
- Formal and continuous building frontage with short set-back from back of footpath;
- No on-plot parking, all parking located to the rear of properties; and
- 2 - 2.5 storeys terraces facing the road.

Lessons Learnt

- Continuous building frontage with short set-back from back of footpath gives the street a sense of enclosure;
- Mixed-uses activate the space; and
- Frequent uncontrolled street parking in the surroundings roads.



Bury Road - Aerial View


Bury Road - Street View



Ainsworth Road, Radcliffe - Aerial View


Ainsworth Road, Radcliffe - Street View

Local Context & Character

Pilkington Park

Key Features

- Line of 2-storeys terraced homes fronts the park to the east;
- Detached homes back onto the park to the south and west;
- Terraces form a continuous and strong building frontage with short set-back from footpath (Young Street);
- Park is car-free on three sides, with parking of terraces located to the rear and parking of detached homes located on plot; and
- Local shops are located at the corner of the park, along the main street.

Lessons Learnt

- The use of terraces gives the park a sense of enclosure, providing overlooking and sense of safety for park users - as well as increasing density;
- Mixed-uses fronting the park activate the space and promote park use; and
- Dwellings backing onto the park limit the sense of safety on two sides, not providing overlooking.

Farm Crescent

Key Features

- 2 - 2.5 storeys detached and semi-detached homes facing a green corridor and active travel route;
- Fragmented building frontage with longer front gardens/set-back from shared driveway;
- Majority of parking located on-plot; and
- Shared driveways serving 5/6 homes are located along the edge of the parcel.

Lessons Learnt

- Longer front gardens create a softer edge to the open space;
- On-plot parking limits uncontrolled parking along the street and parking courts but also limits built form density;
- Shared driveways limit the amount of road along the edge of the green space; and
- Homes fronting open space and active travel routes provide overlooking and promote the use of these spaces and routes.



Pilkington Park - Aerial View


Pilkington Park - Street View



Farm Crescent - Aerial View


Farm Crescent - Street View

Site Characteristics and Opportunities

Transport & Highways

Characteristics & Constraints

The site benefits from strong connectivity. The site is well served by public transport, offering a range of sustainable travel options. Radcliffe Metrolink stop is immediately to the south of site. Parts of the Elton Reservoir site are within convenient walking distance of the stop.

Several bus routes operate in the surrounding area. Route 98 runs along the northern and western edges of the site, providing direct links to Radcliffe, while Route 513 runs via Bury Road, connecting to both Bury and Radcliffe.

The A58 Bury and Bolton Road is a key route running north of the site and one of the main points of access to the site. Spring Lane and Bury Road run south and east of the site, offering direct connection to Radcliffe, as well as access to the site. The A58 is an important strategic east-west link between Bury and Bolton. It passes round the south side of Bury town centre before continuing east towards Rochdale. The alternative route around the north side of Bury town centre is formed by Manchester Road (A56). The roads around and approaching the town centre are the busiest roads within the local area. To the south of the Site, the roads to the north of Radcliffe town centre are the busiest.

Opportunities

- Opportunity for new homes within convenient walking and cycling distance of Radcliffe Metrolink stop;
- New Metrolink stop on the Bury-Manchester Metrolink line within the site, along the eastern boundary;
- All-modes primary access points from Bury and Bolton Road, Bury Road and Spring Lane;
- With connections to the existing highway network to the north, south and east, the link road through the site presents an important opportunity to provide alternative routes for some of these trips, thereby relieving existing congestion; and
- The link road and any active travel routes present an important opportunity to lay new infrastructure as part of a holistic and co-ordinated site-wide infrastructure strategy.



Transport & Highways Plan

Site Characteristics and Opportunities

Public Rights of Way, Footpaths & Cyclepaths

Characteristics

A network of Public Rights of Way (PRoW) runs through the site connecting to the wider network beyond the site boundary. National Cycle Route 6 runs along the Manchester, Bury and Bolton Canal, contributing to the area's active travel and long distance connectivity; and, a recreational cycle route runs along the north-western boundary.

Constraints

- PRoW and recreational routes require protection, continuity, and appropriate integration within future development;
- PRoW typically follow existing field boundaries and, as such, cannot always be retained entirely in situ without diversion; and
- A number of paths within the existing network are discontinued.

Opportunities

- Retain in situ and improve (if possible) the canal towpath which carries National Cycle Route 6, contributing to the area's long distance connectivity;
- Where possible, retain in situ the majority of PRoW and existing recreational routes, integrating them into the site's active travel network, improving links and creating new safe, more direct and traffic free connections;
- Where retaining is not possible, realign paths strategically and provide new linkages to create direct connections along users' desire lines;
- Upgrade and enhance the existing route around Elton Reservoir to accommodate future uplift in usage; and
- Integrate paths within green infrastructure to promote sustainable travel and improve access to green space.



PRoW & Active Travel Plan

Site Characteristics and Opportunities

Built Heritage & Archaeology

Characteristics & Constraints

There are no heritage constraints that would preclude development of the site; however, there are several areas of potential historic interest within the site which should be considered at the outset of a design concept. The following heritage assets are located within the site:

- Old Hall Farmhouse (grade II listed building) and the associated Gate Piers to the north west of Old Hall Farmhouse (grade II listed building).
- A number of farmsteads are included on the Draft Bury Local List. These are:
  - Higher Spen Moor Farm House
  - Doffer Fold Farm
  - Brook Bottom Farm
- A potential 'hengiform' monument and ring ditch south of Withins Reservoir and a nearby mound (near Hams Farm); and
- Four Manchester Bolton & Bury Canal milestones (Grade II listed).

Dismantled railway routes and canals serve as a reminder of the area's industrial past with former mines, farmsteads and reservoirs present across the site and views to tall chimneys, warehouses and mills in the wider area.

In advance of development within the site further geophysical surveys, archaeological evaluation and 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.

Opportunities

- Retain Two Grade II listed buildings (Old Hall Farm and Gate Piers) within the development; and
- Aim to retain other non-designated heritage assets where possible.



Built Heritage Plan

Site Characteristics and Opportunities

Ecology

Local Wildlife Sites - Characteristics & Constraints

There are no statutory designated wildlife sites within or immediately adjacent to the site boundary. However, six non-statutory Sites of Biological Importance (SBIs) fall within the site boundary, recognising habitats and species of value in the local to regional context. The SBI assemblage includes:

- Elton Reservoir (Grade A - noted for overwintering, migrating, and breeding waterfowl; and grassland habitat);
- Elton Goit (Grade A – noted for breeding and wintering birds; grassland habitat; and grassland fungi assemblage);
- Marl Pits at Black Lane (Grade A – a cluster of ponds within a complex matrix of habitats including grassland, hedgerows and marshland. The ponds are known to support populations of breeding great crested newt and common toad);
- Manchester, Bury and Bolton Canal (Grade A - diverse submerged plant communities with the presence of water-soldier and Stratiotes aloides frogbit Hydrocharis morsus-ranae; associated marsh and towpath plant communities; as well as plant communities within the stonework of the canal);
- Withins Reservoir (Grade B - reservoir and boundary habitats including neutral grassland, acid grassland, marsh, flush and a stream); and
- Wetland near Radcliffe (Grade C - two areas of open water with associated marsh and swamp habitats).

The reservoirs, canal and associated wetland habitats form an important ecological and landscape network across the site. These features support a range of habitats and species including wintering and breeding birds, amphibians, bats, otter and aquatic invertebrates, whilst also contributing to wider habitat connectivity across the surrounding landscape.

The SBI network forms a key component of the site's wider green and blue infrastructure framework and will inform the evolution of the masterplan and future planning applications.

Future development proposals will seek to retain, protect and enhance SBI habitats and their ecological function through sensitive layout design, habitat buffering, landscape-led masterplanning and long-term management measures.

The detailed extent and nature of buffering, design responses, habitat protection measures and management strategies will be informed by further ecological assessment and determined through future planning applications. While opportunities exist to minimise and mitigate impacts through the design process, the ERDF recognises that some direct effects on existing habitats may occur as part of delivering the strategic allocation, including within areas associated with the extended Elton Goit SBI.

Habitats - Characteristics & Constraints

The site is predominantly characterised by agricultural grassland, supported by a range of engineered and semi-natural features including two reservoirs, smaller ponds, streams and canal sections, hedgerows, woodland, scrub and scattered trees. A single veteran tree is present, representing the only irreplaceable habitat on site. The highest-value habitats, both intrinsically and in terms of wider ecological function, are those associated with the Elton Reservoir and Elton Goit SBIs. These areas support a rich assemblage of birds and grassland fungi. The network of ponds across the site also provides important breeding and foraging habitat for amphibians, including great crested newt.

Existing ecological baseline information has been informed by a combination of desk study information, field survey data and technical assessments. Ecological baseline information will continue to be updated and refined through further survey work prior to and alongside future planning applications, ensuring that detailed proposals are informed by the most up-to-date and site-specific ecological evidence available at the time of determination.

Site Characteristics and Opportunities

Species - Characteristics & Constraints

The site supports a broad range of protected and notable species.

- Great crested newt (GCN) surveys undertaken in 2021 recorded GCN in 11 ponds, comprising at least four distinct metapopulations. Other amphibians including common toad, common frog, palmate newt and smooth newt were also confirmed as present.
- Badger surveys identified four setts within the site, including a main sett with five entrances.
- Bat activity surveys show that common pipistrelle was the most frequently recorded species, followed by soprano pipistrelle, noctule, Myotis species and brown long-eared bat. All are generally considered widespread and relatively common.
- Wintering bird surveys recorded a wide range of species of conservation concern within and adjacent to the site. Elton Reservoir SBI, Withins Reservoir SBI and Elton Goit SBI represent the key areas of importance for wintering birds.
- Breeding bird surveys recorded 84 species in 2021, of which 54 were confirmed breeders, with a further eight probable and three possible breeders.
- Brown hare has been recorded frequently across the site, and otter are known to use the watercourses and associated habitats within the area. Additional notable and protected species associated with the site and surrounding habitats include badger, bats, amphibians, breeding and wintering birds, grassland fungi including waxcap assemblages, and invasive non-native species associated with watercourses and disturbed habitats.

A number of species recorded within the site are afforded legal protection under the Conservation of Habitats and Species Regulations 2017 (as amended), including great crested newt, bats and otter. Other species are protected through national legislation, including the Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992.

Certain ecological features and species assemblages associated with the site are considered to be of elevated ecological importance. In particular, the breeding and wintering bird assemblages associated with the reservoirs and surrounding habitats, together with the waxcap fungi assemblage associated with the Elton Goit SBI, are considered to be of regional importance. Other habitats and species recorded within the site are generally considered to be of importance within a more local context but nevertheless contribute to the overall ecological value and functioning of the site and wider green infrastructure network.



Existing Valuable Habitats



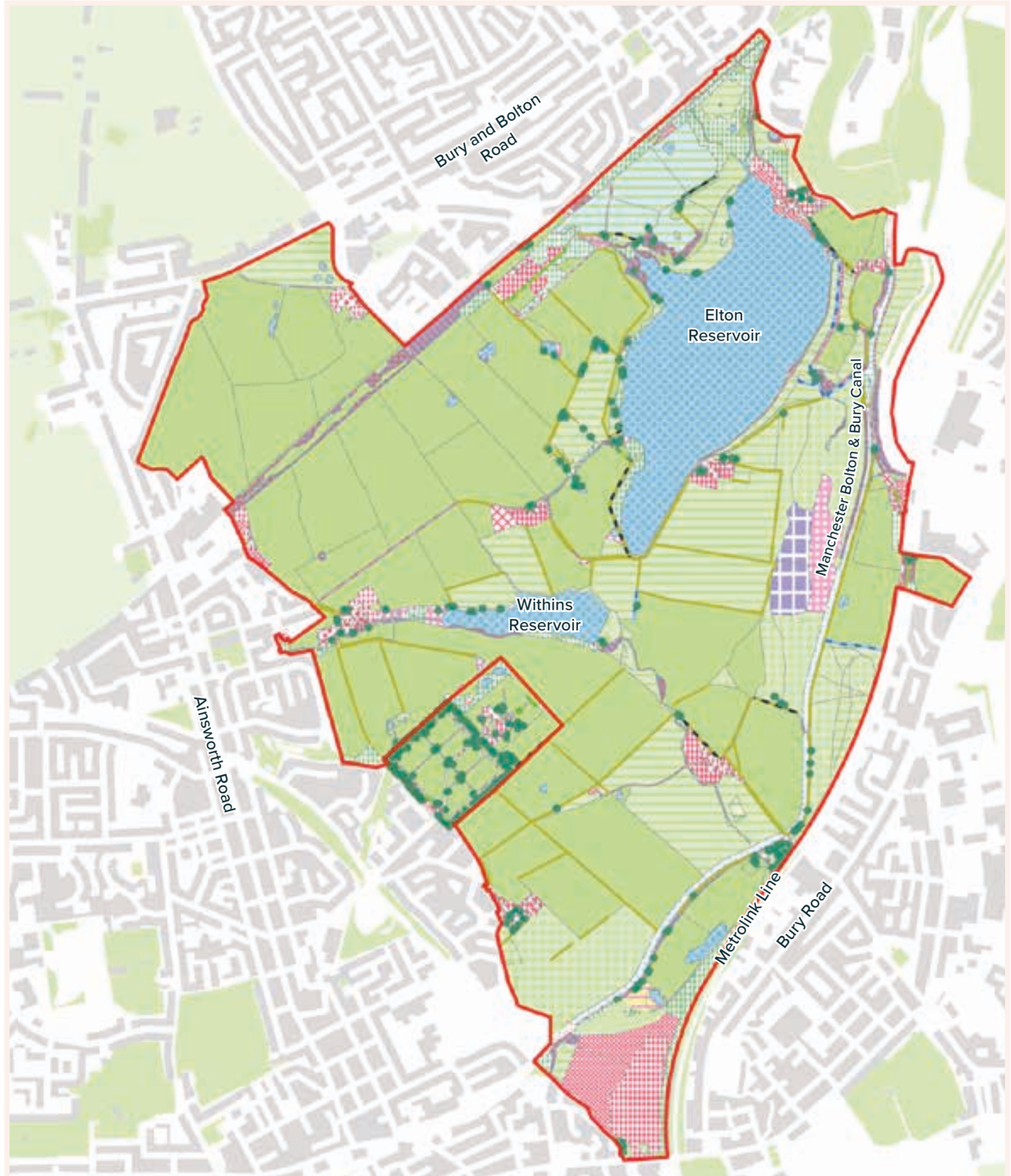
Local bird species

Site Characteristics and Opportunities

Opportunities

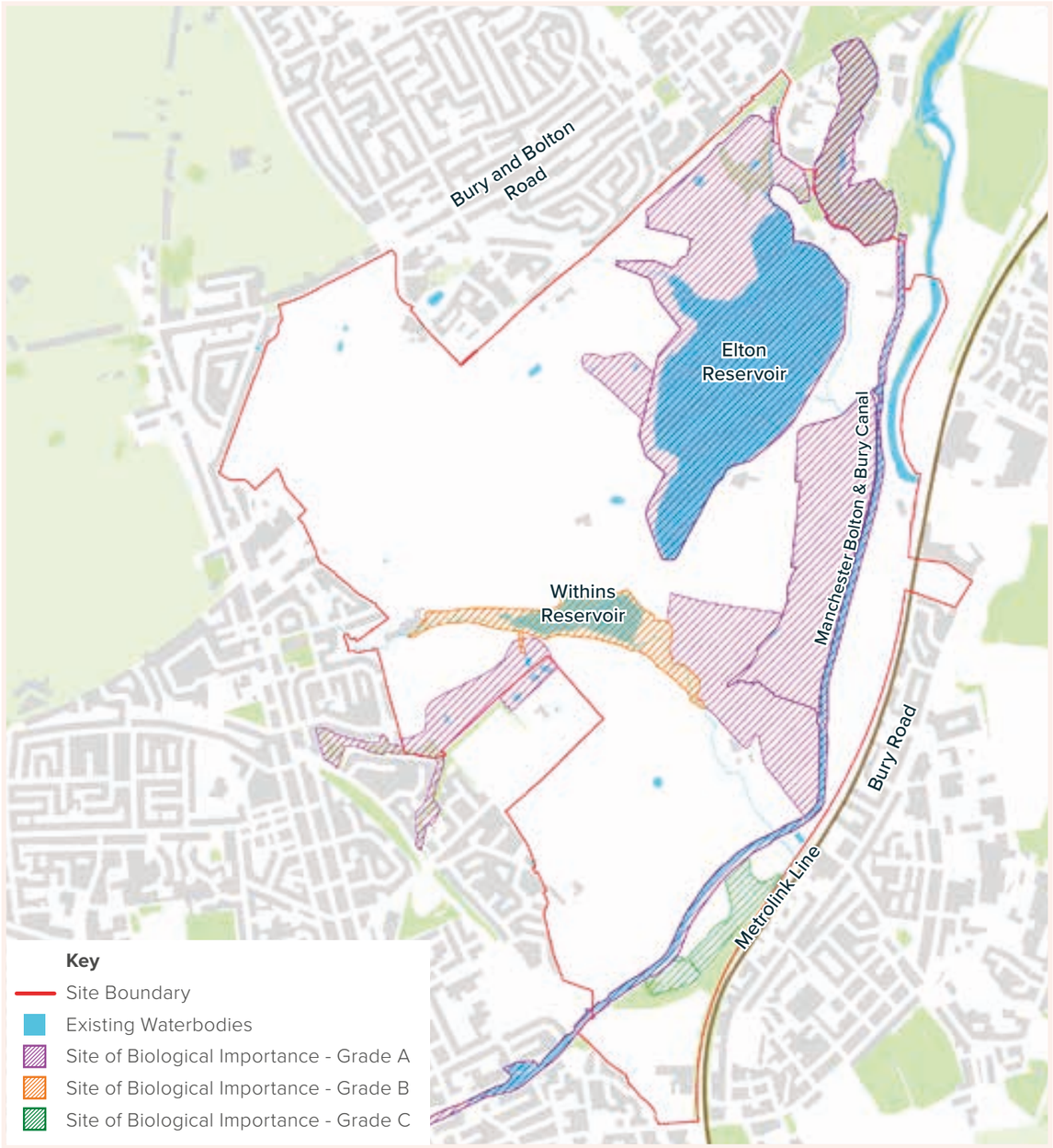
- Opportunity to deliver measurable enhancements to the site's ecological function through coordinated habitat protection, enhancement and creation;
- Opportunity to safeguard and enhance the network of SBIs through targeted habitat management, hydrological improvements and strengthened linkages via new and improved green corridors (avoiding, where possible, development on areas designated as SBI);
- Opportunity to integrate and enhance existing reservoirs, ponds and watercourses with SuDS to deliver wetland and aquatic habitat benefits, supported by reinforcement of woodland, scrub and hedgerow networks and the creation of species-rich grassland within the green infrastructure framework;
- Opportunity to create spaces for nature engagement with increased public access to green space (an access management strategy will be required to address potential recreational pressure on sensitive habitats and species);
- Opportunity to achieve at least a 10% measurable Biodiversity Net Gain, which is expected to be secured through a combination of on-site habitat creation and enhancement and delivery of a strategic biodiversity offset; and
- Opportunity to deliver a species-specific mitigation programme that will protect and enhance conditions for key species. This will include the retention and protection of known badger setts, retention and enhancement of badger foraging habitat, creation and enhancement of habitat for great crested newt, bats, otter and a range of breeding and wintering bird species, development of an appropriate mitigation strategy to address the loss of waxcap grassland associated with part of the extended Elton Goit SBI, and measures to address impacts on brown hare, which may include off-site compensation where necessary.



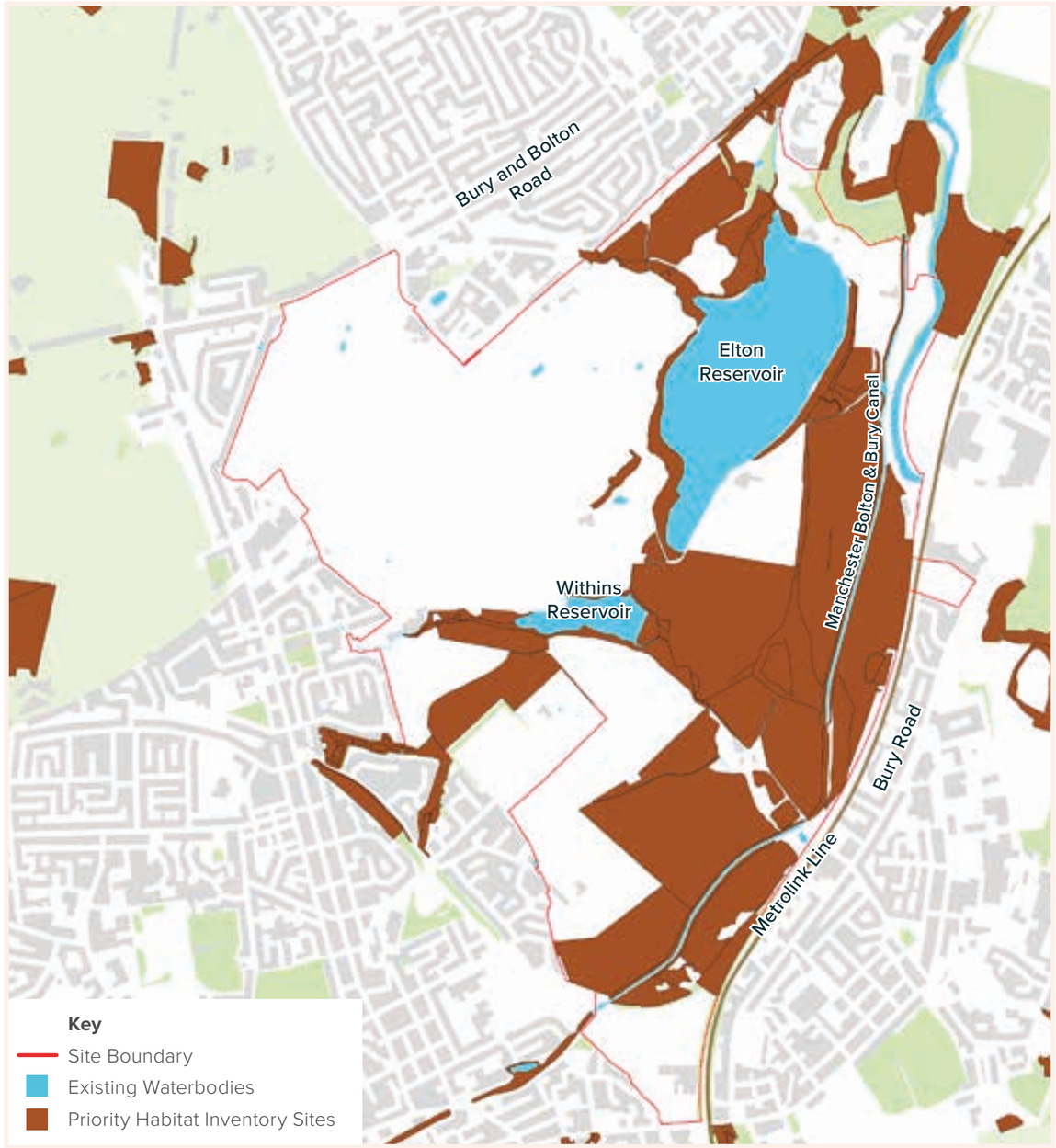


UKHab Map

Site Characteristics and Opportunities



Sites of Biological Importance Plan



Priority Habitat Inventory Sites Plan

Site Characteristics and Opportunities

Flood Risk & Drainage

Characteristics

The site benefits from a varied waterscape that, as a result, generates areas of potential flood risk but also opportunities for enhancements.

Flood risk derives from fluvial sources (Withins Outfall), from surface water flow pathways associated with the natural topography, the minor field drains and watercourses, and from the residual flood risk from reservoirs.

Constraints

- Ecological and biodiversity constraints;
- SBI areas (including Elton Goit) within the site. Future designs should take into account the discharge rates from development parcels near the SBI areas, needing to consider maintaining suitable baseflows to balance the water demand from these areas as well as water quality; and
- All man-made sources of flooding such as the reservoirs and canal and their exceedance flow routes will be closely managed and mitigated within the drainage strategy plans to provide betterment to the development and surrounding area.

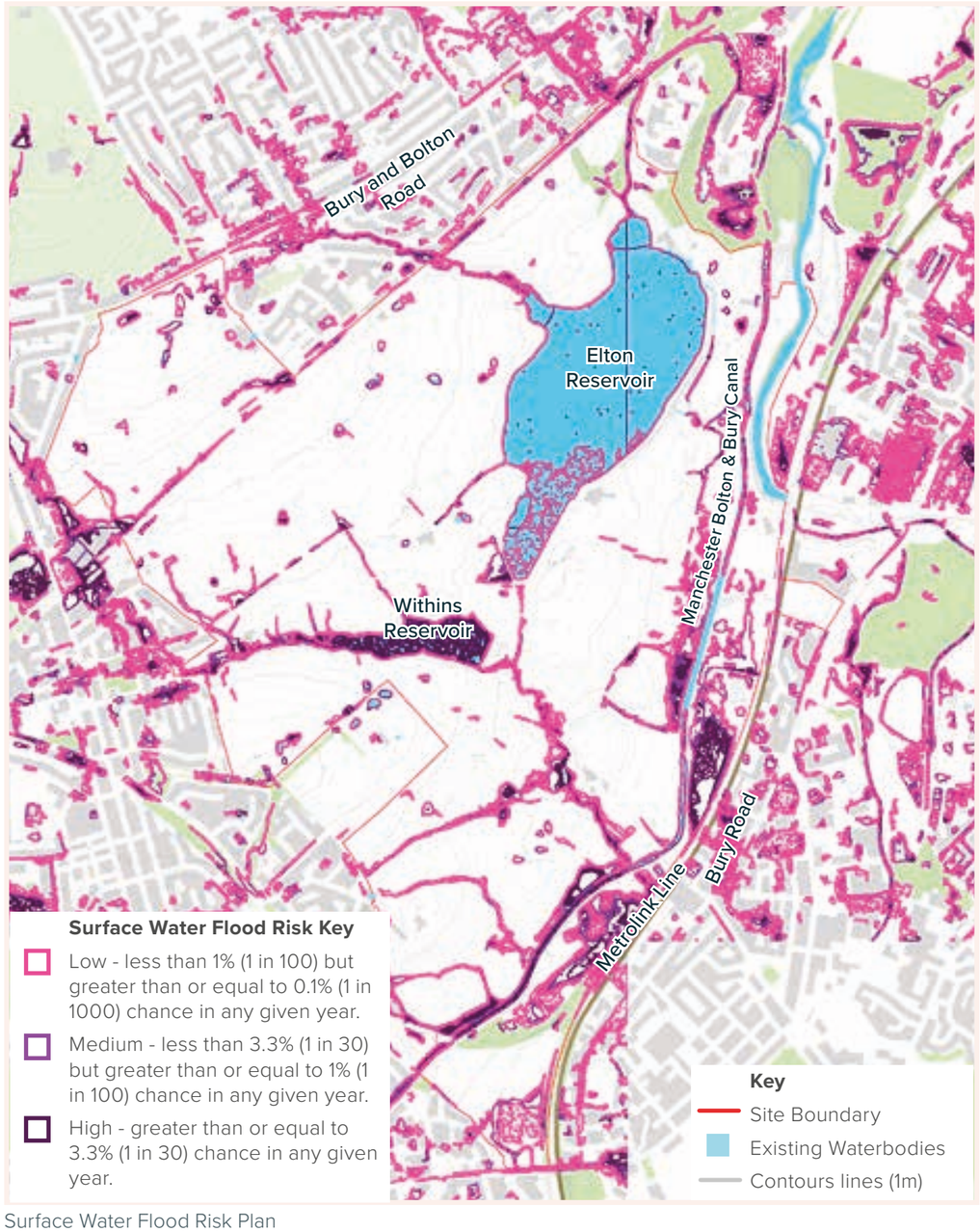
Surface Water Flood Risk

Characteristics

Flood risk associated to surface water will not be a constraint to the site's development. Due to the minor watercourses and associated localised surface flood flow pathways, flood risk is limited and localised, mainly down to the limited upstream catchment size.

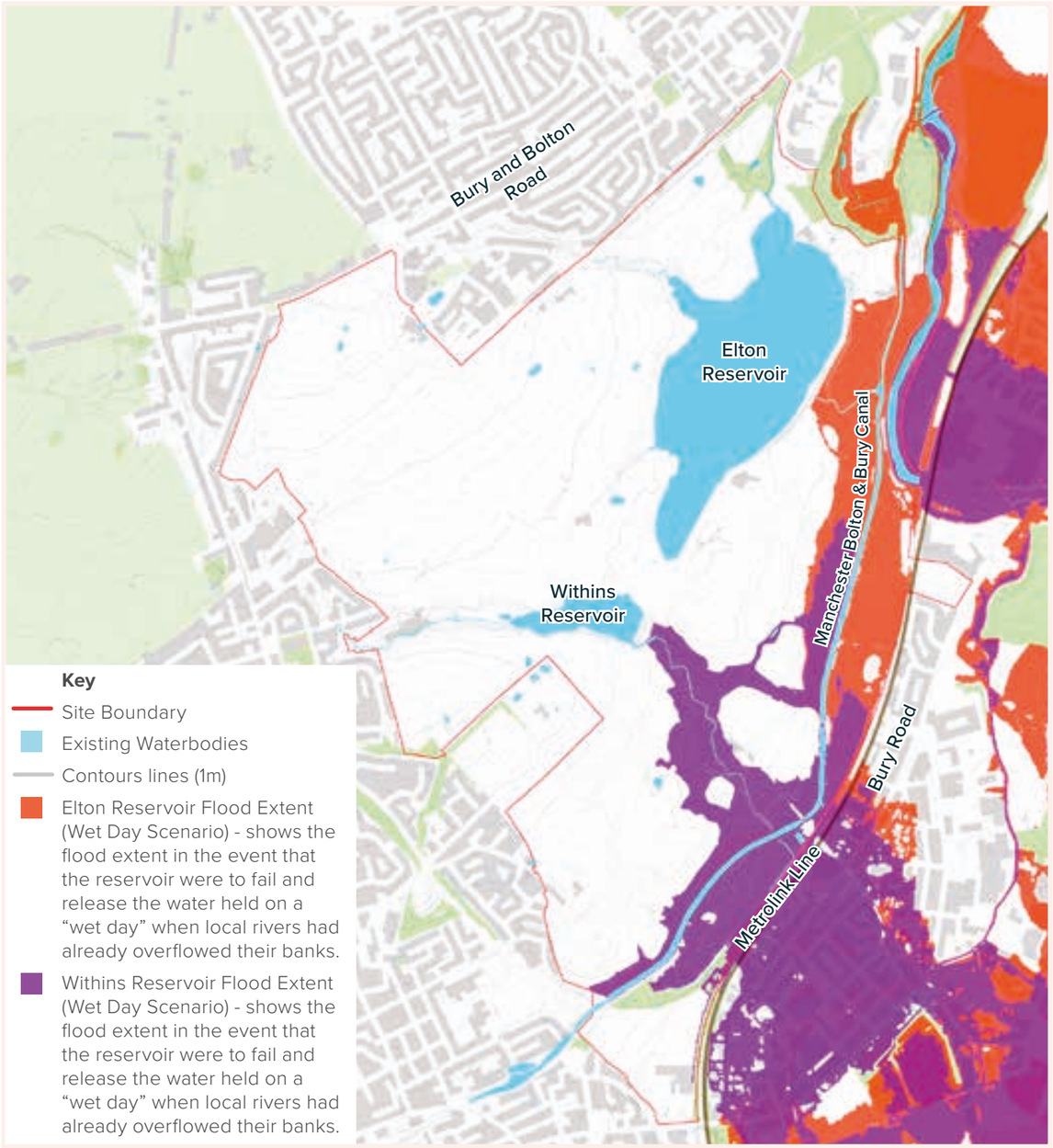
Opportunities

- The prevailing topography of the site falls from the highest point in the northwest to the lowest in the southeast. This elevation range allows the development to incorporate various natural SuDS features throughout the site, enhancing both drainage and the overall ecological and aesthetic appeal of the site;
- SuDS will form an integral component of the site's wider green and blue infrastructure network. The drainage strategy will seek to utilise multifunctional, naturalised SuDS features where appropriate, integrating water management with habitat creation, biodiversity enhancement, landscape character, recreation and climate resilience objectives. SuDS features may include wetlands, swales, attenuation basins, ponds, rain gardens and vegetated corridors designed to provide both drainage and ecological benefits;
- Where possible the drainage strategy is to incorporate the existing site feature such as the canal and reservoir to integrate the drainage strategy with the existing environment including potentially using these features for attenuation;
- By developing the site, surface water will be sustainably managed at a catchment level by incorporating a holistic strategy to provide an overall betterment;
- The SuDS features utilised across the development will be aligned to national policy and the Greater Manchester SuDS guidance, with the aim to manage water runoff within close proximity to the source;
- The proposed surface water management features will provide multi-faceted benefits by enhancing bio-diversity and the visual landscape character whilst capturing and attenuating rainfall; and
- Any remaining surface water flow paths will be incorporated into the development as blue-green corridors avoiding residential development.

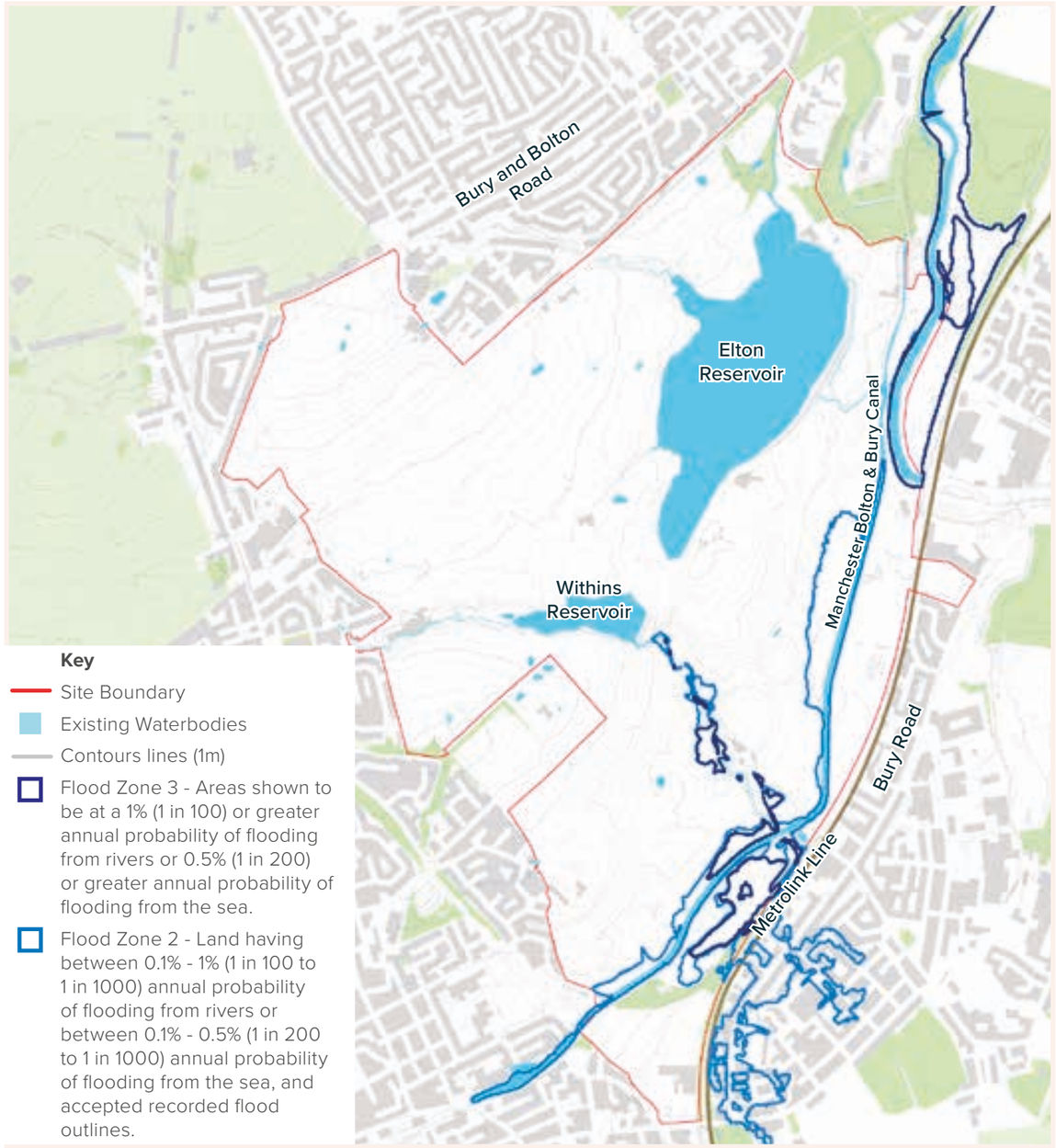


Surface Water Flood Risk Plan

Site Characteristics and Opportunities



Reservoir Flood Risk Plan



Rivers and Sea Flood Risk Plan

Site Characteristics and Opportunities

Landscape & Visual Character

The site lies within National Character Area NCA 54: Manchester Pennine Fringe and Greater Manchester Local Character Area LCA 21: Little Lever and Elton Reservoir which are defined as Urban Fringe Farmland.

The site is typical of this character with rolling low grade pasture and semi-improved grassland dissected by a network of hedgerows and streams. Isolated woodland, wooded river corridors and sites of biological interest provide important habitats, particularly for waterfowl.

Reservoirs and waterways - Characteristics & Constraints

- The site includes two reservoirs (Elton Reservoir and Withins Reservoir), the Manchester, Bolton & Bury Canal and numerous streams, ponds and other watercourses; and
- The Manchester, Bolton and Bury Canal corridor performs an important ecological, recreational and green infrastructure function and will be integrated within the wider multifunctional green infrastructure strategy for the site.

Green Belt - Characteristics & Constraints

- Nearly 50% of the site is designated Green Belt. Under planning policy, these areas are protected from development to safeguard the countryside and prevent urban sprawl.

Sites of Biological Interest (SBI) - Characteristics & Constraints

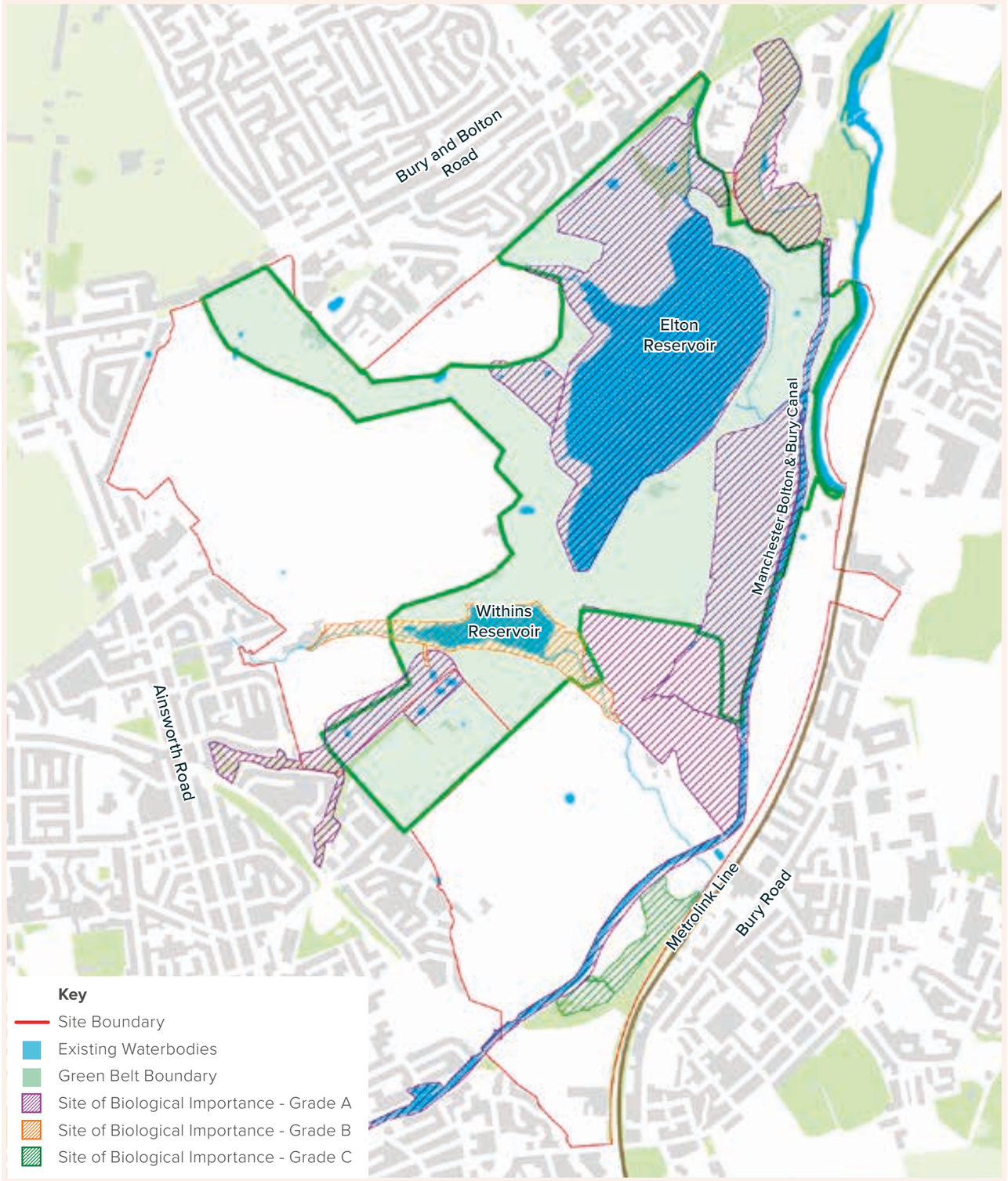
- The site contains no national designations and six local SBIs of various grades of importance. These areas require careful consideration and minimal intervention to ensure conservation of existing habitats.

Views and visual amenity - Characteristics & Constraints

- Panoramic views out to the surrounding countryside and hills are attractive and enhance walking routes. Key views to industrial buildings such as Constellation Mill and local churches are attractive and should be retained and enhanced where possible.

Opportunities

- Enhance the Green Belt to create amenity green space for the community and natural open space beneficial to ecology and wildlife;
- Enhance biodiversity across the site, avoiding (where possible) development on areas designated as SBI; and
- Retain existing water features (reservoirs, Manchester Bolton & Bury Canal, and River Irwell) to enable leisure and recreation around these key landscape assets, as well as biodiversity net gain.



Landscape Constraints Plan

Site Characteristics and Opportunities

Trees, Woodland & Hedgerows

Characteristics & Constraints

- Pockets of trees and woodland and native hedgerows defining field boundaries provide habitat, shelter and a mature landscape character across the site;
- A single veteran tree of significant landscape value is located adjacent the cemetery and is the only irreplaceable habitat present on site;
- A number of other valuable trees have been identified and where possible, these will be retained and root protection buffer zones established and avoided by development; and
- The majority of trees and larger shrubs are contained within hedgerows along existing field boundaries. These have value for both wildlife as corridors and visual amenity, offering potential screening to new development.

Opportunities

- Opportunity to retain (where possible) existing landscape features such as hedgerows and tree lines, and integrate them within green corridors and open spaces, to ensure they continue to contribute to biodiversity and existing natural networks.



Trees, Woodland & Hedgerows Plan

Site Characteristics and Opportunities

Utilities

Characteristics & Constraints

- High pressure gas main, low pressure gas main and overhead powerlines are present on site, which should be retained in place and development avoided within their easement zones;
- The existing developed areas around the site are served, in terms of surface and foul water, by United Utilities (UU) with an expansive system of consisting predominantly of combined sewer systems. A strategic foul sewer crosses the north of the wider development area. There are also other UU assets located within the site boundary; and
- With the current network, there will be available capacity for wastewater within the United Utilities strategic main located in the northeastern corner of the site as well as locally at the proposed highway connection points.

Opportunities

- Opportunity to create linear greenways along utility corridors preserving key views to industrial and community landmark buildings;
- The foul drainage strategy will include multiple connection points to aide to a flexible phasing strategy. This will include multiple sub-catchments and associated pumping stations; and
- Surface water will be dealt with within the site and does not need to connect to the external sewer network. There will be potential to integrate the drainage strategy with the existing environment including potentially using the reservoir/canal for drainage and flood attenuation.



Utilities Plan

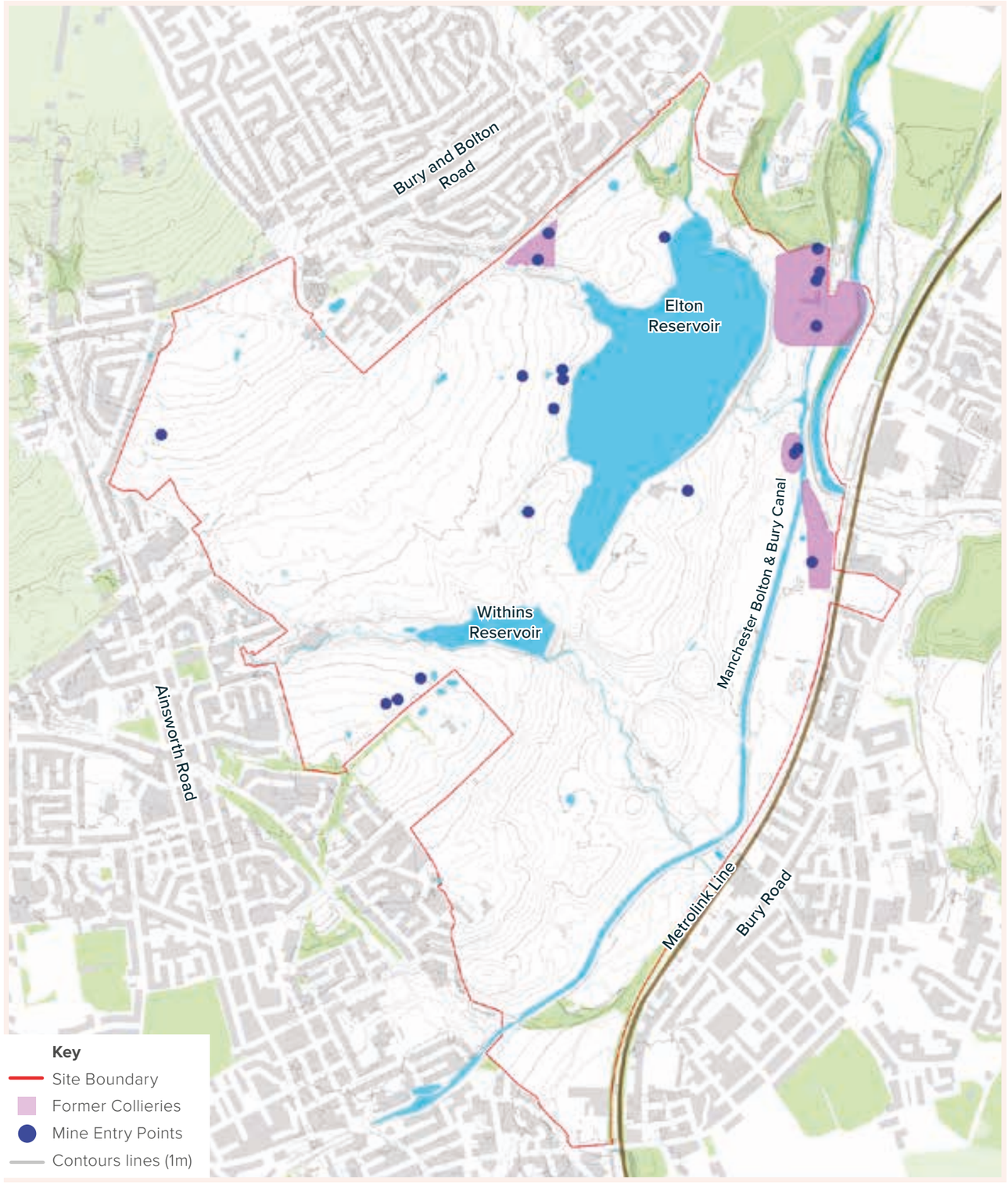
Site Characteristics and Opportunities

Topography

- The prevailing topography falls southeasterly from the highest level of 117 m Above Ordnance Datum (mAOD) alongside Bury and Bolton Road towards the lowest points of Manchester Bolton & Bury Canal at 76 mAOD and Spring Lane at 70 mAOD;
- The site is undulating with height changes across its extent. Topographic valleys are present on site which naturally capture and channel surface water overland flow through to its lowest point. There are also ground depressions with lower elevations which can cause surface water to pool within them; and
- The disused canal passes through the site and is elevated against the surrounding ground.

Ground Conditions

- Through initial desktop studies the site is primarily glacial till underlain by Pennine Lower Coal Measures. Previous ground investigations of the site identified made ground to approximately 500mm overlaying sandy clay;
- The soil conditions are described as ‘slowly permeable seasonally wet and slightly acid but base-rich, loamy and clayey soils;
- Because of the underlying geology of the site, infiltration as a method of discharging surface water from the site would be limited and currently most likely not a viable widespread solution;
- Due to the historical use of the surrounding area for coal mining and the presence of reservoirs it is expected that groundwater levels will fluctuate across the site; and
- Former collieries and mine entry points are present on site, which development should avoid wherever possible.



Topography & Ground Conditions Plan

Site Characteristics and Opportunities

Retail & Services

The site is well positioned between Bury and Radcliffe, and benefits from proximity to a wide range of services and facilities located within both town centres.

Radcliffe town centre provides local services including retail, community facilities and recreational facilities, including the popular Radcliffe Market, a community owned and run market hall with local food.

Works are also ongoing at the site of the new Radcliffe Hub, in the town centre. The hub will bring a range of new leisure amenities, together with a new library, learning opportunities and community spaces, close to the Elton Reservoir site.

Bury is a larger town centre, located a short distance to the north and offering a broader mix of retail, cultural, and leisure amenities. There is a variety of restaurants and cafés, as well as the well-established Bury Market and The Rock and Millgate shopping centres. Bury also offers cultural attractions such as Bury Art Museum and The Met.

Additionally, the Elton Sailing Club at Elton Reservoir, the Outwood Country Park adjacent to Radcliffe, the Spring Water Park in Whitefield and Burrs Country Park in Bury provide access to open space and a variety of leisure routes.

Community

The site is relatively well-served by community centres. There is a cluster of community spaces to the east of the Site, comprised of the directly adjacent Radcliffe Girls and Boys Club as well as the Dumers Lane Community Centre and Manchester Road Community Centre.

Opportunities

- Opportunity to provide new, more accessible local facilities on site and meet the needs generated from the development without creating the need to travel by car.



Bury Art Gallery David Dixon ©



Manchester, Bolton & Bury Canal



Radcliffe Hub (in construction)



Elton Reservoir Sailing Club

Site Characteristics and Opportunities

Education

There are 23 primary schools within a two-mile walking distance of the site with the nearest being: to the south west of the site – St Andrew's CEPS Radcliffe, Wesley Methodist, St Mary's RCPS Radcliffe, and Gorsefield; to the south east of the site – Radcliffe Hall; to the north east of the site – St Peters CEPS; and to north west of the site – St Stephen's CEPS, and Greenhill.

There are eight secondary schools within a three-mile walking distance of the site, including: Star Academy Radcliffe, Derby High, Bury CF High, St Gabriel's RC High, Elton High, Tottington High, Hazel Wood High, Unsworth Academy, Bury Grammar and Elms Bank School and College.

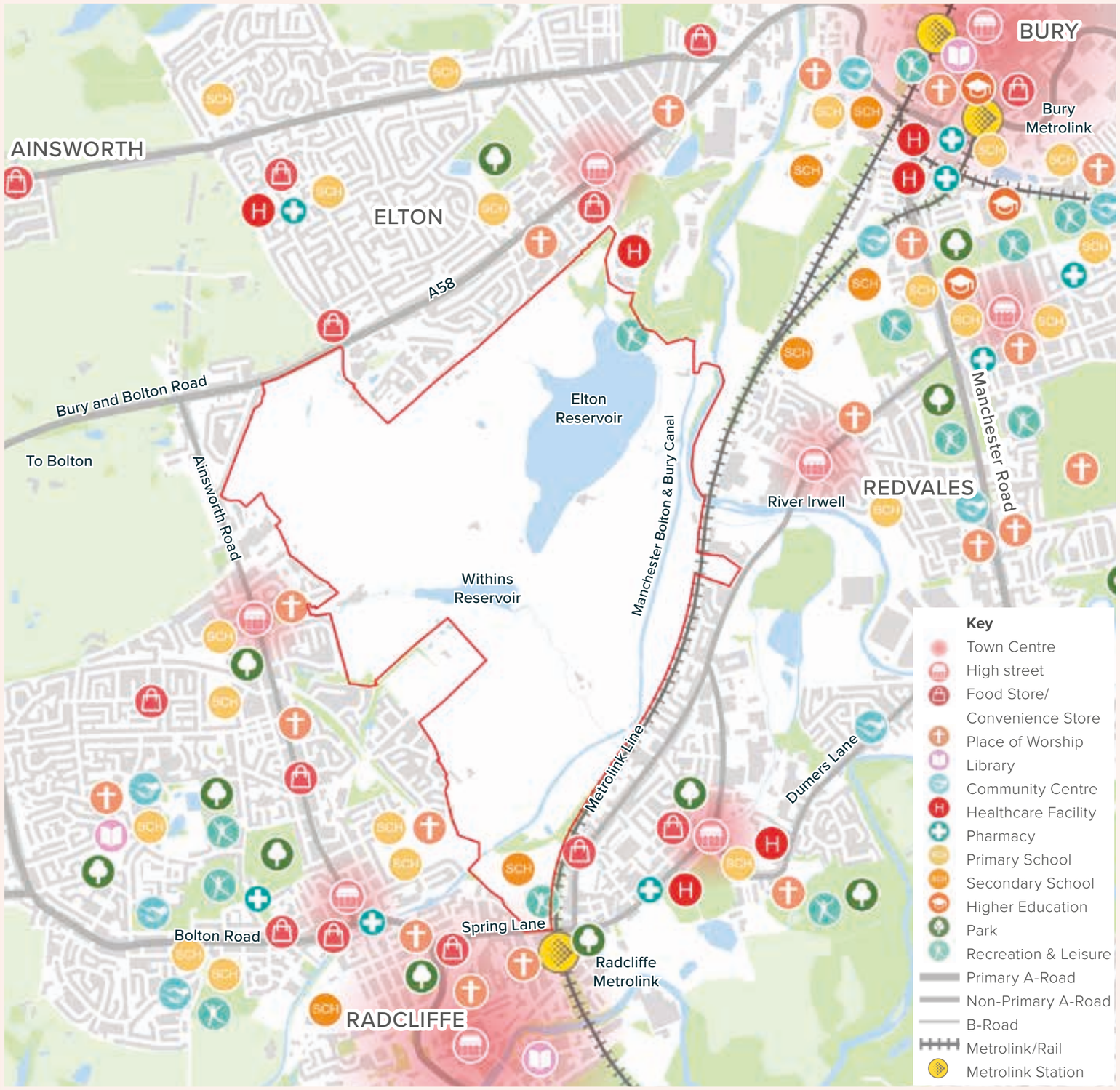
The need for school places arising from the development will be met through the provision of at least one new primary school on site and by utilising/expanding capacity within existing nearby schools.

Health

There are several GP surgeries within a two mile radius of the site. At present most of these record patient numbers above recommended averages. There are also a number of dentist practices within a two mile radius of the site. Several indicate that they are accepting NHS patients. New residents will increase the need for healthcare facilities. The proposed local centres will provide opportunities for additional GP/dentist and other healthcare uses.

Opportunities

- Opportunity to provide and/or new or expanded education and health facilities on site and/or in the surrounding area to meet the needs generated from the development.



Local Amenities Plan

Site Characteristics and Opportunities

Noise

The site is surrounded by existing urban settlements and roads which generate the dominant noise sources. Noise from farming, commercial and industrial uses is also present, within isolated areas within and adjacent to the site. Noise sensitive receptors within and around the site are limited to private residential premises and farmsteads, and the Radcliffe Cemetery.

The incorporation of key design measures will ensure relevant noise thresholds are not exceeded from the development of the site. Appropriate mitigation measures for the development may include noise protection fencing and/or bunds for the link road, and adequate separation distances between the link road and residential properties. Such mitigation should be considered at the outset of a design concept, and should clearly demonstrate how noise mitigation has been carefully considered to protect the amenity of existing and future sensitive receptors.

Air Quality

The site is not within an Air Quality Management Area. Future development traffic has the potential to increase pollutant levels in the area, however with the implementation of best practice air mitigation measures, in the form of sustainable transport options and the increasing use of electric vehicles, it is not expected that the development of the site would result in exceedance of relevant thresholds.

Opportunities exist to improve the environment with respect to air quality through the design of the scheme. This should include sensitive positioning of the link road, the provision of green and blue infrastructure networks to provide health benefits, and the integration of sustainable means of transport, including cycling and walking routes, as well as a comprehensive Travel Plan to educate occupiers and encourage use of these measures.



Metrolink Line

Summary of Site Constraints

Key

- Site Boundary
- Existing Waterbodies

Landscape & Open Space

- Green Belt Boundary
- Site of Biological Importance - Grade A
- Site of Biological Importance - Grade B
- Site of Biological Importance - Grade C

Trees

- Existing Trees
- Hedgerows
- 5m Tree Protection buffer
- Veteran Tree Protection Buffer
- Stem Location and RPA of Potential Veteran Tree

Public Rights of Way

- Public Right of Way (PRoW)
- Existing Recreational Cycle Route
- National Cycle Route 6

Heritage

- Grade II Listed Building
- Grade II Listed Canal Milestones
- Non-Designated Heritage Asset

Drainage

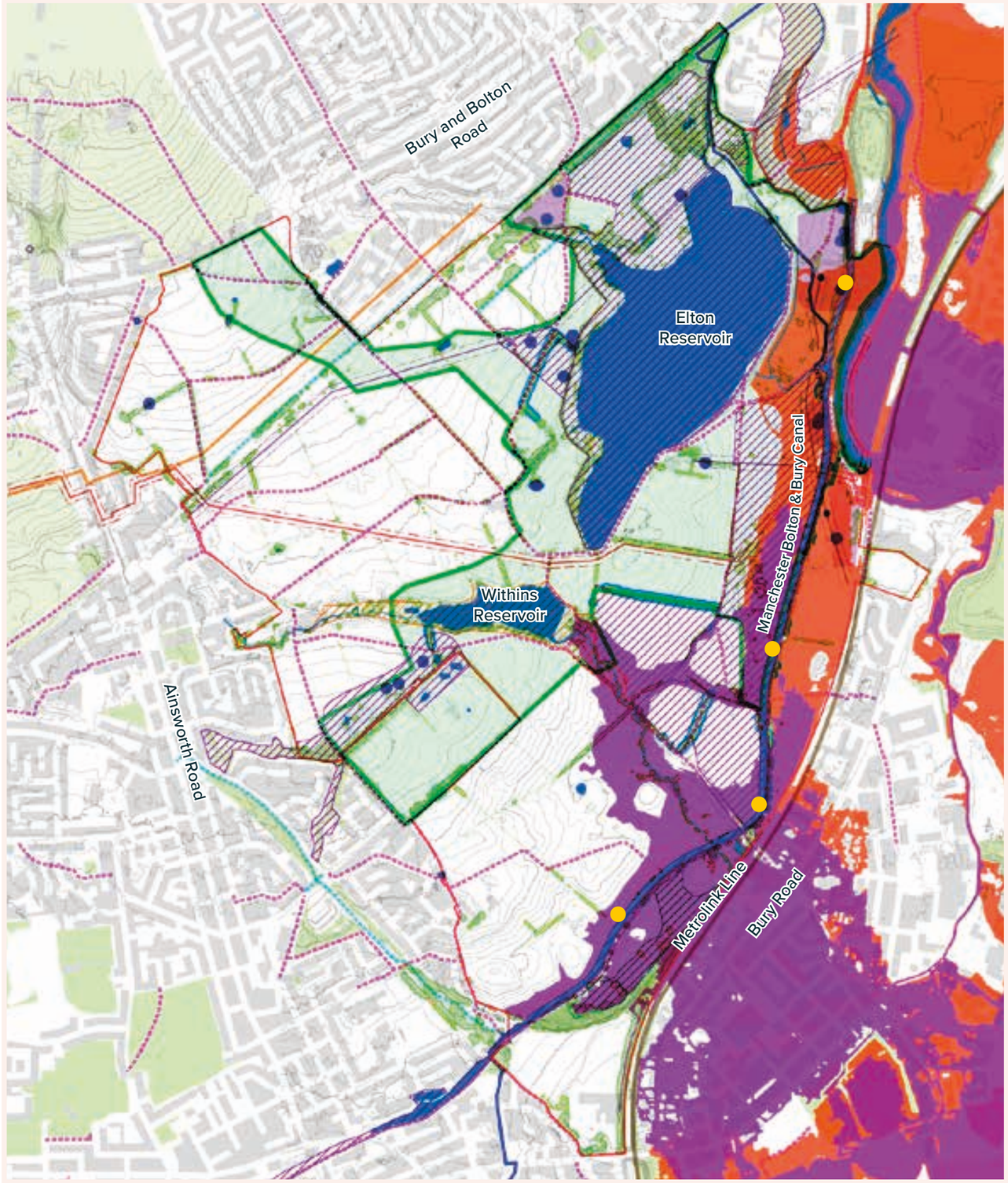
- Withins Reservoir Flood Extent
- Elton Reservoir Flood Extent

Ground Conditions

- Former Collieries
- Mine Entry Points
- Contours lines (1m)

Utilities

- Low Pressure Gas Mains
- High Pressure Gas Mains
- Overhead Powerlines



Constraints Plan

Summary of Site Opportunities

Transport, highways & Active Travel

The site is strategically located within the network of local buses, Metrolink service, A Roads and national cycle network, which make the Elton Reservoir site one of the most accessible and sustainable development sites in the Great Manchester area.

- Opportunity for sustainable travel using **existing Radcliffe Metrolink stop**;
- Opportunity for a **new Metrolink stop** on the Bury-Manchester Metrolink line within the site, along the eastern boundary;
- Opportunity for all-modes **primary access** points from Bury and Bolton Road, Bury Road and Spring Lane; and
- Opportunity for a **multi-functional link road** (including active travel, bus routes, local strategic highway and development access provision).

Public Rights of Way

- Opportunity to retain in situ (where possible) the majority of PRoW, National Cycle Route 6 along the canal towpath and existing recreational routes, integrating them into the site's **active travel network** improving existing links, creating new connections and contributing to the area's long distance connectivity;
- Opportunity to upgrade and enhance the existing route around Elton Reservoir to accommodate future uplift in usage; and
- Opportunity for retained and new PRoW to **provide safe, more direct and traffic free connections** to existing bus services and local facilities.

Landscape & Open Space

There are a number of contained landscape features which can be retained and enhanced alongside the proposed development. These create the following:

- Opportunity to **create outdoor spaces** such as greenways, incidental open spaces and public realm to **encourage residents to spend time outdoors** walking, exercising and socialising (woodland, hedgerow, tree belt constraints); and
- Opportunity to **enhance the Green Belt to create amenity green** space for the community and natural open space beneficial to ecology and wildlife.

Trees, Woodland & Hedgerows

- Opportunity to retain (where possible) existing landscape features such as **hedgerows and tree lines**, and integrate them within green corridors and open spaces, to ensure they continue to **contribute to biodiversity** and existing natural networks.

Flood Zone & Drainage

- Opportunity to incorporate **existing water courses as ecological features** into the masterplan to enhance biodiversity, including the flood zones associated with these features as green space;
- Opportunity to design **surface water drainage features as multi-purpose landscape features**, for biodiversity as wetlands and/or for play areas or other recreational features;
- Opportunity to use the reservoir/canal for drainage and flood attenuation; and
- Opportunity to **retain existing water features** such as Elton and Withins Reservoirs, the Manchester Bolton & Bury Canal and the River Irwell, to **create leisure destinations** around these key landscape assets, as well as biodiversity net gain.

Utilities

- Opportunity to create **linear greenways along utility corridors** preserving key views to industrial and community landmark buildings (views and visual amenity).

Ecology & Biodiversity

Local Wildlife Sites

- Opportunity to **safeguard and enhance the network of SBIs** through targeted habitat management, hydrological improvements and strengthened linkages via new and improved green corridors (avoiding, where possible, development on areas designated as SBI); and
- Opportunity to **create spaces for nature engagement** with increased public access to green space (an access management strategy will be required to address potential recreational pressure on sensitive habitats and species).

Habitats

- Opportunity to integrate and enhance existing reservoirs, ponds and watercourses with SuDS to **deliver wetland and aquatic habitat benefits**, supported by reinforcement of woodland, scrub and hedgerow networks and the **creation of species-rich grassland** within the green infrastructure framework; and
- Opportunity to achieve at least a **10% measurable Biodiversity Net Gain**, which is expected to be secured through a combination of on-site habitat creation and enhancement and delivery of a strategic biodiversity offset.

Species

- Opportunity to deliver a species-specific mitigation programme that will protect and enhance conditions for key species. This will include the retention and protection of known badger setts, retention and enhancement of badger foraging habitat, creation and enhancement of habitat for great crested newt, bats, otter and a range of breeding and wintering bird species, development of an appropriate mitigation strategy to address the loss of waxcap grassland associated with part of the extended Elton Goit SBI, and measures to address impacts on brown hare, which may include off-site compensation where necessary.

Summary of Site Opportunities

Built Heritage

- Opportunity to **retain two Grade II listed buildings** (Old Hall Farm and Gate Piers) and **four Grade II listed canal milestones** within the development;
- Opportunity to **retain** other non-designated heritage assets where possible; and
- Opportunity to retain heritage features and re-interpret them as **place-making opportunities**.

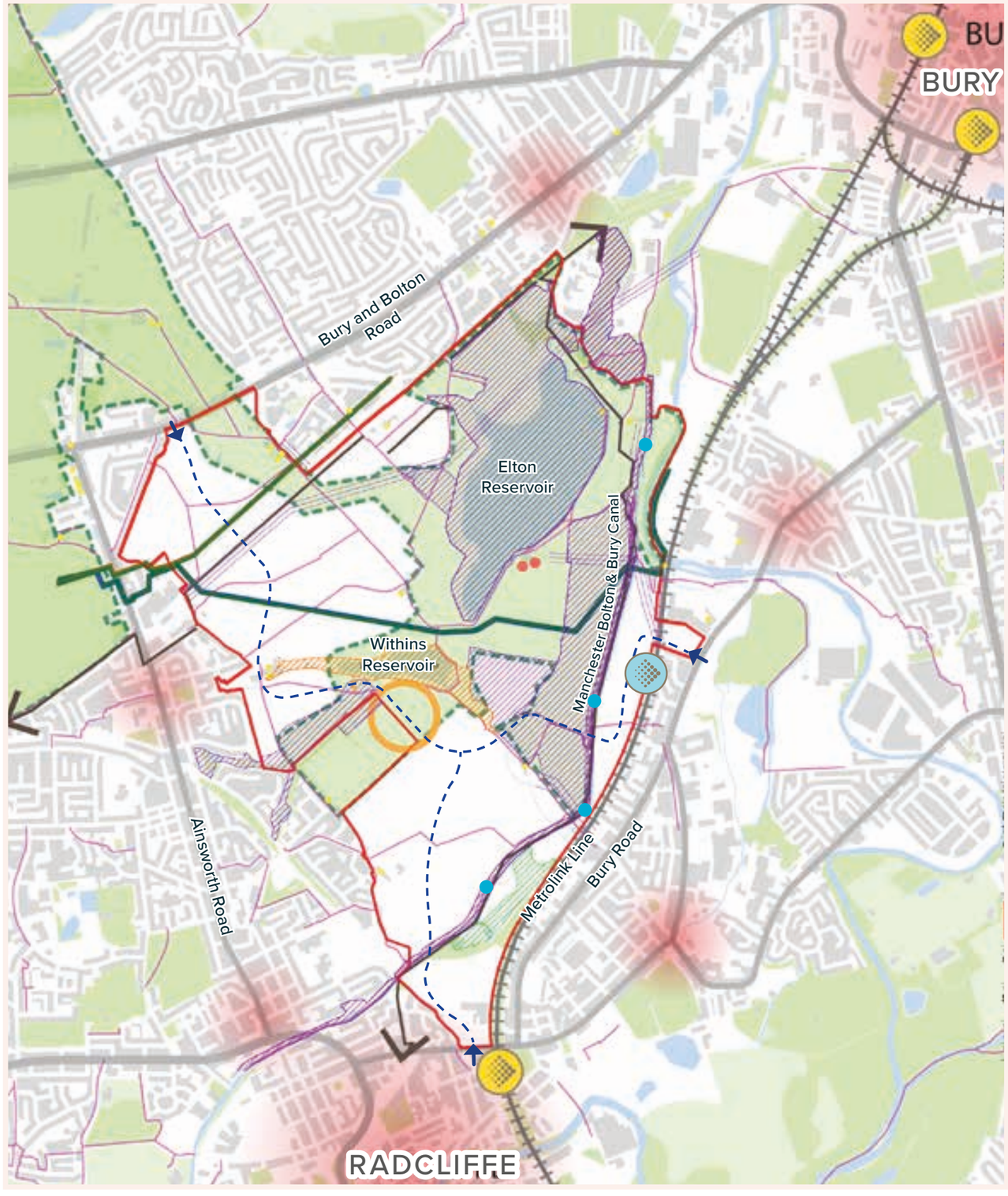
Retail, Services, Education, Community & Health Facilities

Together, Radcliffe and Bury ensure that residents and visitors have access to a comprehensive range of shopping, leisure, healthcare, and community services within a convenient distance of the site.

- Opportunity to create active travel **connections to existing services** beyond the site boundary and to **support the local economy**;
- Opportunity to provide new, more **accessible local facilities on site** and meet the needs generated from the development without creating the need to travel by car; and
- Opportunity to provide **new and/or expanded education and health facilities on site and/or in the surrounding area** to meet the needs generated from the development.

Key

- Site Boundary
- Utilities - Linear Greenway Opportunities
- Overhead Powerlines
- Grade II Listed Buildings
- Grade II Listed Canal Milestones
- Non-Designated Heritage Assets
- Public Rights of Way
- Existing Cycle Routes
- Town Centre
- Existing Metrolink Stop
- Green Belt
- SBI Grade A
- SBI Grade B
- SBI Grade C
- Archaeological Sites
- Access Points
- Potential Link Road
- Proposed Metrolink Stop



Opportunities Plan

Chapter Four

Vision & Objectives

Vision Statement

The Elton Reservoir site represents a significant opportunity to shape a thriving, **sustainable new community** within Bury. Its connectivity with existing and new **Metrolink stops**; new an enhanced bus services; and an extended network of **safe and direct routes for walking** and wheeling will enable sustainable movement and reduce reliance on cars.

Through the delivery of **new homes, local amenities,** and inclusive, vibrant community spaces, the development will play a central role in **boosting the local economy** and enhancing quality of life for residents of Bury, Radcliffe and the wider area.

This growth will be supported by the creation of essential social infrastructure including **schools and recreation facilities,** alongside new strategic highway infrastructure and sustainable transport connections. Together these promote **healthy, active lifestyles** encouraging **environmentally responsible living.**

The vision for the site is shaped by a **long-term commitment to placemaking** and the wider strategic ambitions set out in the Places for Everyone Joint Development Plan. At the core of this vision are seven key strategic objectives, which will guide the development and ensure that it delivers **meaningful, lasting benefits.**

Around
3,500
High Quality New Homes

Biodiversity Enhancement

Over
160
ha of Open Space

1
New Primary School

3
New Local Centres

Active Travel Routes Network

Recreation Facilities

New Metrolink Stop at Warth Fold

Strategic Objectives

1 Sustainable New Homes

Deliver a **sustainability located,** landscape-led development of around **3,500 high-quality homes** integrated within nature and knitting into its surroundings. Every element of the development will reflect a commitment to **social, environmental and economic sustainability.** The proposal takes account of all constraints; retains natural and built features of value wherever possible; minimises adverse impacts of development; and includes appropriate mitigation for unavoidable impacts.

2 Connectivity

Integrate the new development into the existing public transport network with the provision of a **multi-functional link road,** also serving as a **bus route and active travel route,** connecting neighbourhoods to the existing and new **Metrolink stops,** located on the eastern boundary, offering a 25-minute connection to Central Manchester.

A comprehensive **active travel network** will seamlessly connect into the existing network of pedestrian and cycle routes, ensuring safe, convenient, and **sustainable options for local travel.** Residents will be encouraged to choose walking, cycling, and public transport as their primary means of movement, with the **canal towpath** contributing significantly to enhancing **long-distance connectivity.**

3 Inclusivity

Create a truly **inclusive place,** from providing accessible green spaces and streets that are open and welcoming to all, to neighbourhoods designed to foster **community and interaction.** A **varied mix of homes** of various tenure, type and sizes will be delivered to cater for all demographics. These will be complemented by urban spaces that serve as a social focal point where communities can come together, meet and share.

4 Economic Growth

Support economic growth and regeneration of the area, including through integration with the existing urban area, increasing local spending, and providing new and improved infrastructure. Harnessing the growth and economic benefits of the project to attract further investment and **strengthen the local economy.** Contribute to the sustainability and resilience of the local economy by optimising local employment opportunities throughout all stages of development including by offering dedicated training and apprenticeship programmes.

5 Strategic partnerships

Facilitate the implementation of **long-term management** of the future development through **strategic partnerships** with governance structures, local businesses and communities, whilst establishing **community spirit and sense of ownership** amongst residents.

6 Health and Wellbeing

Create an environment where the **promotion of health and wellbeing** is fundamental to the design, supported by a network of active travel routes that offers easy and frequent **access to green spaces,** and direct links to existing and new local amenities and community hubs. Ensure that everything residents need, from schools and shops to parks and healthcare, will be within easy reach, promoting **healthier lifestyles** and fostering a **strong sense of community.**

7 Climate Resilience and Nature Recovery

Enhance **resilience to climate change** by ensuring development is designed to at least meet relevant environmental standards whilst creating spaces that people can enjoy and where nature can flourish. **Support biodiversity** by protecting areas of importance and safeguarding the most important existing ecological assets. Reinforce **key habitats** by bolstering woodland and hedgerows and by connecting them to the wider natural environment beyond the site boundary.

Integrate retained landscape features within a network of interconnected green corridors that **manage water and support wildlife**, with Elton and Withins **Reservoirs and the canal retained** as valued **recreational features** and key **biodiversity assets**, playing a key role in delivering the vision for the site.

Chapter Five
Strategic Design Principles

Strategic Design Principles

1 Connecting & Protecting Existing Assets

The masterplan will provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space. The Elton and Withins Reservoirs and the Manchester Bolton & Bury Canal will be maintained and where possible enhanced as defining elements of the masterplan, contributing to the network of green and blue infrastructure for recreation, tourism, leisure and nature.

2 Creating a Connected Nature Network

Green corridors will connect the parkland to the wider green nature network beyond the site boundary. These corridors will ensure that ecology, drainage features and active travel routes work together to create quality green spaces that act as nature super highways, connecting north to south and east to west.





Strategic Design Principles

3 Facilitating a Mosaic of Multi-Functional Landscapes

The masterplan will preserve nature whilst creating green and blue spaces for both existing and new communities to enjoy. A network of multifunctional landscapes will provide spaces where both people and nature can flourish.

Recreation facilities along with active travel routes will be sensitively designed and located to minimise impact on ecology, existing habitats and vegetation, and will aim to minimise fragmentation.



4 Knitting into a Wider Active Travel Network

The Elton Reservoir site will be a place that actively supports health and wellbeing with a network of sustainable and safe active travel routes throughout the site, connecting into pedestrian and cycle routes beyond the site boundary.

Active travel routes will be accessible to all to ensure inclusivity, and that existing and future site assets are available to the existing and new communities.



Strategic Design Principles

5 Promoting Sustainable Modes of Transport

Radcliffe Metrolink stop is adjacent to the southern boundary of the site and a new Metrolink stop will be located at the eastern gateway. The new and existing stops will provide strategic transport connections and bus interchange, alongside the new bus through the development. A travel hub will also be located at the new Metrolink stop, providing a cycle hub, car club and other sustainable modes of transport. This will promote healthy and active lifestyles reducing reliance on private vehicles. Active travel routes will provide direct access to the Metrolink stops to further facilitate and encourage their use.



6 Supporting development with key Infrastructure

Three access points can be delivered from the A58, Bury Road and Spring Lane which will each connect via the multi-functional link road providing access through the site for pedestrians, cyclists, buses and other vehicles. The site will also offer multiple other access points for pedestrians and cyclists around its perimeter. With connections north, south and east, the link road will provide both a strategic alternative route function through the site as well as local access within it for vehicular and non-motorised modes. The link road may also incorporate new utilities infrastructure to service all phases of development.



Strategic Design Principles

7 Delivering a Rich Mix of Neighbourhoods

New neighbourhoods will be created with distinct characters. Lower density housing will be nestled within the heart of the masterplan, overlooking the waterscape. Higher density parcels will be located to the east, surrounding the new Metrolink stop and the associated amenities.

Other neighbourhoods will act as an expansion of existing development, knitting the proposed new homes into the wider context. This rich mix of neighbourhoods will provide a wide range of new homes and spaces to meet the needs of different sectors of the community.



8 Creating Three Distinct Local Centres

Three distinct local centres will be located in the eastern, western and southern neighbourhoods. These local centres will provide a diverse range of amenities and services, including later living, potential extra care, community facilities and employment.

A primary school will be provided in proximity to the north-western local centre. This will enable residents to access facilities within walking distance, reducing the need to travel.



Chapter Six

Masterplan

Masterplan

The masterplan has been informed by a significant evidence base of surveys of the site and its surroundings. These have been undertaken by a range of specialists and have been reviewed by relevant experts within the Council and consultees including Transport for Greater Manchester (TfGM); the Greater Manchester Ecology Unit (GMEU); the Greater Manchester Archaeological Advisory Service (GMAAS); and the Environment Agency (EA).

The evidence base has enabled the identification of the key characteristics, constraints and opportunities presented in section 3. Understanding these has shaped the vision and strategic objectives for the proposed development as set out in section 4 and the strategic design principles summarised in section 5.

This section of the ERDF introduces the masterplan for the site. It sets out how the proposals apply the vision, objectives and design principles to create the essential elements of a high quality and highly sustainable new place.

The masterplan illustrates the spatial principles that will shape the proposed place and identifies the key infrastructure that will be needed to support it. It applies minimum housing densities in accordance with relevant policies. It defines a range of character areas which will accommodate different development needs and create a distinctive sense of place and community.

The ERDF relates to proposals for:

- ✓ **Around 3,500 homes** including a broad mix of house types and sizes to include **affordable homes;** accommodation for older people, plots for custom and self-build homes, and higher density homes in the most accessible parts of the site;
- ✓ A **strategic link road** connecting the Bury Bolton Road (A58) with Bury Road in Radcliffe and including a connection to Spring Lane in Radcliffe;
- ✓ Optimising use of existing and making provision for **new public transport** opportunities including a new **Metrolink stop** and associated Park & Ride facilities in the Warth Fold area and new bus services;
- ✓ Measures to **encourage active travel** including attractive routes for walking and wheeling; safe and convenient highway crossings; and high-quality cycle parking and storage at key nodes;
- ✓ Other necessary highway, footway and crossing **improvements in the surrounding area;**
- ✓ **Three local centres** which include a range of appropriate **retail, health and community facilities.** These will be within the proposed residential areas (Mill Quarter and Coney Folds) and adjacent to the new Metrolink stop;
- ✓ A two-form entry **primary school** (with potential to be extended to three-form entry if needed);
- ✓ A **new secondary school** (the Star Radcliffe Academy School is under construction on the Coney Green site in the south of the masterplan area);
- ✓ Replacement of existing **recreation space** at Warth Fold with a facility of at least equivalent quantity and quality and in a suitable location;
- ✓ A significant **green corridor** which remains within the Green Belt and provides a strategic amount of new, **high quality and publicly accessible open space**/parkland and a network of multi- functional green and blue infrastructure;
- ✓ Provision for **biodiversity net gain** and species and habitat mitigation including taking appropriate account of SBIs at Elton Reservoir; Manchester Bolton & Bury Canal (east); Elton Goit; Withins Reservoir; Black Lane Marl Pits; and radcliffe wetlands; and
- ✓ **Mitigation for potential flood risk** and slow the flow of surface water through landscaping and detailed design.

Masterplan

Access and Connectivity

1. Site access from Bury and Bolton Road
2. Site access from Spring Lane
3. Site access from Bury Road
4. Link Road
5. New Metrolink stop
6. Withins Lane Bridge
7. Active travel routes

Local Centres, Education & Healthcare

8. Redvales Works Local Centre
9. Withins Valley Local Centre
10. The Mill Quarter Local Centre
11. Primary School
12. Potential Extra Care
13. Later Living/Retirement Village
14. Potential healthcare facilities

Landscape & Heritage

15. Green Gateway Fields and Sports Pitches
16. Elton Greenway
17. Elton Shores
18. Heritage Park
19. Canal Side
20. Wetlands
21. Sailing Club
22. Old Hall Farm



Site Wide Density

The Elton Reservoir site will deliver a broad range and mix of homes as required by Policy JPA7 of PfE. The masterplan within this ERDF has applied the minimum residential densities in accordance with PfE policy JP-H4. These reflect higher densities in the most accessible parts of the site – especially close to the existing and proposed Metrolink stops and Radcliffe Town Centre – as shown on the adjacent masterplan.

Applying these densities means that there is:

- an average of 35 homes per hectare to the north and west of the reservoirs. This will include elements of lower density adjacent to existing housing and adjacent to the retained Green Belt; and
- increased densities to the south and east of the reservoirs especially closest to the existing and new Metrolink stops where Policy JP-H4 seeks a minimum of 70 homes per hectare.

The indicative proposals show how the site has potential to deliver around 3,500 homes in accordance with Policy JPA7.

The proposed densities are indicative and the final amount of development and layout of each parcel will be subject to detailed design consideration at future planning application stages.

Planning applications will be expected to demonstrate that the design and density of development proposed is appropriate having regard to matters including relevant planning policy; townscape, landscape and heritage considerations; local market need and demand for particular types of homes; character and design considerations including the interface with existing homes; the Green Belt; the need to make space for, and incorporate, multi-functional SuDS; and the canal, the reservoirs and their settings.



Masterplan with walking distances from Radcliffe town centre and new Metrolink stop

Character Areas

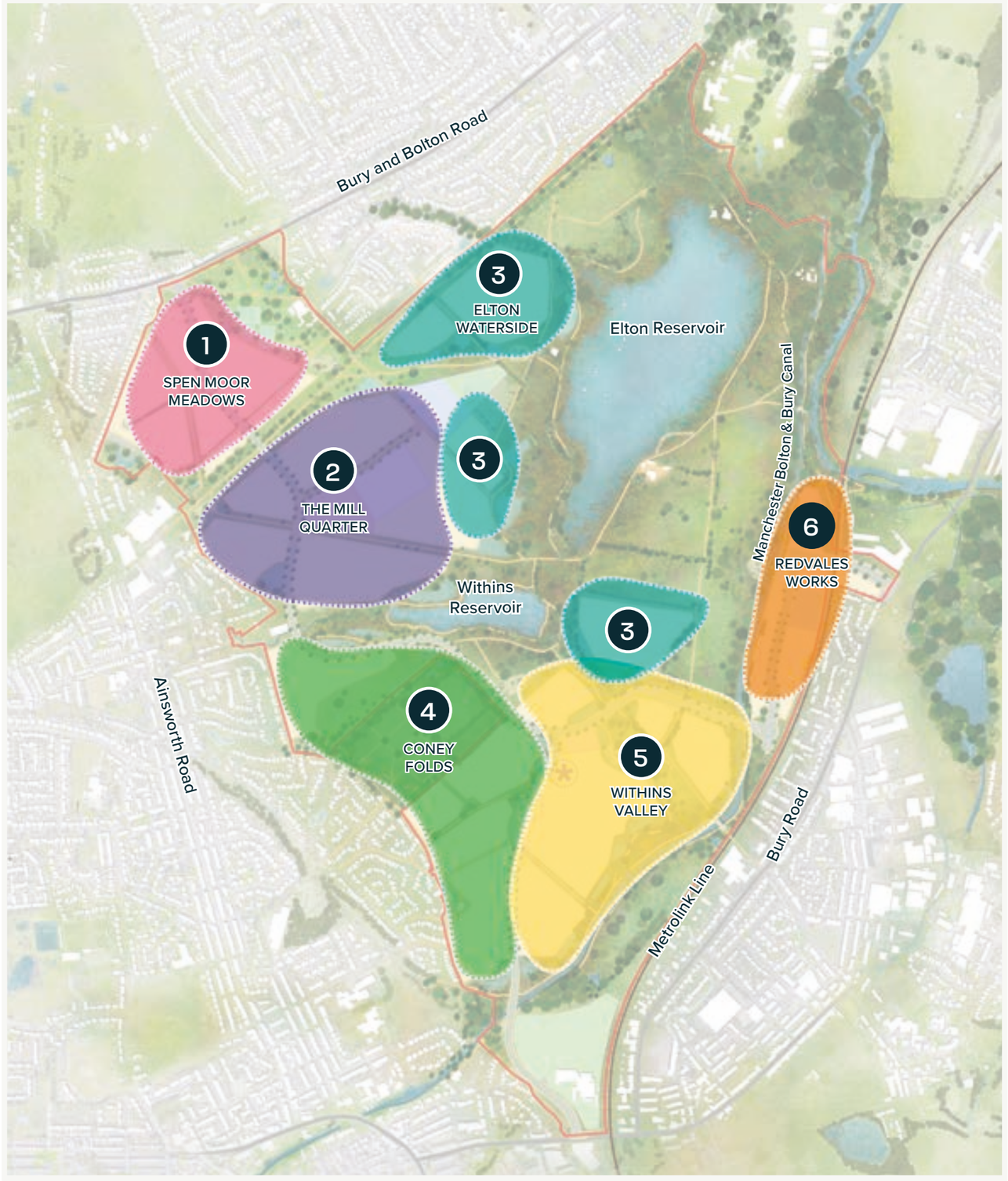
The masterplan proposes six different character areas:

1. Spen Moor Meadows
2. The Mill Quarter
3. Elton Waterside
4. Coney Folds
5. Withins Valley
6. Redvales Works

These character areas are outlined on the adjacent plan and are described in the following pages. The new neighbourhoods will provide an array of facilities, including three village centres, one Primary School and one retirement village.

Each area will be designed to reflect its unique location and incorporate landscape, ecology and heritage features.

The design of each character area will also be underpinned by key placemaking principles that will give it interest, variety and uniqueness. These principles will be reflected and explored further at the next design stages.



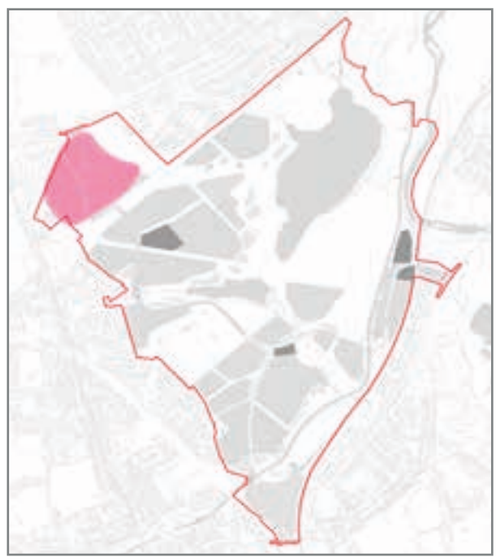
Character Areas Location Plan

Spen Moor Meadows

The Green Gateway

Spen Moor Meadows will be the western gateway of the site, with access gained from Bury and Bolton Road. Development parcels will be set back from the site entrance to create a landscape arrival. Built form will mark the gateway through the presence of larger dwellings acting as marker buildings.

Parcels in this area will have to be developed around a number of site constraints, including a mine shaft (with 2 m offset), a low pressure gas main running east-west, existing hedgerow lines and PRoW. A semi-formal character at medium-density will be reflected along the southern and eastern edges, and along the link road. A variety of sports, recreation and leisure opportunities will feature within the green spaces south and east of this character area.



Character Area Key Plan

Key Design Principles

Transport & Connectivity

- ✓ Signal controlled link road access junction with A58 Bury and Bolton Road, incorporating controlled pedestrian crossing; and facilities and Cyclops cycle provision providing direct access to Active Travel routes either side of the link road.

Natural Environment

- ✓ Create a green and welcoming western entrance to the development linking through to the greenway;
- ✓ Nestle new formal sports pitches into the existing landscape structure with access from Bury & Bolton Road;
- ✓ Retain existing SBI and recreational routes;
- ✓ Retain existing ponds and associated terrestrial habitats to maintain and enhance the ecological network for great crested newt and other amphibian species, supported by habitat enhancement and connectivity measures; and
- ✓ Deliver amphibian-friendly drainage and permeability features as part of the link road design, alongside implementation of a great crested newt mitigation strategy.

Built Form & Density

- ✓ Lower density located along the western edge to respond to existing development;
- ✓ Lower density along the eastern edge fronting onto Green Belt to create softer edge;
- ✓ Medium density along the link road and along the southern edge to respond to the linear nature of the Elton Greenway, and to transition towards higher density areas of the mixed-use development; and
- ✓ Deliver approximately 375 homes.

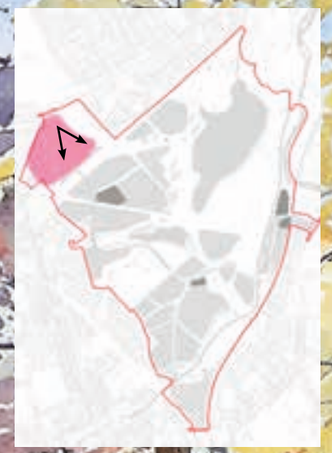


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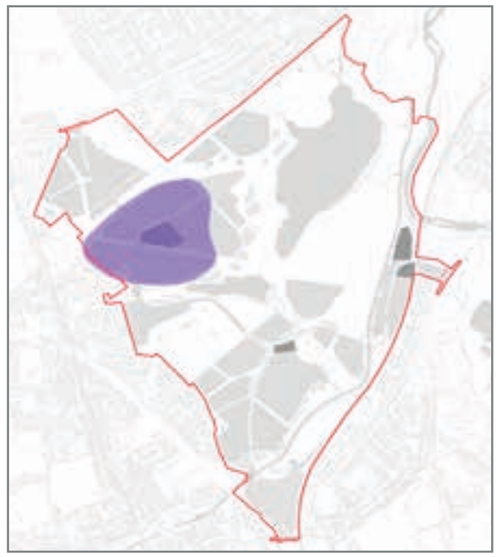


The Mill Quarter

Community Gateway to the Everyday

The Mill Quarter will feature mixed-use amenities, retirement village, community sports and recreation, within medium-high density development. It will be characterised by a series of linear parks and active travel routes connecting the new community to the wider context, along with promoting non-vehicular movement into the site.

The built form will reflect the linearity of the adjacent green corridors through more formal, regular terrace and semi-detached dwellings. For the higher density areas around the local centre and retirement village, a more varied building typology will feature more informal courtyard spaces and mews/shared streets.



Character Area Key Plan

Key Design Principles

Transport & Connectivity

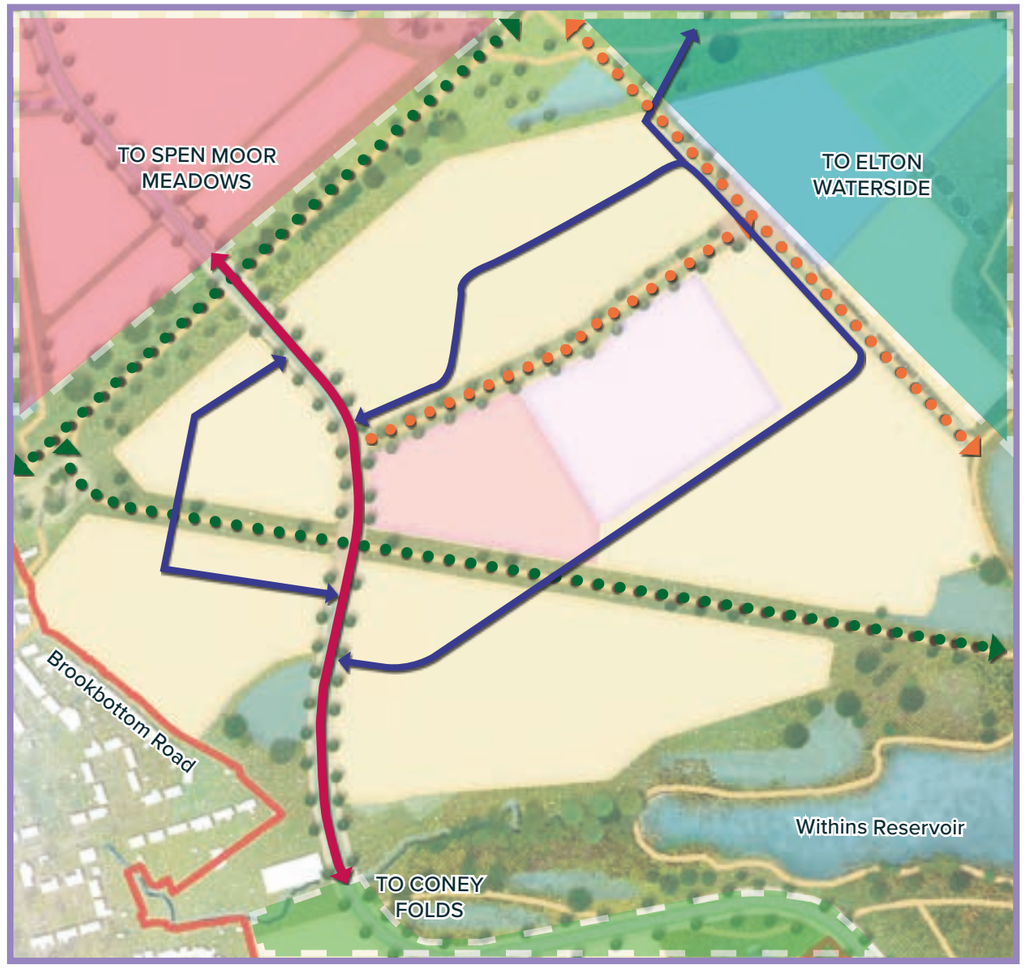
- ✓ Continuation of link road with adjoining active travel route provision assisting accessibility to school.

Natural Environment

- ✓ Provide a new linear greenway integrating the existing Bolton-Bury Cycleway;
- ✓ Include play, sports and productive landscapes within greenways;
- ✓ Provide a amenity spaces with neighbourhood play at key nodes;
- ✓ Protect the ecological value of the Withins Reservoir SBI through sensitive masterplanning, green infrastructure buffering and mitigation where impacts cannot be avoided; and
- ✓ Retain and enhance terrestrial habitats for amphibians, and implementation of a great crested newt mitigation strategy.

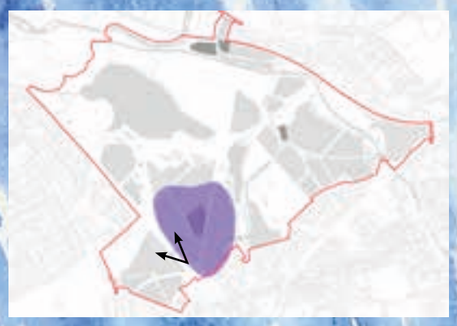
Built Form & Density

- ✓ Higher density mixed-use local centre with retail and services at ground floor and residential units above;
- ✓ Medium/high density residential development around mixed-use centre, along link road and towards Primary School;
- ✓ Lower density residential development along boundary with existing dwellings;
- ✓ Lower density fronting onto Green Belt to create softer edge;
- ✓ Locate the retirement village adjacent to mixed use; and
- ✓ Deliver approximately 913 homes.

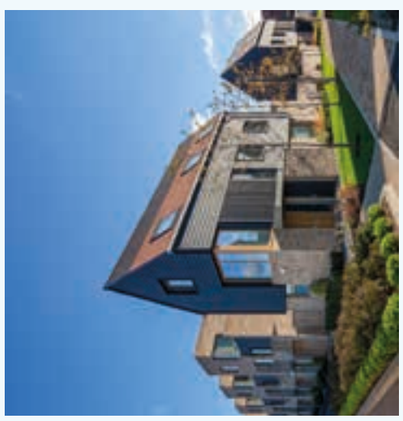


Key

- Link Road (including active travel)
- Secondary Road/Access Road
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel
- Mixed-use Parcel
- Retirement Village
- Primary School







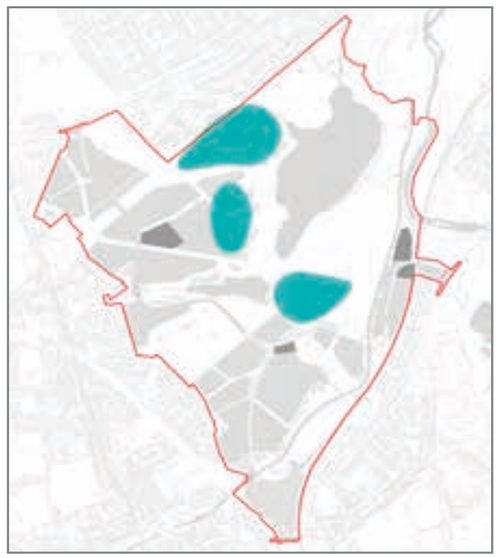


Elton Waterside

Homes Nestled within Waterscape

Elton Waterside will be located at the heart of the scheme, where the green and blue landscape converge in a proposed Nature Park on land around the reservoirs, which will include wetlands, amenity open space, recreation areas and active travel routes.

Mindful of the undulating topography, the reservoirs' frontages offer opportunities for long range views over the Nature Park and wetland, with homes nestled within landscape clusters. Homes in this location will respond sensitively to the Green Belt and SBI areas, with low density homes creating a softer development edge. The Primary School will also be located in this area. The playing fields will retain a sense of openness and views across the landscape and reservoir.



Character Area Key Plan

Key Design Principles

Transport & Connectivity

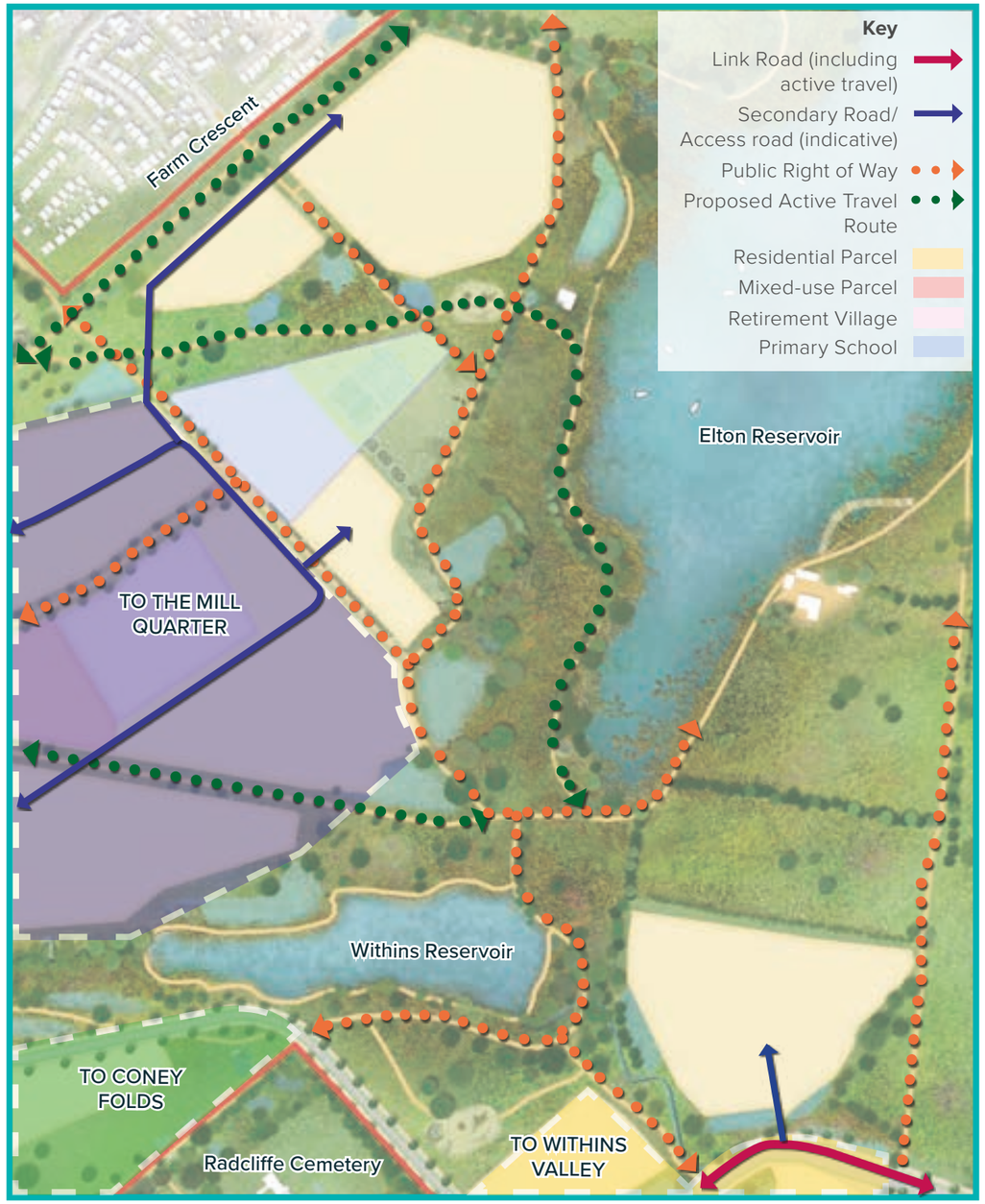
- ✓ Link road alignment continues south of Withins Reservoir which avoids potential ecological and environmental impacts relating to nesting birds and waxcaps which a central alignment between the reservoirs would adversely affect.

Natural Environment

- ✓ Enhance Elton and Withins Reservoirs for recreational use by creating a 'Nature Park' linked to the school and neighbourhood play areas;
- ✓ Enhance accessibility with new and improved footpaths and cycleways;
- ✓ Locate dual use sports pitches at proposed primary school;
- ✓ Retain existing semi-natural landscape character and enhance the area with SuDS ponds, wetlands and naturalistic planting;
- ✓ Retain, protect and enhance the Elton Reservoir, Withins Reservoir and Elton Goit SBI network through green infrastructure buffering, habitat enhancement and mitigation for unavoidable impacts, including those associated with the extended Elton Goit SBI and waxcap grassland; and
- ✓ Develop an Access Management Strategy to balance recreation and public access with sensitive habitats for breeding and wintering bird assemblages, whilst delivering habitat enhancements for amphibians and implementation of a great crested newt mitigation strategy.

Built Form & Density

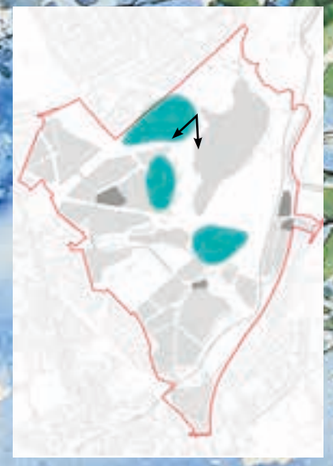
- ✓ Lower density development fronting the Green Belt, featuring large detached family homes sat in landscape;
- ✓ Medium density development closer to Primary School and mixed-use centre;
- ✓ Medium development in the parcel east of the reservoirs, located within 800m from the Metrolink stop. Parcel also located within the SBI;
- ✓ Predominantly 2 storeys buildings with occasional 2.5 - 3 storeys marker buildings; and
- ✓ Deliver approximately 464 homes.









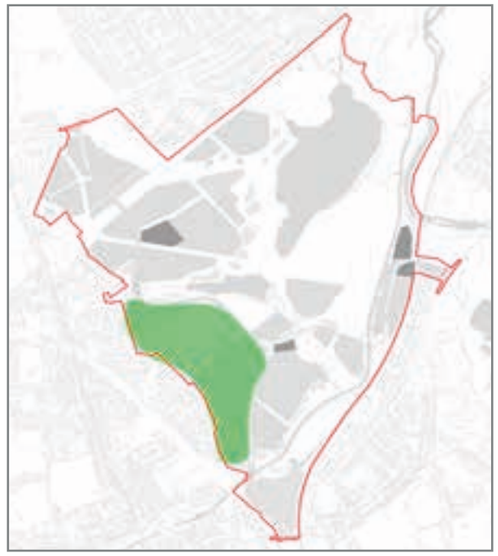


Coney Folds

Knitting into the Existing Context

Inspired by the agricultural heritage of the site, Coney Folds will be an extension to the existing residential area of Radcliffe. This neighbourhood will grow around the East Lancashire Crematorium and Radcliffe Cemetery, and around existing non-designated heritage assets to be retained.

Medium density housing will knit into the existing context of the area forming back to back relationships with existing homes and pedestrian links connecting into the wider community. Future development will respond sensitively to each boundary condition, ensuring existing residents retain appropriate levels of amenity. Frontage onto the link road will be formal in character, with a linear building line and consistent rhythm.



Character Area Key Plan

Key Design Principles

Transport & Connectivity

- ✓ Link road runs alongside the north-eastern boundary of the Crematorium before providing a southern spur towards Coney Green and the Star Academy school which is currently under construction;
- ✓ The junction interchange between the link road spurs will likely comprise a priority T junction arrangement with ghost island facility. Both the eastern and southern legs of the link road would continue to provide associated Active Travel routes; and
- ✓ Retain existing PRoW and layout will encourage connectivity and integration with Radcliffe town centre including the Metrolink stop.

Natural Environment

- ✓ Provide new circular recreational routes around Withins Reservoir;
- ✓ Create a new Heritage Park with neighbourhood play facilities and art/interpretation of archaeological interest. An opportunity to connect to the Irwell Sculpture Trail;
- ✓ Protect the ecological value of the Marl Pits at Black Lane SBI through green infrastructure buffering and retention of ponds and associated habitats supporting great crested newt and other amphibian species; and
- ✓ Deliver amphibian-friendly drainage and permeability features as part of the link road design, alongside implementation of a great crested newt mitigation strategy.

Built Form & Density

- ✓ Lower density located along the western edge to respond to existing development, green belt and heritage asset;
- ✓ Higher density located along the link road, closer to mixed-use and within 800m from Metrolink stop;
- ✓ Predominantly 2 - 2.5 storeys buildings with up to 3 storeys marker buildings and along the link road; and
- ✓ Deliver approximately 620 homes.



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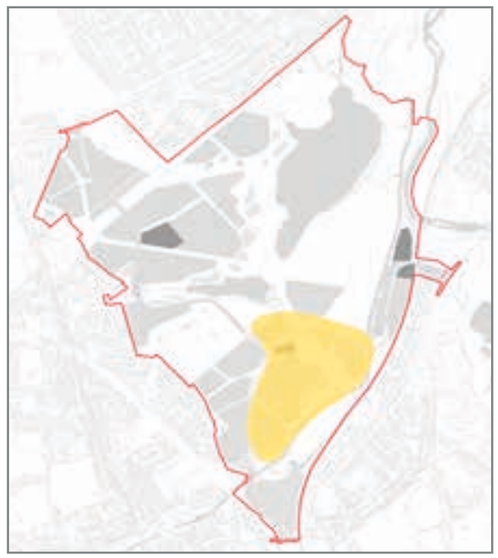


Within Valley

A Multi-functional Landscape Overlooked by Homes

Within Valley will have a range of high and medium-density housing with a local centre, overlooking a rich range of biodiverse landscapes and waterscapes. The character along the nature corridor will be enclosed with a range of medium density homes that overlook the canal creating a strong formal frontage.

Development along the brook corridor will be semi informal edge characterised by consistency, order and symmetry. This neighbourhood will inspire a sense of discovery as one meanders through a series of green corridors and spaces leading to the canalside. The landscape edge will provide various leisure and recreation opportunities across multi-functional basins, the brook and canalside.



Character Area Key Plan

Key Design Principles

Transport & Connectivity

- ✓ The Within Valley eastern and southern components of the link road provide crossings of the canal via new bridge structures with associated Active Travel provision;
- ✓ Layout will encourage connectivity and integration with Radcliffe town centre including the Metrolink stop; and
- ✓ The canal will be enhanced for active travel and connected to the proposed Metrolink stop.

Natural Environment

- ✓ Provide new attenuation ponds and wetland adjacent to the canal to create an attractive waterside environment integrating new leisure routes and play;
- ✓ Locate neighbourhood play within amenity green space close to the Neighbourhood centre;
- ✓ Protect the ecological value of the Manchester, Bolton and Bury Canal SBI through appropriate buffering and habitat protection measures, whilst implementing mitigation for unavoidable impacts associated with the extended Elton Goit SBI and waxcap grassland; and
- ✓ Maintain and enhance habitat connectivity for badger, otter and other wildlife through the design of the green and blue infrastructure network, including appropriate crossing structures and mammal passage beneath the link road where required.

Built Form & Density

- ✓ Higher density located around mixed-use and within 400m from the existing and new Metrolink stop;
- ✓ Medium/high density within parcels fronting the canal and within 800m from the existing (Radcliffe) and new Metrolink stop;
- ✓ Higher density mixed-use local centre with retail and services at ground floor and residential units above;
- ✓ Predominantly 3 storeys buildings with up to 4 storeys marker buildings;
- ✓ Development adjacent to the canal to follow design guidance for frontage, massing and public realm to maintain openness, respect heritage, and activate the towpath; and
- ✓ Deliver approximately 760 homes.



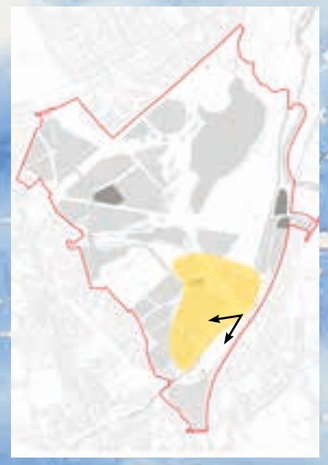
Key

- Link Road (including active travel)
- Secondary Road/ Access road (indicative)
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel
- Mixed-use Parcel
- Potential Extra Care









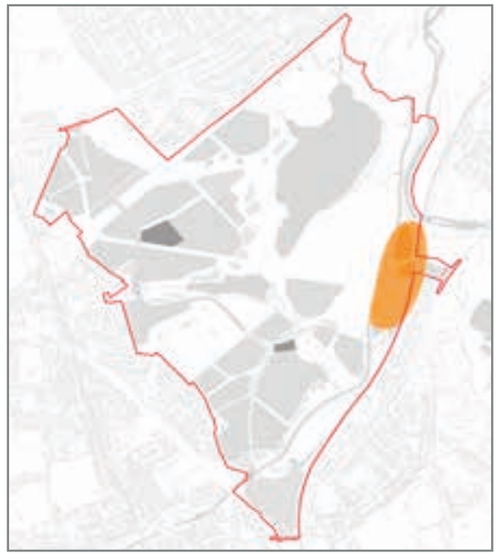
Redvales Works

Where Nature Meets Urban

Redvales Works will represent the eastern gateway of the site. It will be defined by mixed-use, high- density development, overlooking the canal and parkland beyond.

Inspired by the site's colliery heritage, the architecture will respond through its material palette and robust built form. Development in this location will have a regular building line and rhythm to reflect linear form of the parcel.

The opportunity to integrate the Metrolink stop within the public realm will be considered through the creation of a community square which provides 'spill-out' spaces and places for social interaction.



Character Area Key Plan

Key Design Principles

Transport & Connectivity

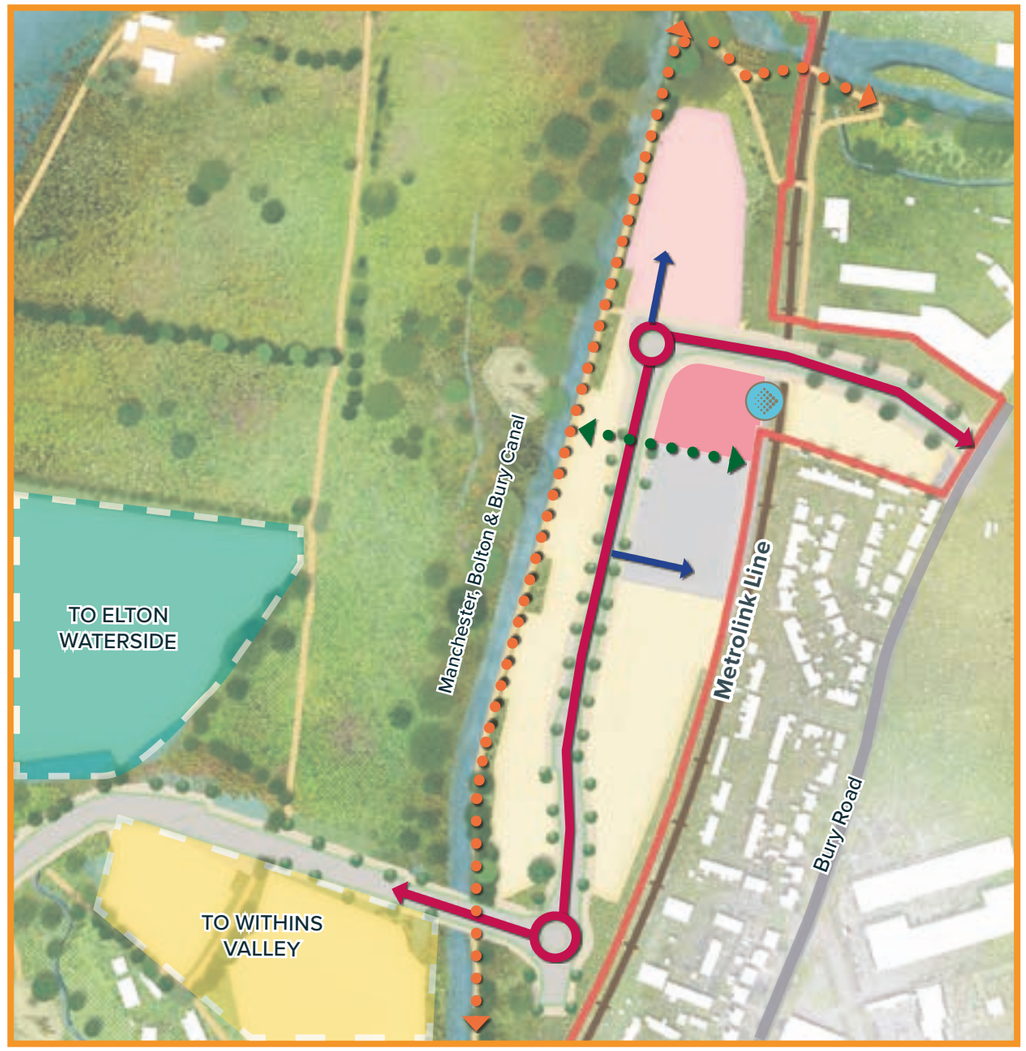
- ✓ Link road within this part of the Site to have a different character than other sections, incorporating a lower (20mph) design speed to aid pedestrian and cycle movement close to the Metrolink stop and Travel Hub area;
- ✓ Link road to provide access to the new Metrolink facility; and
- ✓ Improve pedestrian / cycle routes along the existing towpath connecting to the proposed Metrolink station.

Natural Environment

- ✓ Provide significant boulevard tree planting along the link road and within higher density development areas;
- ✓ Protect the ecological value and connectivity function of the Manchester, Bolton and Bury Canal SBI through sensitive design and appropriate green infrastructure integration; and
- ✓ Ensure that canal crossing infrastructure accords with Canal & River Trust design principles and maintains ecological connectivity for aquatic and riparian species.

Built Form & Density

- ✓ Higher density mixed-use development with retail and services at ground floor and residential units above to activate public spaces and street frontage;
- ✓ Higher density residential parcels within 400m from new Metrolink stop;
- ✓ Up to 4 storeys buildings;
- ✓ Development adjacent to the canal to follow design guidance for frontage, massing and public realm to maintain openness, respect heritage, and activate the towpath;
- ✓ Parking and building typologies to be carefully considered due to constrained parcel sizes and high density; and
- ✓ Deliver approximately 358 homes.











Chapter Seven

Development Principles



Design

Introduction

The following **Development Principles** will inform the parameters for the development of the Elton Reservoir site and should be considered as part of any **future planning applications**.

Bury Council will require all planning applications to include supporting information that demonstrates how the development proposed addresses relevant **development plan policies**, which are identified at the start of each section below, and incorporates these Development Principles.

All **planning applications will be required to take account of site-wide evidence** covering a range of matters as set out in the following chapter.

Whilst the masterplan for the site is indicative, any significant deviation from the Development Principles must be justified by clear, robust and agreed evidence that demonstrates why an alternative approach is required, with reference to the Vision and Objectives set out in Chapter 4.

Design

Development plan policies of most relevance: PfE Policies JPA7: Elton Reservoir; JP-P1: Sustainable Places; and JP-G6: Urban Green Space

Development of the site should deliver high-quality, inclusive and sustainable places particularly in terms of:

- Responding positively to local context and character
- Place-making and urban design quality
- Climate responsiveness and resilience
- Respecting and responding to the natural environment

All development on this site should adopt a design-led approach from the outset, ensuring that design considerations shape the form, layout, scale and function of development rather than being applied retrospectively.

The following design principles must be incorporated into all development proposals within the site:

Responding positively to and being informed by a thorough understanding of the local context and character, including:

- The site's natural, built and historic environment;
- The local townscape, landscape and setting;
- Integration with existing water courses and features;
- Established patterns of development, street hierarchy and plot structure; and
- Local materials, detailing and architectural features.

Delivering high-quality and inclusive development that contributes to a distinctive sense of place, particularly in terms of:

- Being visually attractive and distinctive, through architecture, materials and detailing;
- Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive and accessible way that creates a legible sense of place;
- Maintaining and where possible enhancing the reservoir, canal, and heritage features as defining elements of the masterplan. Development adjacent to the canal should follow design guidance for frontage, massing and public realm to maintain openness, respect heritage, and activate the towpath;
- Incorporating distinctive architectural reference points at key gateway locations and arrival points to assist with legibility;
- Ensuring that the development makes an effective and efficient use of land and natural resources;
- Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing, weather and climatic conditions;
- Creating a fully connected community that enables effective, inclusive and safe patterns of movement with a clear hierarchy of routes within and around the development that promotes walking, wheeling, cycling and the use of public transport;
- Ensuring that the development is accessible to people with disabilities, the elderly and those with children;
- Being safe and secure by minimising actual and perceived opportunities for crime, anti-social behaviour, disorder and terrorism;
- Making appropriate provision for gardens and/or outdoor amenity space that reflects the type and size of each new dwelling;
- Making provision for high-quality green infrastructure, the provision of wildlife habitats and other wildlife-friendly features within the development;
- Ensuring opportunities are taken to minimise adverse impact and positively integrate and enhance existing natural assets, such as rivers, ponds and wetlands, into the development, where appropriate;
- Ensuring that the design follows principles of mitigation hierarchy, i.e. avoid; mitigate; compensate;
- Promoting health and wellbeing; and
- Considering opportunities for the incorporation of public art.

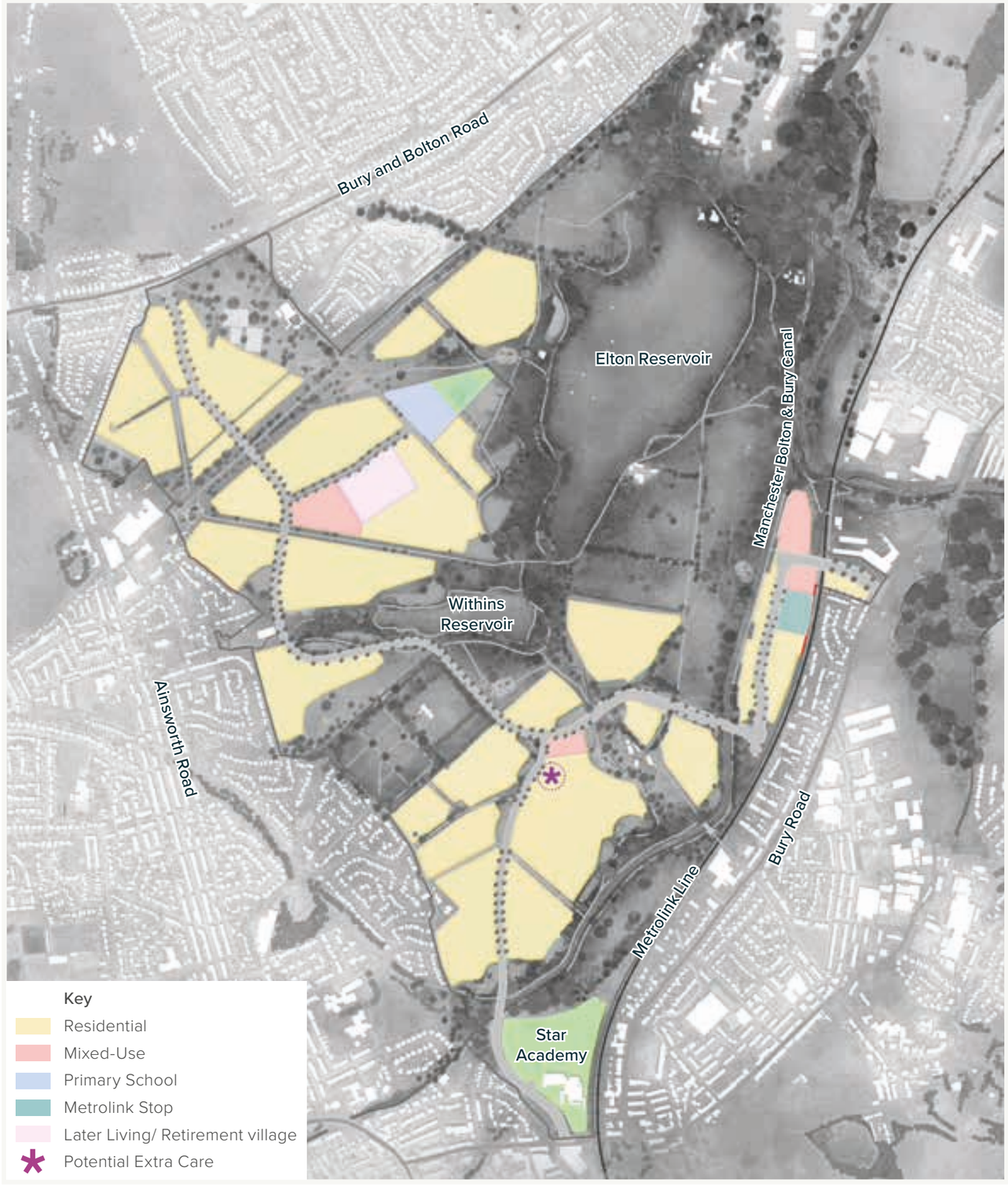
Design

Delivering development that is resilient to the ongoing and predicted impacts of climate change, particularly by:

- Incorporating low carbon materials to reduce the embodied carbon of new development;
- Ensuring opportunities are taken to optimise the effectiveness of solar energy installations through the site layout, building orientation and design;
- Providing high quality sustainable travel options for day-to-day needs via convenient walking and cycling routes and catchments and easy access to public transport;
- Incorporating appropriate landscaping and urban greening;
- Ensuring that the design includes an assessment of and response to existing hydrological characteristics to ensure the sustainable management of water assets and identified sources of flood risk in the design of a site; and
- Sustainable drainage is considered at the outset and throughout the design process so that it is integrated with the site landscaping, including tree-lined streets.

Ensuring new development will not lead to unacceptable adverse impacts on the amenity of the surrounding area, particularly in terms of:

- Overshadowing and loss of light;
- Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;
- Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours; and
- Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.



Land Uses Plan

Housing

Development plan policies of most relevance: PfE Policies JPA7: Elton Reservoir; JP-H3: Type, Size and Design of New Housing; and JP-H4: Density of New Housing

Policy JPA7 provides that up to 3,500 new homes should be delivered to diversify the type of accommodation across Bury and Radcliffe.

Planning applications for the site will identify the precise number of dwellings that will be provided.

Development should offer a broad mix of house types and sizes including provision for families, first-time buyers and affordable housing. This should include provision for custom and self-build plots (subject to local demand having regard to the Council's self-build register and other relevant evidence), as well as specialist and older persons housing, having regard to the latest Housing Needs and Demand Assessment.

All new dwellings must comply with the nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. 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.

Affordable Housing

Criterion 3 of PfE Policy JPA7 states that development at the site will be required to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

Development proposals should include the provision of affordable housing in line with the requirements of PfE Policy JPA7, across a range of house types, sizes and affordable tenures, and have regard to the latest Housing Needs and Demand Assessment. It is envisaged that 25% of homes will be affordable. 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).

The affordable homes should be fully integrated with the development and dispersed throughout the site, unless there are specific circumstances that warrant otherwise. They 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).

Care Home/Retirement Village

Provision should be made for specialist and older people's housing to contribute to meeting identified needs in the latest Housing Needs and Demand Assessment. Specialist and older people's housing should be in an appropriate and deliverable location to meet the needs of future residents.

Character and density

The density and character of new residential development will be shaped by:

- Characteristics, constraints and opportunities at different locations, both within the site and within the surrounding context; and
- The need to deliver sustainable forms of development including efficient use of land, management of environmental impact and promoting travel by non-car modes.

The approach to residential density should align with PfE Policy H4, with the highest densities delivered in the most accessible locations. Development should maximise the opportunity to create sustainable homes in walkable neighbourhoods.

To optimise densities within the site, residential uses will also be acceptable, in principle, on the upper floors of retail and community uses.

Such differentiation in density is essential to help create a varied mix of residential forms and typologies, helping to ensure a choice of housing while delivering an efficient and sustainable use of land.

Access, Highways & Movement

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir; JP-C1: An Integrated Network; JP-C5: Streets for All: and JP-C8: Transport Requirements of New Development; the Greater Manchester Streets for All Design Guide; and Bury Parking Standards

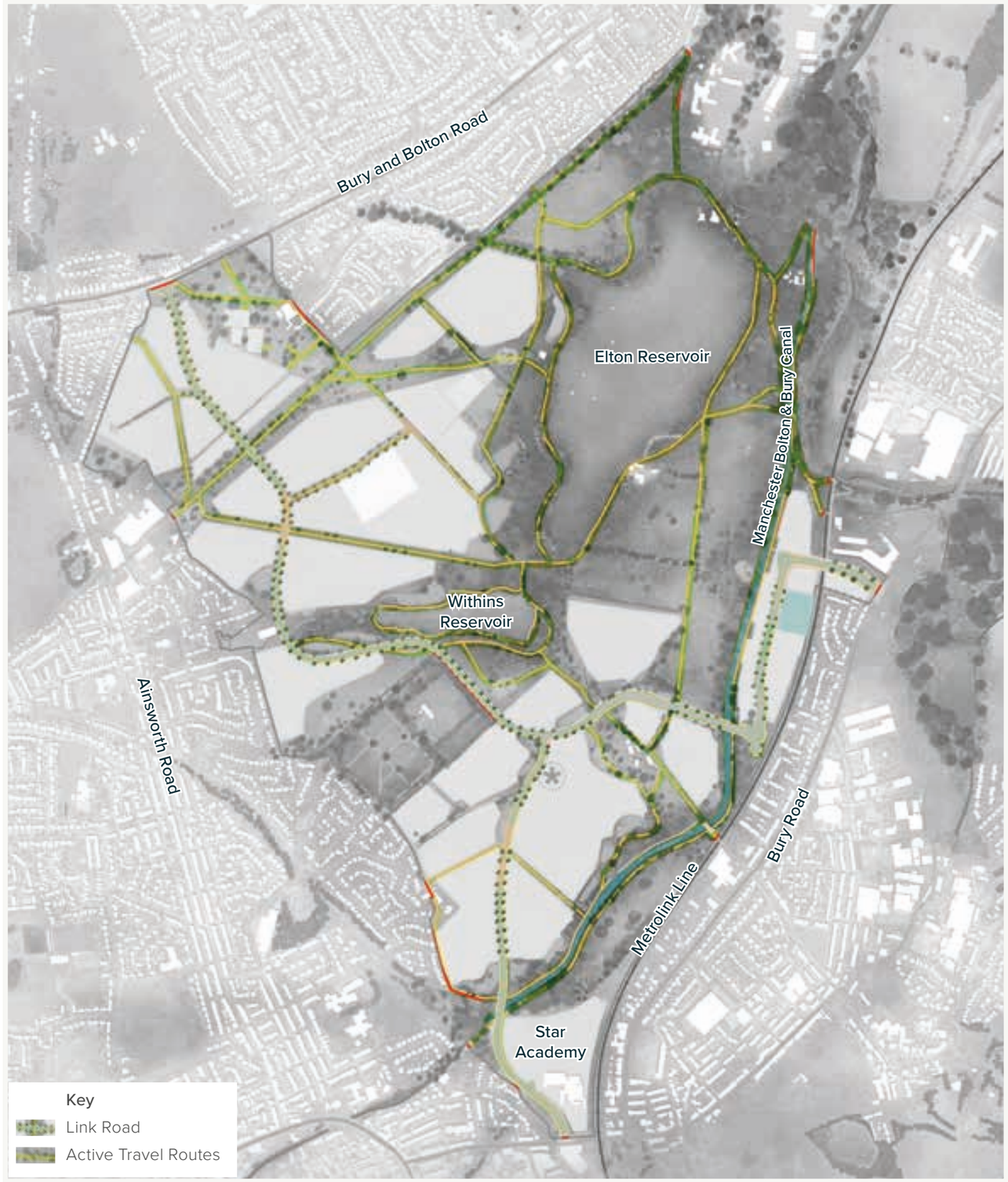
Development at the Elton Reservoir site represents a significant opportunity to optimise travel using sustainable modes while delivering new strategic highway infrastructure that provides relief for existing parts of the highway network and sustainable access to the site and its new neighbourhoods and facilities. All development within the allocation should be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network both in its 'incomplete' early phases and incrementally through to final completion.

Development should:

- Deliver a street hierarchy within the site that is in line with local design standards and that is capable of accommodating buses, with provision of bus stops and related infrastructure at optimum locations, and provision for active travel;
- Provide primary routes from the key vehicular access points (as shown on the Access & Connectivity Plan) connecting the development with surrounding area;
- Ensure that flood risk on-site and off-site from highway works is not increased and where possible a betterment is provided. Highways design should be integrated with the strategy for surface water management and allocation-wide strategies for utilities infrastructure to ensure holistic and co-ordinated delivery of utilities;
- Ensure high quality, convenient, safe and attractive walking, wheeling, cycling and equestrian routes where appropriate, to, from and within the site;
- Include landscape-led infrastructure (e.g. green bridges, ecological crossings, etc.) to ensure they are carefully integrated with landscape and ecological features, and managed to avoid fragmentation, especially near sensitive habitats; and
- Provide off-site traffic mitigation measures to enable accessibility and mitigate highways impacts arising from the development.

A transport assessment which considers the highway and transport impacts of the entire site will be required prior to any planning applications being determined within the site.

This assessment should fully consider the cumulative impact of other consented and allocated sites in the area, access, highways and active travel. This should include any necessary technical assessment and feasibility work. The Local Highways Authority must fully agree the transport measures, interventions and mitigation required for each phase of the development. Transport Assessments should also be used to update the Infrastructure, Delivery and Phasing Strategy for the site.



Access, Highways & Movement Plan

Access, Highways & Movement

Access & Link Road

To connect the Elton Reservoir site with the local highway network, a new multi-functional link road will provide new strategic highway capacity, public transport and active travel routes connecting the A58 Bury and Bolton Road in the north to Bury Road to the east of the site and with an additional strategic connection to Spring Lane, Radcliffe to the south.

With three connections to the existing highway network, the link road will have a strategic function which will help to provide resilience on the existing highway network, and provide routes for investment in public transport and active travel whilst also providing suitable access provision for development at the Elton Reservoir site.

Vehicular Access Points

The link road junctions with the existing highway network points will be designed with particular emphasis on pedestrian and cycle provision.

The key access points for the site as shown on the Access & Link Road Plan and the Highways & Off-site Improvements Plan are:

1. A new junction with the A58 Bury and Bolton Road to the north of the site, comprising a three-arm signal-controlled layout with fully controlled pedestrian and cycle facilities.
2. A new signal-controlled junction with Bury Road to the east of the site, which will be provided in conjunction with the new Metrolink stop and connect the stop to the surrounding highway network.
3. A new signal-controlled junction with Spring Lane to the south of the site, comprising a signal control with full pedestrian and cycle provision, as well as maintaining existing access arrangements to the Radcliffe Metrolink car park. This junction has had full regard to the requirements of the Star Radcliffe Academy School, which is currently under construction. This access connects to the link road that connects Bury and Bolton Road to Bury Road.

The potential for additional access points to the development may be considered. These will be subject to detailed highways testing to ensure there is no unacceptable impact on the existing highway network.

Additional points of vehicular access, including for emergency use, may also be acceptable. The design of access junctions should be informed by a Transport Assessment, Traffic Modelling and Traffic Surveys, prepared to support planning applications.



Access & Link Road Plan

Access, Highways & Movement

Elton Reservoir Link Road

The link road is a critical element of the package of infrastructure supporting the full development of the site, given its strategic function, and its role in providing access and facilitating public transport. The scale and location of residential development within the allocation will be co-ordinated with the delivery of key and strategic infrastructure, including the timely delivery of the link road.

Further details regarding this will be determined by Transport Assessments submitted with planning applications which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site.

The link road will:

- provide a strategic function which will help to provide resilience on the existing highway network;
- provide relief for existing parts of the highway network including an alternative route to Bury Bridge for residents in Bury West as well as providing access to the site with its new neighbourhoods and facilities;
- provide a new route for public transport, including bus movement through the site and direct access to the existing Metrolink stop and the proposed new stop;
- provide access to development parcels within the site;
- be designed in accordance with Greater Manchester's Streets for All guidance and LTN1/20 principles to support inclusive and sustainable access;
- provide for the main active travel route and connections throughout site and beyond;
- provide suitable access provision to all development parcels within the Elton Reservoir site;
- incorporate appropriate bridge crossings over the Manchester Bolton and Bury Canal; and
- incorporate existing and proposed SuDS and utilities infrastructure.

Design Characteristics

The link road alignment and design should ensure that the road will serve its purpose as a strategic link road, whilst balancing technical and environmental requirements. Planning applications will be expected to demonstrate how its alignment and design minimises the impact on features such as the Elton Goit SBI and on wildlife corridors (for example in the design of bridges and culverts).

The link road will comprise an appropriate width carriageway with adjoining segregated active travel provision either side.

To ensure the link road serves its strategic function, as well as providing development access, the principles of the design are that it will:

- Have no frontage/driveway access;
- Have limited side road access provision;
- Provide high quality segregated off-carriageway cycle lane and footpath provision; and
- Provide bus stops within lay-bys (or half lay-bys) if required.

The link road carriageway will play an essential role in respect of public transport, providing new bus routes for the local community which interchange with the proposed new Metrolink stop.

Speed Limit

The link road will have appropriate street lighting and be subject to a 30mph speed limit, with the potential exception being the section close to the Metrolink stop, where the use of a lower 20mph speed limit may be appropriate in order to prioritise active travel and bus connectivity.

The use of a 20mph limit in this area will be assisted by the inclusion of two mini-roundabouts to "gateway" this location, which will naturally slow traffic and help to provide highway transition between the two limits. These proposals are consistent with the place-making objectives for the site and achieving the strategic function of the link road.

Access, Highways & Movement

Highways

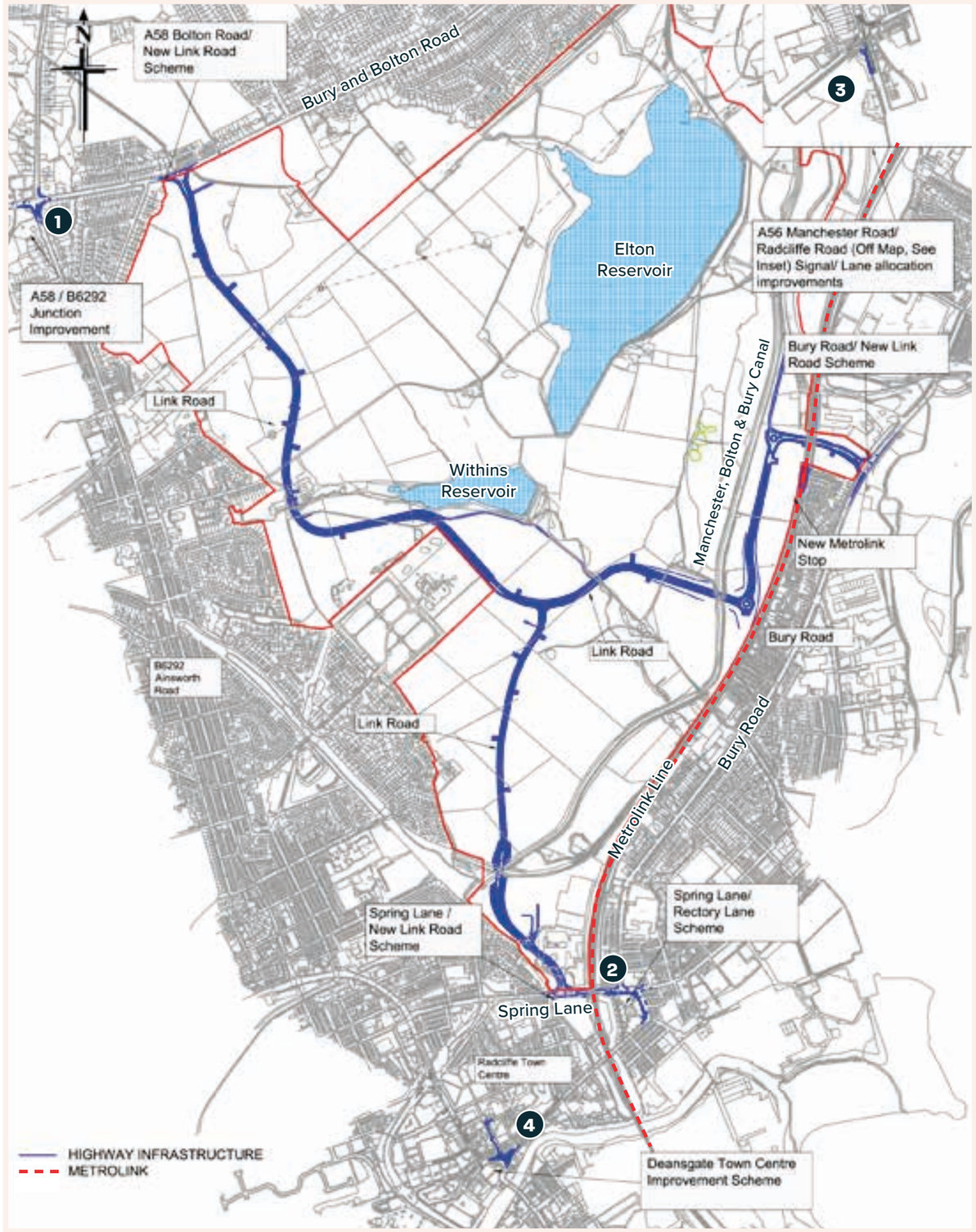
Residential development at the Elton Reservoir site must be integrated with the wider highway network. All development within the allocation will be expected to contribute to the off-site highway works listed in Appendix D of PfE (together with any additional or alternative necessary measures identified through Transport Assessments) to enable accessibility and mitigate highways impacts arising from the development. These include:

1. **The A58/Higher Ainsworth Road/Starling Road junction:** the improvement is expected to comprise realignment of approach lanes and enhancement of pedestrian crossing provision which will enable signal staging adjustments to improve the operational efficiency of the junction;

2. **The improvement of the A56 Manchester Road/Parkhills Road/ Radcliffe Road junction:** this is likely to include an extension of the left turn flare on the northbound approach which provides additional capacity;

3. **At the Spring Lane/Bury Road/Rectory Lane:** a scheme has been identified which links the existing mini-roundabout and priority junctions by way of signal control which enables controlled crossing provision for pedestrians and overall capacity enhancement; and

4. **The Deansgate/Church Street priority junction:** this is expected to be reconfigured to better reflect the north-south movements around Radcliffe town centre.



Proposed Link Road and Off-site Improvements Plan

Access, Highways & Movement

Public Transport

The development within the allocation will be expected to contribute to public transport infrastructure, including:

- Enabling the provision of a new Metrolink stop, Travel Hub, and Park & Ride facilities;
- Optimising the accessibility of new homes to Metrolink and bus services
- The provision for bus services to traverse the site, utilising the link roads; and
- Cycle storage and parking infrastructure including EV charging points.

Parking

Car and cycle parking, including Electric Vehicle (EV) charging facilities will be expected at key public facilities including the Metrolink stop, local centres and school.

Elton Metrolink Stop

Following collaborative working between the Council, TfGM, and the site promoter, a Metrolink stop and Travel Hub is proposed as part of the Elton Reservoir development at Warth Fold. The precise form and content of the stop and Travel Hub are to be agreed as design work progresses.

The delivery of a new stop (and development close to the new Radcliffe stop) will enable higher density of development and uptake by sustainable modes of transport, in turn resulting in a reduced impact on the surrounding highway network.

Its location, as shown in the masterplan, is relatively fixed, subject to further stages of feasibility and design being completed and consideration has been given to its likely scale, components and design. It will serve both the Site and the wider area and will include a new facility.

The intention is to deliver mixed-use development alongside the new Stop and Travel Hub in order to generate activity in the public realm throughout the day while supporting sustainable travel choices.

Consideration is being given to facilities associated with the new Metrolink stop including the type, nature and scale of Park & Ride facilities and travel hub. It is important that public transport infrastructure acts as an interchange between all modes of transport including buses and active travel.

Combined with the existing Radcliffe Metrolink stop (and complemented by bus and active travel measures), the stop provides an opportunity to deliver development across the site with access to sustainable modes of travel for their journeys, reducing the reliance on the private car.



Metrolink Line







Examples of bike share and cycle parking

Access, Highways & Movement

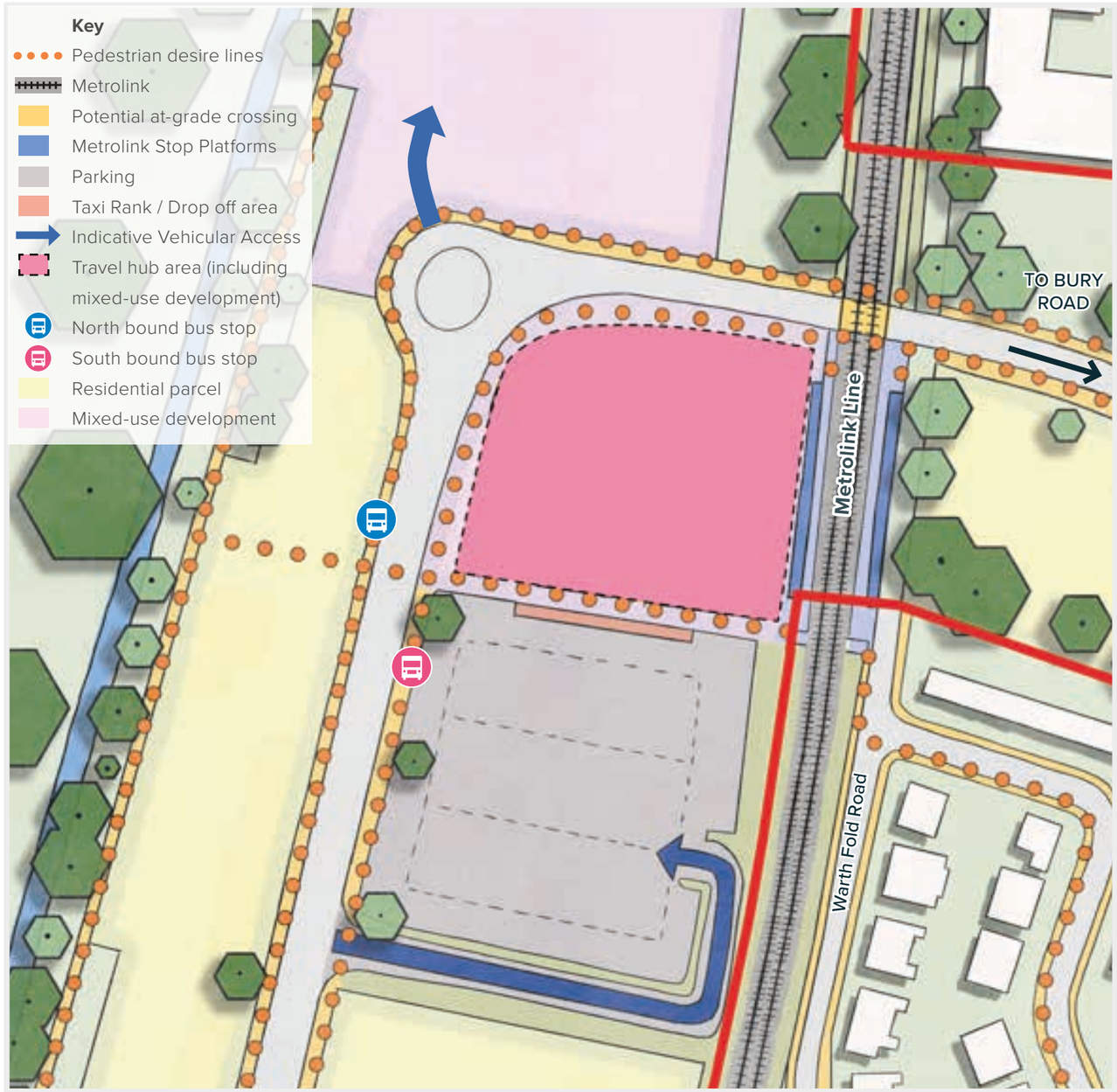
Located in the eastern part of the site at Warth Fold, the new Metrolink stop will be a strategic destination for the whole development and wider local community. A place which clusters modes of transport and other services and facilities in one “hub” location for ease of use by residents, workers, and visitors. The location, size, and mix of facilities within the hub will be designed to generate activity in the public realm throughout the day.

This will support one of the key objectives of the scheme to promote a culture of active travel and healthy living.

Design work in respect of the Metrolink Stop and associated travel hub is ongoing and being led by TfGM. It is envisaged that measures could include:

- Arrival from the Metrolink stop into a public square overlooked by mixed-uses (ex. shops, cafe, etc.);
- Seating areas;
- Play area;
- Cycle storage area to comprise a combination of Sheffield stands, cycle hub, e-bike/cargo bike storage etc.;
- Bus stop;
- Car park (Park & Ride);
- EV car charging;
- Motorcycle parking area;
- Secure parcel lockers for online shopping delivery/ collection; and
- Taxi pick-up/ drop-off area.

The delivery of the proposed new stop is subject to a business case and suitable funding strategy being developed. The proposed at-grade crossing of Metrolink is also subject to TfGM approval.



Metrolink Stop Concept Plan

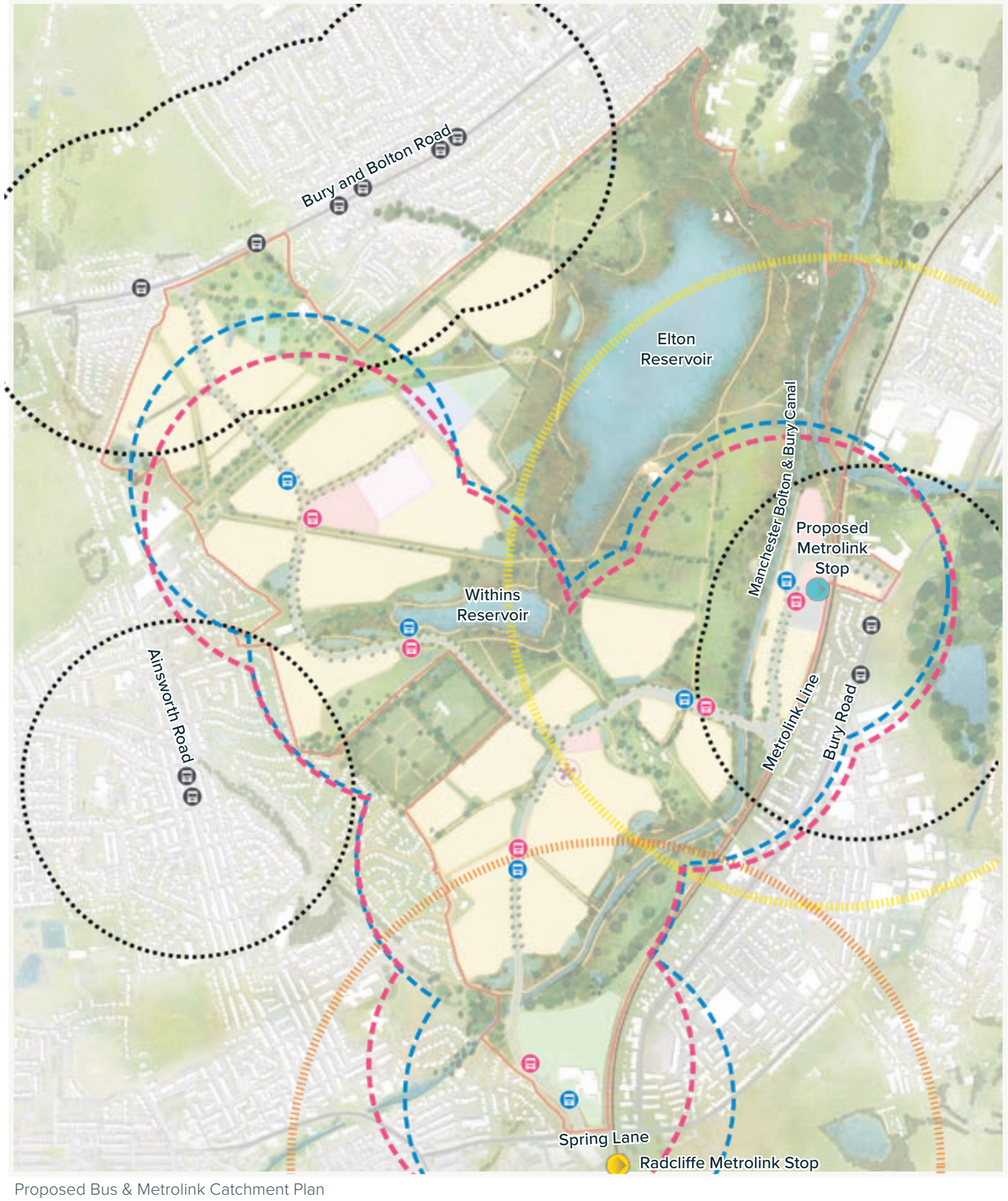
Access, Highways & Movement

Bus Services & Infrastructure Provision

Accessibility by bus will be key to the sustainable development of the site. The Greater Manchester Bus Strategy has an aim for 90% of Greater Manchester's population to be within 400m of a 30-minute bus or Metrolink service.

Consideration will need to be given to the location of bus stops along the link road having regard to bus stop catchment areas and the catchment areas for the new Metrolink stop.

Active travel routes to and from bus stops, the nature and location of crossing points on the link road and whether on-road bus stops or bus lay-bys are preferred will be determined at planning application stage.



Proposed Bus & Metrolink Catchment Plan

Key

- North Bound Bus Stops
- North Bound 400m Catchment Zone
- South Bounds Bus Stops
- South Bound 400m Catchment Zone
- Existing Bus Stops
- Existing Bus Stops 400m Catchment Zone
- Radcliffe Metrolink Stop
- Existing Metrolink (Radcliffe Stop) 800m Catchment Zone
- Proposed Metrolink Stop
- Proposed Metrolink Stop 800m Catchment Zone
- Development Parcels

Access, Highways & Movement

Active Travel & Movement

The promotion of sustainable modes of transport and permeable connections will be critical for the delivery of the Elton Reservoir site. Development should be designed to ensure ease of walking, wheeling, cycling and equestrian movement through the site.

Active travel infrastructure in accordance with LTN1/20 and other relevant design guidance will be required to be delivered both within and outside the site to support sustainable travel connections.

All development within the allocation should seek to conserve existing public rights of way (with diversions as appropriate), and improve walking, wheeling, cycling and equestrian connectivity for both active travel and recreation, through:

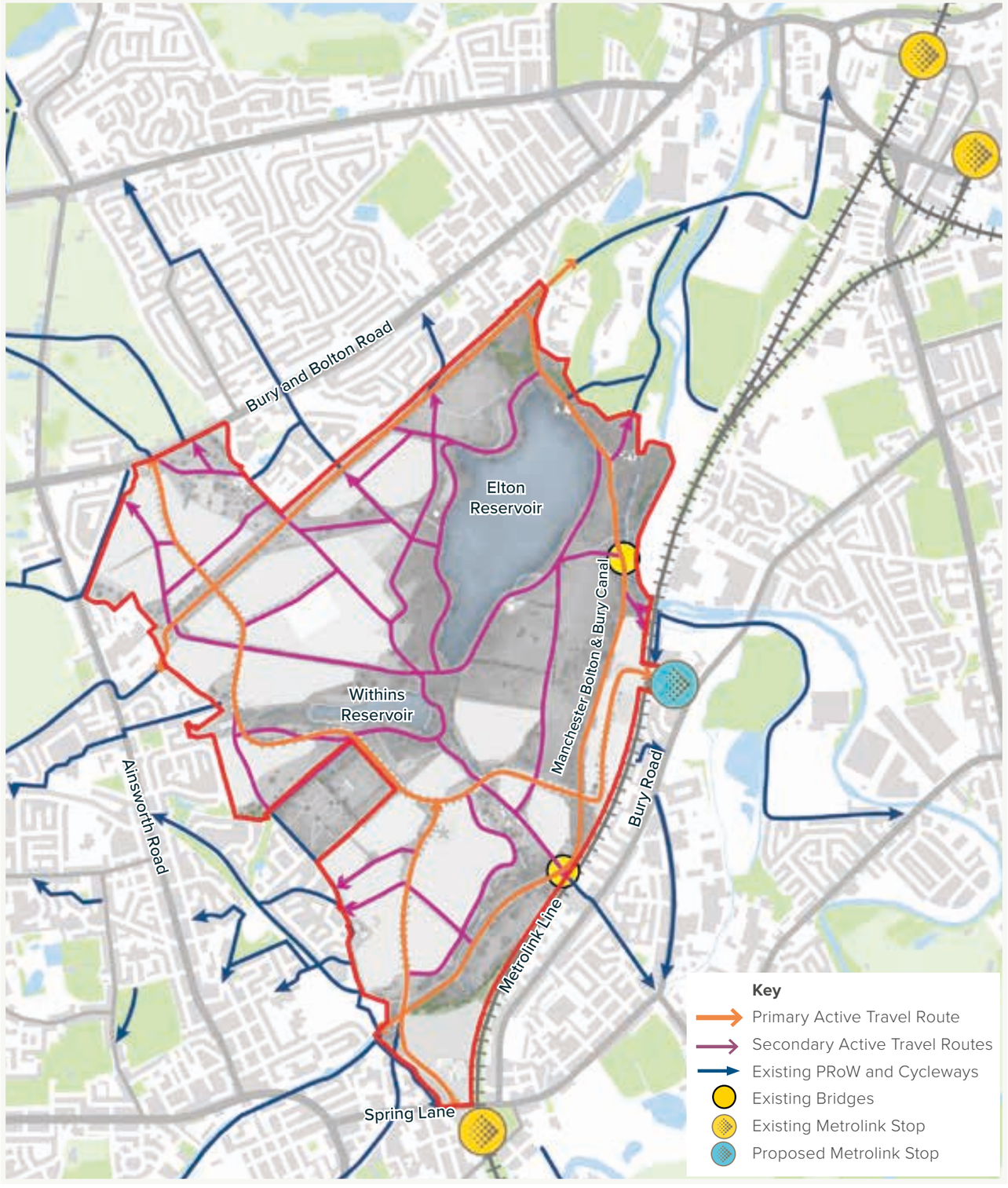
- Utilising the Manchester, Bury and Bolton Canal and Bolton-Bury Cycleway to provide strategic longer distance routes
- New north-south connections to the proposed Metrolink stop via the link road shared pathway and existing PROW network;
- Improved circular recreation routes focused around the reservoirs;
- Improved cycle connections to surrounding communities;
- Exploring opportunities to enhance the Irwell Sculpture Trail with new interventions located within the Heritage Park and along the canal corridor; and
- Retention of existing bridleways, with diversions where necessary.

The indicative masterplan presented in Chapter 6 and the adjacent active travel plan identify a network of dedicated active travel routes designed to permeate the development, including direct links between the local centres, schools, Metrolink stop and travel hub. These routes offer the quickest and most direct way to access key destinations, day-to-day needs as well as direct connections to surrounding areas by non-car modes.

The proposals identify a hierarchy of routes including:

- Primary active travel route, linking key destinations along strategic movement corridors and green corridors with walking, wheeling, cycling and equestrian provision; and
- Secondary active travel routes, consisting of routes linking key destinations through open space and neighbourhood parcels, and leisure routes with pedestrian priority.

Delivery of active travel infrastructure in the immediate vicinity of the site and outside of the allocation will also be required to support sustainable travel connections.



Active Travel Plan

Ecology

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir; JP-G7: Trees and Woodland; JP-G8: A Net Enhancement of Biodiversity and Geodiversity; JP-G2: Green Infrastructure; JP-G3: River Valleys and Waterways; and JP-G4: Lowland Wetlands.

The Elton Reservoir site contains a number of features of ecological interest, including Sites of Biological Importance (SBIs) at Elton Reservoir; Manchester Bolton & Bury Canal (East); Elton Goit; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands. Potential impacts of the Elton Reservoir allocation on the ecological value of these sites were thoroughly considered as part of the overall planning balance by the Inspectors who conducted the Examination in Public of PfE. They concluded that the proposals meet the relevant tests of national policy and PfE was subsequently adopted.

Since the adoption of PfE the extent of the Elton Goit SBI has been extended. The extended boundary includes land within the allocation. The masterplanning process has considered the implications of the extended SBI for the delivery of the allocation.

Extensive ecological evidence has informed the masterplanning of the Elton Reservoir site and will continue to be considered throughout the planning process, including through any subsequent planning applications. The masterplan has sought to minimise impacts on SBIs within the site and whilst the protection of ecological assets is clearly an important objective for planning, so too is meeting future development needs. Planning can often face difficult choices around achieving an appropriate planning balance and the reconciliation of often competing interests.

In this regard, the masterplan shows parcels of development and part of the link road on land that was subject to the recent extension of the Elton Goit SBI. This will have an unavoidable adverse impact on the SBI. Future planning applications on this part of the site will therefore need to demonstrate that an appropriate strategy is in place to mitigate or compensate for the adverse impact on the SBI in accordance with PfE Policy JP-G8.

An overarching ecological framework strategy for the site will be prepared to accompany planning applications and guide the phased delivery of development across the allocation. The strategy will establish the approach to habitat retention, creation, enhancement, ecological connectivity, Biodiversity Net Gain delivery, recreational management and long-term stewardship across the site. It will provide a site-wide framework for ecological mitigation and enhancement, ensuring that individual phases contribute towards a coordinated ecological strategy and do not prejudice the delivery of future phases. The strategy will be informed by PfE Policies JP-G7 (Trees and Woodland), JP-G8 (A Net Enhancement of Biodiversity and Geodiversity), JP-G2 (Green Infrastructure), JP-G3 (River Valleys and Waterways) and JP-G4 (Lowland Wetlands).

The delivery of each phase of the development will be informed by comprehensive ecological mitigation strategies and Biodiversity Net Gain assessments which demonstrate conformity with the overarching ecological framework strategy. These documents will set out the detailed mitigation, compensation, habitat creation and management measures relevant to the phase being brought forward and will follow best practice through application of the mitigation hierarchy.

A green and blue infrastructure network will be created by retaining and enhancing many existing features such as the network of SBIs, and ponds, watercourses, mature trees, hedgerows and woodland outside of these designated areas. This approach will safeguard the most valuable ecological areas whilst creating a connected network for wildlife movement both within the site and into the wider landscape. Targeted improvements will include enhancing inflows and outflows to Elton and Withins Reservoirs, strengthening riparian habitats, and improving ponds and woodlands. Additional measures will include new attenuation ponds, extensive trees, woodland and scrub planting, and the retention and management of grassland outside the developable area.

Future crossings of the canal, watercourses and associated ecological corridors will seek to maintain ecological connectivity and minimise impacts on landscape character, hydrology and biodiversity interests.

Where appropriate, bridge and crossing design will seek to incorporate open-span solutions and retain naturalised habitat corridors beneath and alongside infrastructure.

Development proposals will be expected to deliver measurable Biodiversity Net Gain (BNG) in accordance with relevant national and local planning policy requirements. The masterplan seeks to maximise opportunities for on-site BNG delivery where possible through habitat retention, enhancement and creation integrated within the site's green and blue infrastructure network. However, some retained habitats within SBIs may have limited potential for measurable BNG uplift, and some multifunctional green spaces may not be suitable for BNG delivery due to the potential conflict between recreation and ecological function.

Where necessary, BNG and ecological compensation may also be delivered through off-site measures aligned with Local Nature Recovery Strategy priorities and wider ecological network enhancement opportunities. For example, off-site measures can be delivered through Bury Council's local offsetting capacity, supplemented by strategic offsetting opportunities if required. Where off-site compensation or mitigation is necessary to address residual ecological impacts, this will be identified and secured through future planning applications before impacts occur.

Long-term habitat management and monitoring arrangements will be secured through a Habitat Monitoring and Management Plan(s) to ensure the successful establishment and ongoing stewardship of ecological enhancement areas.

Further ecological surveys and strategies should be submitted with all planning applications within the site to ensure that these reflect the latest position. The detailed design of open space, recreational routes and green infrastructure will seek to balance public access with the protection of sensitive ecological features and habitats. Access management measures, ecological zonation and habitat protection strategies will be developed where appropriate through future planning applications, particularly in areas associated with sensitive habitats, waterbodies and designated ecological features.

Ecology

The following principles must be adhered to in all ecological strategies:

Sites of Biological Importance

- Direct impacts on the SBIs should be avoided or minimised where possible;
- Appropriate buffering, habitat protection measures and long-term management strategies should be incorporated where necessary; and
- Where impacts on SBI habitats cannot be avoided, appropriate mitigation and, where necessary, compensation measures should be provided.

Biodiversity Net Gain

- Avoid where possible the medium and high distinctiveness habitats within the site;
- Built development should be focused within lower distinctiveness habitats;
- Opportunities to enhance retained habitats are to be explored; and
- Maximise opportunities for on-site Biodiversity Net Gain delivery whilst recognising that off-site measures may be required where necessary.

Great Crested Newts

- Retain all confirmed GCN breeding ponds, and most optimal terrestrial habitats in close proximity to breeding ponds; and
- Create and enhance breeding and terrestrial habitat to improve habitat connectivity.

Birds

- Retain the most valuable habitats within the site for the breeding and wintering bird assemblages;
- Deliver habitat creation and enhancement within open space and green infrastructure areas;
- Mitigate for displacement of ground-nesting species, which may include off-site compensation where necessary; and
- Manage access to balance recreational activity with environmental protection objectives.

Badger

- Retain and protect known badger setts wherever possible;
- Retain, enhance and strengthen badger foraging and commuting habitat across the site; and
- Maintain habitat connectivity through the green and blue infrastructure network.

Brown Hare

- Retain suitable grassland and foraging habitats where possible;
- Maintain habitat connectivity across the site; and
- Where significant residual impacts remain, provide appropriate mitigation and compensation measures, which may include off-site habitat creation or enhancement.

Waxcap Grassland

- Avoid impacts on waxcap grassland where possible through sensitive masterplanning and design; and
- Develop and implement an appropriate mitigation and compensation strategy where impacts cannot be avoided.

Otters

- Retain, enhance and strengthen riparian foraging, resting and commuting habitat across the site;
- Ensure that the design of watercourse crossings, drainage infrastructure and waterside development avoids fragmentation of key movement corridors and minimises disturbance where possible; and
- Maintain habitat connectivity across watercourses, reservoirs, ponds and the canal corridor through the green and blue infrastructure network.

Maintenance & Management

The long-term positive management of green spaces and in particular the retained and newly created habitats, including those within SBI designations should be secured through Landscape and Habitat Management Plan(s) (LHMP). These plans should also cover any off-site habitats delivered as part of the BNG and mitigation strategy.

Ongoing monitoring will be embedded within the LHMP to track habitat condition, species use and the effectiveness of management measures. Results will be regularly reviewed, allowing management practices to be adapted as necessary to ensure long-term ecological benefits are achieved.

Planning applications will be expected to include an Access Management Strategy to guide where public access is encouraged, controlled or restricted, depending on ecological sensitivity and functional objectives. This will be particularly important for preventing disturbance to breeding and wintering birds.



Sustainability, Energy & Carbon Reduction

Development plan policies of most relevance are: PfE Policies JP-S2: Carbon and Energy; and JP-S3: Heat and Energy Networks; and GMCA Net Zero Design and Submission Guidance (Parts 1, 2 and 3)

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury Council through a declaration of a climate emergency.

The Elton Reservoir site offers the opportunity to support Bury and Greater Manchester's commitment to net zero through the delivery of a sustainable, low carbon neighbourhood. Delivery of the site should be in accordance with the sustainability principles set out in Chapter 9.







Flood Risk & Drainage

Development plan policies of most relevance are: PfE Policy JP-S4: Flood Risk and the Water Environment

The site provides many opportunities for sustainable water management and to incorporate multi-functional SuDS features, particularly around the two reservoirs and their associated watercourses.

The masterplan has been informed by a site-wide drainage strategy which has been developed with a holistic approach to ensure that each development parcel has suitable water storage to operate independently and as part of the whole development. To ensure the development is future-proofed, the drainage strategy has been designed with consideration for climate change with an additional 45% allowance to provide protection from flooding across the lifespan of the development.

The drainage strategy incorporates a range of SuDS features including swales and attenuation basins to manage the flow of water. The drainage should be designed sensitively around the SBIs and retained ponds in the area. These sites are particularly sensitive to development; therefore, water flow rates will be controlled to provide a solution to any water demands required at these sites and wildlife friendly SuDS design will be incorporated.

Any planning applications will need to take account of a updated site wide flood and drainage strategy for the site, prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and engagement with United Utilities and Bury Lead Local Flood Authority. In addition, a site wide strategy for foul water and water supply will be required.

The delivery of each phase of the development will be further informed by flood risk and drainage strategies and will need to demonstrate conformity with the site wide strategy. The following principles should be included:

- Ensure that individual flood risk and drainage proposals are in line with the site-wide strategy;
- Locate and design development to minimise the impacts of current and future flood risk to increase resilience to flooding;
- Maintain greenfield run-off rates through the incorporation of attenuation features across the site;
- Drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses;
- Develop an effective foul drainage system, including pumping stations, which is to be accepted and adopted by United Utilities;
- Ensure that sustainable drainage systems are designed in accordance with GM SUDS Design Guidance to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;
- Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;
- Water quality treatment should be incorporated at source to reduce the impact of contaminates on site;
- Consider using Elton Reservoir and other on-site water features for additional water storage, in extreme weather events where feasible and following detailed modelling; and
- Maintain an appropriate access to the Elton Reservoir dam for maintenance, management and in the event of an emergency.



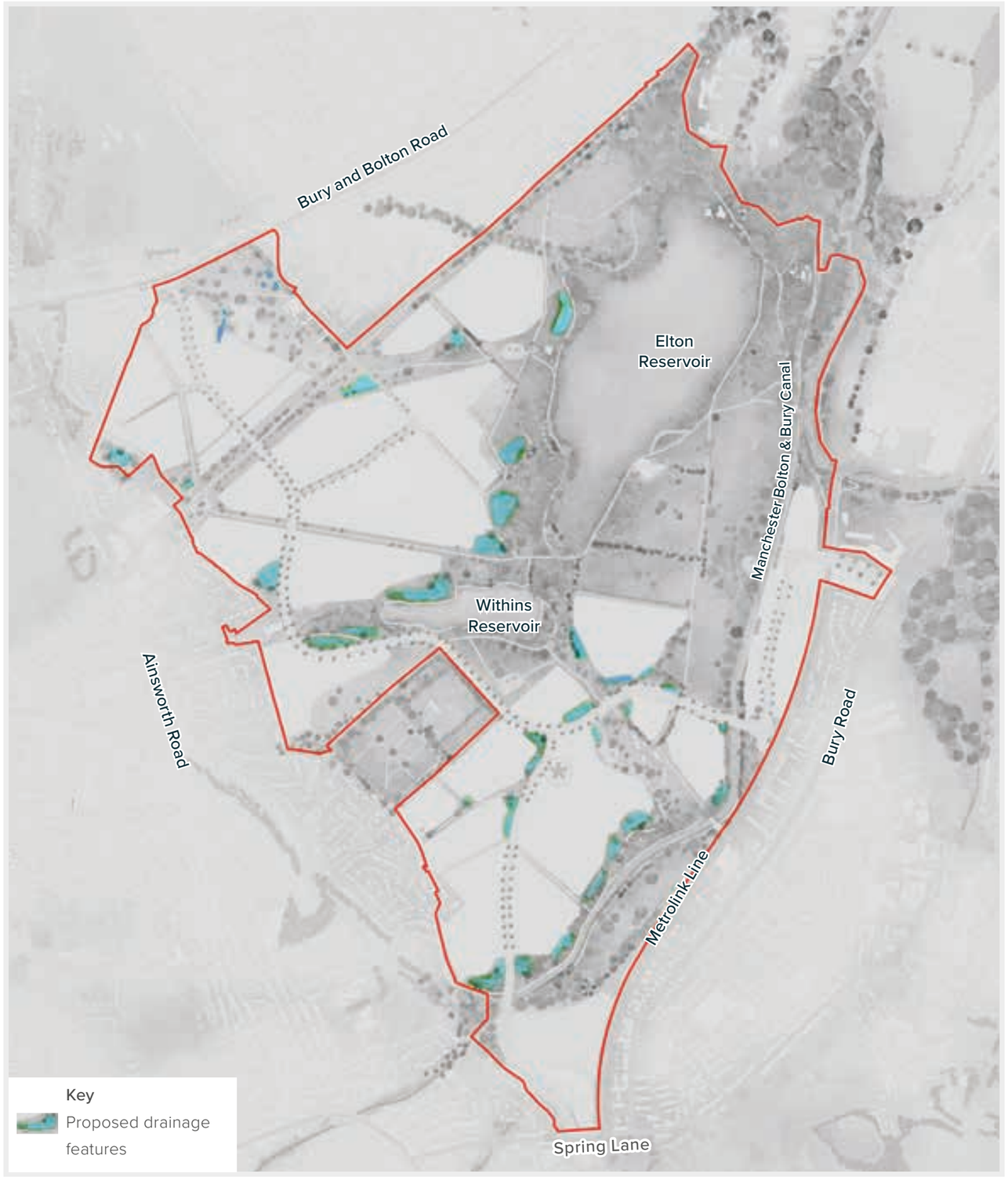
Example of drainage feature

Flood Risk & Drainage

The adjacent plan illustrates the proposed indicative strategic drainage strategy for the development.



Example of drainage feature integrated within green corridor



Strategic Drainage Plan

Education

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir and JP-P5: Education, Skills and Knowledge

The development will contribute to new and expanded education provision to meet the needs of the development. PfE Policy JPA7 requires the provision of two new two-form entry primary schools and additional secondary school provision.

Secondary school provision

The allocation includes land for a new secondary school on the Coney Green site, and this has increased secondary school provision in the area. There is likely to be a need for additional secondary school places as the development progresses. Financial contributions towards the cost of additional secondary school provision will be secured as part of relevant planning applications for each phase of development. Further details regarding contributions can be found in SPD17- Developer Contributions for Education.

Primary school provision

In recent years, there has been a decline in the birth rate in Bury and the number of primary school children living in Bury is projected to fall in the medium term. Consequently, in terms of primary school provision, there is an identified surplus in primary school capacity within the locality, particularly to the south of the site. This surplus capacity is forecast to grow, and current evidence indicates that it is now unlikely that two new two-form entry primary schools will be required on site.

Instead, it is envisaged that the primary school needs within the southern part of the site will largely be met within existing primary schools to the south of the site. As the surplus capacity in the north of the site is less, it is considered that this is the most appropriate location for a new primary school.

Therefore, the current strategy for meeting primary school provision is a combination of utilising spare capacity in existing schools in the short term where it exists, and in the longer term the provision of a new two-form entry primary school on site with potential for extension to a three form entry school should this arise in future. The indicative masterplan therefore provides for one new two-form entry primary school to meet needs arising in the northern part of the site.

Safeguarded school site

In accordance with DfE requirements, land of a suitable size to accommodate a new two-form entry primary school will be safeguarded at an appropriate location in the north of the site in line with the site's planning and delivery strategy. Based on current evidence this will meet the needs of the Elton Reservoir site.

The Council wishes to retain flexibility to accommodate any future needs over and above those currently anticipated to arise from the development. The layout and design of the school should be future-proofed to accommodate potential for further expansion should the need arise. Accordingly, the indicative masterplan safeguards additional land, immediately adjacent to the school site, which would enable the school to be expanded to three-form entry in future if needed. A total of 2.3 ha of land is safeguarded in line with current DfE standards.

The proposed location of the new school is shown to the north of the site near to the Mill Quarter Local Centre. It is anticipated that this new school will serve the pupils located in the north of the development where the majority of family housing is to be located. It would also serve some of the demand from the southern part of the site. However, the location of the new school is not fixed at this stage and would be subject to detailed design. The proposed location seeks to reduce reliance on car travel for short trips and supports walking, wheeling and cycling to school. It also considers the surrounding road network to avoid traffic congestion and parked cars dominating the street scene.

As the proposed new school is also near to the Mill Quarter Local Centre, it will act as a catalyst for activity, promoting community interaction and boosting the local economy.

To maximise the recreational benefits for existing and future communities and to meet some of the sport and recreational needs arising from the wider development, opportunities for the dual use of recreational space and facilities on the proposed new school site will be explored. The education provision and any dual recreational use will be delivered in accordance with the phasing and delivery Strategy and secured through future planning applications and associated legal agreements.

Delivery of the School

The Council will work closely with the Local Education Authority and the developers of the allocation to ensure the delivery of the education provision at an appropriate time in the development programme.

The Council will continue to carefully monitor and model the forecast demographic changes so that new education provision provided on-site within the masterplan will be delivered at the appropriate trigger points aligned to the phasing of the scheme and taking into consideration wider demographic trends.

The precise timing of delivery of the primary school will be determined by the Council's Education Needs and Demand Assessment, which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site. Planning applications for the site will need to reflect the most up to date evidence to ensure that the additional education needs generated from the development are provided for at the appropriate time.

Financial contributions towards the primary education, would then be secured through the relevant planning applications on the site, once the housing numbers and mix are confirmed. The financial contributions and requirements would be calculated in accordance with the SPD17- Developer Contributions for Education or any future revision. These contributions would be directed towards delivery of a new two-form entry primary school on site and expanding capacity at existing schools within the relevant Pupil Planning Area subject to review by Bury Education Authority.

Education

Primary School Provision

The indicative masterplan provides for one new two-form entry primary school with potential for it to grow to a three-form entry primary school, should that be required, within the Mill Quarter to the north of the site.

Whilst the location of the proposed school will be kept under review, the proposed location seeks to reduce reliance on car travel for short trips and supports walking, wheeling and cycling to school. It also considers the surrounding road network to avoid traffic congestion and parked cars dominating the street scene.

The proposed new school is also located near to the Mill Quarter Local Centre acting as a catalyst for activity, promoting community interaction and boosting the local economy.





Primary School Concept Plan

Local Centres & Healthcare Provision

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir

The masterplan proposes three distinct local centres which will provide a diverse range of appropriate retail, healthcare and community facilities, varying in character depending on their surrounding context and offering a variety of employment opportunities.

These are:

1. Redvales Works Local Centre
2. Withins Valley Local Centre
3. Mill Quarter Local Centre

Healthcare Provision

The necessary mix and specific location for the provision of healthcare facilities will be determined in consultation with the Greater Manchester Integrated Care Board's (ICB) Primary Care and Estates teams for the Bury Locality, in line with the principles set out in this chapter.

On-site healthcare provision should be within a single building with a planned mix of compatible uses in proximity. The design of any on-site healthcare facility will need to meet the most up to date model of health care provision standards and be sized to incorporate the building as well as operational requirements related to parking, servicing and access for emergency vehicles.

Opportunities to consolidate existing health provision within the area will also be explored. Where there is potential for co-location of the primary care services required by the development with other complementary services, consideration will be given to ensure that the specific clinical design requirements of primary care can be satisfied.



Local Centres Location Plan

Local Centres

Redvales Works Local Centre

Redvales Works Local Centre will be one of the primary mixed-use centres, and it is proposed to be the civic and cultural quarter of the future development. Benefitting from the Metrolink stop and travel hub, it will be a primary meeting point for the community and a hub of activity at the eastern gateway.

This centre will be the promoter of the modal shift towards active travel and car use reduction, therefore urban grain and parking requirements of this local centre will need to reflect the new needs of the evolving community, through the use of civic squares and car-free zones amongst buildings.













A variety of mixed uses will feature in this local centre, with potential for restaurants, cafes, shops and community facilities located on the ground floor of apartment blocks, spilling onto pedestrianised streets and catering for the footfall created by the travel hub.

Local Centres

Withins Valley Local Centre

Withins Valley Local Centre is proposed to be a place where nature and community meet. Smaller in size, it will cater for the day-to-day needs of residents and create a focal point in the southern part of the development. It will also include provision to meet identified needs for older persons' housing.













It is located at the meeting point of a number of active travel routes and green corridors, which will draw people in creating opportunities for natural play, community growing areas, and leisure activities.

It is also a place where the community can come to rest, connect with others, and gather in contact with nature.

Local Centres

The Mill Quarter Local Centre

The Mill Quarter Local Centre is also a primary mixed-use centre, which will provide a range of facilities including a retirement village, community and healthcare facilities, retail and co-working spaces in the western part of the development.











This local centre will be a primary meeting point for the community, accommodating working, learning and leisure opportunities. The primary school is proposed to be located in proximity to the Mill Quarter Local Centre, acting as a catalyst for activity, promoting community interaction and boosting the local economy.

The co-location of uses, including shops and services, residential, retirement village and school, will create activity and vibrancy. The built form will support these uses through the incorporation of courtyards and intimate streets, using a combination of hard and soft landscape where people can rest, meet and socialise.

Open Space, Sport & Recreation

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir and Bury UDP Policy RT2/2: Recreation Provision in New Housing Development

The amount of open space to be delivered will be informed by the number and mix of homes. In line with existing local policy requirements and standards, and based on an indicative housing mix, the sport and recreation demands arising from the development are likely to be:

- 6.72 ha of parkland;
- 34.52 ha of natural and semi-natural greenspace;
- 5.38 ha of amenity greenspace;
- 2.1 ha of allotment provision;
- 2.1 ha of children and young people's play spaces;
- Youth (11v11 and 9v9) and mini (5v5 and 7v7) grass pitches;
- 3G pitches; and
- Replacement of existing recreation space at Warth Fold.

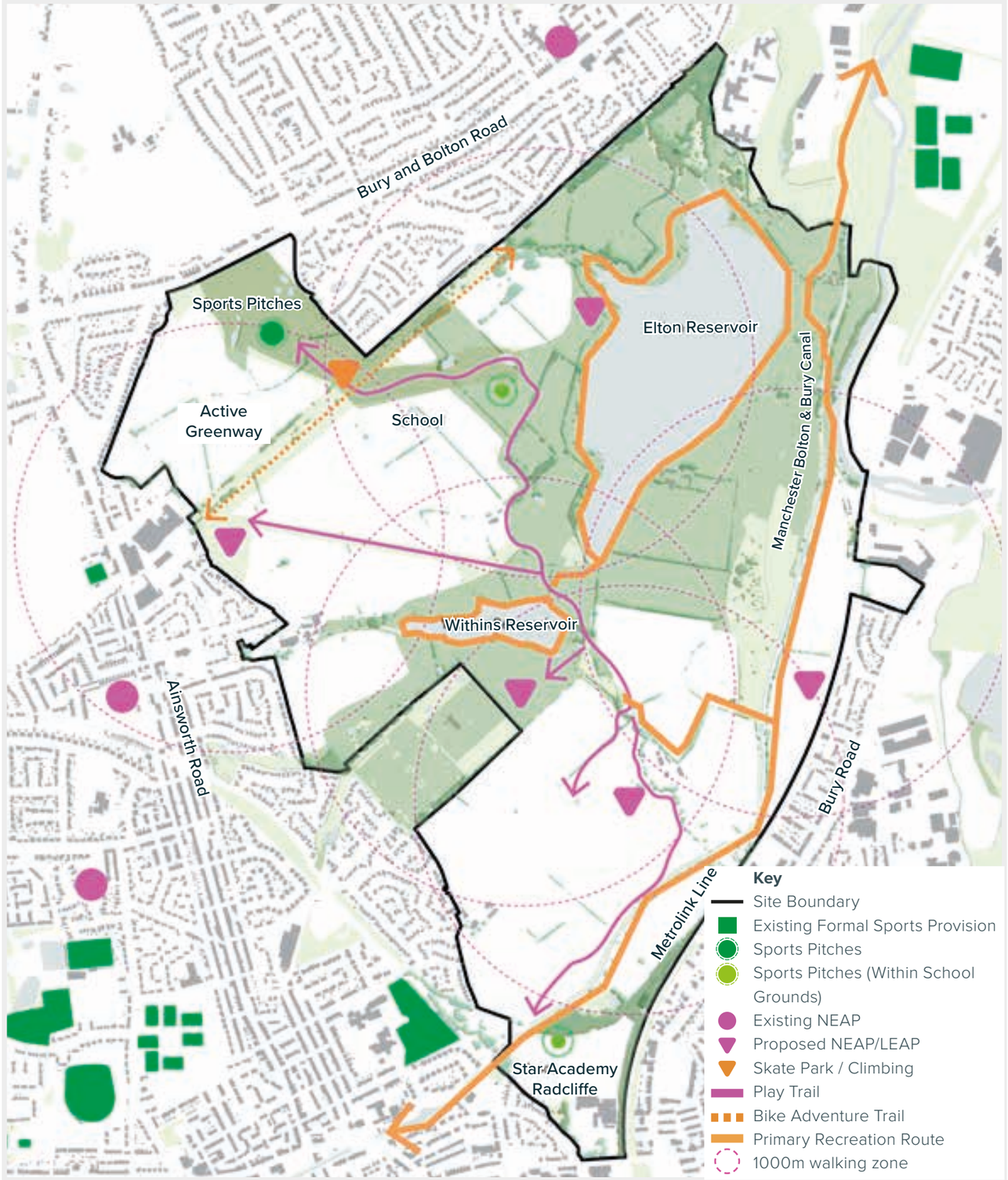
The masterplan includes proposals for a significant green corridor, which provides a strategic amount of new, high quality and publicly accessible open space. This approach seeks to meet the sport and recreational needs arising from the development, whilst conserving and enhancing the retained Green Belt and existing reservoirs, waterways and active travel corridors. It will maximise access and recreational benefits for existing and future communities. Opportunities for the dual use of facilities through new school provision should be explored along with the potential for 3G provision to help to accommodate mini formats of pitch sports.

Neighbourhood Equipped Play Areas (NEAPs) should be located within key open spaces and adjacent to existing recreation assets (Elton Reservoir).

The masterplan proposes a holistic approach to sports and play across the site harnessing the potential of existing natural assets and community facilities while respecting sensitive habitats and ensuring managed access. Creating a more accessible network of amenity open space and enhanced PRoW will provide greater connectivity across the Elton Reservoir site and deliver multi-functional space that can support recreation, play, sport and other community activities.

The water bodies and watercourses provide a great opportunity for recreation and a focus for residents to enjoy the green spaces. Opportunities to enhance the range of publicly accessible activities at Elton Reservoir will be explored with the Canal and Rivers Trust and Elton Sailing Club.

A focus on nature-based education and play will reflect the sensitive nature of the Green Belt and surrounding protected habitats. Contact with nature provides a wide range of benefits, including physical, mental and social well-being benefits, as well as learning opportunities and the chance to develop an understanding of nature.



Open Space, Sports and Recreation Plan

Open Space, Sport & Recreation

The masterplan proposes key areas of open space at:

1. Western Gateway
A green and welcoming arrival space with formal sports provision and community uses.

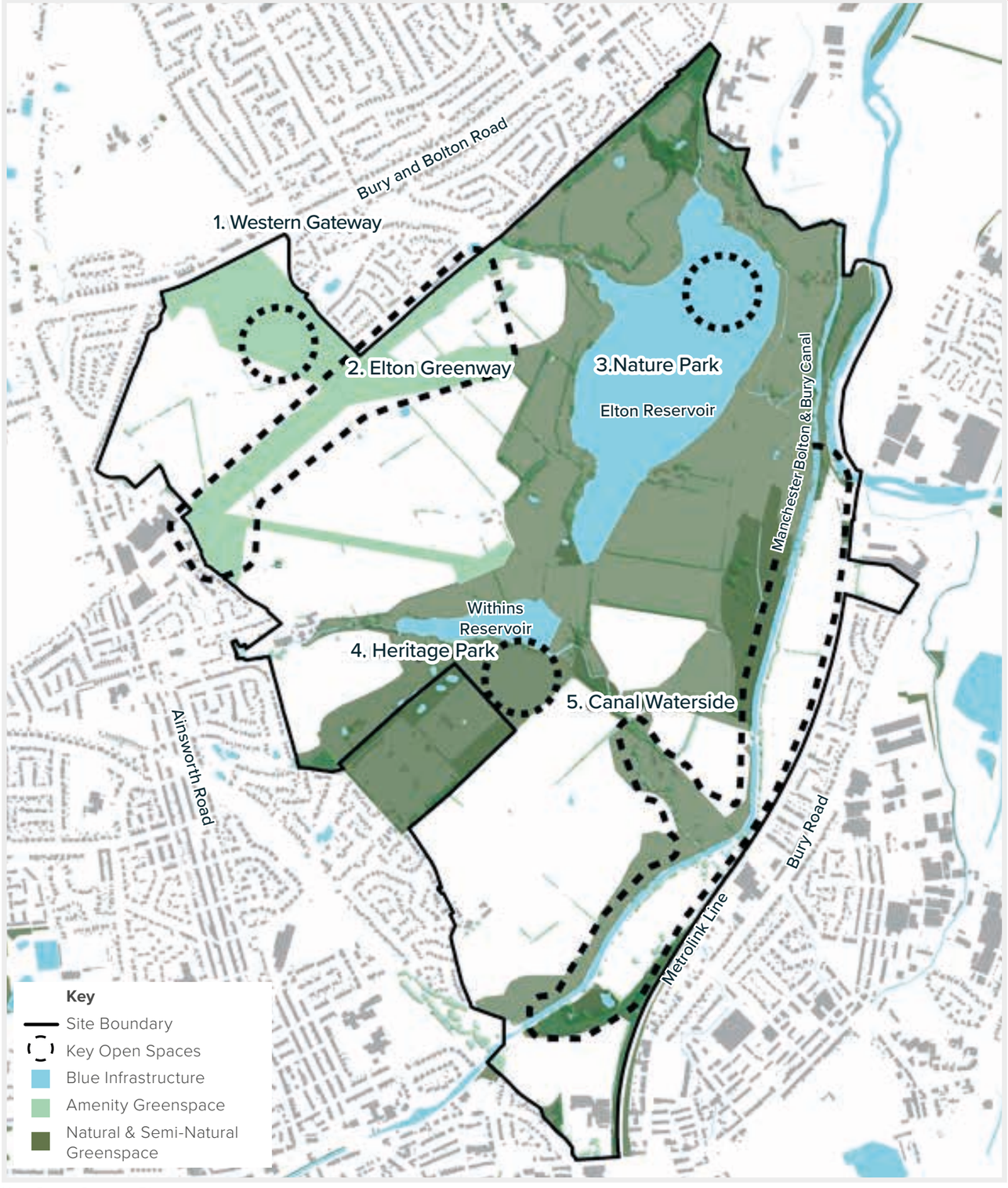
2. Elton Greenway
A new ecological and recreational greenway providing enhanced east-west connectivity, improved wildlife corridor and community play, leisure and growing space.

3. Nature Park
Focused around the existing reservoirs, the Nature Park will provide an enhanced network of walking and cycling routes, access to the water for recreation and improved facilities.

4. Heritage Park
A new community greenspace with play, informal sports and historic interpretation to celebrate the site's historic features.

5. Canal Waterside
The Manchester, Bolton & Bury Canal will provide an attractive waterside living environment and become a focus for recreation, active travel and biodiversity.

Any planning applications on the site will need to take account of a site wide open space, sport and recreation strategy which sets out the quantity, quality, accessibility, delivery and management of on-site provision. This strategy should be prepared in accordance with Bury's local standards and evidence base including Bury Council Open Space Assessment (2026) and supplementary planning documents.



Key Open Spaces Plan

Green Belt, Landscape & Heritage

Green Belt

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir; JP-G2: Green Infrastructure Network; and JP-G7: Trees and Woodland

The identification and deliverability of compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in the vicinity of the site should be submitted as part of a planning application. It is anticipated that this could be achieved within the area of retained Green Belt within the site. Open space proposals for the site are described in the previous section of this chapter, *Open Space, Sport & Recreation*.

Trees & Woodland

An assessment of trees is expected to accompany all planning applications. Where mature trees are removed, these should be replaced with trees of suitable number, size and maturity, taking into consideration the width of the tree and contributions to the treescape, biodiversity and other ecosystem services to provide adequate compensation.

Engagement with City of Trees as part of the planning process is recommended.

Heritage

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir and JP-P2: Heritage

Development should take appropriate account of relevant heritage assets, and their settings, including the Old Hall Farmhouse Grade II Listed Building.

The indicative masterplan shows development set back from Old Hall Farmhouse and associated gate piers ensuring separation between the listed assets and new development to preserve an appreciation of their rural setting and views to and from the principal northern elevation.

The indicative location of the link road avoids the potential ‘hengiform’ allowing remains to be retained in situ. The creation of a new publicly accessible heritage park will improve public understanding and appreciation of the heritage of the area, including through public art and interpretation. The route of the Roman road will also be retained and referenced through public art and footpath alignment.

Subject to further assessment, development is to be set back from Higher Spen Moor Farm House allowing for the potential retention of the farmstead in situ.

Other Technical Matters

Digital Connectivity

Development plan policies of most relevance are: PfE Policy JP-C2

It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties. A digital connectivity statement is expected to accompany all planning applications.

Minerals

Development plan policies of most relevance are: PfE Policy JPA7: Elton Reservoir and GM Minerals Local Plan Policy 8: Prior Extraction of Mineral Resources

Planning applications will be expected to be accompanied by evidence of how the requirements of Policy 8 of the Minerals Local Plan have been addressed.

Landfill & Contamination

Details of remediation and coal mining risk assessments are expected to accompany all planning applications, where required.

Areas subject to potential contamination will be expected to undertake detailed assessments in accordance with the Land Contamination Risk Management (LCRM) framework (Land contamination risk management (LCRM) - GOV.UK), to ensure that risks to human health, controlled waters and the wider environment are fully understood and appropriately managed.

Construction

Planning applications will be expected to be accompanied by evidence of appropriate site investigations and condition surveys where there is potential for impacts on existing infrastructure, such as private drainage systems and the highway network. These surveys establish baseline conditions and provide a clear mechanism for identifying and addressing any subsequent damage.

Chapter Eight

Elton Phasing Strategy

Phasing & Delivery

The Elton Reservoir site provides a major residential-led development opportunity with potential to deliver around 3,500 new homes, supported by a range of essential physical and social infrastructure, including a new Metrolink stop, a new link road and new primary school. This Development Framework provides a high-level strategy for the site and establishes the key principles for the future delivery of the Elton Reservoir site, whilst retaining flexibility to allow for opportunities across the site.

Given the size of the development, it will take several years for the development to be fully delivered and therefore it is important to prepare a phasing and delivery strategy to bring the site forward. This phasing and delivery strategy helps to shape the parameters within which future planning applications will be brought forward, and provides a holistic and coordinated approach to the delivery of on and off-site physical and social infrastructure. Development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach is proposed in order to be responsive to opportunities.

To support the delivery of infrastructure across the site, an Infrastructure Phasing and Delivery Strategy ("IPDS") will be prepared in accordance with the PfE Policy JPA7 and JP-D1 and SPD18. This IPDS should be read alongside this SPD, noting that the IPDS is intended to be a "live document" that is continuously reviewed and updated as plans, evidence, infrastructure costs and the potential of funding become available.

Planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site.

Proposals will need to demonstrate how the development of individual plots is consistent with the ERDF, the IPDS and any other material considerations.

Planning applications should not sterilise, frustrate or otherwise constrain the delivery of other parts of the site or the strategic infrastructure requirements.

All development plots will need to be sufficiently coordinated with appropriate infrastructure delivered at the correct time to support a sustainable and comprehensive development. Planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted.

All development proposals within the site will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation. These contributions should be informed by site-wide delivery strategies for each relevant element.

In addition, major developments coming forward on unallocated sites that will be reliant on or share infrastructure provided to support the delivery of the site will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment.

In addition, major developments coming forward on unallocated sites that will be reliant on or share infrastructure provided to support the delivery of the site will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment'.

The link road through the site will accelerate development and delivery, and will provide a new strategic highway and public transport asset that will help movement in Radcliffe and Bury West. Planning applications will be expected to demonstrate how delivery of housing and other development, including social infrastructure within the site will be coordinated with the delivery of transport and other physical infrastructure that is needed to support it.

Given the link road's strategic importance, the Council will work with key stakeholders and developers to help advance the necessary highway works and other key infrastructure as early as possible in the delivery programme. Early delivery of this road will facilitate development across the zones outlined below so that they come forward at pace.

Ecological mitigation and the timely delivery of key green and blue infrastructure are fundamental to the successful phasing of the Elton Reservoir development. Habitat and species protection, ecological connectivity and sensitive access management must be implemented ahead of, or in parallel with, development to ensure that early construction phases do not adversely affect retained ecological features.

Early establishment of strategic green corridors - including SBIs, pond networks, riparian habitats and woodland edges - will safeguard ecological function while providing the foundation for Biodiversity Net Gain delivery and high-quality placemaking.

The recreation and sports provision should be delivered alongside development to ensure that both demand is met and communities have the opportunity to connect with this infrastructure as the site becomes occupied.

Key Infrastructure Requirements

Development proposals must:

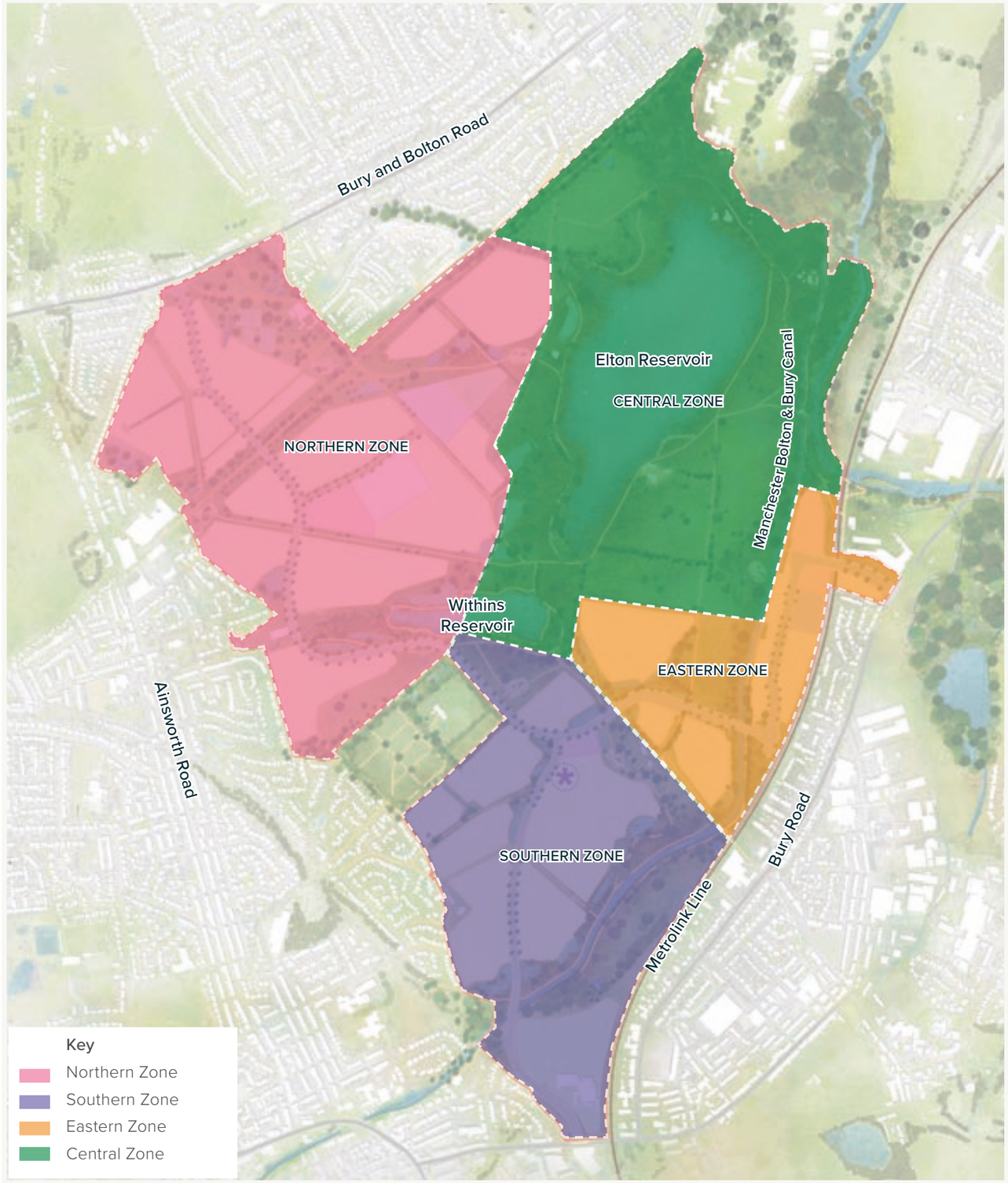
- Ensure that they are acceptable in planning terms, such that they mitigate their on and off-site impact in accordance with this Development Framework;
- Make an appropriate contribution to ensure the delivery of the strategic infrastructure identified by the Development Framework; and
- Ensure that they will not prejudice the delivery of strategic infrastructure and development on third party land.

Infrastructure requirements to support development at the Elton Reservoir site have been categorised as being either strategic infrastructure (primary infrastructure needed to support the full delivery of the site) or local infrastructure (on-plot infrastructure delivered directly as a matter of course by each developer to meet the requirements of individual development parcels).

Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence. These triggers will also be included and refined in the IPDS and during pre-application discussions between applicants and the Council, ensuring proper determination of the appropriate triggers for the delivery of infrastructure.

The Elton Reservoir site is split into four broad 'zones', each of which will include multiple phases of development. These zones are shown on the adjacent Development Zones plan and comprise:

- **Northern Zone** - with potential to deliver up to 1,620 homes;
- **Eastern Zone** - with potential for up to 770 homes;
- **Southern Zone** - with potential for up to 1,100 homes; and
- **Central Zone** - comprising the Nature Park, recreational routes, ecological mitigation, Biodiversity Net Gain provision and Green Belt compensation.



Development Zones Plan

Key infrastructure Requirements

Strategic Infrastructure Requirements (site wide)

All development will be required to contribute to the strategic infrastructure requirements identified in the table below.

Infrastructure Element	Infrastructure Requirement	Comments
Highways and Public Transport	A north-south strategic link road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe, with a strategic connection from the link road to Spring Lane, Radcliffe	The link road will need to be operational at an appropriate time in the development programme to facilitate public transport and active travel through the site. The point at which this becomes necessary will be determined through a detailed Transport Assessment (TA) for the whole site and factored into planning applications as they come forward. With development anticipated to be undertaken simultaneously across all three development zones, the TA will provide the evidence to determine the capacity of the network and shape junction designs in the relevant locations. The TA will identify when the transport mitigation (including secondary access / egress) will be required.
	New Metrolink Stop and Public Transport Hub.	The new Metrolink Stop and Public Transport Hub is identified in the 2050 Greater Manchester Local Transport Plan Delivery Plan. The Bury West Transport Framework reinforces this public transport intervention at this site. Subject to final funding and business case approvals, the scheme will be delivered or be in delivery before 2032
	Active travel network including cycleways and pedestrian links.	These will be required throughout the site and within individual zones. The primary active travel routes will run alongside the Link Road, ensuring connectivity with all zones. Each development plot will need to demonstrate linkages to the site wide network (existing and new as appropriate).
	Bus Stop Provision	Triggers to be determined through a Transport Assessment for the site and in conjunction with TfGM.
	Off-site highway improvements	Triggers to be determined through a Transport Assessment for the site.
Social Infrastructure	Primary School Provision including new 2-form entry primary school with capacity to increase to 3-form	Triggers to be determined though Bury Council's Education Needs and Demand Assessment, in accordance with evidence of need for provision generated by the development.
	Secondary School Provision	Triggers to be determined in accordance with evidence of need for provision generated by the development.
	Healthcare Provision	Triggers to be determined through up-to-date needs and capacity assessments in collaboration with NHS GM ICB. Should on-site provision be shown to be unfeasible, a financial contribution will be required to provide off-site additional healthcare provision.
	Local Centres, including retail/community	Triggers to be determined through up-to-date needs assessments.
Environmental Infrastructure	Nature Park, Heritage Park, Green infrastructure including public open spaces, sports facilities and playgrounds.	Triggers to be determined by Bury Council's Open Space Assessment (2026) and Playing Pitch Strategy and a Heritage Strategy for the site.
	Surface water attenuation and SuDS, integrated with areas of green infrastructure.	Triggers to be determined through a drainage strategy for the site.
	Measures to protect hydrology and water quality throughout the development.	Triggers to be determined through a drainage strategy for the site.
	Assessment of reservoir integrity and risk of breach	Triggers and any necessary work to be determined through study of reservoir walls
	Utility Infrastructure	Site wide strategies for utilities including foul water, water supply, electricity and telecommunications, to be considered holistically so that service providers can plan any off-site investment response that may be required. Triggers to be determined through the utility strategy for the site
	Nature areas, ecological mitigation and biodiversity net gain.	Triggers to be determined through an ecology strategy for the site.

Key infrastructure Requirements

Local Infrastructure Requirements (per plot)

In addition to the strategic infrastructure requirements above, each development proposal coming forward in the site will be required to provide specific necessary infrastructure to allow it to come forward.

Whilst there may be some bespoke requirements on some development plots, it is likely that the following will be required on each plot:

- Appropriate access/egress arrangements into the development plot from A58 Bolton and Bury Road, Radcliffe Road, Spring Lane or the proposed spine road;
- Active travel access from A58 Bolton and Bury Road, Radcliffe Road, Spring Lane or the proposed spine road;
- Internal highways;
- Internal walking and cycling routes;
- Utilities;
- Drainage (SuDS and attenuation ponds);
- Drainage (foul water);
- Water Supply;
- Power Supply;
- Telecoms Supply;
- Noise and Air Quality mitigation; and
- Green Infrastructure.

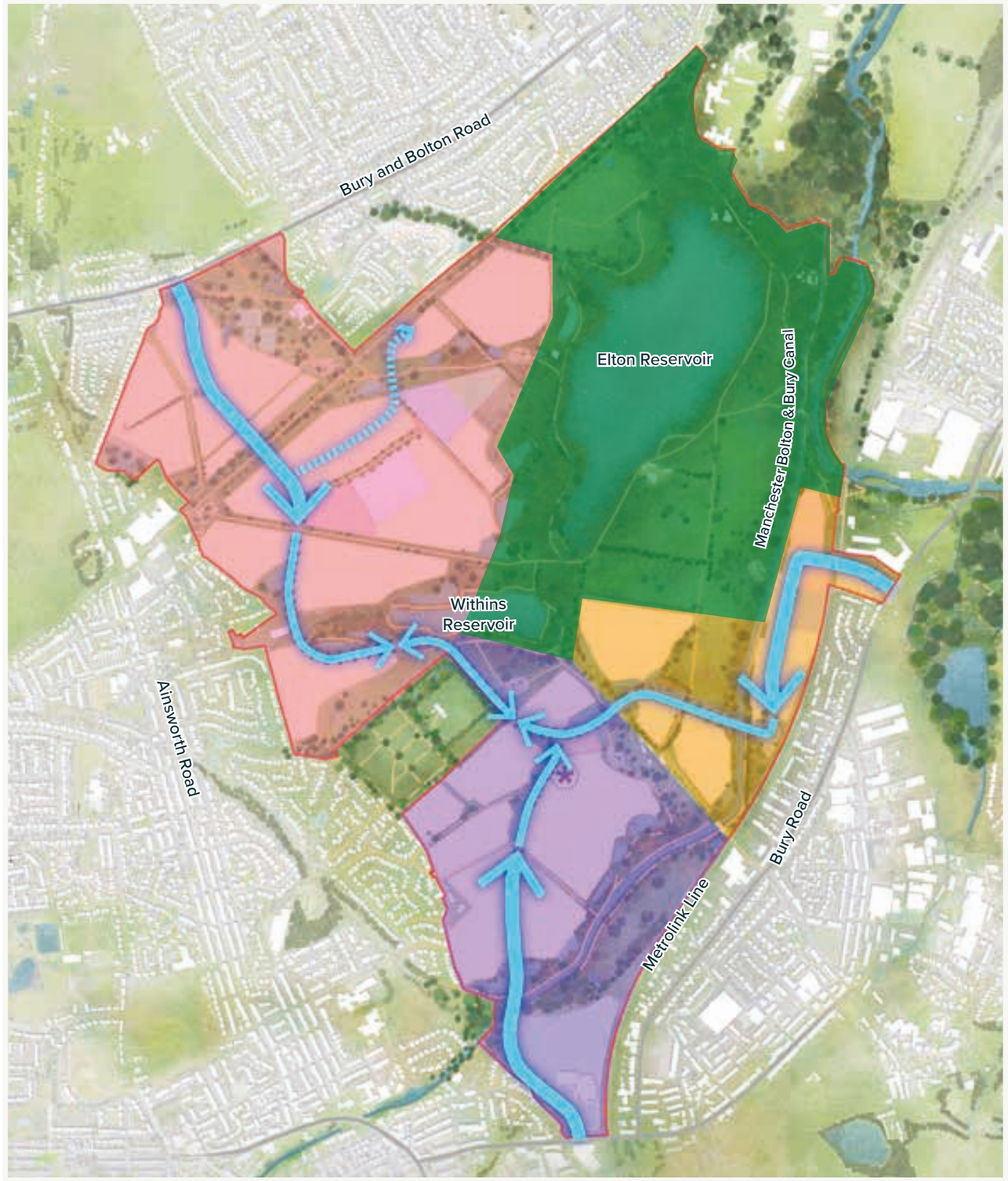
Phasing

The Elton Reservoir site includes four broad zones, shown on the adjacent plan.

Phasing of development, including the amount of development capable of being delivered within each zone, will be informed by more detailed evidence on site conditions and capacity, and timing will be determined by the delivery of the link road and the extent of available capacity within the surrounding highway network. This will need to be managed to ensure that highway and junction improvements are delivered outside of the site to accommodate additional movements.

Critical to this will be the need to exploit the sustainable location of this site and to deliver early investment in and around the site to improve public transport and active travel infrastructure. The delivery of the link road will be vital in ensuring that existing and new residents in this area and the surrounding local communities are able to gain easy access to this new infrastructure (e.g. providing access to both the new Metrolink stop and the existing stop at Radcliffe).

All phases of development will be delivered in line with the comprehensive vision for the wider development, supporting the site-wide requirements for infrastructure, particularly with regards to the link road, power and water and wastewater infrastructure, active travel, public transport, education provision and greenspace.



Spatial Areas and Phasing Plan

Phasing

Northern Zone

It is envisaged that residential development will commence in the Northern Zone of the allocation, with the key features in this area including:

- A mix of up to 1,620 homes;
- Affordable housing in line with PfE Policy JPA7;
- Primary access taken from the A58 Bolton and Bury Road;
- A significant new junction at the A58 access designed to provide for movement throughout the whole allocation, providing connectivity to later phases / southern and eastern zones within the development;
- Off-site highway and junction improvements including at the A58/ B6292 Bury Bolton Road junction;
- A new two-form entry primary school (with the ability to extend this to a three-form entry should there be a future need);
- A local centre, with community, healthcare and retail facilities;
- Specialist accommodation for later living;
- Green space provision, including new sports pitches, neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the other two zones and beyond; and
- Early strategy for mitigation to enhance connectivity between the network of retained ponds.

Development in this zone will start on the development plot which fronts the A58 Bury and Bolton Road. The link road in this plot will support development either side of it and enable future access into the site for the more residential development, and the primary school and local centre.

Highway infrastructure and other physical and social infrastructure will be carefully phased alongside the new homes. The timing of delivery of the new primary school will be determined by the Council's Education Needs and Demand Assessment and ensure that appropriate provision is in place and available before existing schools in this part of Bury West reach their pupil capacity.



Northern Zone

Phasing

Eastern Zone

The Eastern Zone will provide important infrastructure that is essential to facilitate an increased volume of development and to create sustainable transport options. The key features in this area include:

- A mix of up to 770 homes;
- Affordable housing in line with PfE Policy JPA7;
- Primary access to serve the zone will be taken from Radcliffe Road, with an at-grade crossing across the Metrolink line;
- A significant new junction at Bury Road will be designed to provide for movement throughout the whole allocation, providing connectivity to later phases / northern and southern zones within the development;
- Off-site highway and junction improvements, including at Radcliffe Road and the A56;
- A new Metrolink stop and associated Travel Hub and facilities;
- A local centre, providing for neighbourhood retail provision and other mixed uses;
- Enhancements to the canal corridor, including provision for active travel;
- Strategic element of the link road which provides a crossing over the canal to link into the Northern and Southern Zones; and
- Green space provision in the form of informal sport/recreation facilities, productive landscapes (e.g. allotments, community orchard) and neighbourhood play spaces.

It is envisaged that development of the transport infrastructure will commence at the same time or closely following the early phases of development in the Northern and Southern Zones. This will ensure that the transport provision (including highway, public transport and active travel) is programmed to be operational in time for when the link road is joined up from the Northern and Southern Zones. This linkage and ability to access the new transport infrastructure in this zone will help to facilitate the full quantum of development across the site, as well as the development opportunities in this zone.

The Council will work with stakeholders, including TfGM, to help shape and deliver the new Metrolink stop and travel hub as quickly as possible.



Eastern Zone

Phasing

Southern Zone

The Southern Zone will provide a significant amount of residential development, and the intention is to commence development in this zone as part of the early development phases. The key features in this area include:

- A mix of up to 1,100 homes;
- Affordable housing in line with PfE Policy JPA7;
- Primary access to the zone taken from Spring Lane, with some of this early infrastructure already being developed alongside the new secondary school in this location;
- Off-site highway and junction improvements, including at Spring Lane, Rectory Lane, Church St West and Deansgate;
- A new structure bridging over the canal is required as part of the first phase in this zone, which will provide highway access into the zone (eventually connecting through to the Northern and Eastern Zones);
- Highway which will provide for public transport movement and active travel, with strong linkages through to the existing Radcliffe Metrolink stop and Radcliffe town centre;
- A local centre, providing for neighbourhood retail and other mixed uses;
- Later living opportunities;
- Enhancements to the canal corridor, including for active travel provision and sensitive lighting where appropriate; and
- Green space provision, including a heritage park, play space, informal sports/recreation, neighbourhood play spaces and community orchard/allotment space.

It is envisaged that this zone could come forward at the same time as the Northern and Eastern zones. To enable this, the intention is to advance details on the design of the bridging structure that is needed to cross the canal to access the development parcels in this zone.

Early delivery of this zone will help to ensure residents have access to a range of services and facilities in Radcliffe Town Centre including Radcliffe Metrolink stop primary and secondary schools, retail and leisure facilities.

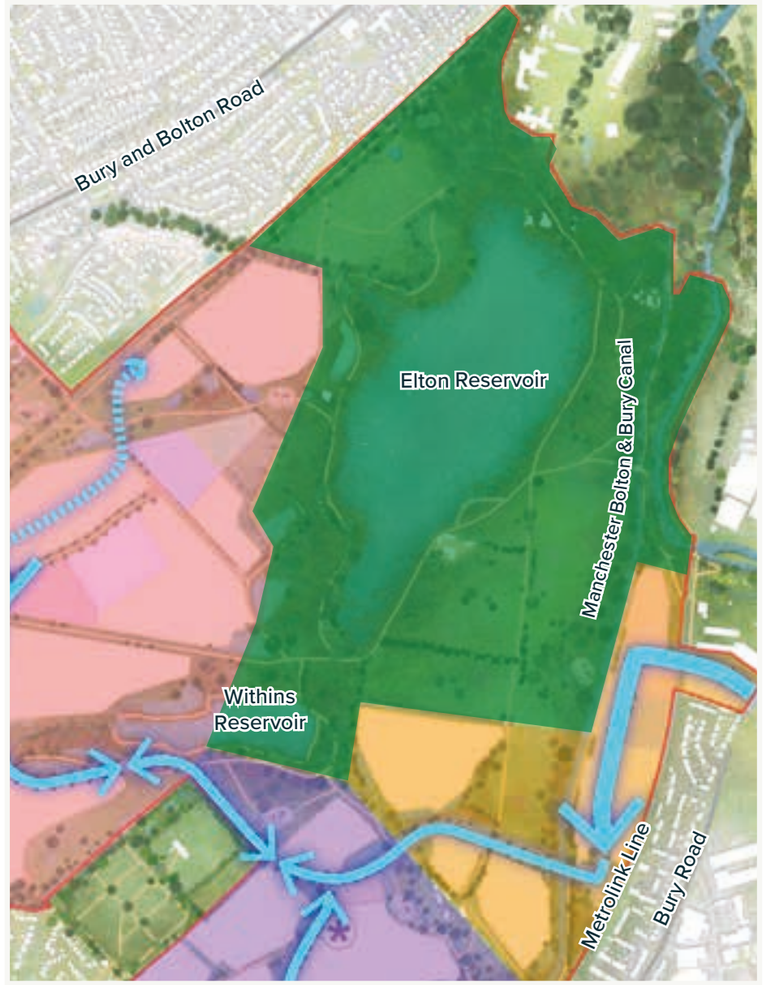


Southern Zone

Phasing

Central Zone

The Central Zone – comprising the Nature Park, recreational routes, ecological mitigation, Biodiversity Net Gain provision and Green Belt compensation – will be delivered in phases in association with each of the three key development zones. All planning applications for development within the site will be expected to demonstrate how the development would contribute proportionately to delivery of the Central Zone, either in kind or through financial contributions.



Central Zone

Summary

The approach to phasing set out in this ERDF is not intended at this stage to be chronological. Instead, the phasing and delivery approach outlined above seeks to accelerate development across all three development zones. Development within these zones will reflect a natural and logical way the site will come forward physically given the spatial principles established by the ERDF and infrastructure integrated within it, coupled with the aspiration to deliver the site successfully.

Due to the scale and nature of the proposed uses, and the timescales within which it is anticipated to be delivered, the ERDF needs to be robust as well as flexible. The ERDF provides suitable controls and principles to guide future proposals and to manage design qualities, whilst being able to adapt to changing market conditions, site constraints and opportunities to accelerate delivery.

The phased delivery of the Elton Reservoir site will be kept under review and will be determined by up-to-date evidence prepared to support future planning applications and the IDPS. Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence.

The Council will work with all partners and stakeholders to bring forward the strategic link road and other strategic infrastructure and development in a coordinated manner that provides significant benefits to new and existing residents in this part of the Borough. This will include the Council (or other public sector bodies) potentially using its statutory land assembly powers (including Compulsory Purchase powers) to enable and facilitate the delivery of this major opportunity.

Funding & Equalisation

Funding

A range of funding and delivery mechanisms will be required, including:

- **Planning conditions and Section 106 Agreements to secure on-site infrastructure:** to secure the delivery of on-site infrastructure required to deliver development.
- **Developer contributions secured via Section 106 and Section 278 Agreements to support off-site infrastructure:** Developer contributions and/or delivery of infrastructure off-site 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 only be sought where they are necessary to make the development applied for acceptable in planning terms and will be fairly and reasonably related in scale to the development.
- **Public sector funding:** Where appropriate, sources of public sector funding will be investigated to assist or accelerate the delivery of strategic infrastructure such as the Metrolink stop.

Equalisation

Equalisation is a mechanism to ensure the fair and proportionate distribution of the necessary costs of the strategic infrastructure requirements, regardless of which specific parcel of land is developed. This approach seeks to avoid the costs falling disproportionately on early phases of development or being pushed back to later phases, which could be to the detriment of the comprehensive delivery of the site.

An equalisation approach will be followed in respect of the Elton Reservoir site. This means that all development proposals within the site must contribute towards the strategic infrastructure in a fair and proportionate manner.

Details regarding the mechanism for identifying fair and proportionate contributions will evolve through the IPDS and any associated documentation to support the delivery of the site.

In line with the Planning Practice Guidance, land values within the site should reflect the requirement to fund strategic and plot-specific infrastructure and mitigation.

The IPDS will continue to be updated to reflect the costs of wider infrastructure requirements at the site as they are understood and will expand upon the approach to equalisation through the contributions to be sought.

Pre-application discussions with the Council will refine local infrastructure requirements, which will be additional to those site-wide strategic infrastructure requirements that all development should contribute towards.

Chapter Nine

Sustainability

Sustainability Strategy

Delivering low carbon, sustainable homes

Greater Manchester's ambition is to become a carbon neutral city-region by 2038. This ambition is supported by Bury Council through a declaration of climate emergency. Achieving this goal will reduce the need for buildings and homes to be retrofitted in future to achieve carbon neutral goals set by Greater Manchester and the UK.

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.

The Elton Reservoir site provides an opportunity to support Bury and Greater Manchester's commitment to net zero through the implementation of the policies within PfE and the delivery of low carbon and highly sustainable homes.

This chapter focuses on the expectations and likely benefits from the Elton Reservoir site with respect to 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. The specific policies within PfE that are relevant to this section and are considered in turn below 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.

Carbon and Energy

Policy JP-S2 includes an expectation that new development will be net zero in a phased approach, unless it can be demonstrated that this is not practicable or financially viable:

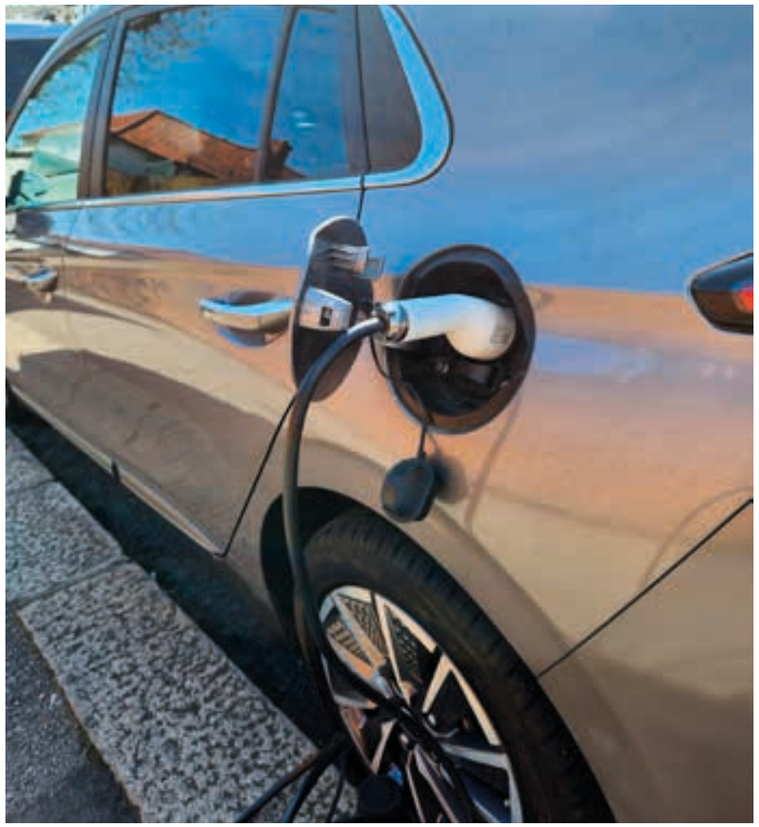
(a) From adoption (2024) – regulated operational carbon emissions: When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and / or off-site renewable energy sources, with any remaining carbon balance offset.

(b) From 2028 – the above plus all emissions 'in construction': When the amount of carbon emissions associated with a building's materials 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.

Policy JP-S2 takes the definition of Net Zero Carbon from the UK Green Building Council (UKGBC) Net Zero Carbon Buildings Framework (UKGBC (2019)).

The UKGBC Framework is due to be superseded by the emerging UK Net Zero Carbon Building Standard (UK Net Zero Carbon Building Standard). Implications of this change will need to be considered once the UKNZCBS is launched.

The GMCA has published guidance on the application of its approach to net zero. These are considered in the following pages.



Sustainability Strategy

Net Zero in Operation

The GMCA Net Zero Design Guidance states that for Applicants to comply with Policies JP-S2 and JP-S3, all new buildings should be designed and built to be Net Zero Carbon in operation in compliance with the following where practical and viable:

(a) Fabric efficiency

- Space heating demand of ≤20kWh/m2/year for houses; and
- Space heating demand of ≤15kWh/m2/year for flats.

(b) Energy use and carbon emissions

- 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.

(c) Energy Use Intensity (EUI)

- EUI of ≤35kWh/m2/year for TANZ homes only; and
- EUI to be calculated using appropriate methodology e.g. CIBSE TM54.

(d) No fossil fuels and low carbon heat

- The energy strategy will be all-electric to ensure that energy demand is met through the increasingly decarbonising electricity grid; and
- It is expected that heat pumps will be used to deliver the space heating and cooling demand.

(e) On-site renewable energy generation and energy balance

- Roof mounted solar photovoltaics will be prioritised; and
- Residential development should aim to provide PV equivalent to 40% footprint area.

(f) Offsetting (as last resort)

- To be used where practical and viable via a fund which will be developed by Bury Council; and
- It is not expected that emissions associated with unregulated energy will be offset.

Additional requirements listed within the GMCA Net Zero Design Guidance include:

(a) Upfront embodied carbon reporting

(See *Net Zero in Construction* in the next page)

(b) Overheating risk reduction

- Residential uses should avoid mechanical cooling; and
- Non-residential uses should pass CIBSE TM52.

(c) Reporting energy consumption in-use

As the GMCA Net Zero Design Guidance is not incorporated into PfE, the targets included are aspirational but will be used to guide the design and construction of new developments. The exception is the space heating demand targets, which are included within Policy JP-S1 as best practice thresholds and will be applied where practical and viable.





Sustainability Strategy

Net Zero in Construction

The GMCA Net Zero Design Guidance includes aspirational targets for residential development as follows:

- 500kgCO2/m2 for homes; and
- 600kgCO2/m2 for flats.

No targets are provided for non-residential development.

Reductions in construction carbon will focus on material efficiency (e.g. 'use less') in the first instance, before exploring the use of low carbon and innovative materials.

Carbon Offsetting

Where a development cannot achieve net zero requirements or targets, carbon offsetting will be considered; this involves a financial contribution to mitigate or compensate for the effects of unavoidable carbon emissions by investing in an off-site scheme which reduces or removes greenhouse gases elsewhere, such as tree planting or renewable energy.

In collaboration with the GMCA, Bury Council is developing a Carbon Offset Fund to enable applicants to contribute to and achieve Net Zero Carbon where practical and viable.

Heat and Energy Networks

The JPA7 Allocation Site falls within the Bury Town Centre Heat and Energy Network Opportunity Zone.

Initial analysis shows that a district heating system(s) is not likely to offer advantages or carbon savings as individual heat pumps will deliver better environmental performance, lower overall cost and be more flexible to phasing.

As part of any reserved matters and detailed applications, a Low Carbon Heat Appraisal will be prepared setting out a comparative analysis of feasible heating systems, and proposals for a heating strategy which is practical, financially viable, and delivers carbon savings over the course of its operation.

Opportunities for smart energy networks should also be considered, including:

- Energy demand and generation balance;
- Energy storage;
- Microgrid(s); and
- Electric vehicle charging strategy.

Resource Efficiency

Circular economy is a key part of GM's ambition to be a carbon neutral and leading green city region by 2038, and Northern Gateway will have a role in supporting this.

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.
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.





Sustainability Strategy

Climate Resilience

GM will experience changes to the climate in the future, including:

- Increased annual temperatures;
- Increased winter rainfall; and
- Decreased summer rainfall.

Impacts associated with these changes to climate and measures to mitigate them are set out within PfE Policy JP-S4.

Development will need to demonstrate how climate adaptability and resilience measures have been incorporated, through design measures which are appropriate for the Elton Reservoir site. Design measures expected to be implemented on site include:

- Reducing overheating risk through passive measures in the first instance, using active cooling where necessary;
- Reducing flood risk through Sustainable Drainage Systems (SuDS), incorporating, where possible, existing features, without significantly increasing embodied carbon emissions;
- Incorporating green and blue infrastructure to mitigate overheating, flood risk, and contribute to biodiversity;
- Minimising water use during operation through 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

PfE Policy JP-S2 requires any non-residential development should achieve a minimum of BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue, rising to BREEAM 'Outstanding' equivalent from 2028.

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.

Applicants are therefore encouraged to pursue certification under BREEAM for non-residential uses over 1,000sqm.

Where feasible and viable, additional accreditation is encouraged to demonstrate the sustainability credentials of the site.



Chapter Ten

Scheme Benefits

Social Benefits

Around

3,500

High Quality New Homes

Active Travel Routes Network

A comprehensive, safe and attractive network of paths connecting to key destinations, in and around new development

3 New Local Centres

With community and health facilities, services and amenities

New Metrolink Stop at Warth Fold

Connecting the new development to the sustainable transport network

1 New two-form entry Primary School

With potential to be extended to three-form entry

Recreation Facilities

Making new development a destination by enhancing water assets for nature and recreation

Environmental Benefits

Over

160 ha of **Open Space**

Including a rich mosaic of multifunctional landscapes for people to enjoy and nature to prosper

Biodiversity Enhancement

Protecting and enhancing existing habitats and creating new opportunities for wildlife to thrive

Mitigation for Potential Flood Risk

In addition to a site-wide strategic drainage strategy

Economic Benefits during Operational Phase

7,730

Residents

3,420 of whom will be in employment, enhancing the economic competitiveness of the local economy

£7.8 million

Public Sector Revenue

From Council Tax and Business Rate payments to be collected by Bury Council

Supporting
180 **Gross FTE on-site jobs**

Across a mix of uses within the local centres

£111.2 million

Resident Income

Increasing local spending power

470

New Retail and Leisure Jobs

Supported by resident expenditure

£71 million

Resident Expenditure

On retail and leisure goods and services

£9.7 million

Economic Boost

Per annum including £6.5 million concentrated in Bury

Economic Benefits during Construction Phase

£££

40 **Gross Jobs**

Full Time Equivalent (FTE) jobs supported on average during construction

Generating
30 **Net Direct Jobs**

Within Greater Manchester, of which 15 FTE jobs filled by residents of Bury

Plus
15 **Net Indirect/ Induced Jobs**

Within Greater Manchester, of which 5 FTE jobs filled by residents of Bury

£63 million

Economic Boost

During the construction period including £48.6 million concentrated in Bury

Chapter Eleven

Social Value Strategy

Social Value

Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit. There are notable inequalities within Bury's communities around levels of deprivation, health and life expectancy, employment, and educational attainment. The development will help to address these and can deliver social value for local communities. 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 deep-rooted inequality.

To help to address issues around inequalities, it will be necessary for new development on the site 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 in both the construction and operational phases.

A key aspect of this is economic inclusion and ensuring that 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 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.

Planning applications for new homes within the Elton Reservoir site will be expected to be supported by a Social Value Strategy. The production of a Social Value Strategy 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 in the production and implementation of 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.

Monitoring & Review

This draft ERDF provides a clear vision for the delivery of the Elton Reservoir site. However, if circumstances change and have implications for the vision, design and development principles set out in this document, then a review of this document will be appropriate.

The scope and content of any review would be agreed and the updated ERDF would be subject to a proportionate statutory and/or public stakeholder consultation prior to it being finalised.

Glossary of Terms

Glossary of key terms used in the ERDF:

“3G (third-generation) pitch” an advanced synthetic artificial grass surface designed specifically to replicate natural turf.

“Active Travel” non-motorised means of transport including walking, cycling and wheeling.

“Affordable Housing” housing provided for rent or sale to eligible households whose needs are not met by the market, and complying with the NPPF definition of affordable housing. It includes social rent, affordable rent, discounted market sale housing and other affordable routes to home ownership, as defined by national planning policy.

“Air Quality Management Area” a localized zone designated by a local authority where air pollution levels breach, or are unlikely to meet, statutory national air quality objectives.

“Amenity” the overall quality of a place as experienced by people. This includes factors such as privacy, noise, safety, outlook, sunlight, air quality and the general enjoyment of an area.

“Bee Network” Greater Manchester’s devolved public transport system where bus, tram, and bike hire services offer integrated ticketing and travel.

“Biodiversity Enhancement” refers to any features that promote biodiversity and support ecological functions.

“Biodiversity Net Gain (“BNG”)” a requirement that new development must result in biodiversity being left in a measurably better condition than before development took place, normally by at least a 10% improvement.

“Biodiversity” the variety of plants, animals, and habitats within an area.

“Blue Infrastructure” refers to the network of water bodies and watercourses, such as rivers, canals, wetlands and floodplains, providing environmental, social and economic benefits.

“Buffer Zones” an area of land adjacent to a sensitive feature that provides separation and protection from surrounding activities, helping to minimise environmental, visual, noise or other adverse impacts.

“Bus Rapid Transit” means a high-capacity public transport system that uses buses operating on dedicated lanes that provides a faster, more reliable and efficient service than conventional bus routes.

“Character Area” an area of existing or proposed development which displays built and/or natural features which contribute to a definable sense of spatial and visual character.

“Density” the amount of development on a site, expressed in terms of housing as the number of dwellings per hectare.

“Development Plan” includes the collection of documents that set out the planning framework for the area, which for the site comprises the Places for Everyone Joint Development Plan, the Saved Policies of the Bury Unitary Development Plan, the Greater Manchester Joint Waste Development Plan, and the Greater Manchester Joint Minerals Development Plan.

“Extra Care” a home where residents can access additional levels of care and support to meet particular needs.

“Green Corridors” linear features of green infrastructure, such as hedgerows, tree lines, and waterways, which connect to larger areas of habitat.

“Green Infrastructure” a network of green and blue spaces such as parks, open spaces, river valleys, trees, green roofs and street planting. Green infrastructure supports biodiversity, health, recreation and climate resilience.

“Heritage Asset” a building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions.

“Infrastructure” the essential facilities and services that support a community, including utilities (such as water and electricity), transport networks (roads and public transport), social and community facilities (schools, health care facilities, and community centres), and environmental infrastructure (green spaces and drainage systems).

“Landscape Character” the distinct and recognisable pattern of elements that make up a particular landscape.

“Later Living” homes specially designed or adapted for occupation by older people.

“Link Road” the primary internal road within the development which forms the main route for movement and access, connecting different parts of the site to the wider highway and active travel network and distributing traffic to secondary and local roads.

“Listed Building” a building or structure included on the National Heritage List for England because of its special architectural or historic interest. Listed Buildings are legally protected and works usually require Listed Building Consent.

“Local Centre” a designated area within the development that contains a mix of community, healthcare, retail and other complementary facilities to serve the everyday needs of residents and act as a focus for local activity.

“Metrolink” the light rail network serving Greater Manchester, providing tram services between Manchester City centre and surrounding towns, districts, key employment areas and transport hubs.

“Non-designated Heritage Asset” a building, monument, site, place or area, which is not statutorily designated (eg Listed Building or Scheduled Monument) but which is identified as having local heritage interest.

“Permeability” the ease at which people and wildlife can move through an area.

“Places for Everyone” (PfE) the joint development plan that sets the strategic planning framework for housing, employment and Green Belt across nine of the ten Greater Manchester districts (excluding Stockport).

“Planning Application” a formal request for permission to carry out development, submitted to the Local Planning Authority.

“Planning Condition” a requirement attached to a planning permission that must be met before development can start or continue.

“Priority Habitat Inventory” a database maintained by Natural England of sites which may support Priority Habitats and, where development is proposed, should be the subject of detailed site survey and assessment to ascertain whether they meet Priority Habitat descriptions and associated technical guidance.

“Priority Habitats” are habitats of principal importance for the conservation of biodiversity in England, identified under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.

“Retirement Village” Later living accommodation usually with the availability of additional community services and facilities.

“S106 Agreement” a legal agreement (entered into under Section 106 of the Town and Country Planning Act 1990) usually part of a planning permission to mitigate the impacts of a development proposal.

“S278 Agreement” an agreement (entered into under section 278 the Highways Act 1980) between a developer and a Local Highway Authority to enable a developer to make permanent alterations or improvements to an existing public road to accommodate the transport impacts of a new development.

“Site of Biological Importance (“SBI”)” A non-statutory designation for a site that is of county importance for its biodiversity value.

“Social Infrastructure” infrastructure that provides community facilities and services, such as schools, health care facilities (including hospitals, clinics and GP surgeries), community buildings and open spaces.

“Supplementary Planning Document” (SPD) are documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development plan.

“Sustainable Drainage Systems (“SuDS”) drainage systems designed to manage rainwater runoff in a way that mimics natural processes, reducing flood risk and improving water quality.

“The Council” means Bury Council.

“The Site” the area within the JPA7 Site Allocation within PfE, which extends to approximately 244 hectares and encompasses land around Elton Reservoir to the east of the A58 Bury Road and the west of the Bury to Manchester Metrolink line.

“Travel Hub” a range of services and facilities intended to make the use of an interchange between public and active travel services convenient often including park and ride spaces, EV charging, taxi pick up/drop off, cycle storage/hire, motorcycle parking, seating/waiting areas, and ticketing and travel information.

“Veteran Tree” a tree which because of its age, size and condition is of exceptional biodiversity, cultural or heritage value.

List of Abbreviations

List of abbreviations used in the ERDF:

AOD: Above Ordnance Datum

BNG: Biodiversity Net Gain

BREEAM: Building Research Establishment Environmental Assessment Method

CIL: Community Infrastructure Levy

CRT: Canal and Rivers Trust

CYCLOPS: Cycle Optimised Protected Signals

DpH: Density per Hectare

EA: Environmental Agency

ERDF: Elton Reservoir Development Framework

EUI: Energy Use Intensity

EV: Electric Vehicle

FTE: Full Time Equivalent

GCN: Great Crested Newt

GM: Greater Manchester

GMAAS: Greater Manchester Archaeological Advisory Services

GMCA: Greater Manchester Combined Authority

GMEU: Greater Manchester Ecology Unit

GVA: Gross Value Added

ha: hectares

IDPS: Infrastructure Delivery and Phasing Strategy

ICB: Integrated Care Board

JPA7: Places for Everyone Joint Development Plan Allocation 7

LCA: Life Cycle Assessment

LCRM: Land Contamination Risk Management

LEAP: Local Equipped Area for Play

LHMP: Landscape and Habitat Management Plan

LTN 1/20: Cycle Infrastructure design

MUGA: Multi-Use Games Area

NCN: National Cycle Network

NEAP: Neighbourhood Equipped Area for Play

NPPF: The National Planning Policy Framework

OPA: Outline Planning Application

PfE: Places for Everyone

PPG: Planning Practice Guidance

PRoW: Public Right of Way

RMA: Reserved Matters Application

RPA: Root Protection Area

SBI: Site of Biological Importance

SPD: Supplementary Planning Document

SPD18: Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw

SuDS: Sustainable Drainage System

TANZ: Truly Affordable Net Zero Homes

TfGM: Transport for Greater Manchester

TM52: The Limits of Thermal Comforts Avoiding Overheating

UDP: Unitary Development Plan

UKNZCBS: UK Net Zero Carbon Building Standard

UKGBC: UK Green Building Council

Policies

List of policies used in the ERDF:

Policy JP-C1: An Integrated Network

Policy JP-C2: Digital Connectivity

Policy JP-C5: Streets for All

Policy JP-C6: Walking and Cycling

Policy JP-C8: Transport Requirements of New Development

Policy JP-D1: Infrastructure Implementation

Policy JP-G2: Green Infrastructure Network

Policy JP-G6: Urban Green Space

Policy JP-G7: Trees and Woodland

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Policy JP-H3: Type, Size, and Design of New Housing

Policy JP-P1: Sustainable Places

Policy JP-P2: Heritage

Policy JP-P5: Education, Skills, and Knowledge

Policy JP-P6: Health

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-S5: Clean Air

Policy JP-S6: Resource Efficiency



Bury Council

PROJECT	01942_Elton Reservoir
ISSUE TYPE	DRAFT - D12
ISSUED ON	17/06/26

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	Elton Reservoir Development Framework Supplementary Planning Document
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Business, Growth and Infrastructure
Proposed Implementation Date	30th June 2026
Author of the EqIA	Fran Smith
Date of the EqIA	18th May 2026

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?

The Elton Reservoir Development Framework (ERDF)Supplementary Planning Document (SPD) supports Policy JPA7 of the Places for Everyone Joint Plan (PfE) which was adopted in March 2024.

The ERDF 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 ERDF provides a clear vision for the delivery of the Elton Reservoir site. However, if circumstances change and have implications for the vision, design and development principles set out in the ERDF, then a review of this document will be appropriate.

The draft ERDF has been subject to at least 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** The Elton Reservoir SPD will not affect any employees based on a protected characteristic(s) they have. Staff will be guided in their work, in line with national guidance and the council's strategic aims, enabling them to provide the public with the best possible level of service.

Community/Residents: **Yes** A key element of PfE, including allocation of the Elton Reservoir site, 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 ERDF sets out how Elton Reservoir will contribute.

It is anticipated that it could take up to 15 years to deliver the Elton Reservoir site. The ERDF provides a high-level strategy and key principles for the delivery of Elton Reservoir, whilst retaining flexibility to allow for opportunities across the site. The potential impacts of delivering individual parcels of development within the site will be considered as detailed delivery information becomes more available.

Third parties such as suppliers, providers and voluntary organisations: **Yes** PfE and the Elton Reservoir SPD will provide careful and detailed advice towards ensuring high quality development within the Elton Reservoir allocation.

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

Data:

The ERDF expands on policies contained within PfE. PfE has already been through the Equality Impacts Assessment (EqIA) process at the relevant stages of it's development.

Likewise, PfE has already been through the Sustainability Appraisal (SA) process at various stages of its development, where identified social, economic and environmental considerations have been established and assessed as part of the plan making process.

Furthermore, in addition to the SA, Places for Everyone is also supported by a robust and extensive evidence base, that has been tested through the examination process by independent Planning Inspectors.

Given the above, the most relevant information at this stage is the extensive range of evidence used in support of the development and examination of Places for Everyone, available to view at Places for Everyone Joint Development Plan and supporting evidence

Stakeholder information/consultation:

The ERDF has been subject to a six-week public consultation prior to adoption. Full consideration has been given to all the responses received as part of the consultation exercise. Amendments to the draft SPD have been made where necessary. Outcomes from the public consultation are set out in the accompanying Consultation Statement.

Ongoing dialogue has been carried out with internal officers and stakeholders throughout the preparation process for the draft ERDF and no issues concerning equality and community cohesion have been raised as a result of these consultations. As such the Elton Reservoir SPD is being brought back to Cabinet for formal adoption.

If a review of the ERDF is appropriate, the scope and content of the updated ERDF would be subject to a proportionate statutory and/or public/stakeholder consultation prior to being finalised. This EqIA would be updated to reflect any amendments to the ERDF.

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	Different age groups have different housing and employment needs, which directly impact on how and	The SPD includes proposals 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 PfE	The SPD is intended to apply to all age groups. It supports the provision for a range of housing including extra care and supportive living.	Neutral

	when they choose to live.	requires development in the Elton Reservoir allocation to include affordable housing provision within which will help younger, first-time buyers get onto the property ladder. 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. The SPD includes provision of a retirement village for older people, maximising their ability to live independent lives and retain	Social uses such as retail, health, education facilities and public transport hubs are to be co-located to ensure that all ages groups can access.	

		control over their accommodation and services. Public consultation methods were designed to ensure all ages groups are engaged for example the use of leaflets, social media and drop in events.		
Disability	Different disability groups have different housing and employment needs, which directly impact on how and when they choose to live.	The SPD includes proposals that will bring positive housing benefits to all disabled groups 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. The SPD includes provision of extra care accommodation, maximising residents ability to live	The SPD is intended to apply to all disability groups. It supports the provision for a range of housing including extra care and supportive living. Social uses such as retail, health, education facilities and public transport hubs are to be co-located to ensure that all disabled groups can access.	Neutral

		independent lives and retain control over their accommodation and services. Additional requirements and guidance on design within the Elton Reservoir allocation should ensure improved access for less mobile people. Public consultation methods were designed to ensure that key stakeholders, community groups and residents are engaged to ensure an inclusive approach.		
Gender Reassignment		There is no evidence that there will be a differential impact based on gender reassignment.		Neutral
Marriage and Civil Partnership		There is no evidence that there will be a differential impact based on marital or civil partnership status.		Neutral
Pregnancy and Maternity		There is no evidence that there will be a differential impact based on pregnancy and maternity.		Neutral
Race		There is no evidence that there will be a differential impact based on Race.		Neutral
Religion and Belief		There is no evidence that there will be a differential impact based on Religion on Belief.		Neutral
Sex		There is no evidence that there will be a differential impact based on the sex of a person.		Neutral

Sexual Orientation		There is no evidence that there will be a differential impact based on the sex orientation of a person.		Neutral
Carers		There is no evidence that there will be a differential impact for carers.		Neutral
Looked After Children and Care Leavers	Looked after children and care leavers may not be able to access open market housing	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	PfE includes a policy requiring affordable housing provision within new residential development which will help younger, first-time buyers and socio-economically vulnerable residents get onto the property ladder. Development in the Elton Reservoir allocation will include affordable housing in line with PfE.	Neutral
Socio-economically vulnerable	Socio-economically vulnerable residents may not be able to access open market housing.	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	PfE includes a policy requiring affordable housing provision within new residential development which will help younger, first-time buyers and socio-economically vulnerable residents get onto the property ladder. Development in the Elton Reservoir allocation will include	

			affordable housing in line with PfE.	
Veterans		There is no evidence that there will be a differential impact on Veterans.		Neutral

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

2.5 Characteristics	Action	Action Owner	Completion Date
	Should the ERDF require a review, the EqIA will be updated.	Fran Smith	

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

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

3.2 Level of risk identified	0	0
3.3 Reasons for risk level calculation	Equalities impacts identified are all positive or will not affect other groups of people with protected characteristics. The type of development outlined in the document will benefit groups with protected characteristics including age and disability. Other groups with protected characteristics will not be negatively impacted by the SPD.	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

4.1 Analysis Decision	**X**	**Reasons for This Decision**
There is no negative impact therefore the activity will proceed	X	The ERDF seeks to ensure that Elton Reservoir provides new homes and infrastructure for all future residents and employees and reduce the risks of negative impacts on local communities.
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	18/05/2026	
Responsible Asst. Director/Director	Cris Logue	18/05/2026	
EDI	L. Cawley	29/05/2026	QA Complete: The analysis has considered the impacts of this activity across all characteristics, identifying potential barriers and opportunities specific to these characteristics. Mitigations are in place to remove barriers and promote opportunities. EQIA will be kept under review for the duration of this activity.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details
		This EqIA will be continually reviewed and updated as the ERDF develops. Further information will be considered when detailed deliver information becomes available.

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Agenda Item 11

Classification: Open	Decision Type: Key

Report to:	Overview and Scrutiny (29th June 2026) and Cabinet (30th June 2026)	**Date:** 30 June 2026
Subject:	Walshaw Development Framework	
Report of	Leader of the Council	

Summary

1. This report sets out the results of the consultation on the draft Walshaw Development Framework Supplementary Planning Document ("SPD") and seeks approval for the final SPD to be adopted.

Recommendation(s)

2. It is recommended that Overview and Scrutiny:

   i. Note the responses to the public consultation and proposed post consultation revisions set out in Appendix 1 and Appendix 2 to this report.

3. 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 SPD 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 SPD ahead of its final publication.

Reasons for recommendation(s)

4. The adoption of the document will establish a framework against which future planning applications on the site will be considered, sets out high level design and development principles for the site and an approach to the delivery and phasing of infrastructure on and off site.

Alternative options considered and rejected

5. No other options were considered/were applicable.

Report Author and Contact Details:

Name: David Wiggins
Position: Service Manager: Strategic Planning and Infrastructure
Department: Place
E-mail: d.i.wiggins@bury.gov.uk

Background

6. The Places for Everyone Plan (PfE) is a joint development plan document of nine of the ten Greater Manchester authorities (excluding Stockport MBC) which was adopted on 21st March 2024.

7. 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 residential allocation at Walshaw (PfE Policy JPA9). The site is one of Bury's residential allocations and offers the opportunity to delivery high quality new homes in North Bury.

8. The Walshaw site is a housing-led development opportunity that will deliver:

    - 1,250 new homes
    - Affordable housing in line with policy (currently 25% equating to around 300 affordable homes)
    - Specialist and older persons accommodation
    - A new two-form entry primary school
    - New local community and retail facilities to serve the needs of the new residents (and existing residents)
    - A new through road within the site to provide access throughout the site and enable active travel movement.
    - Off-site highway works to mitigate for the development
    - Active Travel network including cycleways and pedestrian links
    - Green infrastructure including public open space, sports facilities and playgrounds
    - Ecological mitigation and biodiversity net gain.
    - Surface water attenuation, SuDS and measures to protect hydrology and water quality

Walshaw Development Framework

9. Following its adoption on 21 March 2024, the Places for Everyone Joint Development Plan (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.

10. A key requirement of PfE Policy JPA9 is that any proposals within the Walshaw allocation must be in accordance with a comprehensive masterplan that has been approved by the Local Planning Authority and it shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with PfE Policy JP-D1 'Infrastructure Implementation'.

11. The Walshaw Development Framework (WDF) has been prepared by Bury Council with technical input from the Walshaw Consortium as the main site promoter and input from other landowners/stakeholders.

12. The document is being prepared as a Supplementary Planning Document (SPD) which build upon and provide more detailed advice or guidance on policies in an adopted development plan. SPDs can be used to provide further guidance for development on specific sites, or on particular issues.

13. 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 the decision-making process when determining particular planning applications.

14. The intention is that the WDF will be a mechanism to help identify, shape and guide the comprehensive development of the site. Its purpose is to establish strategic overarching principles, define spatial priorities and provide some additional high-level clarity around matters such as land use, connectivity, design quality, infrastructure requirements, sustainability and placemaking objectives.

15. The WDF is therefore intended to guide future development in a coordinated way and ensure that proposals come forward in accordance with the wider strategic vision and adopted policy objectives.

16. Whilst it provides more detail than what is set out under PfE Policy JPA9 it is important to recognise that the WDF is a strategic-level document.

17. Planning applications will be required to provide more detailed evidence and clarity on a range of issues, including those that are set out in the WDF. The strategic direction, indicative layouts and policy position in the WDF would be fully tested at the planning application stage. This includes providing detailed design information, technical assessments, environmental considerations, access arrangements, landscaping, infrastructure delivery, viability considerations and other supporting evidence necessary to demonstrate that development can be delivered appropriately and in accordance with planning policy.

18. In this way, the process moves from high-level strategic policy and site-wide principles through to the detailed assessment and determination of individual development proposals. The indicative nature of certain elements of the WDF at this current strategic stage reflects established planning process and does not preclude the need for detailed technical assessments at the planning application stage.

Summary of Consultation and Responses

19. On the 11th February, Members approved a draft WDF 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 a six-week period running from 13th February 2026 to 27th March 2026 to establish stakeholder views on its content.

20. In Bury, all relevant documentation was available for inspection on the Council's website, copies of the document were made available for inspection 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. A number of drop in events were also held in February.

21. The consultation generated a total of 176 responses specific to the WDF. A further 42 joint responses were submitted which were a combined response to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks A summary of these comments and the Council's response to them are set out in the Consultation Statement at Appendix 1 to this report. In summary the main issues raised were as follows:

- Development in the Green Belt – comments relating to the principle of residential development on the site.

- Outdated evidence base – comments seeking updated evidence relating to flood risk assessments and ecological assessments.

- Consultation Process – Comments stating that the consultation process is perceived as inadequate and lacking transparency.

- Transport and Highways – Comments relating to the capacity of the road network and the transport impacts are severe and insufficiently mitigated. Concern about air quality impacts associated with increased traffic.

- Green Belt, Environment & Ecology – comments relating to the loss of Green Belt, open countryside and ecology with insufficient mitigation

- Flood Risk and Drainage – comment relating to existing flooding issues, concerns that development will increase surface water runoff and overload already stretched drainage and sewer systems.

- Services (Schools and Healthcare) – Comments suggesting that existing provision is already at/near capacity and there is a lack of firm, funded delivery plans or timelines for new infrastructure.

- Open Space and Wellbeing - Comments stating that existing residents would lose access to valued open space.

- Housing Scale, Density, Design and Impact on Existing Residents – Comments stating that the development is out of character with surrounding areas and the development framework does not adequately comply with PfE Policy JPA9 requirement to protect existing amenity.

- Impact on Existing Businesses – Concern regarding the impact the new road and a potential change to the Booth Street/Church Street/Scobell Street junction will have on existing businesses.

- Affordable Housing – Concern that development will not delivery genuinely affordable housing.

- Christ Church - Comments regarding the linkages to Christ Church.

- Failure to Prioritise Brownfield Land – comments relating to why brownfield sites are not being built on.

- Policy and Evidence Concerns – comments regarding compliance with the NPPF and PFE

22. A significant number of comments objected to development in the Green Belt whereas the Walshaw site was removed from the Green Belt and allocated for housing following the adoption of PfE in March 2024. PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations). A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and the principle of residential development on the site at Walshaw is therefore not a debate that can be re-opened.

23. In addition, a significant number of comments related to the lack of evidence supporting the WDF. At this stage of the planning process the evidence is proportionate to the fact that the WDF is still a strategic plan that provides an

indicative layout. Planning applications within the site will need to provide detailed and up-to-date evidence. This will include Transport Assessments to assess the impact of development on the highways network, ecology surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation measures are put in place and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated for.

24. The Councils have sought to provide a proportionate and accessible programme of engagement on the Development Framework within a defined statutory timeframe. Consultation has been undertaken in a structured and professional format and in accordance with relevant Regulations and the Statement of Community Involvement.

25. The amendments made to the WDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the WDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

26. The consideration of these comments led to the conclusion that the WDF would benefit from a number of changes prior to it being formally adopted. In particular:

- Chapter 7 (Access, Highways and Movement) has been amended to strengthen the wording in terms of how Transport Assessments should consider the access, highways and active travel strategy and include detailed technical assessment and feasibility work and that the Local Highways Authority must fully agree the transport measures, interventions and mitigation required.

- Chapter 7 (Ecology) – This section has been amended to state that an overarching ecological framework strategy for the site will be prepared to establish the approach to habitat retention, creation, enhancement, ecological connectivity, Biodiversity Net Gain, recreational management and long-term stewardship across the site. This will ensure that individual phases of development will contribute towards a co-ordinated ecological strategy.

- Chapter 7 (Flood Risk and Drainage) – additional wording has been added to ensure a site wide flood and drainage strategy for the site is prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and with engagement from United Utilities and Bury Lead Local Flood Authorities.

- Chapter 7 (Health) refers to the provision of land for a healthcare facility or the improvement of off-site primary care facilities to cope with the needs generated by the development.

- Chapter 8 (Phasing and Delivery Strategy) - Healthcare has been identified as a separate standalone infrastructure category and the requirement for financial contributions if on-site provision is not feasible has been added to the table. The trigger for this requirement is to be determined through up-to-date needs assessments and capacity assessments.

- Chapter 7 (Design) - additional text which requires new development to ensure there will be no unacceptable adverse impacts on the amenity of the surrounding area.

- In order to provide clarity, a glossary has been added to the document. This includes a definition of affordable housing which is consistent with the definition in national planning policy.

- Chapter 6 (Masterplan) – a new pedestrian link from Christ Church into the new development has been added to the masterplan.

- The introduction to the WDF, introduction to Chapter 7 and sections relating to Access, Highways and Transport, Ecology, Open Space, Sport and Recreation and Flood Risk and Drainage, 7.3, 7.4, 7.6 and 7.10 to strengthen the requirement for site-wide evidence to accompany planning applications.

- More clarity in the introduction on the scope and purpose of the WDF SPD and specifying matters that are more appropriate for the planning application e.g. submission of more detailed evidence to the support any planning application.

- A glossary has been added in to help to explain a number of terms and references within the WDF which makes it easier to understand.

- Other specific changes relating to wording in the text and on plans to improve clarity and accuracy.

27. The updated version of the WDF SPD is attached at Appendix 2.

Links with the Corporate Priorities:

28. 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

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Equality Impact and Considerations:

29. The analysis has considered the impacts of this activity across all characteristics, the analysis has identified that the impacts are neutral with planned mitigations and there are no equalities concerns at this stage. EQIA will be kept under review for the duration of this activity.

Environmental Impact and Considerations:

30. Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The Walshaw Development Framework will seek to meet policy requirements, including physical, social and environmental impacts including biodiversity net gain

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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.
The final WDF is not approved.	A previous Cabinet report approved the draft WDF. The final WDF has been amended in responses to comments received and updated information which has become available.

Procurement Implications:

31. Any future sourcing of developers or contractors must be compliant with the Procurement Act.

Legal Implications:

32. The preparation, consultation and adoption of an SPD must be undertaken in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended). The Council is satisfied that the consultation exercise undertaken on the SPD was comprehensive and in excess of the minimum requirements of the regulations in terms of the time during which consultation was undertaken and the means

via which it was undertaken. The amendments made to the SPD arising from consultee comments received confirms the robustness of the consultation exercise undertaken and when considered in conjunction with the Appendix to this report and the recommendations contained herein.

Financial Implications:

33. There are no direct financial implications resulting from the adoption of the SPD.

Appendices:

Appendix 1 – WDF Consultation Statement

Appendix 2 – Revised Walshaw Development Framework Supplementary Planning Document.

Background papers:

None.

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

Term	Meaning
SPD	Supplementary Planning Document
PfE	Places for Everyone

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Walshaw Development Framework

Consultation Statement

June 2026

Bury Council

1. Introduction

1.1 Bury Council is preparing a Walshaw Development Framework (WDF) Supplementary Planning Document (SPD).

1.2 The draft WDF has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.3 Regulation 12(a) requires the Council 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 draft WDF during its preparation, highlights the issues raised and how the draft document was amended to reflect the issues raised.

2. Engagement during the preparation of the draft WDF

2.1 The role of the draft WDF 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 WDF 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 WDF 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 WDF has been prepared by Bury Council with technical input from the Walshaw Consortium as the main site promoter and input from other stakeholders, including 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 WDF.

2.4 The following table sets out the key issues raised during the internal engagement and how these have been addressed in the draft WDF.

Issue	How was this incorporated into the draft SPD
How will development be phased within the allocation?	Reflected in draft WDF 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, earlier than currently envisaged.

When will the infrastructure be delivered	Reflected in draft WDF which specifies that infrastructure will be co-ordinated with the delivery of new homes and will be subject to triggers for implementation of infrastructure.

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 WDF. As required by the relevant regulations The Council consulted Natural England, Historic England and the Environment Agency over a four-week period (14th October 2025 – 18th November 2025) 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 Council's 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 14th October 2025. GMEU agreed with the Council's conclusion that the draft WDF would not require a full HRA.

4. Consultation

4.1 The draft WDF SPD was approved for consultation by Bury Council's Cabinet on the 11th February 2026. A six-week period of consultation on this draft subsequently took place over a six-week period running from **Friday 13th February 2026**, running until **Friday 27th March 2026.**

4.2 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 WDF were also available in these locations.

4.3 The Walshaw webpage on Bury Council's website received 1,612 views whilst the general PfE Strategic Sites page received 2,568 views.

4.4 Social media was utilised to promote the consultation, engagement events and the availability of detailed information on the council's website.

4.5 Bury Council posted 13 times of Facebook and X (formerly Twitter) from 13 February to 27 March 2026.

4.6 On Facebook, there were 38,408 views across all 13 posts. The highest performing post achieved 17,515 views with an engagement rate of 14.97%. In terms of engagement rate on Facebook, this ranged from 1.83% (good) to 14.97% (excellent). On X the engagement ranged from 2.17% (good) to 11.3% (excellent). Impressions (on-screen appearances) across all posts totalled 4,340 with an average of around 250 per post

4.7 Contacts on Bury Council's consultation database were notified directly of the consultation. Posters and leaflets were distributed in key locations. The Council also held three drop-in events, where Planning Officers were available to answer questions on the draft WDF. These were held on:

- Tuesday 24th February – Radcliffe Market – 4-8pm
- Wednesday 25th February – Elton High School – 4-8pm
- Thursday 26th February – Parrenthorn High School – 4-8pm

4.8 A total of 286 people attended the drop-in sessions. The key purpose of the drop-ins was to give residents an opportunity to view the material early in the consultation programme, ask questions of officers, and receive guidance on how to submit formal written representations.

4.9 Comments were encouraged to be submitted online via Bury Council's website www.bury.gov.uk/strategicsites

4.10 Responses by email were requested to be sent to strategicsites@bury.gov.uk

4.11 Alternatively, responses could be returned by post to the following address:
Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

4.12 Those requiring further information on the draft WDF were asked to contact a member of Bury's Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk

4.13 Examples of the consultation materials are included in Appendix 1.

5. Representations

5.1 Bury Council received 176 responses to the draft Walshaw Development Framework. 98 of these responses were received via the on-line consultation portal, 78 responses were received via email and post.

5.2 A further 42 joint responses were submitted which related to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks.

5.3 A summary of the issues raised during the formal consultation period and informally at the drop in sessions is provided in section 6 of this statement. Details of how the Council has responded to those issues in the preparation of the final WDF is also provided below.

6. Summary of the main issues raised during the consultation

Principle of Development

6.1 A significant number of comments related to the perception that the site was still located in the Green Belt. The Walshaw site has already been removed from the Green Belt and allocated for housing through the Places for Everyone Joint Plan (PfE). PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations); asked detailed questions about key aspects of the Plan including each proposed allocation; and held in-person Examination sessions where interested parties could respond to key Matters, Issues and Questions raised by the Inspectors.

6.2 A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and it is now an established site for housing development. The principle of residential development on

the site at Walshaw is therefore not a debate that can be re-opened. All the supporting evidence relating to Places for Everyone is available at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/

Evidence that Supports the WDF

6.3 In addition, a significant number of comments related to the lack of evidence supporting the WDF. At this stage of the planning process the evidence is proportionate to the fact that the WDF is still a strategic document that provides an indicative masterplan for the site. It drew on evidence that supported the allocation of the site in PfE. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the WDF, and demonstrate that they would not compromise the comprehensive development of the whole site. This will include a site-wide Transport Assessment to consider the impact of development on the highways network, ecology surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation measures are put in place; a strategy for the delivery of play and greenspace across the site; and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated for.

6.4 In response to this, the The WDF has been updated in the introduction to the WDF, objectives of the WDF, introduction to Chapter 7 and sections relating to Access, Highways and Transport, Ecology, Open Space, Sport and Recreation and Flood Risk and Drainage to strengthen the requirement for site-wide evidence to accompany planning applications..

6.5 The amendments made to the WDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the WDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

Key Issues Raised in Consultation

6.6 The following highlights the key issues raised in response to consultation on the draft WDF and the Council's response to these.

Comments Received – Transport and Highways

- Concern that the surrounding roads are already congested and unsuitable for expansion (Walshaw Rd, Booth St, Tottington Rd, Bury Bridge)

- Concern that the development will:
    - Add thousands of extra vehicles to the road network
    - Increase rat-running through residential streets
    - Create safety risks (blind junctions, narrow roads, school traffic)

- Concern that potential realignment of Church Street/Booth Street is unworkable and could have significant consequences for residents including the re-routing of the 480 bus route.

- Concern that the through-road will worsen congestion and not solve it

- Concern that the public transport improvements (bus/links to the new Metrolink stop at Elton) are insufficient or unrealistic.

- Concern with traffic counts undertaken to date

- Concern about air quality impacts associated with increased traffic.

- Concern about the delivery and timing of infrastructure, particularly the through road and equalisation mechanisms.

Council Response – Transport and Highways

- As one of the allocations within PfE, the transport implications of Walshaw were considered in a strategic transport model commissioned by TfGM. Locality Assessments, which took account of the findings of the modelling, were prepared for each allocation. The Locality Assessment for Walshaw considered the likely traffic implications along with mitigation measures including the new through road, bus services improvements and active travel measures. These remain an important part of the evidence base for the WDF.

- The Council has prepared the Bury West Transport Framework to establish clear priorities for transport investment as part of the delivery of growth in Bury West including the Walshaw site. The Council has also commissioned further detailed transport modelling work which will form a baseline for the consideration of proposals in the area including at Elton Reservoir and Walshaw.

- As the site comes forward with planning applications, more up to date and detailed transport modelling will be required to be undertaken

through a Transport Assessment (TA) which will form part of the supporting documents for the application.

- The TA will need to address assess the impacts on traffic and consider alterations and/or mitigations to ensure that the proposal is acceptable in highways terms having regard to the network and highway safety. In assessing planning applications regard will be had to the Transport Assessment and any necessary mitigations to make the proposal acceptable in highway and planning terms.

- As well as dealing with the type and volume of traffic any TA or proposed layouts would need to address highway safety for all users. This would need to take into account highway safety around existing and proposed schools where relevant to the assessment.

- To accommodate the through road, the junction with Booth Street, Scobell Street and Church Street will need to be realigned. At this stage, it is envisaged that could involve re-routing traffic from Church Street onto the new road and then onto Booth Street. However, this is an indicative proposal which has not been subject to detailed highways modelling. If this is a proposal that was progressed, it would be subject to detailed scrutiny through the planning application process in conjunction with TfGM.

- Any potential changes to bus routes including the 480 would be considered by TfGM when reviewing proposals for the detailed road layout which will be subject to future planning applications.

- The Development Framework states that rat running must be avoided and any proposed north-south estate roads shall not be fully connected unless or until the full strategic through road is operational.

- Continuing to only promote options that support car users will further undermine reliable bus operation and therefore a balanced, sustainable transport strategy for the site is planned. Due to the balanced, sustainable transport strategy planned for the site, and in accordance with national and PfE policy, as part of all planning applications the developer will need to start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.

- The Bury West Transport Framework highlights the key transport challenges and opportunities associated with both the Elton Reservoir and Walshaw sites and establishes the principles that will shape how

people move within, to and from the new residential developments at Elton Reservoir and Walshaw. It identifies a programme of transport interventions which prioritises sustainable transport to facilitate the development and ensure that new homes and associated supporting infrastructure are accessible, well-connected, and environmentally responsible.

- TfGM review all Transport Assessments and this includes traffic counts. TfGM advise the Council if there are concerns with the data provided.

- All planning applications will need to be accompanied by an Air Quality Assessment, in accordance with PfE Policy JP-S5 so that any adverse impacts on air quality can be fully assessed and development will only be permitted where they are acceptable and/or suitable mitigation can be provided.

- Delivery and timing of infrastructure, particularly the through road will form part of the Infrastructure Phasing and Delivery Strategy. This is a live document which will be updated and reviewed as plans, evidence and costs are made available. The WDF states that an equalisation approach will be followed however the mechanisms for identifying contributions will evolve through the IDPS.

Proposed Amendments – Transport and Highways

- Chapter 7 - Access, Highways and Movement has been amended to strengthen the for site wide Transport Assessment which should fully consider the cumulative impact of other proposed development in the area, access, highways and active travel and include detailed technical assessment and feasibility work.

Comments Received - Green Belt, Environment & Ecology

- Strong objection to loss of green belt and open countryside and re-naming the land as grey belt.

- Concerns that:
  - There will be a disruption of wildlife corridors
  - Wildlife habitats will be lost (deer, birds, bats, etc
  - Achieving 10% Biodiversity Net Gain is doubtful
  - Ecological surveys are inadequate or misleading

- Concern that allotments are shown on land outside the allocation.

- Request that climate change is included in the vision, strategic objectives and design principles

- Request that in Chapter 7 (Design) reference is made to making provision for high quality green and blue infrastructure.

- Request that Chapter 7 (Sustainability, Energy and Carbon Reduction) also refers to water efficiency.

- Concern that details of remediation and coal mining risk assessments are yet to be provided

Council Response – Green Belt, Environment & Ecology

- The Walshaw site has already been removed from the Green Belt and allocated for housing through the Places for Everyone Joint Plan (PfE). As such references to Grey Belt in this instance are not relevant to this site.

- Site wide ecology studies were prepared to support the allocation within PfE. These included: Walshaw HIMOR and VHW Ecology Technical Note, 202 and Walshaw Redrow Preliminary Ecology Appraisal, 2019

- Ecological issues were subject to detailed consideration by three experienced and independent Planning Inspectors during the PfE extensive examination. This included thorough debate around ecological matters at the hearing sessions, as well as evidence presented in documents.

- This stage of the planning process is still strategic and the proposals set out in the Walshaw Development Framework are still at a high level. As such the amount of detail and evidence used to support the document is proportionate.

- More details of the development will emerge through subsequent planning applications and these will need to be supported by detailed and up-to-date evidence. This will include a full suite of detailed ecological surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation and/or compensation measures are put in place.

- Biodiversity Net Gain is a mandatory legal requirement in England under the Environment Act. Developers will be expected to demonstrate how they will meet that requirement as part of a planning application. The WDF states that any off-site mitigation should be delivered in the first instance through Bury Council's local off-setting capacity, supplemented by strategic off-setting sites if needed.

- The land identified for allotment provision was incorrectly included in the draft WDF, this has been amended in the final WDF.

- Chapter 7 (Sustainability, Energy and Carbon Reduction) already refers to water efficiency.

- Details regarding coal mining assessments which have been undertaken to date are included in Chapter 3 (Topography and Ground Conditions). Further details regarding coal mining and landfill assessments will accompany planning applications when the detailed design is known.

Proposed Amendments – Green Belt, Environment & Ecology

- Section 7 (Ecology) has been strengthened to ensure a site wide detailed ecology strategy prepared in accordance with PfE Policies JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) is produced.

- Climate change resilience has been added to the vision, strategic objectives and design principles.

- Additional text has been added to Chapter 7 (Design) relating to making provision for high quality green and blue infrastructure including multi-functional SuDS, the provision of wildlife habitats and other wildlife-friendly features within the development;'

Comments Received - Flood Risk and Drainage

- Concern that there is existing frequent flooding in the vicinity of the site (e.g. Scobell St, Church St)

- Concern that UU assets are not identified as a constraint and water and waste utilities need to be considered in detailed site layouts.

- Concerns that development will:
  - Increase surface water runoff
  - Overload already stretched drainage/sewer systems

- Concern that there is no site-wide drainage strategy for the site and no hydrological risk assessment informing the layout.

- Recommendation that flood risk assessments consider surface water flow, groundwater, system failure scenarios, and climate change impacts and that development must not increase flood risk elsewhere and should aim for improvements through sustainable drainage.

- Recommend strengthening SUDs requirements regarding climate resilience, drainage hierarchy, long-term maintenance, and early delivery of strategic infrastructure.
-
- Recommend proposals incorporate appropriate buffers to protect watercourses, avoid culverting, and seek opportunities to improve channel form, riparian habitat and floodplain connectivity.

- Recommendation that development should incorporate water quality protection measures, including SuDS treatment stages and construction controls, are included.

- Request that there is no reliance on public sewers for surface water.

- Request that there is early engagement with UU as the proposals progress.

- Requirement to specify types of SUDs required

- UU highlight significant concerns regarding the WDF and do not consider the document to be ready for adoption as it is not sufficiently underpinned by key evidence to ensure that the site is delivered to meet the requirements of Policy JPA9 of Places for Everyone. UU do not consider the Development Framework to be informed by a clear phasing and infrastructure delivery strategy, which will ensure an integrated approach to infrastructure delivery across the allocation. In addition, UU state that the requirements for multi-functional sustainable drainage can be more clearly defined to ensure that multi-functional green and blue infrastructure is delivered across the site

Council Response – Flood Risk and Drainage

- All the site is within Flood Zone 1 – the lowest risk of fluvial flooding. The site was considered as part of a Strategic Flood Risk Assessment as part of PfE.

- The Council is fully aware of the existing flooding issues at Scobell Street and Church Street. National Planning Policy requires new development to ensure that flood risk is not increased elsewhere.

- The WDF highlights that development within the allocation provides the opportunity to consider whether the site can improve flood and drainage in the wider area.

- All planning applications will need to be accompanied by a Flood Risk and Drainage Assessment and Strategy, in accordance with PfE Policy JP-S4. In terms of drainage, Chapter 7 of the Development Framework specifies that relevant planning applications will need to be accompanied by a flood risk and drainage assessment and strategy which includes and approach to drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses.

- The WDF states that the Environment Agency and United Utilities should be engaged in the preparation of the site wide Flood Risk and Drainage Assessment. This will ensure that surface water flows, groundwater flows, system failure scenarios, and climate change impacts are all based on the latest information and guidance.

- The drainage strategy will be required to maintain natural water flows incorporate SUDs and set out maintenance and management arrangements.

- Surface water across the site will be drained through the implementation of SuDS. These are proposed to discharge site flows at a restricted surface water discharge rate through a series of attenuation ponds to Walshaw Brook (north of Walshaw Road) and Elton Brook (south of Walshaw Road).

- Chapter 7 (Flood Risk and Drainage) states that water quality treatment should be incorporated at source to reduce the impact of any contaminates on site.

- Chapter 7 (Flood Risk and Drainage) states that the Environment Agency, United Utilities and Bury Lead Local Flood Authority should be engaged in the produced of flood risk and drainage strategies.

- Chapter 8 (Phasing and Delivery Strategy) states that the trigger for the implementation of SUDS will be determined through a drainage strategy for the site, which will be agreed with the Environment Agency and United Utilities.

- The Council note the significant concerns that UU have in respect of the lack of evidence and without the IDPS. As noted earlier, at this stage of the planning process the evidence is proportionate to the fact that the WDF is still a strategic document that provides an indicative masterplan for the site. It drew on evidence that supported the

allocation of the site within PfE and UU were consulted and engaged as part of this process. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the WDF, and demonstrate that they would not compromise the comprehensive development of the whole site.

- Infrastructure requirements to support development at the Walshaw site have been categorised as either strategic infrastructure (primary infrastructure to support the full delivery of the site) or local infrastructure (on-plot infrastructure) in Chapter 8 of the WDF.

- Triggers for delivery of infrastructure will be identified through relevant and updated technical evidence and refined in the Infrastructure Phasing and Delivery Strategy.

- Chapter 8 of the WDF states that planning applications within the stie will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Chapter 8 further states planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted. In relation to multi-functional sustainable drainage, significant additions to the text have been made in Chapter 7 (Flood Risk and Drainage) on the advice of UU.

Proposed Amendments – Flood Risk and Drainage

- Chapter 3 (Flood Risk and Drainage) – additional constraint – identifies the UU water main and states that water and waste utilities will need to be considered in detailed site layouts.

- Chapter 7 (Flood Risk and Drainage) has been amended to strengthen the wording in terms of ensuring a site wide flood and drainage strategy for the site is prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan with engagement from Environment Agency, United Utilities and Bury Lead Local Flood Authority.

- Chapter 7 (Flood Risk and Drainage) has been strengthened to require drainage strategies to incorporate and make space for Sustainable Drainage Systems (SuDS) attenuation ponds and other multifunctional
- SuDS features to manage water.

- Additional text has been added to Chapter 7 (Flood Risk and Drainage) which provides examples of SUDs features.

- Additional text has been added Chapter 7 (Flood Risk and Drainage) to state “Any layouts that wholly rely on traditional underground storage and conveyance systems for the management of surface water will not be acceptable.

- Additional text has been added to Chapter 7 (Flood Risk and Drainage) relating to the drainage hierarchy and long-term maintenance.

- Additional text has been added to Chapter 7 (Open Space, Sport and Recreation) to ensure proposals incorporate appropriate buffers to protect watercourses, avoid culverting, and seek opportunities to improve channel form, riparian habitat and floodplain connectivity.

Comments Received - Services (Schools & Healthcare)

- Concern that existing provision (schools and healthcare including dentists) are already at/near capacity.

- Concern that there is no provision for additional children to go to school.

- Concern that there is conflicting information on school provision (1form vs 2form)_

- Concerns regarding:
  - No guaranteed delivery timing for new school(s)
  - Lack of clear healthcare expansion

- Concern that the new homes are occupied before services are available

- Concern that there is a lack of firm, funded delivery plans or timelines for new infrastructure

- Request that Chapter 7 (Health) refers to the provision of on-site healthcare facilities and/or the improvement of off-site primary car facilities to meet the needs generated by the development

- Request that the strategic infrastructure requirement (health) in Chapter 8 is updated to ensure the trigger is to be determined in accordance

with evidence of need for provision and capacity assessments in collaboration with NHS GM ICB generated by the development."

Council Response – Services (Schools & Healthcare)

- Policy JPA9 requires the provision of a new primary school and health facilities to meet the needs generated by the development. An indicative location for the new primary school is shown in the WDF. At this stage, it is envisaged that additional health facilities will be delivered via financial contributions put towards the provision of additional capacity via refurbishment, reconfiguration and/or extension of existing facilities or thorough delivery of an on-site facility within the Local Centre. The final decision on whether new health facilities will be on or off-site will be made in conjunction with Greater Manchester Integrated Care Board's Primary Care and Estates Team.

- Infrastructure requirements to support development at the Walshaw site have been categorised as either strategic infrastructure (primary infrastructure to support the full delivery of the site) or local infrastructure (on-plot infrastructure) in Chapter 8 of the WDF. Health and education facilities are identified as strategic infrastructure.

- Triggers for delivery of infrastructure will be identified through relevant and updated technical evidence and refined in the Infrastructure Phasing and Delivery Strategy.

- Chapter 8 of the WDF states that planning applications within the stie will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Chapter 8 further states planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted.

- The Walshaw strategic sites webpage has been amended to reflect the provision of a one-form entry primary school

Proposed Amendments – Services (Schools & Healthcare)

- Chapter 6 (Character Area 3 Local Centre and School) – additional character area to highlight the location of the local centre and school and confirmation that this land will be safeguarded for this provision.

- Chapter 7 (Health) refers to the provision of land for a healthcare facility or the improvement of off-site primary care facilities to cope with the needs generated by the development.

- Chapter 8 (Phasing and Delivery Strategy) - Healthcare has been identified as a separate standalone infrastructure category and the requirement for financial contributions if on-site provision is not feasible has been added to the table. The trigger for this requirement is to be determined through up-to-date needs assessments and capacity assessments.

Comments Received - Open Space & Wellbeing

- Comments relating to the importance of green space for mental health and recreation.

- Concern that natural countryside is being replaced with "inferior managed spaces"

- There is little to no consideration given to the loss of amenity and "natural green setting" for existing residents.

- Recommend that buffer green zones between new and existing housing.

Council Response – Open Space & Wellbeing

- The Council recognises the value that accessible open spaces and green infrastructure provide in supporting physical and mental health. While development will result in changes to the existing land use, the Development Framework will require the delivery of a comprehensive network of accessible open spaces, including parks, natural green spaces, children's play areas, recreational facilities, walking and cycling routes, and areas for biodiversity enhancement. These requirements are intended to ensure that new and existing communities have access to a range of high-quality green and recreational spaces, providing opportunities for exercise, leisure, nature appreciation and social interaction.

- The Council notes the recommendation that green buffer zones could be included between new and existing housing. This is something that can be considered at planning application stage when the detailed design and layouts are available. The WDF (Chapter 7 Design) requires development to respect and respond to the natural environment and respond positively to the local townscape, landscape and setting.

Proposed Amendment – Open Space & Wellbeing

- No amendments proposed in relation to these comments.

Comments Received - Housing Scale, Density, Design and Impact on Existing Residents

- Concern that the WDF prioritises new residents over existing ones
- Concern that the development is too dense and out of character with the existing area.
- Concern that the local character is mis-represented
- Concerns regarding:
  - 2.5-storey homes vs existing 2-storey character
  - High-density housing on site edges near existing homes
  - Potential House of Multiple Occupation
- Concerns about:
  - Overlooking and loss of privacy
  - Loss of views (e.g. Holcombe Hill)
  - Noise, traffic, reduced amenity
  - Waste management
- Frequent references to non-compliance with PfE Policy JPA9 (protecting existing amenity)

Council Response – Housing Scale, Density, Design and the Impact on Existing Residents

- This stage of the planning process is still strategic and the proposals set out in the Walshaw Development Framework are still at a high level. However PfE has allocated the site for 1,250 new homes and the development within the allocation must conform with the density policies set out in PfE Policy JP-H4. This requires a minimum net residential density of 35 dwellings per hectare.
- Further details will emerge as planning applications are submitted on the site. However the WDF seeks to show how the existing landscape features will become focal points within the new development and how variations in density and urban grain will create distinct character areas and edges.
- PfE Policy JPA9 requires an appropriate mix of house types and sizes and requires the design and layout of the development to allow for effective integration with surrounding communities. Any planning applications for Houses in Multiple Occupation will be determined in accordance with adopted planning policies and guidance.

- New homes will be required to pay Council Tax, a proportion of which is spent on waste management.

Proposed Amendments – Housing Scale, Density, Design and the Impact on Existing Residents

- Chapter 6 (Character Areas), clarification as to the three character areas. An additional Character area has been added – Local Centre and Primary School.

- Chapter 7 (Design) - New paragraph in the development principle section on design which requires new development to ensure there will be no unacceptable adverse impacts on the amenity of the surrounding area particularly in terms of:

    - Overshadowing and loss of light;
    - Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;
    - Pollution and general disturbance arising from noise, vibration, smell, litter, artificial lights and opening hours;
    - Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

- In response to the concerns and confusion regarding the density of development, particularly on primary streets, the following text has been deleted given that the detail will come through planning and all proposals will need to be in accordance with PfE density policies - “Primary streets will have a higher density than the outer edges of the site.

- Additional text has been added to Chapter 6 (Character Strategy) to read "There will also be a need to retain the character and amenity of existing properties in locations where new buildings meet existing roads".

Comments Received – Impact on Existing Businesses

- Concern regarding the impact of the road on existing business.

- Concern regarding the impact of changes to the Booth Street/Church Street/Scobell; Street on existing businesses.

Council Response – Impact on Existing Businesses

- As noted above, the road layout is indicative at this moment in time and will be subject to detailed design and consideration through the planning application process. This will include consultation with residents and businesses.

Proposed Amendments – Impact on Existing Businesses

- No amendments proposed in relation to these comments

Comments Received – Affordable Housing

- Concern that development will not deliver genuinely affordable housing

Council Response – Affordable Housing

- PfE Policy JPA7 requires the development to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

Proposed Amendments – Affordable Housing

- In order to provide clarity, a glossary has been added to the document. This includes a definition of affordable housing which is consistent with the definition in national planning policy.

Comments Received – Christ Church

- Comment relating to the need for a careful design of the boundary between the church grounds and new housing on the Avenue.

- Request that consideration is given to a new pedestrian access point and suitable drop off arrangements from the Church into the development.

- Clarification on responsibility for maintaining and enhancing the historic railings, lighting and landscaping along adjoining routes.

- Exploring whether older persons accommodation could be located near the church to support community participation.

- Coordinated planning of community facilities to complement (not duplicate) the Church's role.

Council Response – Christ Church

- Details regarding the detailed design proposals for boundary treatments and the management of landscaping and lighting will form part of future planning applications.

- A new pedestrian access point from the Church into the development is now shown on the masterplan.

- Provision for older people will be pepper-potted through the development. Older persons provision in close proximity to the local centre will be supported as it will ensure easy access to facilities.

- The Local Centre will provide the opportunity for community facilities to locate in the heart of the development and within close proximity to the Church.

- Details regarding potential drop off facilities can be reviewed when the detail designs are available.

Proposed Amendments – Christ Church

- Chapter 3 (Built Heritage) – additional opportunity for a new pedestrian access point into the church grounds from the development.

- Chapter 6 (Masterplan) – a new pedestrian link from Christ Church into the new development has been added to the masterplan

Comments Received – Failure to Prioritise Brownfield Land

- Comments asking why brownfield sites are not being built on.

- Concern that build rates are already behind schedule and phasing is speculative rather than evidence based.

Council Response – Failure to Prioritise Brownfield Land

- Comprehensive evidence prepared for PfE showed that, for housing needs to be met, there is a need for both brownfield and greenfield sites. National planning policy does not support an explicit 'brownfield first' approach as Local Authorities are required to be able to provide a 5-year supply of housing sites which are available and deliverable.

- We are however adopting a 'brownfield preference' policy and will do all that we can to make sure that our brownfield sites come forward.

- The Walshaw Development Framework cannot dictate how and when private developers bring forward sites

Proposed Amendment – Failure to Prioritise Brownfield Land

- No amendments proposed in relation to these comments

Comments Received - Consultation Process

- The consultation process was widely criticised as:

    - Poorly advertised
    - Hard to access / overly technical
    - Lacking transparency

- Concern related to:

    - Missing or unclear proposals (e.g. road closures)
    - Drop-in events lacked knowledgeable staff
    - Residents felt unable to meaningfully engage

Council Response – Consultation Process

- The principle of residential development on the site is not a debate that can be re-opened. In order to avoid misleading communication and to seek to address misunderstandings, officers had to stress during the consultation that the principle of housing on the site has already been established through PfE and the purpose of the WDF is to establish principles that will shape how the development takes place.. This was often met with challenging discussions, but it was important that this fact was communicated.

- Whilst the principle of housing development on the site has been established through PfE, the purpose of the consultations is to try and establish views on the content of the Development Frameworks in terms of the infrastructure proposals and any local issues that residents wish to flag.

- The Council has sought to provide a proportionate and accessible programme of engagement on the Development Frameworks within a defined statutory timeframe. Consultation has been undertaken in a structured and professional format and in accordance with relevant Regulations and its Statement of Community Involvement.

- As noted above, the potential re-alignment of the Church Street, Booth Street and Scobell Street junction is an indicative proposal which has not been subject to detailed highways modelling. If this is a proposal that was progressed, it would be subject to detailed scrutiny through the planning application process in conjunction with TfGM. This would involve consultation with residents and businesses. There was no attempt to deliberately hide any indicative proposals.

Proposed Amendments – Consultation Process

- No amendments proposed in relation to these comments.

Council Response - Policy & Evidence Concerns

- Concern that the WDF is:
    - Not compliant with planning policy (PfE, NPPF)
    - Lacks key evidence:
        - Infrastructure strategy
        - Drainage strategy
        - Ecological baseline

- Comments relating to a potential legal challenge

Council Response – Policy & Evidence Concerns

- The WDF is fully compliant with the NPPF and PfE has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended).

- All planning applications will need to be accompanied by more up-to-date evidence and information around a number of factors, including updated information relating to transport and highways, ecology studies or drainage strategies for example. At this stage of the process, the evidence is proportionate to the fact that this is still a strategic plan that provides an indicative layout.

Proposed Amendments – Policy & Evidence Concerns

- The WDF has been updated in the introduction to the WDF, objectives of the WDF, introduction to Chapter 7 and sections relating to Access, Highways and Transport, Ecology, Open Space, Sport and Recreation and Flood Risk and Drainage to strengthen the requirement for site-wide evidence to accompany planning applications..

Comments Received - General

- Concern that the framework has largely been written and commissioned by the developer.

- Language is full of jargon and complicated, a glossary would help understanding some of the technical terms.

- Plans are not easy to understand

- Comments on planning application 71645

- Concern regarding impacts associated with construction

- Comments regarding the Council owned parcel of land within the allocation.

Council Response – General

- The Council has worked with the developer in setting the vision and spatial principles for the WDF, how the development will come forward and how it will comply with the development plan for Bury. As set out below this is normal practice for such developments.

- Paragraph 129 of the National Planning Policy Framework (NPPF)[1] states that: "Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places…"

- The NPPF is supported by Planning Practice Guidance (PPG)[2] which states that: "Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the level of detail, the masterplan may indicate the intended arrangement of buildings, streets and the public realm…' and that 'A range of other plans and technical reports may be needed alongside a masterplan, to provide supporting evidence and set out related proposals, such as a local character study, landscape assessment, transport assessment and proposals for securing biodiversity net gain. An implementation strategy could also be included, especially where development is expected to be brought forward in a number of phases". (Paragraph: 006 Reference ID: 26-006-20191001).

[1] https://www.gov.uk/government/publications/national-planning-policy-framework--2
[2] https://www.gov.uk/government/collections/planning-practice-guidance

- In describing how masterplans can be used most effectively, PPG states that: “Masterplans are most likely to be produced by local authorities or developers. For local authorities, they can help to clarify design expectations early in the planning process, set a clear vision for the site, inform infrastructure and viability assessments and identify requirements for developer contributions or other investment. Developers may produce a masterplan to help evolve their own vision for a site, assess options, engage the local planning authority and community in pre-application discussions and support an outline planning application. Whoever prepares them, masterplans can benefit from a collaborative approach between the local planning authority, site promoters and local communities so that aspirations and constraints are understood early on. Masterplans produced by local planning authorities may be adopted as supplementary planning documents to give them weight in decisions on applications. Masterplans often apply to schemes that are developed over a long time period and so may need to be subject to regular review and be flexible to adapt to changing circumstances”.

- Officers of Bury Council (planning, transport), EA, TfGM, UU and GMEU have reviewed the proposals and contributed to the WDF. Consultation responses have also been received from Natural England, Historic England, United Utilities and the Environment Agency. These have all helped to shape the contents of the WDF and this process will continue as planning applications come forward.

- As a formal planning policy document, it is necessary for the WDF to be relatively technical in nature. Nevertheless, the document would benefit from the inclusion of a glossary to explain what is meant by some of the more technical language.

- Several responses included comments on Planning Application 71645, these have all been passed onto the Case Officer and will be considered in the determination of this application.

- A Construction Traffic Management Plan will be required as part of planning applications. These documents include delivery hours, material storage, wheel washes, staff parking etc.

- Control of noise on construction sites is dealt with by the Control of Pollution Act 1974.

- The Council owned parcel within the allocation is currently identified for residential development.

Proposed Amendments – General

- A glossary has been added

- Other specific changes relating to wording in the text and on plans to improve clarity and accuracy. For example more clarity on the provision of, and contributions to, school places or specific changes requested by consultees such as the Environment Agency and United Utilities.

Appendix 1 – Sample of Strategic Sites Consultation Material

Strategic Sites Consultation Poster

Have your say in our consultation

on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee

We are consulting on draft development frameworks for three strategic residential sites in Bury. Once adopted these will become Supplementary Planning Documents to guide decisions on future planning applications.

Each of these sites are allocated for residential development through the Places for Everyone joint plan and will be supported by new transport infrastructure, schools, green spaces, and new local centres.



Elton Reservoir

Up to 3,500 new homes

A new community in a parkland setting in harmony with nature





Walshaw

Up to 1,250 new homes

A well-connected community blending new development with existing neighbourhoods





Simister/Bowlee

Up to 1,550 new homes

A sustainable community with a vital role in shaping the Northern Gateway



Come to a drop-in event (4pm to 8pm)

Tuesday 24 February (all three sites)
- Radcliffe Market, 11 Blackburn Street M26 1PN

Wednesday 25 February (all three sites)
- Elton High School, Walshaw Road BL8 1RN

Thursday 26 February (all three sites)
- Parrenthorn High School, Heywood Road M25 2BW

Thursday 5 March (Simister/Bowlee only)
- Edgar Wood Academy, Heywood Old Road OL10 2QN

More information and respond online from 13 February to 27 March 2026

bury.gov.uk /strategicsites

Alternatively, email **strategicsites@bury.gov.uk** or post feedback to Strategic Planning & Infrastructure, Floor 2, 3 Knowsley Place, Duke Street, Bury BL9 0EJ

Bury Council

Strategic Sites Consultation Leaflet

Have your say in our consultation

on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee







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See over the page for more information

LET'S do it! Bury Council

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LET'S do it! Bury Council

Strategic Sites Consultation Letter

12th February 2026

Dear Consultee,

RE: CONSULTATION ON DRAFT ELTON RESERVOIR, WALSHAW AND SIMISTER BOWLEE DEVELOPMENT FRAMEWORKS

We are contacting you as you have previously expressed an interest in local planning matters and your details are included on our consultation database.

Following its adoption on 21st March 2024, the Places for Everyone Joint Development Plan (PfE) became a key part of Bury's statutory development plan and this includes proposals for residential-led development within the Elton Reservoir, Walshaw and Simister Bowlee strategic allocations.

Bury Council has prepared draft Development Frameworks for the Elton Reservoir and Walshaw sites and jointly prepared a draft Development Framework for Simister Bowlee with Rochdale Council. Once adopted, each of the Development Frameworks will become a Supplementary Planning Document (SPD).

The draft frameworks provide more detail on the vision and aspirations for the strategic allocations. They establish key principles for the development of the sites and shows how they are likely to be developed through a high-level masterplan. The frameworks also set out how new housing and supporting infrastructure will be provided in a coordinated and phased approach.

Following Cabinet approval, we are now seeking your views on the draft Development Frameworks over a six-week period of consultation commencing on Friday 13th February 2026, running until Friday 27th March 2026.

HOW CAN I VIEW THE DRAFT DEVELOPMENT FRAMEWORKS AND MAKE COMMENTS?

All relevant documentation can be found on the Council's web site at www.bury.gov.uk/strategicsites

The Development Frameworks will also be available to view 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).

We are keen to promote the submission of comments electronically via the Council's web site or by email. Responses by email should be sent to strategicsites@bury.gov.uk. Alternatively, responses can be returned by post to the following address:

Bury Council

Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury

DROP IN SESSIONS

Bury Council is hosting drop in events where Planning Officers will be available to answer any questions you may have on the draft Development Frameworks as follows:

- Tuesday 24th February – Radcliffe Market ,11 Blackburn Street M26 1PN – 4-8pm
- Wednesday 25th February – Elton High School, Walshaw Road BL8 1RN – 4-8pm
- Thursday 26th February – Parrenthorn High School, Heywood Road M25 2BW – 4-8pm

  Rochdale Council is also hosting a drop in event on:
- Thursday 5th March – Edgar Wood Academy, Heywood Old Road OL10 2QN – 4-8pm (Simister Bowlee only)

Please do not hesitate to contact a member of the Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk if you require further information on the draft Development Frameworks

Yours sincerely,
Strategic Planning and Infrastructure

Consultation Platform

Walshaw Development Framework SPD – Fill out form

Walshaw Development Framework SPD

This questionnaire seeks your views on the draft Development Framework for Walshaw.

Please note that the Development Framework is broken down by chapter and this questionnaire has been designed to allow you to focus your comments on each individual chapter. This will assist the Council in identifying which area of the Framework your comments relate to and help determine where potential changes may be required.

You do not need to comment on all chapters if you do not wish to, but it is advisable that you look at the whole Development Framework document to help inform your comments www.bury.gov.uk/walshaw

Please ensure to complete and submit your response by **5pm Friday 27 March 2026** when the consultation closes. If you wish to submit any supporting documents with your response, you can do so by emailing strategicsites@bury.gov.uk .

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

Example Social Media Posts



Bury Council
Mar 23, 16:18

Residents have until Friday (27 Mar) to comment on draft development frameworks for Elton Reservoir, Walshaw and Simister/Bowlee. The outline plans concern new homes, schools, transport and roads, a Metrolink stop, enhanced public transport

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WALSHAW DEVELOPMENT FRAMEWORK

JPA9
Supplementary Planning Document

June 2026



Bury Council

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Bury Council

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FOREWORD

The adopted Places for Everyone Joint Development Plan allocates the Walshaw site for up to 1,250 new homes. It will create a new sustainable and cohesive community that seeks to successfully blend with the existing communities of Tottington, Elton, Lowercroft and Walshaw.

The Walshaw Development Framework will guide the future development of the Walshaw site, establishing a clear vision and set of principles to ensure that growth is planned, co-ordinated, and delivered to specific standards.

This framework seeks to create a high-quality residential environment that is sustainable, inclusive, and well-connected. Central to this is the integration of green spaces, offering accessible open space that promotes health and wellbeing. Additionally, a network of active travel routes will encourage walking, cycling and equestrian use, reducing reliance on vehicles and supporting a low-carbon future.

The development will be supported by new highways, bus services and social infrastructure, including education, and community facilities, ensuring the needs of residents are met in the longer term.

Bury Council is pleased to present the Walshaw Development Framework which set outs out how the Walshaw site can be shaped into a vibrant neighbourhood that creates a lasting legacy for future generations.



"The Walshaw Development Framework sets out a clear vision for creating a sustainable, well-connected community of up to 1,250 new homes. This is about more than housing - it's about blending new development with existing neighbourhoods, integrating green spaces, and providing the infrastructure needed to support future generations." - Councillor Eamonn O'Brien, Leader of Bury Council and Cabinet Member for Strategic Growth

GLOSSARY

- **‘3G (third-generation) pitch’** an advanced synthetic artificial grass surface designed specifically to replicate natural turf.
- **‘Active Travel’** non-motorised means of transport including walking, cycling and wheeling.
- **‘Affordable Housing’** housing provided for rent or sale to eligible households whose needs are not met by the market, and complying with the NPPF definition of affordable housing. It includes social rent, affordable rent, discounted market sale housing and other affordable routes to home ownership, as defined by national planning policy.
- **‘Amenity’** the overall quality of a place as experienced by people. This includes factors such as privacy, noise, safety, outlook, sunlight, air quality and the general enjoyment of an area.
- **‘Biodiversity Enhancement’** refers to any features that promote biodiversity and support ecological functions.
- **‘Biodiversity Net Gain (BNG)’** a requirement that new development must result in biodiversity being left in a measurably better condition than before development took place, normally by at least a 10% improvement.
- **‘Biodiversity’** the variety of plants, animals, and habitats within an area
- **‘Blue Infrastructure’** refers to the network of water bodies and watercourses, such as rivers, canals, wetlands and floodplains, providing environmental, social and economic benefits.
- **‘Buffer Zones’** an area of land adjacent to a sensitive feature that provides separation and protection from surrounding activities, helping to minimise environmental, visual, noise or other adverse impacts.
- **‘Character Area’** an area of existing or proposed development which displays built and/or natural features which contribute to a definable sense of spatial and visual character.
- **‘Density’** the amount of development on a site, expressed in terms of housing and the number of dwellings per hectare.
- **‘Development Plan’** includes the collection of documents that set out the planning framework for the area, which for the site comprises the Places for Everyone Joint Development Plan, the Saved Policies of the Bury Unitary Development Plan, the Rochdale Core Strategy, Saved Policies of the Rochdale Unitary Development Plan, the Greater Manchester Joint Waste Development Plan, and the Greater Manchester Joint Minerals Development Plan.
- **‘Green Corridors’** linear features of green infrastructure, such as hedgerows, tree lines, and waterways, which connect to larger areas of habitat.
- **‘Green Infrastructure’** a network of green and blue spaces such as parks, open spaces, river valleys, trees, green roofs and street planting. Green infrastructure supports biodiversity, health, recreation and climate resilience.
- **‘Heritage Asset’** a building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions.
- **‘Infrastructure’** the essential facilities and services that support a community, including utilities (such as water and electricity), transport networks (roads and public transport), social and community facilities (schools, health care facilities, and community centres), and environmental infrastructure (green spaces and drainage systems).
- **‘Landscape Character’** the distinct and recognisable pattern of elements that make up a particular landscape.
- **‘Listed Building’** building or structure included on the National Heritage List for England because of its special architectural or historic interest. Listed Buildings are legally protected and works usually require Listed Building Consent.
- **‘Local Centre’** a designated area within the development that contains a mix of community, healthcare, retail and other complementary facilities to serve the everyday needs of residents and act as a focus for local activity.

- **'Metrolink'** the light rail network serving Greater Manchester, providing tram services between Manchester City centre and surrounding towns, districts, key employment areas and transport hubs.
- **'Permeability'** the ease at which people and wildlife can move through an area.
- **'Places for Everyone (PfE)'** the joint development plan that sets the strategic planning framework for housing, employment and Green Belt across nine of the ten Greater Manchester districts (excluding Stockport).
- **'Planning Application'** a formal request for permission to carry out development, submitted to the Local Planning Authority.
- **'Planning Condition'** a requirement attached to a planning permission that must be met before development can start or continue.
- **'S106 Agreement'** a legal agreement (entered into under Section 106 of the Town and Country Planning Act 1990) usually part of a planning permission to mitigate the impacts of a development proposal.
- **'S278 Agreement'** an agreement (entered into under section 278 the Highways Act 1980) between a developer and a Local Highway Authority to enable a developer to make permanent alterations or improvements to an existing public road to accommodate the transport impacts of a new development.
- **'Site of Biological Importance (SBI)'** A non-statutory designation for a site that is of county importance for its biodiversity value.
- **'Social Infrastructure'** infrastructure that provides community facilities and services, such as schools, health care facilities (including hospitals, clinics and GP surgeries) and open spaces.
- **'Supplementary planning document (SPD)'** are documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
- **'Sustainable Drainage Systems (SuDS)'** drainage systems designed to manage rainwater runoff in a way that mimics natural processes, reducing flood risk and improving water quality
- **'The Council'** means Bury Council.
- **'The Site'** the area within the JPA9 Site Allocation within PfE, which extends to approximately 64 hectares and encompasses land bound by the urban areas of Tottington, Woolfold, Elton, Lowercroft and Walshaw.
- **'Through Road'** the primary internal road within the development which forms the main route for movement and access, connecting different parts of the site to the wider highway and active travel network and distributing traffic to secondary and local roads.

ABBREVIATIONS AND TERMS

- AOD: Above Ordnance Datum
- BNG: Biodiversity Net Gain
- BREEAM: Building Research Establishment Environmental Assessment Method
- CIL: Community Infrastructure Levy
- DpH: Dwellings per Hectare
- EA: Environmental Agency
- EUI: Energy Use Intensity
- EV: Electric Vehicle
- FTE: Full Time Equivalent
- GM: Greater Manchester
- GMCA: Greater Manchester Combined Authority
- GVA: Gross Value Added
- ha: hectares
- IDPS: Infrastructure Delivery and Phasing Strategy
- ICB: Integrated Care Board
- JPA7: Places for Everyone Joint Planning Allocation 7
- LHMP: Landscape and Habitat Management Plan
- LTN 1/20: Cycle Infrastructure design
- MUGA: Multi-Use Games Area
- NCN: National Cycle Network
- NPPF: The National Planning Policy Framework
- PfE: Places for Everyone
- PPG: Planning Practice Guidance
- PRoW: Public Right of Way
- SBI: Site of Biological Importance
- SPD: Supplementary Planning Document
- SPD18: Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw
- SuDS: Sustainable Drainage System
- TANZ: Truly Affordable Net Zero Homes
- TfGM: Transport for Greater Manchester
- TM52: The Limits of Thermal Comforts Avoiding Overheating
- UDP: Unitary Development Plan
- UKNZCBS: UK Net Zero Carbon Building Standard
- UKGBC: UK Green Building Council

POLICIES

- Policy JP-C1: An Integrated Network
- Policy JP-C2: Digital Connectivity
- Policy JP-C5: Streets for All
- Policy JP-C6: Walking and Cycling
- Policy JP-C8: Transport Requirements of New Development
- Policy JP-D1: Infrastructure Implementation
- Policy JP-G2: Green Infrastructure Network
- Policy JP-G3: River Valleys and Waterways
- Policy JP-G4: Lowland Wetlands
- Policy JP-G6: Urban Green Space
- Policy JP-G7: Trees and Woodland
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-H3: Type, Size, and Design of New Housing
- Policy JP-H4: Density of New Housing
- Policy JP-P1: Sustainable Places
- Policy JP-P2: Heritage
- Policy JP-P5: Education, Skills, and Knowledge
- Policy JP-P6: Health
- 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-S5: Clean Air
- Policy JP-S6: Resource Efficiency

PURPOSE OF THE WALSHAW DEVELOPMENT FRAMEWORK

The Walshaw Development Framework ("the Framework") has been prepared to establish a strategic vision and guiding principles for the comprehensive development of the Walshaw site. The Framework provides a high-level structure to inform future development proposals and the phased delivery of the site, ensuring that proposals are coordinated, sustainable and responsive to their environmental, physical and community context.

The purpose of the Framework is to articulate the key strategic opportunities, constraints and objectives that should shape the future evolution of the site. It is intended to guide land use distribution, movement and connectivity, landscape strategy, environmental enhancement, infrastructure provision and placemaking principles, whilst supporting the delivery of development in accordance with relevant planning policy objectives.

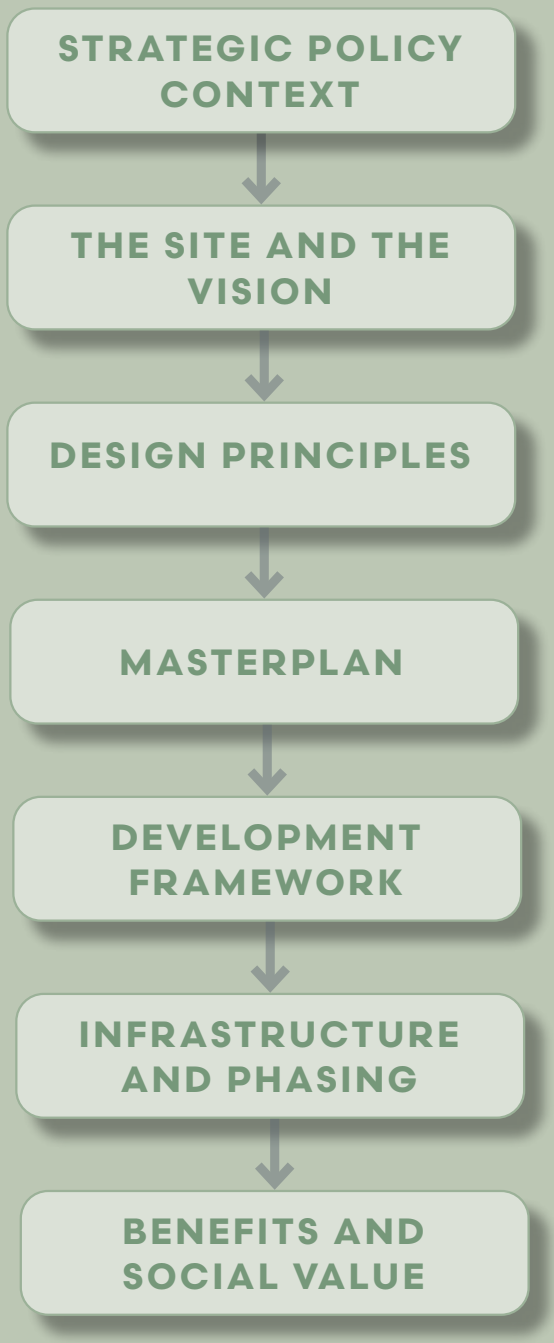
As a strategic document, the Framework is supported by proportionate evidence that is appropriate to this stage in the site's evolution. The analysis and recommendations contained within the document are intended to provide an informed basis for establishing broad development parameters and identifying matters that will require further consideration as proposals progress.

The Framework does not seek to prescribe detailed design solutions or fix the precise form, scale or disposition of future development. Instead, it establishes the overarching principles and requirements for the comprehensive development of the site.

To support future planning applications, a coordinated programme of site-wide evidence and technical assessments will be required covering a range of matters, including infrastructure, access and movement, drainage, ecology, and delivery. The purpose of this evidence base will be to ensure that development proposals are planned and delivered in a comprehensive and integrated manner across the site as a whole.

Planning applications relating to individual parcels or phases of development will therefore be expected to take account of, and demonstrate consistency with, the relevant site-wide evidence and strategic principles prepared for the wider site in accordance with relevant statutory and policy requirements.

DEVELOPMENT FRAMEWORK STRUCTURE



1.INTRODUCTION

This Development Framework has been prepared in accordance with Places for Everyone (PfE) Policy JP Allocation 9 Walshaw with the purpose of guiding development across the allocation.

PLANNING CONTEXT

The site at Walshaw is allocated for residential development under Policy JP Allocation 9 (JPA 9) of Places for Everyone (PfE), a joint Development Plan Document (DPD) guiding development across nine authorities (including Bury) in Greater Manchester. Policy JPA9 requires proposals for the site to be in accordance with a comprehensive masterplan that has been approved by Bury Council and to include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. The detail of the latter will evolve with future evidence.

This Development Framework has been informed by a range of technical studies and prepared having full regard to relevant planning policy and supporting guidance (including the National Model Design Code) as well as the policies contained PfE.

The Council has published further guidance, in Supplementary Planning Document (SPD) 18, on what the Council expects to see within future masterplans and phasing strategies for the Walshaw site.

The Walshaw Development Framework (WDF) has been prepared as a Supplementary Planning Document (SPD) and will, whilst not forming part of the statutory development plan, carry planning weight as a material planning consideration in the determination of future planning applications on the site.

The WDF does not introduce new planning policies in the Development Plan but provides detailed guidance on the policies in PfE to ensure that the vision for the allocation can be fulfilled throughout the lifetime of the development process and that development and infrastructure come forward in a planned and comprehensive manner.

This WDF has been prepared in a collaborative manner, with engagement undertaken with landowners, key stakeholders and statutory consultees.

The remainder of this section sets out the site context, purpose and status of the WDF. The WDF provides planning guidance and a masterplan which is intended to be indicative only and retain flexibility to allow planning applications to respond to design, site constraints and future market conditions.

THE SITE

The site is situated in a sustainable and well-connected location, set entirely within the existing urban area. It is located within walking distance of local shops, services and infrastructure and within 2.5km of Bury Town Centre and 15km of Manchester City Centre.

The site extends to approximately 64ha. The site is bound by the urban areas of Tottington to the north, Woolfold and Elton to the east, Lowercroft to the south and Walshaw to the west.

The site is mainly in agricultural or pastoral use and contains a reservoir fed by Walshaw Brook. The Bolholt Hotel, Stables Country Club, and Lake Hill private residence are situated adjacent to the reservoir. There are a large number of mature trees and significant hedgerows within and along the site boundary.

Walshaw Brook runs through the northern part of the site, flowing in a south easterly direction. There are numerous tributaries that drain at various locations along its length. Elton Brook runs to the south of the site.

FIGURE 1: SITE LOCATION PLAN



ROLE OF THE DEVELOPMENT FRAMEWORK

The primary role of the Walshaw Development Framework (WDF) is to support the delivery of JPA9.

This WDF sets out an overarching vision for the site, summarises the background analysis and engagement that has been undertaken, outlines the design principles which have informed the production of the illustrative masterplan and includes a phasing and delivery strategy.

The principal objective of this framework is to bring forward a coherent masterplan for JPA9 which identifies a deliverable quantum of residential development alongside the transport, social, and green infrastructure required to support delivery required by planning policy.

The preparation of the WDF and its supporting evidence has enabled key issues to be identified at an early stage in the planning process. These have informed spatial parameters against which future planning applications will be considered, and helped to identify the necessary infrastructure required to support the development of the site.

The WDF sets out a high-level overview for the phasing of the development. A future Infrastructure, Phasing and Delivery Strategies will provide further detail on phasing and the infrastructure expected with the development of homes.

The WDF does not grant planning permission for any aspect of the development. Approval will be sought through the submission of individual planning applications which the Council will consult upon and determine in line with the statutory requirements. All applications within 'the site' will be expected to be accompanied by evidence to show how they have taken account of the WDF; are consistent with the site-wide vision and design principles; and will make fair and proportionate contributions to necessary infrastructure.

ROLE AND OBJECTIVES

The role of the WDF is to establish the key principles to guide the development of the site and to inform future planning applications. This will enable the Council to ensure that the vision of the site is realised and the new benefits to the local communities are maximised.

The objectives of this WDF are to:

- Establish the vision and strategic objectives for the site, shaped by public consultation, stakeholder collaboration and the Council's ambitions.
- Set out the high level design and development parameters that all future planning applications within 'the site' will be required to follow;
- Set out what evidence is required prior to the determination of any planning applications within 'the site';
- Implement a comprehensive and co-ordinated phased masterplanning approach across JPA9 Walshaw;
- Set out a high level approach to the delivery and phasing of on and off-site infrastructure improvements and the broad locations for site wide infrastructure requirements such as education, highways, green infrastructure and flood risk.

FIGURE 2: BIRDS EYE SKETCH OF THE DEVELOPMENT



2.STRATEGIC POLICY CONTEXT

The WDF is prepared in accordance with relevant aspects of the development plan; Bury's and Greater Manchester's economic and transport strategies; and national planning policy. This policy context is summarised below. PfE policies most relevant to 'the site' are set out under particular topics and identified in Section 7.

BURY'S DEVELOPMENT PLAN

Bury's statutory development plan currently comprises:

- Places for Everyone Joint Development Plan (adopted March 2024);
- The Greater Manchester Joint Minerals Plan (adopted April 2013);
- The Greater Manchester Joint Waste Plan (adopted April 2012); and
- The saved policies of the Unitary Development Plan (adopted August 1997).

PLACES FOR EVERYONE

Places for Everyone is a long term joint development plan for nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for new homes, new jobs and sustainable growth'.

PfE will guide development in the city region through to 2039 and provide a strategic framework for the production of local plans by individual local authorities.

To deliver sustainable and inclusive growth across Greater Manchester, Places for Everyone includes a spatial strategy. A strategic objective of the spatial strategy relates to boosting the competitiveness of the northern districts by ensuring they meet their own local housing need through the delivery of strategic allocations such as Walshaw.

PfE Policy JPA9 Walshaw

Development at the Walshaw Site is guided by Policy JPA9. Policy JPA9 sets out the policy requirements to ensure development is delivered which, together with other relevant development plan policies, seeking to ensure this takes place in a sustainable and coherent manner, whilst maintaining the amenity of existing residents and business in the surrounding area. Any proposals for the allocation must be in accordance with a comprehensive masterplan that has been approved by the local planning authority.

The allocation requirements have been listed in the table opposite.

BURY UNITARY DEVELOPMENT PLAN

The saved policies of the Bury UDP will be taken into account in considering planning applications until they are replaced by the policies of the emerging Bury Local Plan.

BURY DRAFT LOCAL PLAN

Bury Council is preparing a new Local Plan building on the strategic framework established in PfE. While PfE sets out the overarching vision and strategic policies for growth and development across the plan area Bury's Local Plan focuses specifically on Bury's needs, challenges, and opportunities.

Bury Council consulted on a draft Local Plan between March and May 2025.

The draft Local Plan includes a comprehensive set of locally specific planning policies that provide detailed guidance on a range of issues, including housing, employment, environmental protection, heritage, infrastructure, and design. It also identifies local designations that are essential to guiding development and protecting important assets within the borough.

Future planning applications within the masterplan area will be considered against the relevant adopted and emerging Local Plan policies.

TABLE 1:
PFE POLICY JPA 9 WALSHAW

01	Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'
02	Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing **(subject to local demand as set out in the Council's self-build register)**
03	Make provision of a new strategic Through Road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards
04	Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane.
05	Make provision for other 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
06	Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings proposed on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership)
07	Make provision for a new one-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development in accordance with Policy JP-P5
08	Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities required to serve purely local needs and ensure that it is integrated within existing communities
09	Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre
10	Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.
11	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
12	Define and/or strengthen the boundaries of the Green Belt to the south-east of the site such that it will comprise physical features that are readily recognisable and likely to be permanent
13	Take appropriate account of relevant heritage asset, and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2
14	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).

NATIONAL POLICY AND GUIDANCE

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. It 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.

Paragraph 130 of the NPPF states that: *'Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places...'*

The NPPF is supported by Planning Practice Guidance (PPG) which in the chapter Design: process and tools states that:

'Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure.' Paragraph: 006 Reference ID: 26006- 20191001).

SUPPLEMENTARY PLANNING DOCUMENTS

The Council has adopted a number of SPDs to provide more detailed guidance on the implementation of a range of development plan policies. These are a material planning consideration and will be taken into account in considering planning applications within the masterplan area.

SPD18 ''Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw'' (April 2025) draws on the toolkit prepared by the Local Government Association and Planning Advisory Services for ''The Effective Delivery of Strategic Sites'' and provides more detailed guidance on the delivery of the Elton Reservoir and Walshaw allocations.

The WDF has been prepared in accordance with guidance within SPD18 including in relation to:

- Collaborative working between the Council, landowners/ developers and key stakeholders on the form of development and approaches to its funding;
- Ensuring that the proposed development fulfils the vision and objectives that justified removal from the Green Belt;
- Making clear the evidence on which the proposed approach is based;

- Demonstrating a comprehensive approach to delivery across the whole site;
- Identifying strategic issues at an early stage and showing how they will be addressed in ways that are consistent with relevant planning policies;
- Establishing development parameters against which future planning applications will be considered; and
- Undertaking effective community and stakeholder engagement as part of the formulation of proposals and delivery of development.

BURY 2030 STRATEGY 'LET'S DO IT'

In July 2020, Bury Council and NHS Bury Integrated Care Partnership launched an ambitious community strategy 'LET'S Do It'. This 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.

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. The proposed housing at Walshaw complements this objective.

BURY HOUSING STRATEGY 2021-2025

The Councils housing strategy sets out intended outcomes from the Councils holistic approach to housing in the Borough. These include delivering more homes in the borough, increasing affordable housing supply and a more dynamic housing market. As set out above the allocation of Walshaw through PfE supports these objectives.

GREATER MANCHESTER TRANSPORT STRATEGY 2040

The Greater Manchester Transport Strategy 2040 sets out that 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''.

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 capitalising on new technology and innovation.

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 healthier, greener and more productive city region.

The provision of high quality bus services and fully integrated active travel connections ensure that development at Walshaw will be consistent with these objectives.

BURY LOCAL TRANSPORT STRATEGY

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. It covers all modes of travel. 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 transport investment into the Borough.

The Strategy seeks to link residents to new opportunities and to deliver the Council's inclusive growth ambitions by connecting people to jobs, education, leisure and tourism.

3.UNDERSTANDING THE SITE

SITE HISTORY

This section provides analysis of the morphological change of the site, allowing insight into how the site has evolved.

1800-1880

Throughout the early and mid 1800's Walshaw saw development clustered around Walshaw village and ribbon development along key roads leading to Bury.

1880-1920

Between 1880 and 1920 sporadic ribbon development began to take shape along key arterial roads. Christ Church was finished in 1888. Houses and farms were also built along the reservoir.

1920-1940

From the 1920's into the 1940's more established communities formed around the site, predominately in Tottington and Walshaw village centre.

1940-1970

1940 - 1970 saw expansion of Walshaw village centre and ribbon development continue along Walshaw Road, Lowercroft Road and Tottington Road. This development has bound the site forming an enclosed area of urban countryside.

DEVELOPING THE SITE

There is a unique opportunity to better connect these existing communities, through the preservation and enhancement of the current landscape features allied with the creation of new modern residential development to form new neighbourhoods with high quality amenity and open space.

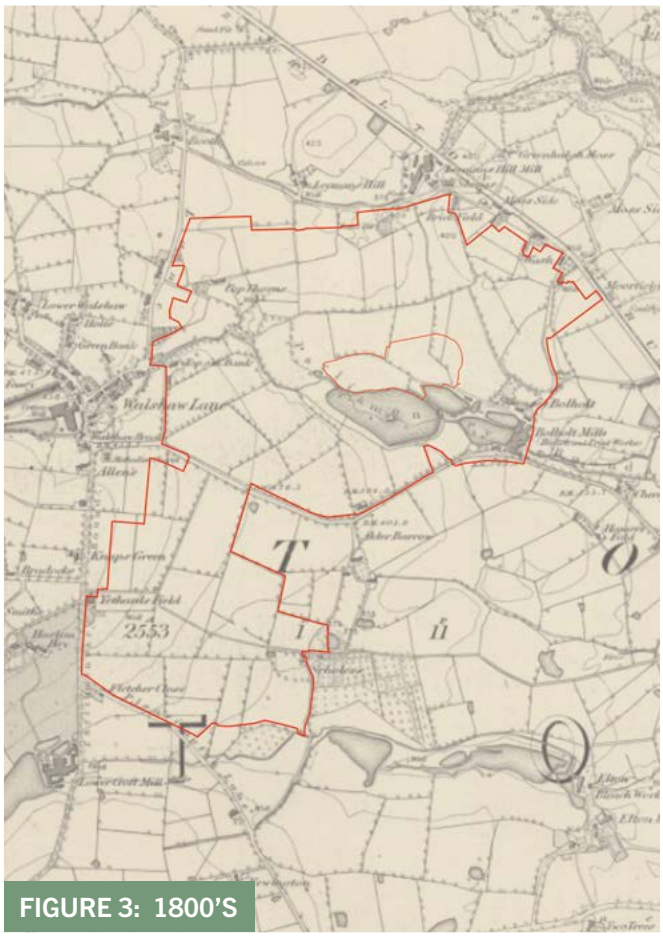


FIGURE 3: 1800'S

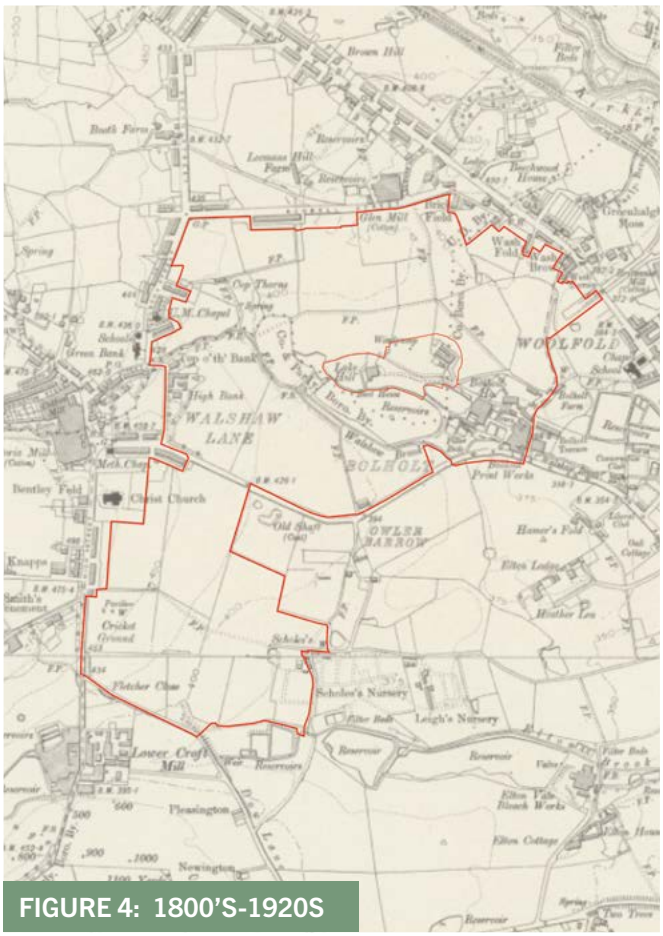


FIGURE 4: 1800'S-1920S

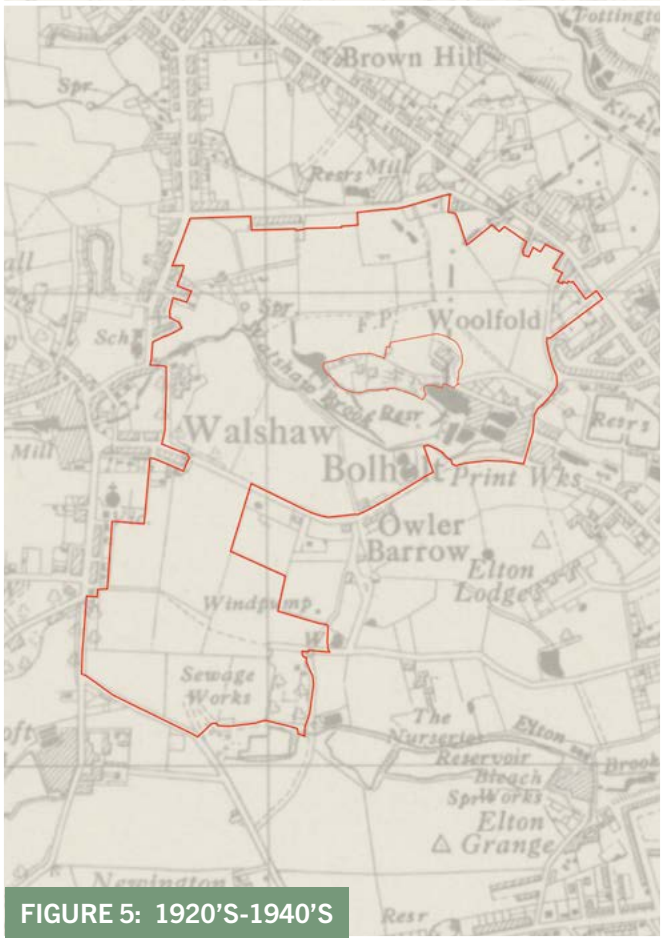


FIGURE 5: 1920'S-1940'S



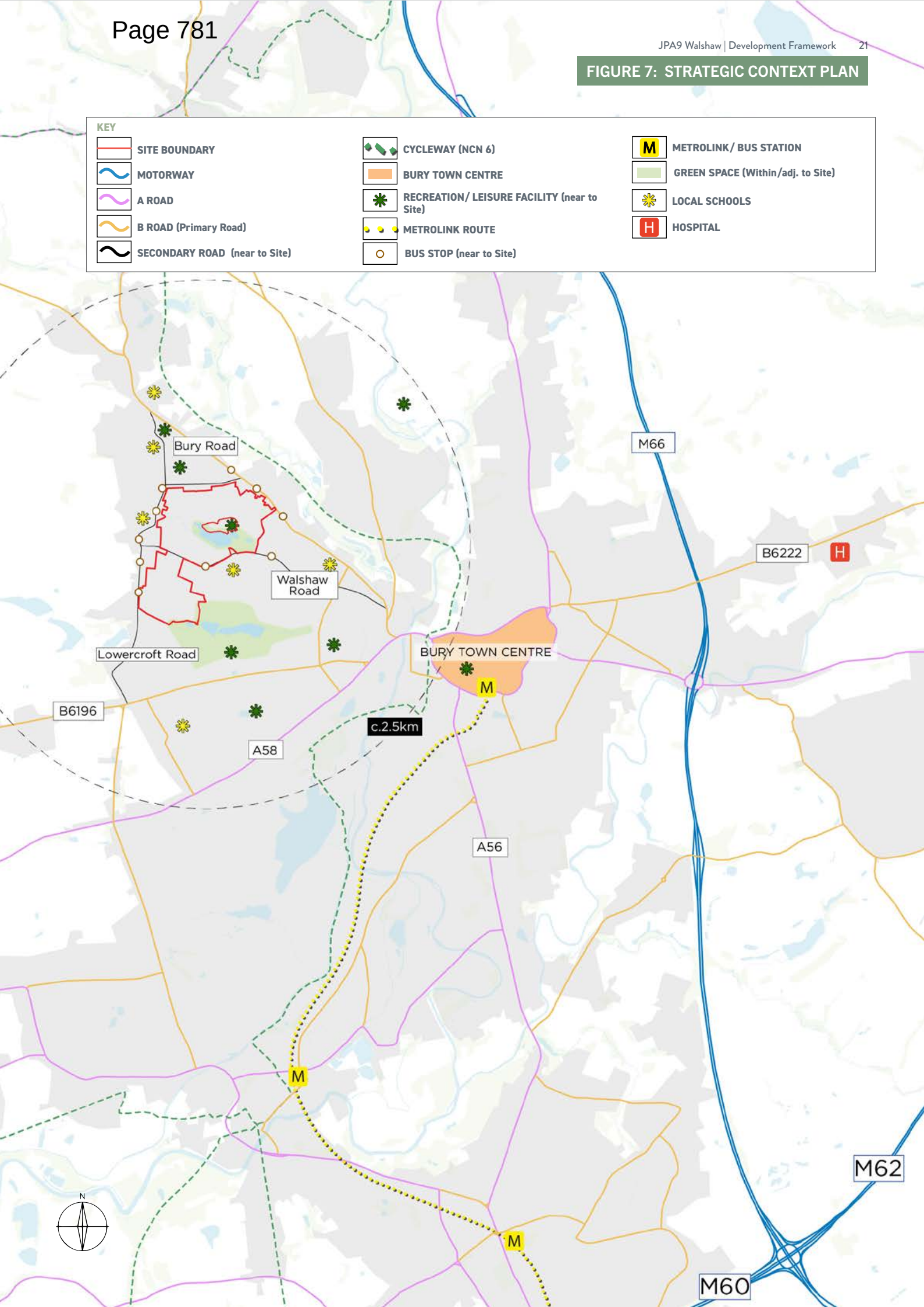
FIGURE 6: 1940'S - 1970'S

THE SITE TODAY

This site is strategically well-located to deliver a new sustainable community and is accessible to:

- Shops, services and employment opportunities in Bury Town Centre, located c.2.5km from the site.
- Bury Metrolink which is located in Bury Town Centre offering services every 12 minutes to nearby neighbourhoods, settlements and Manchester City Centre.
- Existing bus services, currently operate along Walshaw Road, Lowercroft Road, High Street, Church Street and Bury Road/ Tottington Road, offering connectivity to Tottington District Centre (c.1km) and Bury Town Centre.
- Walshaw Village Centre (c.200m) to the west.
- The strategic road network including several B-Roads, the A58, A56, and the M66.
- Existing Public Rights of Way, and National Cycle Network (NCN) Route 6.
- Nearby primary and secondary schools.
- Leisure facilities, including Stables Country Club, Bury Leisure Centre and other town centre facilities.
- Accessible recreation facilities at Dow Lane Recreation Ground, Elton Vale Sports Club, Walshaw Sports Club and Elton Cricket Club.
- Areas of green space within and close to the site (centred around the reservoirs at Bolholt Country Park Hotel, Elton Vale Kirklees Valley and Burrs Country Park).

FIGURE 7: STRATEGIC CONTEXT PLAN



LOCAL CONTEXT AND CHARACTER

The site is mainly in pastoral or agricultural use and contains a reservoir fed by Walshaw Brook. The Bolholt Hotel, Stables Country Club, and Lake Hill private residence are situated adjacent to the reservoir. There are a large number of mature trees and significant hedgerows within and along the site boundary.

Bury Town Centre, is located approximately 2.5km from the site and offers a full range of retail, cultural and leisure amenities alongside local education provision and health and community facilities.

Tottington District Centre is located approximately 1km from the site and includes convenience stores, library, post office and other local services.

A convenience store is located in Walshaw Village Centre, located approximately 200m from the site.

The site is relatively well-served with community centres including the Tottington Centre and Elton Community Centre,

The site is in good proximity to many educational establishments serving all ages including Elton High School and Tottington High School, Christ Church Walshaw, Lowercroft Primary School, Chantlers Primary School, Tottington Primary School and Elton Primary School

There are several GP surgeries close to the site including Tottington Health Centre and Mile Lane Health Centre.

There are opportunities to provide new, more accessible local facilities on site and meet the needs generated by future residents without creating the need to travel by car.

There is an opportunity to provide a new primary school on the site and utilising/expanding capacity within existing nearby schools and health centres.



Walshaw Village Centre



Christ Church, Walshaw



FIGURE 8: LOCAL FACILITIES PLAN



LOCAL CHARACTER

TOTTINGTON

Predominately 2 - 2.5 storey semi detached suburban block with historic terraces along Bury Road. The area shows consistent character including: symmetrical frontage, dominant red and light brick, dark clay roof tiles, exposed cills. Boundary treatments are largely stone or brick low walls in combination with hedges.





WALSHAW VILLAGE

Housing ranges from 2 - 2.5 storey semi detached and terraces along High Street. Characteristics of the area include: larger plots, red brick and light coloured render. Boundary treatments include: low fence or brick wall and hedgerows. Parking along terraces is on street with on plot front and side parking in the more modern suburban developments.

WOOLFOLD

Woolfold features predominately 2 to 2.5 storey semi-detached and terraced properties, arranged along the main routes and secondary streets within the neighbourhood. Characteristics of the area include: generous plot size, red brick and; light coloured render. Boundary treatments include: low brick walls, timber fencing and established hedgerows. Parking provision varies with on-street parking typical for older terraces on-plot parking in newer suburban developments.





ELTON

Housing in Elton ranges from 2 - 2.5 storey semi detached and terraces along Walshaw Road. Characteristics of the area include: larger plots, red brick, light coloured render. Boundary treatments include: low fence or brick wall and hedgerows. Parking along terraces is on street with on plot front and side parking in the more modern suburban developments.

DOW LANE / SEDDONS FARM

Dow Lane / Seddons Farm presents a more modern housing stock of predominately 2 - 2.5 storey semi detached/detached. Characteristics of the area include: large plots, integral garages, red brick with render and dark clay rood tiles. Boundary treatments include: low rise fence or brick wall and hedgerows. Parking along terraces is on street with on plot front and side parking in the more modern suburban developments.





LOWERCROFT

Housing in Lowercroft ranges from 1 - 2 storey detached / terraced homes along Lowercroft Road. Characteristics of the area include: larger plots, red brick, render, stone, bay windows. Boundary treatments include: low fence or stone wall and hedgerows. The terraces have parking garages behind the buildings, while the detached houses have on plot parking.

FIGURE 9: LOCAL CHARACTER PLAN



SITE CHARACTERISTICS, OPPORTUNITIES AND CONSTRAINTS

This section sets out the findings and recommendations from Site investigation and technical studies which have been undertaken. The site assessment has included input from the wider Consultant Team.

TRANSPORT AND HIGHWAYS

Characteristics

The site is situated in a sustainable and well-connected location entirely within the urban area. It is located to the north-west of Bury and is bound by Lowercroft Road to the west, Scobell Street to the north, residential dwellings and industrial units to the east accessed from Tottington Road. Walshaw Road travels east to west through the centre of the allocation.

Several bus routes operate in the surrounding area, providing access to Tottington, Walshaw and into Bury where they connect with the Metrolink at Bury Interchange.

There are multiple Public Rights of Way (PRoW) that cross the site and the National Cycle Network 6 runs to the north-east of the site and serves Bury town centre and Ramsbottom. A local TfGM local cycle route runs along Leigh Lane to the south of the site.

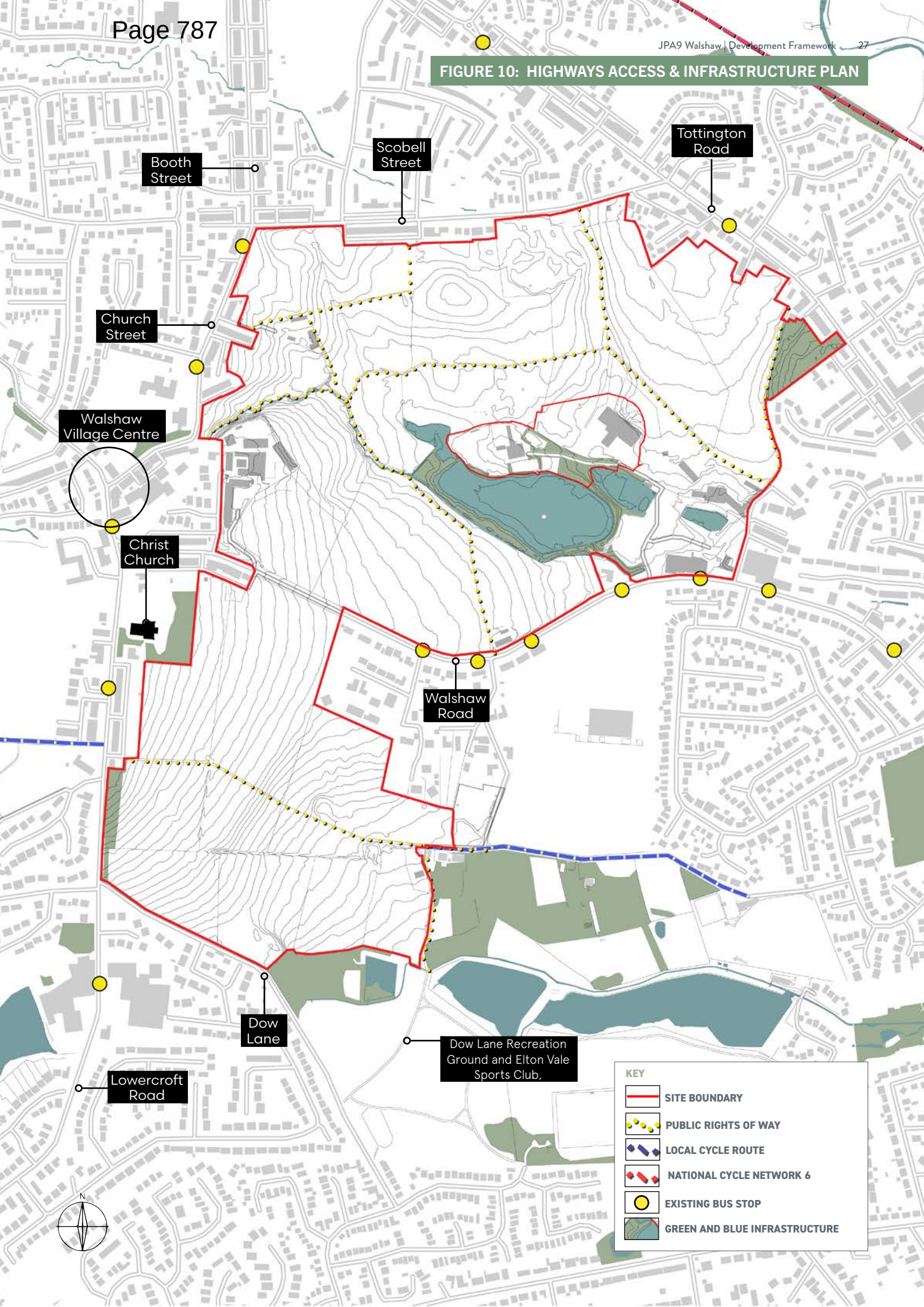
Opportunities

- New high quality bus infrastructure
- Future connectivity to the Metrolink network via the new stop at Elton Reservoir
- Opportunity to deliver a new Through Road which will provide direct connections between Scobell Street, Walshaw Road and Lowercroft Road
- Utilising PROW to facilitate traffic free travel within the site and to neighbouring areas
- Extending bus servicing, via the new Through Road, into the surrounding areas, enhancing accessibility and connectivity.
- Enhanced active travel routes which will allow for off-road movement across the site.

Constraints

- Parts of the existing network already experience congestion, particularly at peak hours
- Existing bus services do not have sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel.
- Width constraints on the surrounding road network make new segregated active travel infrastructure difficult to deliver
- Poor connectivity due to the absence of safe and dedicated active travel infrastructure.

FIGURE 10: HIGHWAYS ACCESS & INFRASTRUCTURE PLAN



ECOLOGY

Characteristics

The site is comprised of predominately modified grassland in poor condition, interspersed with hedgerow networks, woodland edges, drainage ditches, ponds and a small patch of wet woodland.

Adjacent to the southern boundary of the site is the Cyrus Ainsworth's nurseries and Parkers Lodges Site of Biological Importance (SBI). This SBI includes two water bodies, deciduous woodland, grassland, and a brook. The SBI and land within the southernmost section of the site are identified as being part of a wildlife link and corridor in the Bury UDP.

Opportunities

- Identify Wildlife Corridors based on existing linear landscapes to create a comprehensive network across the site which allows for strong integration with new development.
- On-site ecological mitigation and enhancement should be targeted at Walshaw and Elton Brook corridors, with the protection and enhancement of the watercourses and the associated ecosystem a key priority.
- A 25m buffer should be provided between the SBI boundary and the proposed development.
- Appropriate mitigation and enhancement through the design and evolution of the masterplan can ensure a sustainable ecologically integrated development and biodiversity net gain.

FIGURE 11: ECOLOGY AND LANDSCAPE PLAN



BUILT HERITAGE AND ARCHEOLOGY

Characteristics

There are no designated heritage assets identified within the site boundary. There is a Grade II* Listed Church located immediately to the west of the site with views across most of the surrounding landscape.

Opportunities

- There is an opportunity to ensure that the site's intervisibility with Christ Church informs the future design of site and key views towards the church particularly from Walshaw Road are retained.
- There is also an opportunity for a new pedestrian access point into the church grounds from the development



FIGURE 12: CHRIST CHURCH VIEW FROM WALSHAW ROAD



FIGURE 13: CHRIST CHURCH VIEW FROM ABOVE

FIGURE 14: HERITAGE PLAN



FLOOD RISK AND DRAINAGE

Characteristics

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency (EA) Flood Map and is located in Flood Zone 1.

There are three notable watercourses either within or in close proximity to the site:

- To the north of Scobell Street, in close proximity to the northern boundary of the site, an unnamed watercourse flows through the existing residential area from west to east before becoming culverted approximately 50m to the west of Camberley Close. United Utilities records identify the culvert turning and flowing in a north easterly direction.
- Walshaw Brook is an ordinary watercourse which runs through the northern part of the site, flowing in a south easterly direction. There are numerous tributaries that drain at various locations along its length. There are also ponds/lakes to the north of the Brook which have connectivity.
- Elton Brook runs within the southern development Site boundary. This generally flows in an easterly direction with a number of tributaries present within the site. One of the main tributaries commences within the site and crosses a number of the development parcels. Outside the south east boundary, north of Elton Vale sports Club, are three large water features which are referred to as the Reservoirs.
- Technical due diligence has considered existing drainage and utilities infrastructure including the nearby water main.

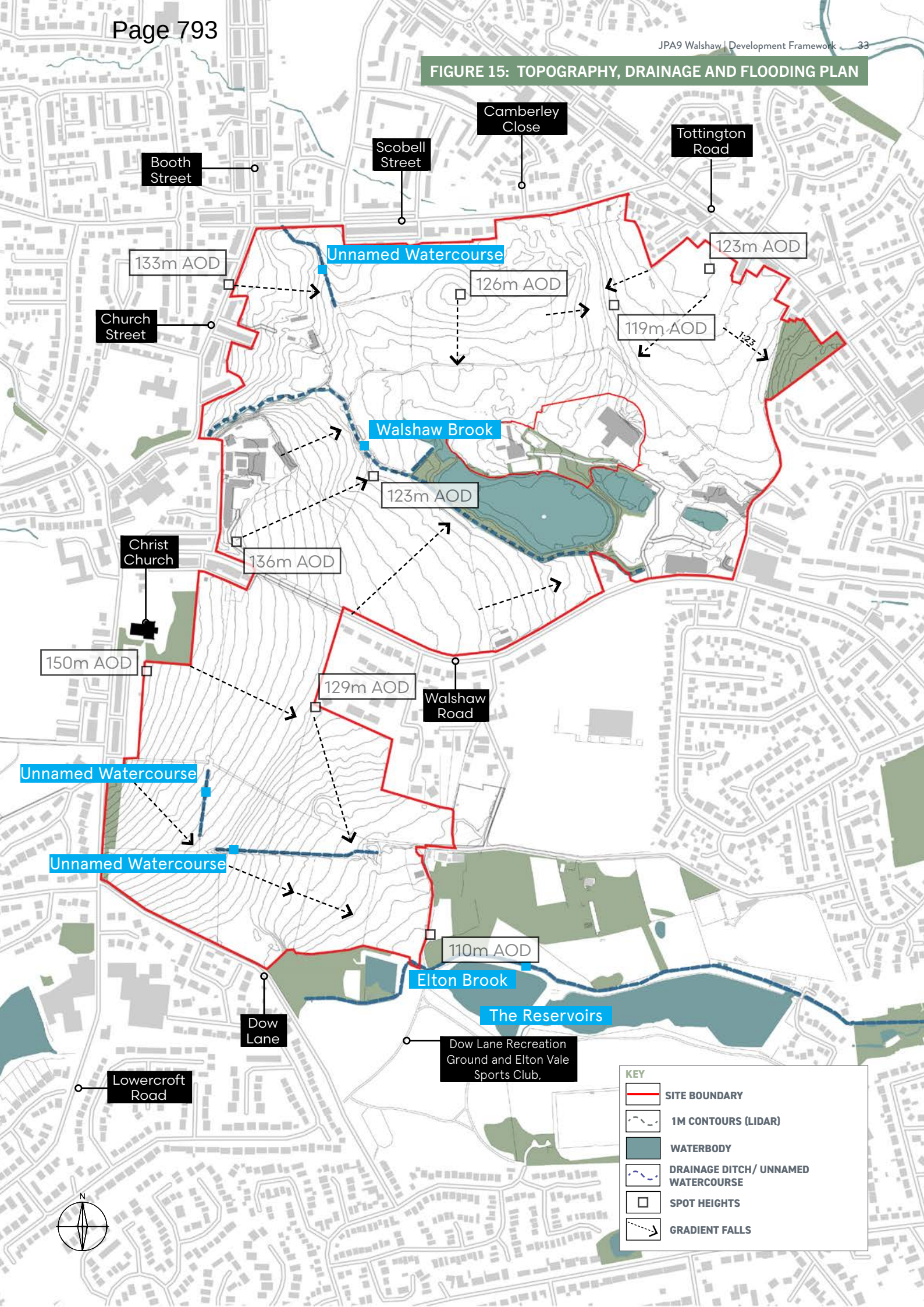
Opportunities

- Retention and integration of watercourses and drains in the blue and green infrastructure as well as a naturalisation of routes, to support resilience and increased biodiversity.
- There is an opportunity to consider whether development within the site can improve flood risk and drainage in the wider area.
- There is also an opportunity to integrate SuDS into the development and de-culvert watercourses within the site.
- Water and waste utilities will be considered in the detailed design stage to support future planning applications.

Constraints

- Surface water mapping indicates that the site has areas that are potentially susceptible to pluvial flooding in the 30- and 100-year return periods. However, these are generally limited to the alignment of existing water features.

FIGURE 15: TOPOGRAPHY, DRAINAGE AND FLOODING PLAN



GREEN INFRASTRUCTURE

Landscape Characteristics

At a national level, the site lies within the Manchester Pennine Fringe' Character Area (National Character Area 54). At a district level, the site and study area is described within the Greater Manchester Landscape Character and Sensitivity Assessment (2018) as part of LCA20: Affetside and Ainsworth which falls within the 'Urban Fringe Farmland' character type. Urban fringe farmland is characterised by agricultural fields and landforms which, as can be seen at the site, are often dissected by networks of narrow streams and ponds. Panoramic views are intertwined with the influence of more urbanising features.

Green Space and Recreation facility characteristics

In terms of surrounding green spaces, Dow Lane recreation ground, Elton Vale Sports Club, Elton Cricket Club and Walshaw Sports Club are all close to the site. Further afield is Town Meadow Park, Old Kays Park, Burrs Country Park and the Kirklees Trail. These spaces offer a variety of facilities including walking and cycling paths, playgrounds, sports pitches, changing facilities and opportunities to host community events.

Trees, woodland and hedgerow characteristics

The site includes scattered trees along hedgerow boundaries surrounding the Bolholt area. There are also Tree Preservation Orders on some trees located on the north west boundary off Church Street.

Much of the scattered tree stock is in a state of naturalised dilapidation. Woodland areas surrounding the Bolholt is considered to represent a collective higher value arboriculture resources.

Opportunities

- There are opportunities to retain and enhance existing hedgerows and trees, particularly on the site boundaries. There is also the potential to expand tree groups and hedges to extend the coverage and network.

FIGURE 16: LANDSCAPE FEATURES PLAN



TOPOGRAPHY AND GROUND CONDITIONS

Characteristics

The site is undulating in nature however the south western edge of the site occupies the highest elevation at approximately 150m AOD. Land broadly falls to its centre in the northern half of the site while the southern half of the site falls west to east.

The preliminary risk classification of the sites ground conditions in relation to the proposed development is considered to be low/moderate in localised areas only. The remainder of the site is very low risk with no historic contaminating land uses identified. The risk to human health from potential off-site sources is considered to be low/very low.

Controlled waters - The risk posed to surface water groundwater aquifers is considered to be low/very low in localised areas only. The remainder of the site is very low risk with no historic contaminating land uses identified.

Coal seams, mine entries, and infilled land have been identified and future ground investigation should address these risks. However, the most recent coal mining risk assessment concluded that no mine shaft exists at the locations shown in figure 17 opposite and therefore these will not constrain future development and in particular the predicted alignment of the proposed strategic Through Road.

FIGURE 17: TOPOGRAPHY, DRAINAGE AND FLOODING PLAN



SUMMARY OF SITE OPPORTUNITIES AND CONSTRAINTS

Figure 18 opposite identifies important opportunities and constraints that will influence the design of the site.

The considerations identified are underpinned by the ongoing technical assessments presented through this document and the PfE requirements.

A summary of the main opportunities is provided below.

- Existing Public Rights of Way within the site will be incorporated into the proposed development and enhanced (where possible), providing off-road routes that connect to neighbouring areas and Walshaw Village Centre.
- Active travel routes adjacent to key landscape features allowing for off-road movement across the site.
- Steep areas and large changes in level will be accommodated in green space and landscaping, residential streets can be accommodated outside of these and designed to be accessible and maneuverable for all.
- Incorporation of a Through Road to provide direct vehicular and active travel routes / connections between Scobell Street, Walshaw Road and Lowercroft Road.
- Future residents to benefit from convenient access to the existing services and amenities on foot.
- Existing vegetation will be harnessed where possible as part of a site-wide green infrastructure strategy.
- Christ Church (Grade II* Listed) will be protected by a surrounding green buffer, thus maintaining its prominence in the area's character and still retaining views towards it from the east.

A summary of the main Constraints is provided below:

- A SBI is located to the south of the site which requires a 25m buffer zone.
- Surface water mapping indicates that the site has areas that are potentially susceptible to pluvial flooding in the 30- and 100-year return periods.
- The existing transport network already faces peak hour congestion, with limited bus capacity, constrained road widths and a lack of safe dedicated active travel infrastructure reducing viable alternatives to car use.

FIGURE 18: OPPORTUNITIES AND CONSTRAINTS PLAN



4.VISION AND STRATEGIC OBJECTIVES

We aim to create a sustainable and cohesive community that successfully blends with the existing communities of Tottington, Elton, Lowercroft, and Walshaw.

THE VISION

This new neighbourhood will be characterised by how it integrates with its landscape setting and incorporates key features to create an authentic sense of identity and place. The vision is to deliver high quality, sustainable and climate resilient new homes within a distinct setting.

Active travel, connections to key local infrastructure (both existing and proposed) as well as the integration of ecology rich green corridors and blue and green infrastructure will be integral in shaping this new place.

This development will aid the creation of neighbourhoods for Elton and Walshaw where residents can access everyday facilities on foot, whilst staying well connected to high-quality services and jobs through convenient, direct and sustainable travel links.

STRATEGIC OBJECTIVES

1. Deliver a sustainable and inclusive community;
2. High-quality design-led approach to the development;
3. Enhance connectivity and transport; and
4. Support and enhance connections to local services and facilities.
5. Adapting to, and mitigating the impact of, climate change



5. DESIGN PRINCIPLES

PRINCIPLE 1 COMMUNITY FOCUSED



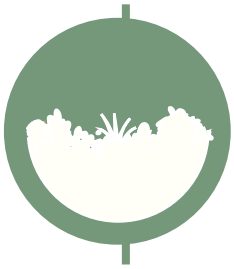
The Walshaw development will foster a strong sense of community and belonging. We envision shared spaces and facilities that encourage social interaction, recreation, and cultural exchange, thereby creating a vibrant and inclusive community.

PRINCIPLE 2 SUSTAINABLE MOVEMENT

High quality green corridors and off road routes will be provided across the new neighbourhood which promotes movement across the site to utilise more active forms of travel whilst bolstering and enhancing existing green infrastructure and reducing car trips on the external network.



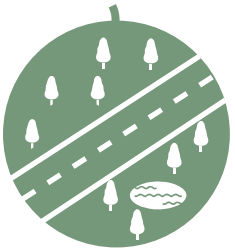
PRINCIPLE 3 LANDSCAPE AND BIODIVERSITY-LED



Existing landscape features will be retained and integrated, forming a strong green network and high-quality landscape setting for the new community which will heavily characterise this new place. Hedgerows, trees, brooks and reservoir provide the opportunity for placemaking and amenity. landscape-led design will be integrated with the strategy for sustainable water management.

PRINCIPLE 4 MEANINGFUL INFRASTRUCTURE

New infrastructure will enable new and existing residents to navigate and enjoy the area and to 'live locally'. A new Through Road will provide a key active travel route linking homes to community infrastructure and facilities in nearby neighbourhoods.



PRINCIPLE 5 CLIMATE CHANGE RESILIENCE

Climate change resilience is embedded as a core design principle in the development, ensuring the area can adapt to and withstand future environmental challenges. With water management and water efficient development being an integral part of the development to achieve high quality design and placemaking.

6.MASTERPLAN

This section outlines the parameter plan, illustrative masterplan and the design principles that underpin the overall masterplan.

The Illustrative Masterplan has been informed by the preparation of Parameter Plans which draws upon the technical evidence set out within the site Assessment Section and also the work that was prepared to inform JP Allocation 9 within PfE.

PARAMETER PLAN

The following section presents the parameters for development.

Residential (to include highway / utilities infrastructure

Approximately 31.5 ha of land can accommodate residential development, providing the potential to deliver approximately 1250 homes.

Primary School

Approximately 1.6ha of land has been provided to allow for a one form Primary School.

Local Centre and Development

Approximately 0.6ha of land has been provided for a local centre which can include a range of appropriate retail, health and community facilities.

Green Infrastructure

The area available for green infrastructure is approximately 30.4ha.

Vehicle Access

New junctions to serve the proposed development will be provided as well as a new strategic Through Road. The council will be mindful not to encourage rat running through the site.

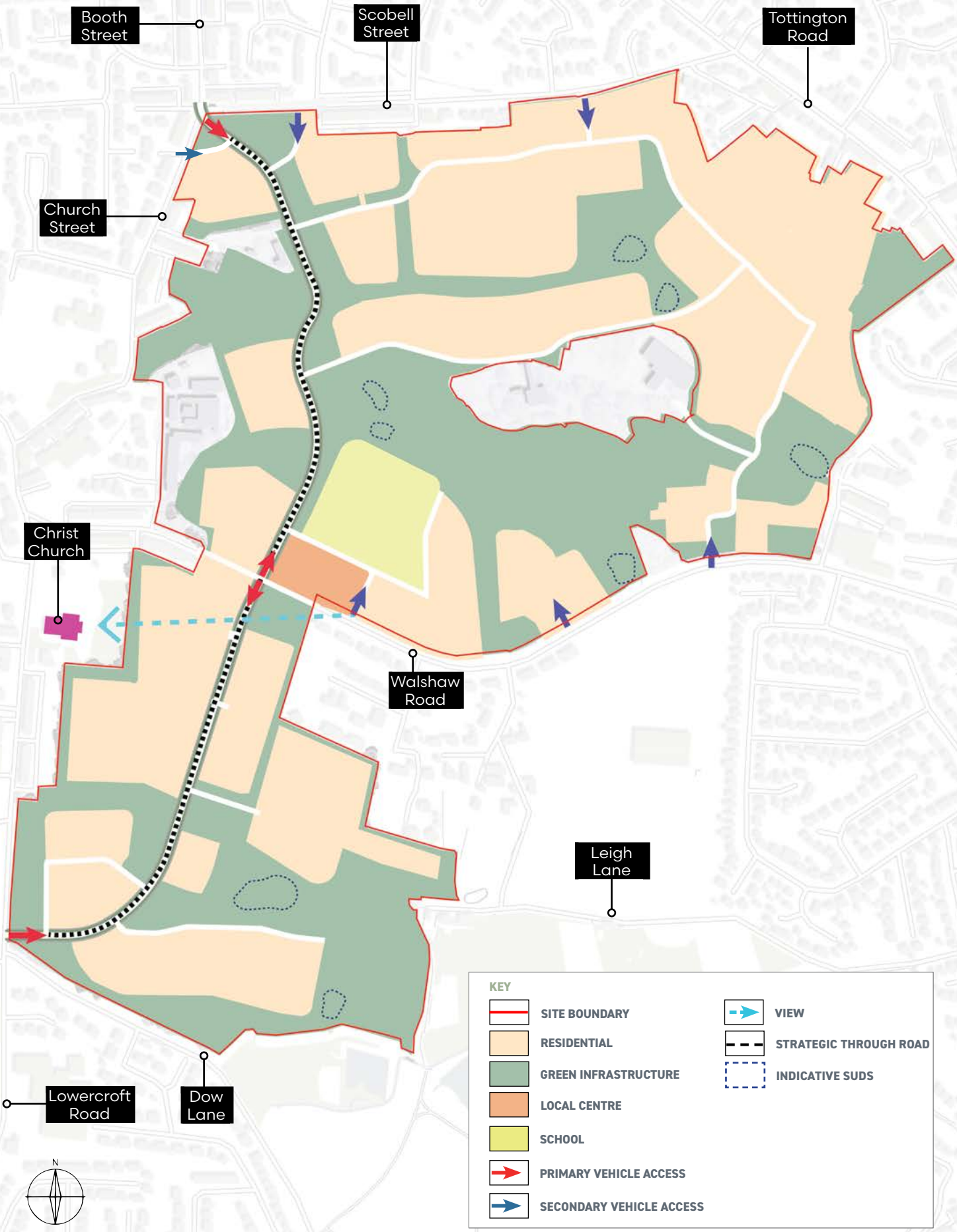
Building Heights

Predominately 2 storey with some 2.5 storey homes in key positions to aid permeability and legibility. In addition there is opportunity to increase to 3 storey apartments in the local centre

PARAMETERS

Use	Area (ha)
Residential	c.31.5
Green and Blue infrastructure	c.30
Local Centre	c.0.6
School	c.1.6

FIGURE 19: PARAMETER PLAN



INDICATIVE ILLUSTRATIVE MASTERPLAN

The purpose of the Illustrative Masterplan is to show how the parameters and principles will provide for the creation of a rich, varied and attractive development comprising a mixture of house and street types. Variations in density and urban grain will create distinct character areas and edges. It will provide a high-quality new community of, approximately 1,250 homes.

The Masterplan shows how existing landscape features will become focal points within the new neighbourhoods and support an extended and enhanced movement network that incorporates active travel.

The mix of uses provided will contribute to a sustainable new neighbourhood with key local infrastructure, such as primary school and local centre, easily accessible on foot or cycle.

A key piece of road infrastructure will be provided in the form of a new strategic Through Road which will connect Booth Street / Scobell Street (in the north) to Walshaw Road (central) and Lowercroft Road (in the south). In addition to relieving traffic congestion to the west of the site (Church Street / Walshaw village centre) it will provide active travel routes and therefore form a integral movement route connecting through the site and linking existing and proposed east-west path / cycle connections and a mix of high quality family homes.

THE MASTERPLAN INCORPORATES THE FOLLOWING KEY FEATURES:

1. Strategic Through Road (with potential for a bus route) providing access and connections to the wider highway network.
2. Integrated green / blue infrastructure with an extensive network of pedestrian and cycle routes, interfacing with surrounding facilities, alongside opportunities for children's play.
3. Site for a new primary school following school streets principles.
4. Retention of important existing landscape and biodiversity features.
5. Protection and enhancement of important heritage assets.
6. Surface water drainage solutions which have the potential to enhance biodiversity.
7. Community allotments that can be used by the residents.
8. New local centre with new retail and community facilities.
9. Through access to Church Street.

FIGURE 20: INDICATIVE ILLUSTRATIVE MASTERPLAN



CHARACTER STRATEGY

The Character Strategy for the site aims to create a vibrant neighbourhood, where different uses are conveniently located and at walking and cycling distance from most homes.

Building Heights

Building heights across the site will be approximately 2 to 2.5 storey in height. This will vary depending on local context and there may be the potential for higher buildings in some areas.

Density

While the average density for the site as a whole will be 37.7 dph, a range of densities will feature across it responding to the proposed locations of key facilities and will relate to the site-wide movement strategy.

Key Spaces

A sequence of spaces along the main route and throughout the development will provide a variation in character and development treatment, aiding legibility for pedestrians and cyclists and offering traffic calming.

Key Buildings

Other key buildings will be used to further emphasise the site's accesses, key spaces, and the hierarchy of routes throughout the site, aiding legibility. They will be achieved through scale, massing, use, architectural style and/or detailing. They will need to fulfil at least one of the following functions:

i) terminating and/or completing vistas and key views;

ii) creating a gateway and/or pinch points;

iii) creating landmark buildings to support wayfinding; and/or

iv) creating a sense of scale at key spaces.

Building Formality

Building formality across the site will vary depending on the character area it is within, for example The Avenue and Woolfold will feature more formal street frontage and formal response to green space than that of The Glade.(See the next section for character area details)

Block Structure

Perimeter blocks will be the most common typology across the site, with blocks located along the Primary Street generally accessed from the back or via small parking courts.

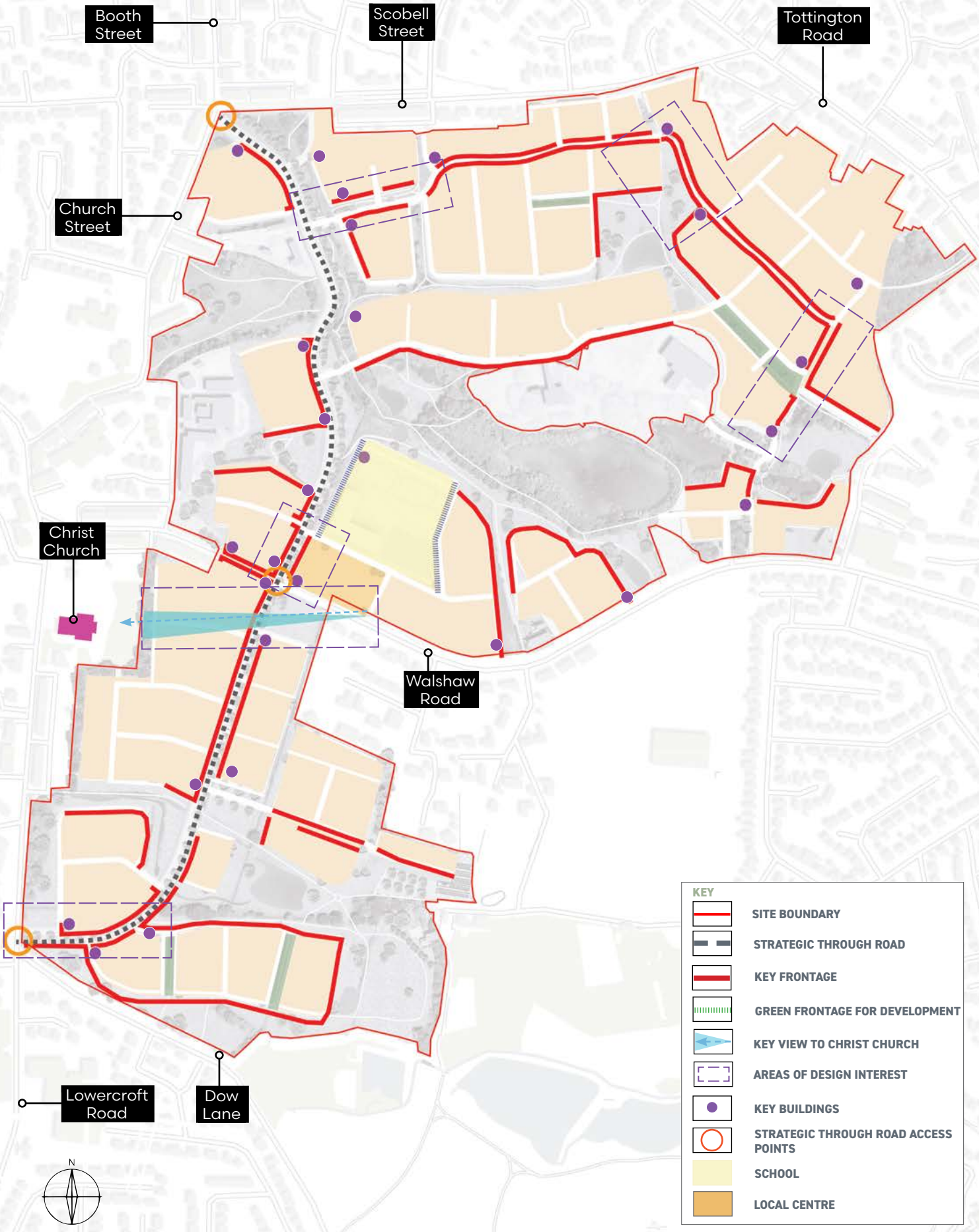
Key View

There is a key view in the site from Walshaw Road towards the listed Christ Church to the west of the site. To ensure the development does not disrupt the view, green space has been provided and streets orientated to maintain a view corridor.

Strategic Through Road Frontage

While strategic, the Through Road is still a street and has a significant role to play in defining the character of the whole site. It will span and influence all the character areas identified. As such, the scale and massing of built form will vary accordingly and will be generally formal with the use of symmetry and vertical elements to emphasise height. Modern and traditional interpretations of the principles are appropriate. There will also be a need to retain the character and amenity of existing properties in locations where new buildings meet existing roads.

FIGURE 21: CHARACTER STRATEGY PLAN



A strong character within a development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. This can be achieved though layout, massing, landscaping, building appearance and appropriate street design, all of which add a further layer of richness to the place.

CHARACTER AREAS

There are three character areas identified in the masterplan. The first includes the Avenue and Woolfold which are core development areas.

The second includes the Glade and the Woodland provide a greater opportunity for a variance in character to respond more directly to the site's landscape character.

The third character area relates to the local centre and primary school.

The character areas respond to the wider influence of the site which includes land form, topography, landscape and the relationship to the existing urban environment as identified in the early 'local character' section.

Edge frontages have also been identified to ensure that the built form provides a suitable transition to the wider landscape and responds positively to the heritage sensitivities of the Grade II* listed Christ Church.

Character Area 1: The Avenue

Located centrally within the site, this character area flanks the strategic Through Road (Avenue) and encloses the local centre: Average density will be higher with close proximity to community and transport infrastructure and to create definition to the central Through Road.

Character Area 1: Woolfold

Closely relating to the adjacent existing communities this character area will typify high-quality residential neighbourhood defined by family housing in and around Bury. Average densities will increase to the eastern / western edges in closer proximity to community and transport infrastructure.

Character Area 2: The Glade

Low density area characterised by a bio-diverse landscape environment with retained mature trees and hedgerows. With direct walking and cycling connections to the adjacent park.

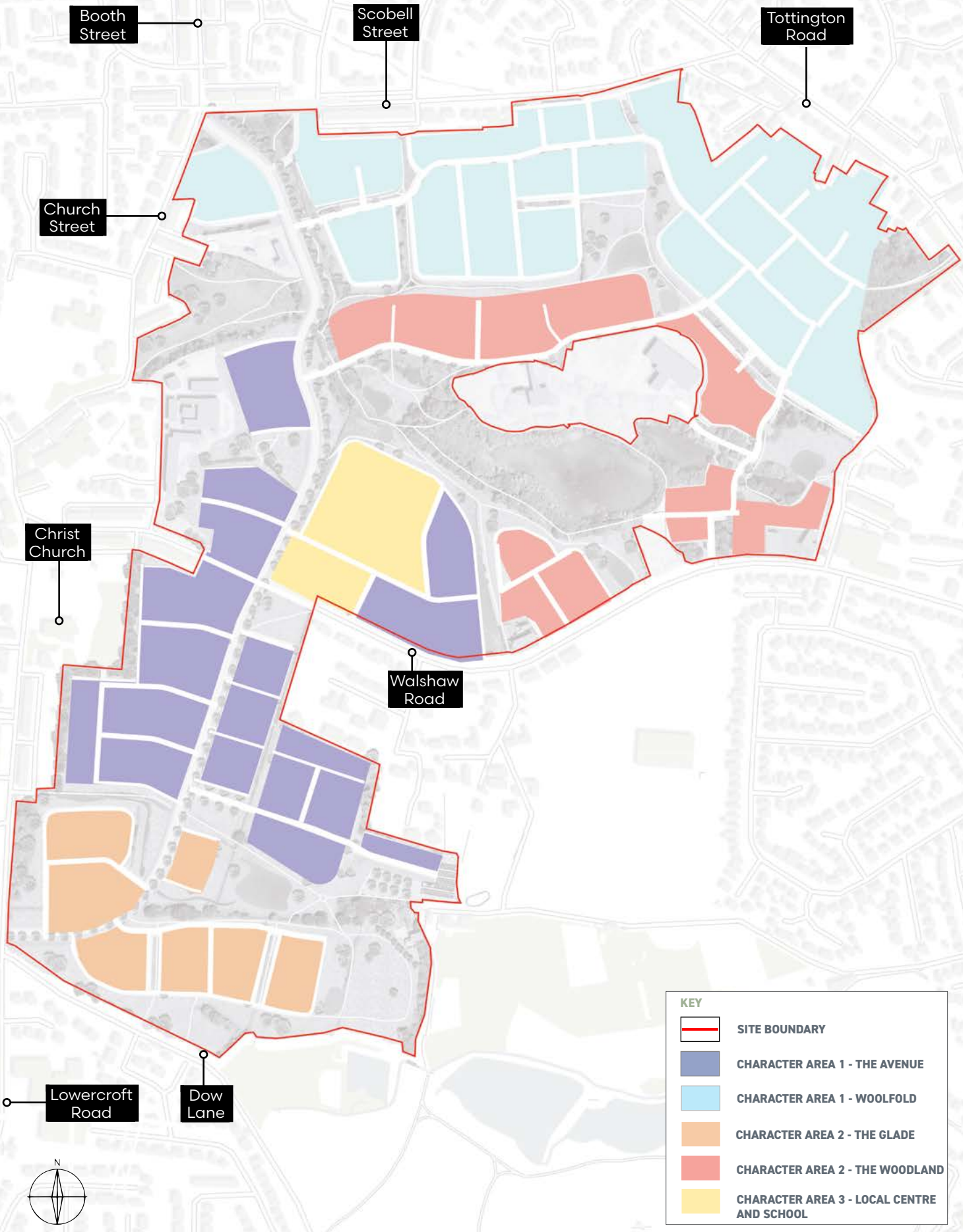
Character Area 2: The Woodland

Lower density area characterised by its proximity to the large body of water and its surrounding mature wooded landscape.

Character Area 3: Local Centre and School

At the centre of the masterplan sits the local centre and land safeguarded for a primary school, with a mixed density with provision for residential above the local centre.

FIGURE 22: CHARACTER & BUILT FORM STRATEGY PLAN



Character Areas 1 'The Avenue' and 'Woolfold'

The Avenue and Woolfold are similar in that they are residential neighbourhoods with regular development blocks, located in the north and centre of the site, creating continuity and clear block structure, reflecting that of the surrounding neighbourhoods.

Character

This area has formal development lines with clear blocks throughout both areas. They will have a more suburban feel with a semi-formal character inspired by the traditional residential neighbourhoods found in Bury.

Core Area 1: 'The Avenue' is heavily influenced by the Through Road and topography where residential streets will slope down from west to east and will provide the opportunity for views east towards Bury and north towards the hills.

Core area 2: 'Woolfold' is more contained with its character area defined by the street and spaces and journeys that are made through them.

Scale and Density

The residential areas will be approximately 2 to 2.5 storey in height.

Scale and density in Character Area 1 will be approximately 2 to 2.5 storey in height, with an average density of approximately 35dph-40dph due to the proximity of this area to community and transport infrastructure.

Distinct Frontages

The Avenue has key frontages that run along the new strategic Through Road. The Eastern side of this road will see a landscaped strip / rain garden with tree planting.

Woolfold has a key frontage along its primary street that connects from Walshaw Road in the south to the Through Road in the north west.

Landscape

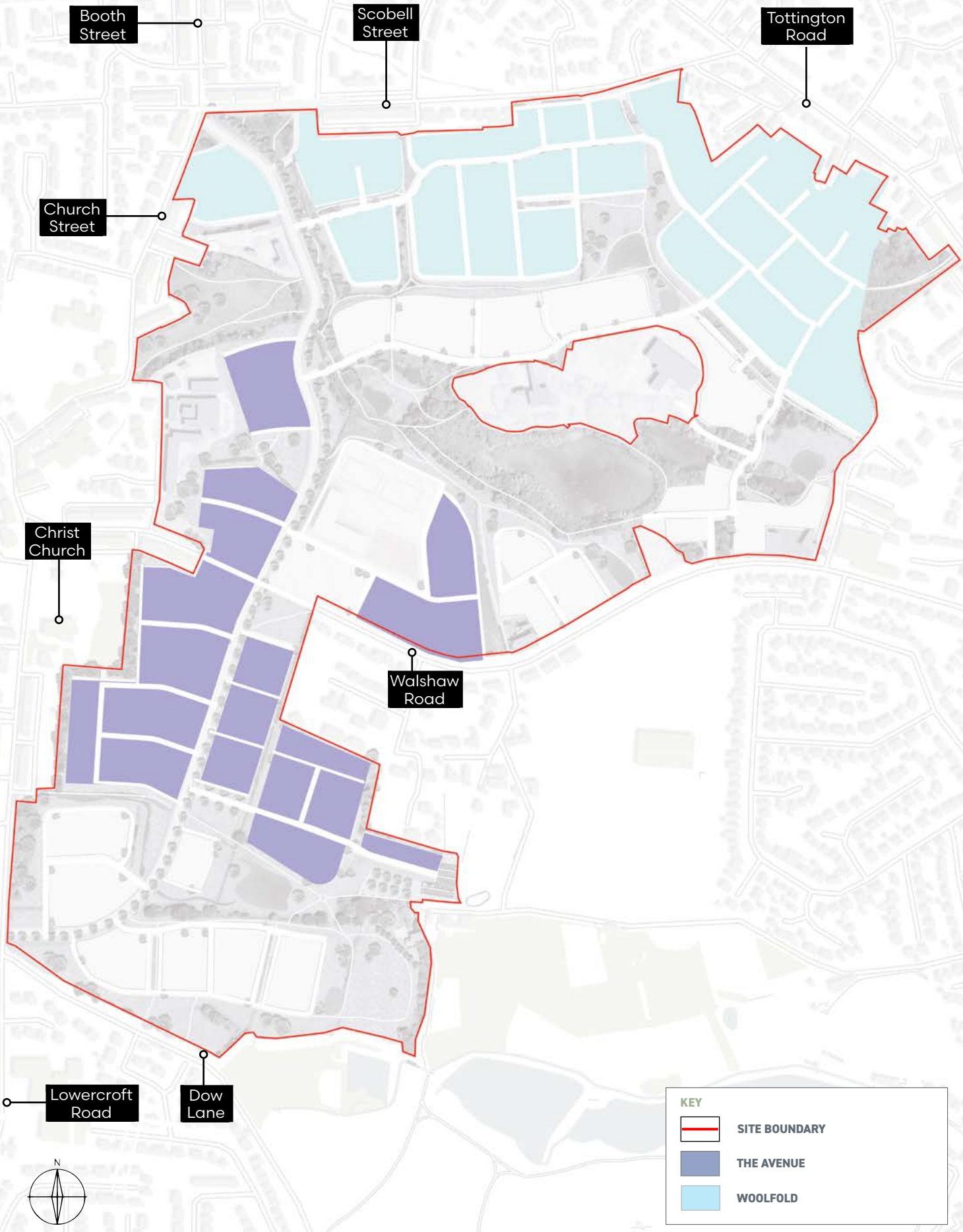
Landscape within The Avenue and Woolfold will typically be formal and structured where development area meets open space, leaving the more naturalistic landscape to the outer edges of the site.







FIGURE 23: CHARACTER AREAS 1 PLAN



Character Areas 2 'The Glade' and 'The Woodland'

The Glade and The Woodland are residential neighbourhoods heavily influenced by their landscape context. Featuring key green frontages and views.

Character

These areas will have an informal character with variation in building line which will help the residential development here feel more organic. Verdant character with trees within plots and hedgerows.



Scale and Density

The residential areas will be largely 2 storey in height at an average density of approximately 35 dph.

This lower average density will help define the character and provide the opportunity for strong integration with the adjacent landscape.



Distinct Frontages

Each area will have a distinct frontage which responds to its edge context and will have a strong landscape feel.

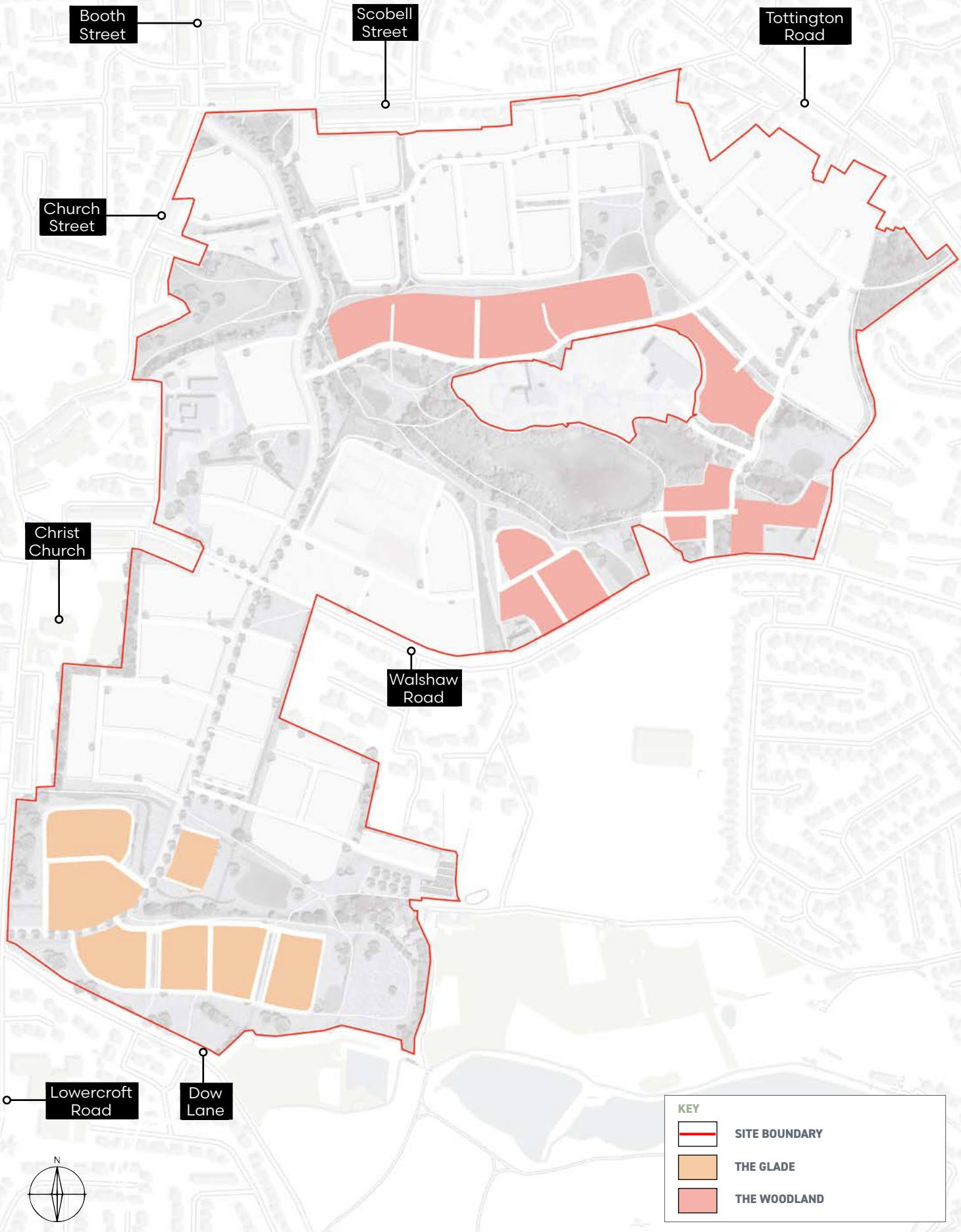
Landscape

These areas will tie in with the distinct landscape setting within the site's central and southern edges. It is a landscape-led neighbourhood which generally fronts open space.

Landscape will typically be formal and structured where development area meets open space, leaving the more naturalistic landscape to the outer edges of the site.



FIGURE 24: CHARACTER AREAS 2 PLAN



Character Areas 3 Local Centre and School

Sustainably located at the heart of the masterplan is the local centre and school providing key local amenities and the opportunity for residential development as a higher density.

Character

This area will provide a gateway into the northern parcel of the allocation, serving both existing and new residents. This area will include a new primary school, community facilities and small scale retail uses. This co-location of uses will strengthen the sense of community, providing a vibrant point of arrival.

New active travel and public transport infrastructure will be provided alongside the local centre and primary school to encourage sustainable travel and transport connections. This provision will support walking and cycling to school and reduce reliance on car travel for short trips. It also considers the surrounding road network to avoid traffic congestion and parked cars dominating the street scene.

Scale and Density

The height in this character area could increase to 3 storeys to accommodate apartments or cottage flats above the local centre. Site arrangement must balance massing siting taller buildings with open spaces such as play, sports and soft landscape.

The school site would typically have a relatively modest, low-rise scale, with buildings often arranged as a compact cluster of up to 2 storey blocks to preserve generous outdoor space for play and learning.

Distinct Frontages

The local centre will create a strong frontage along the main Through Road, softened by landscaping that establishes a welcoming green edge. As the road approaches the development, the school and local centre both front onto it, helping to create a clear and distinctive sense of arrival to the area.

Landscape

This area has a more formal and structured landscape, where spaces (including any servicing and car parking) are clearly defined and closely integrated with surrounding development.

The school is predominately open and organised for play and sports while the local centre is softened by planting that creates an attractive and welcoming setting.

Safeguarded Land

In accordance with the Department of Education (DofE) requirements land of a suitable size to accommodate a new one-form entry primary school (with room to expand to a two-form entry primary school if required) and associated outdoor recreation space has been identified and safeguarded within the northern part of the allocation close to the Local Centre, as identified in Figure 25 and 26.



FIGURE 25: LAND FOR SCHOOL LAYOUT

FIGURE 26: CHARACTER AREAS 3 PLAN



7.DEVELOPMENT FRAMEWORK

The following Development Framework have informed the parameters for the development of the Walshaw site and should be considered as part of any future planning applications. All planning applications are to include supporting information that demonstrates how the development addresses relevant development plan policies and incorporates these Development Frameworks.

All planning applications will be required to take account of site-wide evidence covering a range of matters as set out in the following chapter.

Whilst the masterplan for 'the site' is indicative, any proposed deviation from the Development Principles will only be acceptable if there is clear, robust and agreed evidence that demonstrates an alternative approach would be more beneficial, with reference to the Vision and Objectives set out in Chapter 4.

DESIGN

Development of the site should deliver high-quality, inclusive and sustainable places that respond positively to local context and contribute to a distinctive sense of place, particularly in terms of:

- Responding positively to local context and character.
- Place-making and urban design quality.
- Climate responsiveness and resilience.
- Respect and respond to the natural environment.

All development proposals should adopt a design-led approach from the outset, ensuring that design considerations shape the form, layout, scale and function of development rather than being applied retrospectively. All planning applications should be accompanied by a design code.

PfE Policy JPA9 requires new development to ensure its design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre.

PfE Policy JP-P1 sets out the key attributes that all development should be consistent with in order to meet the aim for the city region to be one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.

PfE Policy JP-G6 requires development to be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

The following design framework must be incorporated into all development proposals within the site:

Responding positively to and being informed by a thorough understanding of the local context and character, including:

- The site's natural, built and historic environment.
- The local townscape, landscape and setting.
- Established patterns of development, street hierarchy and plot structure.
- Local materials, detailing and architectural features.

Delivering high-quality and inclusive development that contributes to a distinctive sense of place, particularly in terms of:

- Being visually attractive and distinctive, through architecture, materials and detailing.
- Incorporating distinctive architectural reference points at key gateway locations and arrival points to assist with legibility.
- Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing weather and climatic conditions.
- Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive and accessible way that creates a legible sense of place.
- Ensuring that the development makes an effective and efficient use of land and natural resources.
- Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing, weather and climatic conditions.
- Enabling effective, inclusive and safe patterns of movement with a clear hierarchy of routes within and around the development that promotes walking, wheeling, cycling, equestrian use and the use of public transport.
- Ensuring that the development is accessible to people with disabilities, the elderly and those with small children.
- Being safe and secure by minimising actual and perceived opportunities for crime and anti-social behaviour.
- Making appropriate provision for gardens and/or outdoor amenity space that reflects the type and size of each new dwelling.
- Making provision for high quality green and blue infrastructure including multi-functional SuDS, the provision of wildlife habitats and other wildlife-friendly features within the development.
- Ensuring opportunities are taken to positively integrate and enhance existing natural assets, such as rivers and wetlands, into the development, where appropriate.
- Promoting health and wellbeing.
- Considering opportunities for the incorporation of public art.

Delivering development that is resilient to the ongoing and predicted impacts of climate change, particularly by:

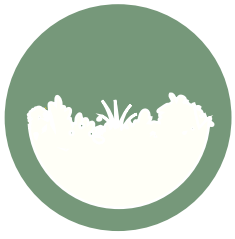
- Incorporating low carbon materials to reduce the embodied carbon of new development.
- Ensuring opportunities are taken to optimise solar energy generation through the site layout, building orientation and design.
- Providing high quality sustainable travel options for day-to-day needs via convenient walking, wheeling and cycling roues and catchments and easy access to public transport.
- Incorporating appropriate landscaping and urban greening.
- Ensuring that the design includes an assessment of, and response to existing hydrological characteristics to ensure the sustainable management of water in the design of a site and Sustainable drainage must be considered at the outset of the design process and integrated with the site landscaping, including tree-lined streets.

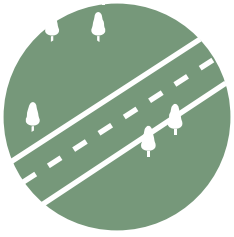
Ensuring new development will not lead to unacceptable adverse impacts on the amenity of the surrounding area, particularly in terms of:

- Overshadowing and loss of light.
- Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions.
- Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours.
- Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.









HOUSING

PfE Policy JPA9 allocates Walshaw for a new residential-led community. In accordance with Policy JPA9 approximately 1,250 new homes should be delivered to diversify the type of accommodation in Walshaw.

Development should offer a broad mix of house types and sizes, including delivering high quality and locally distinctive design. In addition to this, provision should also be made for custom and self-build plots (subject to local demand having regard to the Councils' self-build register and other relevant evidence) as well as specialist and older persons housing, having regard to the latest Housing Needs and Demand Assessment.

In accordance with PfE Policy JP-H3, all new dwellings must comply with the nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

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.

Affordable Housing

Criterion 5 of PfE Policy JPA9 states that development in this allocation will be required to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

Development proposals should include the provision of affordable housing in line with the requirements of PfE Policy JPA9, across a range of house types, sizes and affordable tenures, and have regard to the latest Housing Needs and Demand Assessment. It should be fully integrated throughout the site unless there are specific circumstances that warrant otherwise and it 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).

Provision for Specialist and Older Persons Accommodation

Provision should be made for specialist and older persons' accommodation to contribute to meeting identified needs in the latest Housing Needs and Demand Assessment. Specialist and older persons' housing should be in an appropriate location to meet the needs of future residents.

All planning applications should demonstrate how provision for specialist and older persons accommodation is being made

Character and Density

The density and character of new residential development will be shaped by:

- Characteristics and constraints at different locations, both within the site and within the surrounding context.
- The need to deliver sustainable forms of development including efficient use of land, management of environmental impact and promoting travel by non-car modes.

The approach to residential density should in accordance with PfE Policy H4, with the highest densities delivered in the most accessible locations. Development should maximise the opportunity to create sustainable homes in walkable neighbourhoods.

To optimize densities within the site, residential uses will also be acceptable in principle, on the upper floors of retail and community uses.

Such differentiation in density is essential to help create a varied mix of residential forms and typologies, helping to ensure a choice of housing while delivering an efficient and sustainable use of land.



ACCESS HIGHWAYS AND TRANSPORT

Development at Walshaw represents a significant opportunity to deliver new strategic highway infrastructure and sustainable transport connections, providing relief for existing parts of the highway network, as well as providing sustainable access to the site and its new neighbourhoods and facilities.

All development within the allocation should be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network both in its 'incomplete' early phases and incrementally through to final completion.

Development within the allocation should:

- Deliver a street hierarchy within the site that is in line with local design standards and that is capable of accommodating buses, with provision of bus stops and related infrastructure at optimum locations, and provision for active travel.
- Provide primary routes from the key vehicular access points connecting the development with surrounding area.
- Ensure high quality, convenient, safe and attractive walking, wheeling and cycling routes where appropriate, into and throughout the site and, in particular, towards bus stops.
- Provide off-site transport mitigation measures to enable accessibility and mitigate highways impacts arising from the development.
- Ensure that flood risk on-site and off-site from highways works is not increased and where possible a betterment is provided.

Planning applications submitted on the site will need to take account of a transport assessment which considers the highway and transport impacts of the entire site.

In accordance with Policy JP-C8 (Transport Requirements of New Development) this assessment should fully consider the cumulative impact of other proposed development in the area, access, highways and active travel. This should include detailed technical assessment and feasibility work. Transport Assessments will also be used to update the Infrastructure, Delivery and Phasing Strategy for the site.

Access and Strategic Through Road

To connect the site with the local highway network a new multi-functional strategic Through Road will provide new highway provision and public transport routes providing an alternative to the existing constrained highway network at Church Street, Bank Street and High Street. The strategic Through Road will also provide access to development parcels within the site and will provide some of the key active travel routes through the site. Rat-running through the site must be avoided.

The key access points on the Through Road are:

- Junction at Scobell Street/ Church Street and Booth Street
- North of Walshaw Road
- South of Walshaw Road
- Junction at Lowercroft Road

Additional points of emergency vehicular access may also be acceptable.

The design of access junctions should be informed by a Transport Assessment, Traffic Modelling and Traffic Surveys, prepared to support planning applications. This will ensure that the appropriate design, type and size of junction is provided – in accordance with PfE Policy JP- C8 (Transport Requirements of New Development).

The internal road hierarchy and layout should be designed in accordance with PfE Policies JP-C1 (An Integrated Network), JP-C5 (Streets for All) and JP-C8 (Transport Requirements of New Development), as well as other relevant guidance, including the Greater Manchester Streets for All Design Guide.

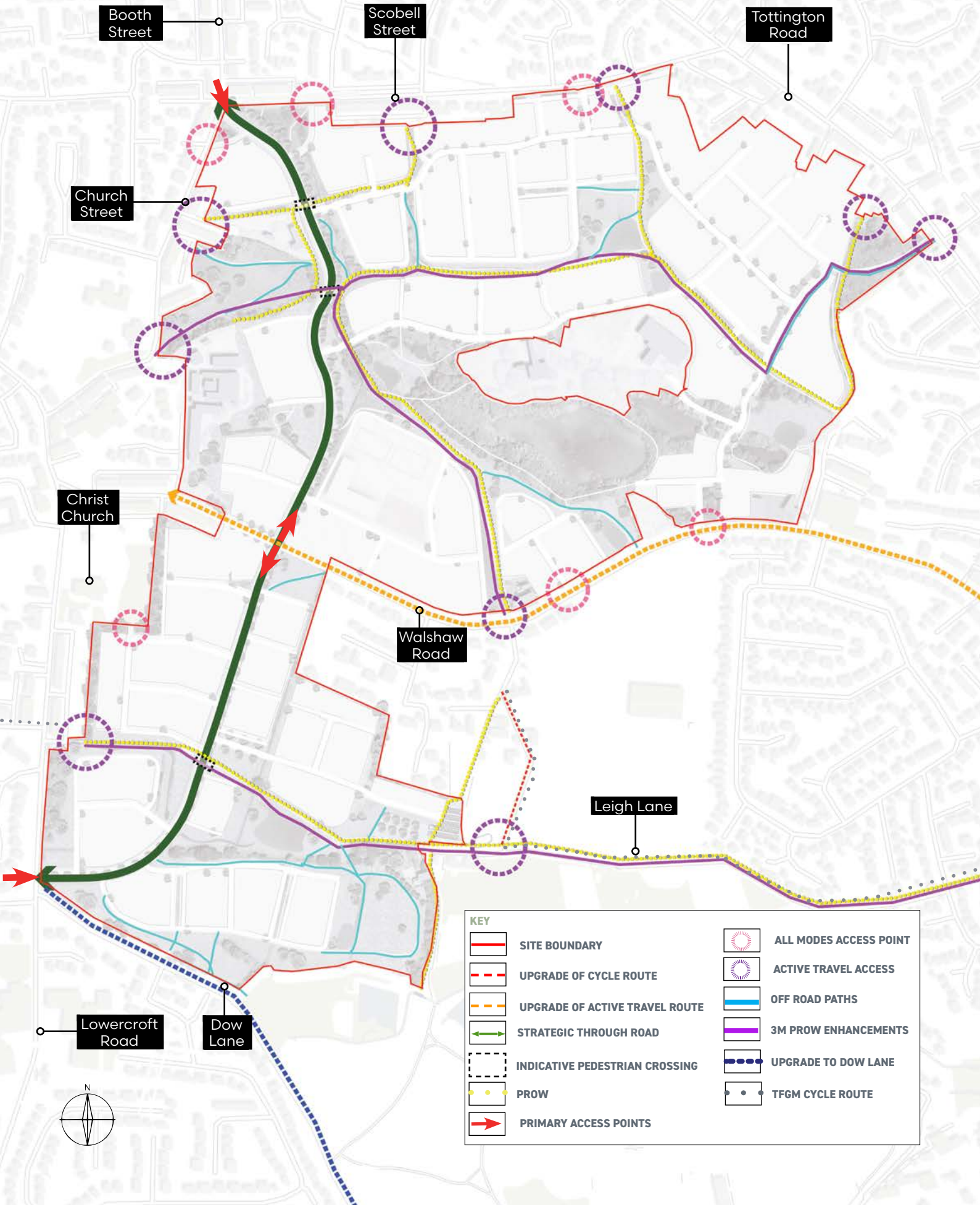
To prevent rat-running and ensure delivery of the Through Road, any proposed north-south estate roads shall not be fully connected unless or until the full strategic Through Road is operational.

The strategic Through Road is a critical and essential highway mitigation measure that is required to allow for the full quantum of development from the site to be delivered.

The scale and location of residential development within the allocation will be co-ordinated with the delivery of the Strategic Through Road.

Further details regarding this will be determined by site wide and plot specific Transport Assessments submitted with all planning applications which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site.

FIGURE 27: ACCESS AND MOVEMENT STRATEGY PLAN



Highways

Residential development at Walshaw must be integrated with the wider highway network. All development within the allocation will be expected to have regard to the off-site highway mitigation works listed in Appendix D of PfE (together with any additional necessary measures identified through Transport Assessments) to enable accessibility and mitigate highways impacts arising from the development. These include:

- Crostons Road/ Tottington Road junction
- Tottington Road/Walshaw Road priority junction
- A58 Bolton Road / Ainsworth Road junction improvement
- A58 Bolton & Bury Road/Starling Road junction improvement

Parking

Car and cycle parking, including Electric Vehicle (EV) charging facilities will be expected at key public facilities including the local centre and school in accordance with PfE Policies JP-C5 (Streets for All), JP-C6 (Walking and Cycling) and JP-C8 (Transport Requirements of New Development) and any associated guidance, including the Parking Standards in Bury SPD11 (June 2025).

Active travel & Movement

The promotion of sustainable modes of transport and permeable connections will be critical for the delivery of the Walshaw site.

Development should be designed to ensure ease of walking, wheeling, cycling and equestrian movement through the site.

Active travel infrastructure in accordance with LTN1/20 and other relevant design guidance will be required to be delivered both within and outside the site where possible to support sustainable travel connections.

All development within the allocation should seek to conserve existing public rights of way (with diversions as appropriate) and improve walking, wheeling, cycling and equestrian connectivity for both active travel and recreation.

The indicative masterplan presented in Chapter 6 identifies a network of dedicated active travel routes designed to permeate the development, including direct links between the local centres, schools and an indicative link to Christ Church. These routes offer the quickest and most direct way to access key destinations, day-to-day needs as well as direct connections to surrounding areas by non-car modes.

The proposals identify a hierarchy of routes including:

- Strategic Through Road
- Primary Street
- Residential Street/ shared streets
- Lanes

Further details can be found in chapter 6 ('Masterplan').

The approach to active travel should have particular reference to PfE Policies JP-C5 (Streets for All), JP-C6 (Walking and Cycling) and JP-C8 (Transport Requirements of New Development). Active travel infrastructure may be required to be delivered in the immediate vicinity of the site and outside of the allocation, to support sustainable travel connections.

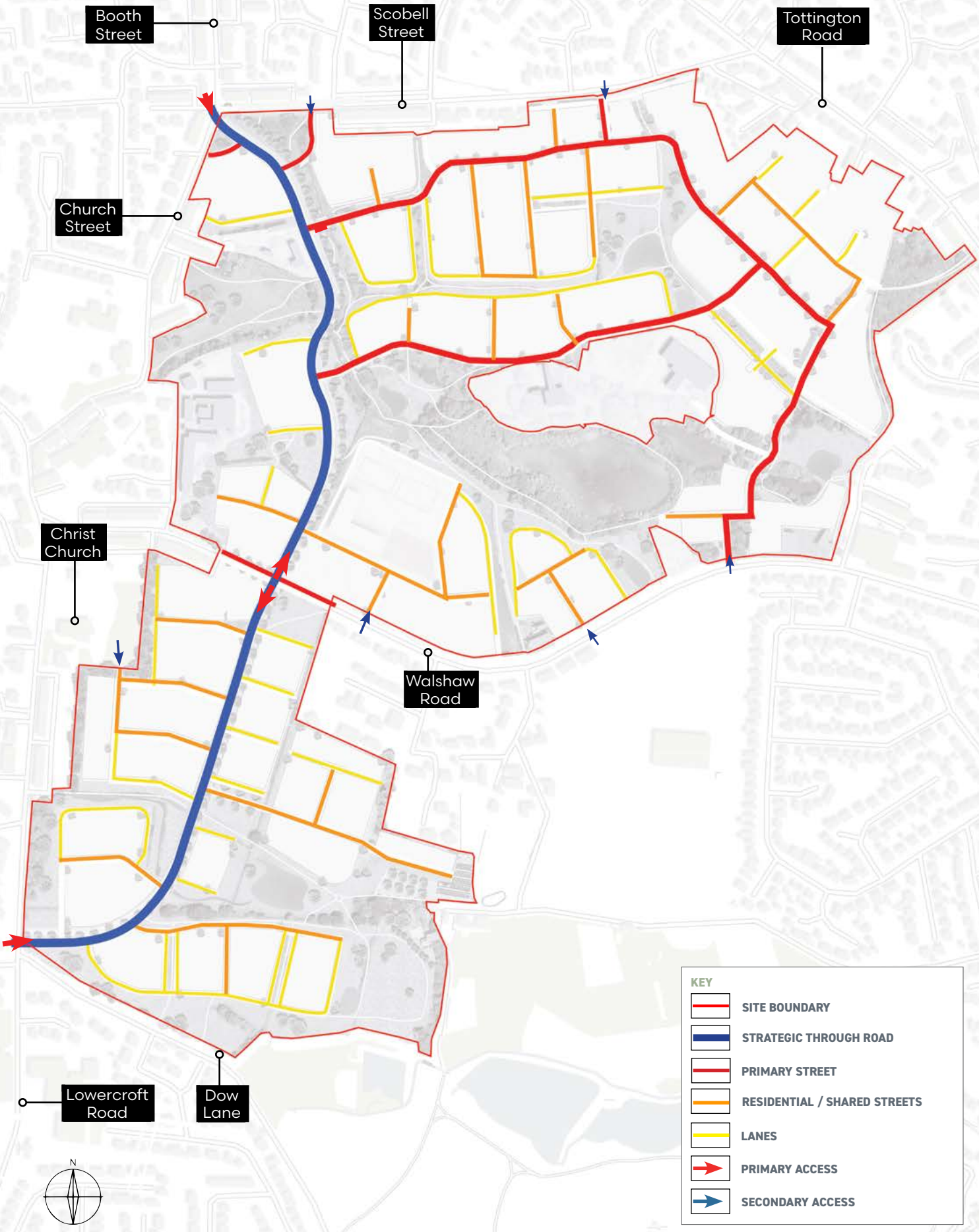
Public Transport

Accessibility by bus will be key to the sustainable development of the site. The Greater Manchester Bus Strategy has an aim for 90% of Greater Manchester's population to be within 400m of a 30-minute bus service.

Consideration will need to be given to the location of bus stops along the strategic Through Road having regard to bus stop catchment areas. Active travel routes to and from bus stops, the nature and location of crossing points on the strategic Through Road and whether on-road bus stops or bus laybys are preferred will be determined at planning application stage.

All development within the allocation will be expected to contribute to bus infrastructure and services.

FIGURE 28: ACCESS AND MOVEMENT STRATEGY PLAN



Pedestrians

A permeable and legible pedestrian environment is integral to creating a successful community. Pedestrian movement will be provided through a network of off-road and on-road paths. These will allow new and existing residents to traverse the site away from vehicles.

Pedestrian routes will promote active movement and will link to existing recreational routes and destinations in and around the site.

The indicative design of off road paths is shown opposite.

Cycling

Cycling infrastructure will be provided across the site both formally along the Through Road with the provision for a 3m shared cycleway/footway and off-road routes throughout the site.

Connection with the wider national cycle network route 6 to the north east will be provided onto Tottington road and the existing PROW going north.

Cycle way/ off road paths moving west to east are also provided to the west via Lowercroft Road and to the east via Leigh Lane.

Figure 30 highlights the indicative design of any off road path.

Strategic cycleways will provide safe, attractive and convenient connections between development parcels and key designations within and around the site.

Vehicular Access

Primary access will be provided off Booth Street and Lowercroft Road.

Secondary access will be provided via: Scobell Street and Walshaw Road.

Strategic Through Road

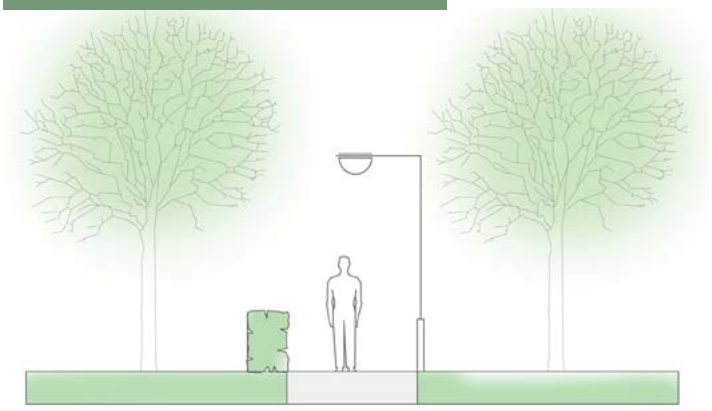
As part of the allocation policy, a Strategic Through Road must be provided. This strategic Through Road will have the potential to provide a bus route. An indicative design can be seen opposite.

Street Hierarchy

Together, these street types will create a legible neighbourhood, with a permeable and easy to manoeuvre environment that supports the needs of all users.

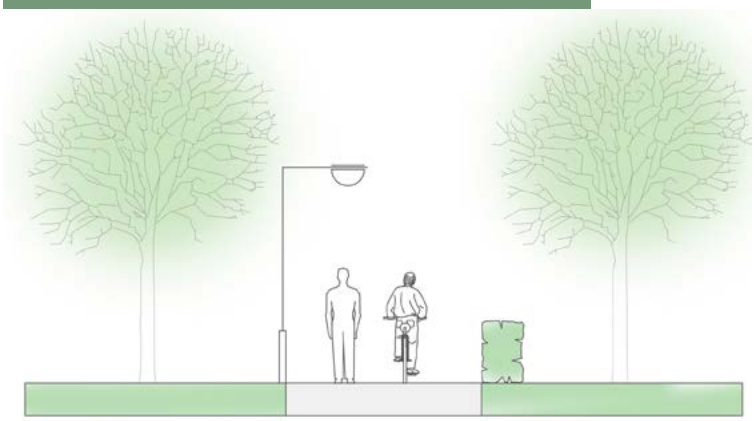
The street sections presented opposite and Figure 28 illustrate where these street types could be applied across the proposed development.

FIGURE 29: OFF ROAD FOOTPATH



Path

FIGURE 30: 3M OFF ROAD CYCLE / FOOTPATH



Path

FIGURE 31: THROUGH ROAD

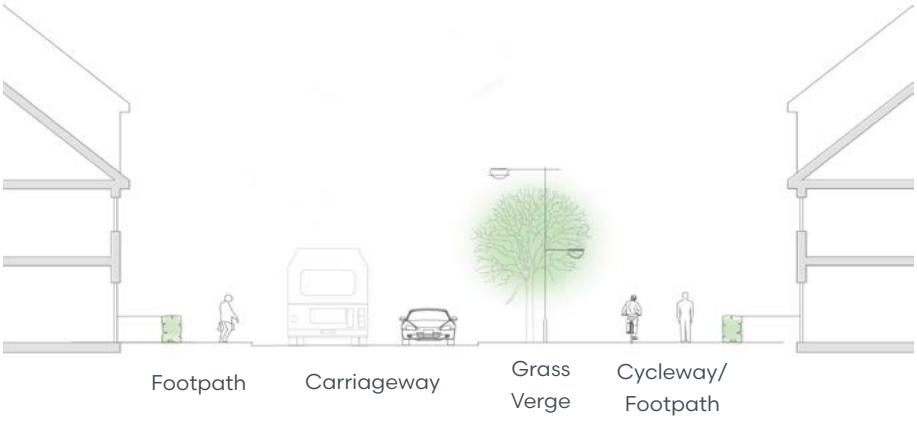


FIGURE 32: RESIDENTIAL STREET

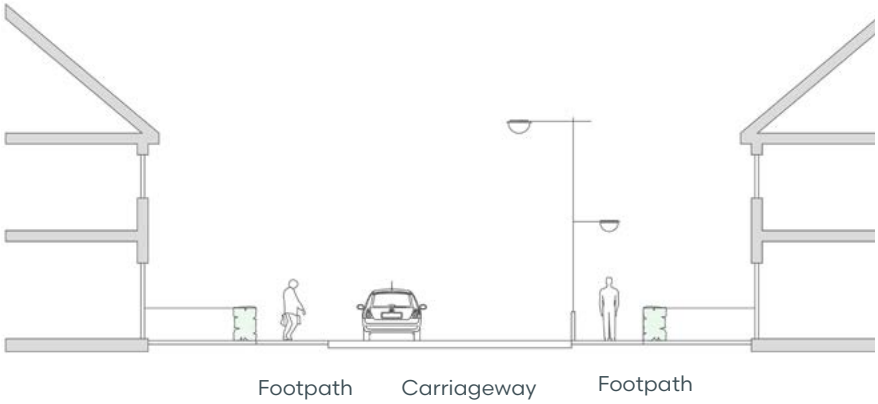


FIGURE 33: SHARED STREET

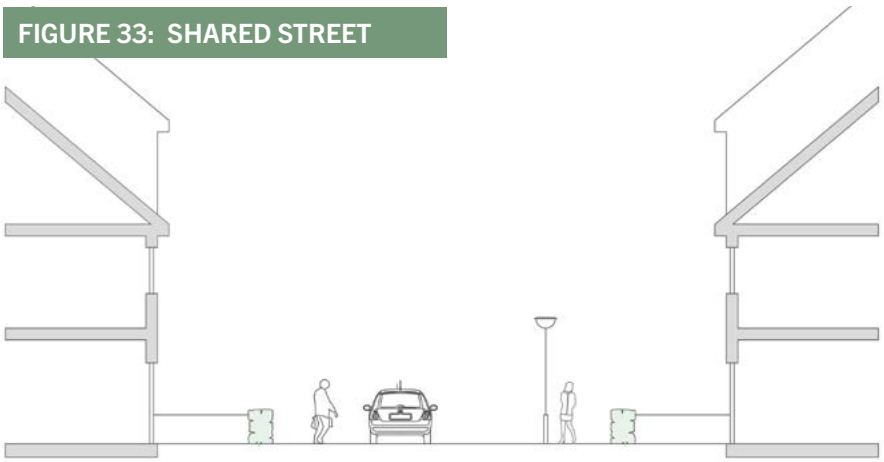


FIGURE 34: PRIVATE LANE/DRIVE



ECOLOGY

The masterplan has been prepared around existing ecological features across the whole site and has considered the existing green and blue infrastructure throughout.

Planning applications submitted on the site will need to take account of a site-wide ecology strategy prepared in accordance with PfE Policies JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity).

The strategy should focus on protecting key habitats and species through implementation of the mitigation hierarchy and integration and enhancement at Walshaw and Elton Brooks.

The following principles must be adhered to within the ecology strategy:

- Conservation of breeding birds including new habitat creation and habitat enhancement.
- Conversation of bats, including habitat creation and habitat enhancement.
- Avoidance, mitigation and/or compensation for any harm caused to SBIs, including indirect harm (e.g. increased recreational pressure).
- Site wide conservation strategy for amphibians.
- Protection of badgers; and
- Co-ordinated management of invasive species.
- Use of locally appropriate species.

Wildlife Corridor

A designated wildlife corridor runs across the southern part of the allocation

Saved Policy EN6/4 of the adopted Bury Unitary Development Plan (UDP) relates to wildlife links and corridors and states that the Council will seek to consolidate and, where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. In particular, the Council will seek to ensure that new development within or adjacent to identified links or corridors contributes to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.

In addition, UDP Policy EN6/4 is supported by criterion 2 of Places for Everyone Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) which states that, through local planning and associated activities, a net enhancement of biodiversity resources will be sought, including, where relevant, by improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes. Criterion b of Policy JP-G8 also states that development will be expected to avoid fragmenting or severing connectivity between habitats.

In line with UDP Policy EN6/4 (and its supplementary guidance) and Places for Everyone Policy JP-G8, development in this part of the site will be expected to avoid fragmenting or severing this corridor and will need to contribute to its effectiveness through the design, landscaping and siting of development proposals and mitigation works.

Biodiversity

PfE Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity requires development to follow the mitigation hierarchy of first, second and third:

1. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts.
2. Adequately mitigating any harm to biodiversity.
3. Adequately compensating for any remaining harm to biodiversity.

All ecological matters have informed the masterplanning of the Walshaw site and will continue to be considered throughout the planning process, including through any subsequent planning applications. Whilst the protection of ecological assets is clearly an important objective for planning, so too is the need to meet future development needs and planning can often face difficult choices around achieving an appropriate planning balance and the reconciliation of often competing interests.

Providing enhanced areas of green space and key landscaping will provide space for BNG to be addressed. However some multi-functional greenspaces are not suitable for BNG delivery due to the potential conflict of human interference with habitats (dog walking, play, sports). Each planning application will deliver the required 10% BNG and on site BNG will be optimised but it is likely that off-site measures will be required. However this should be based in a site-wide ecology and BNG Strategy. These will be delivered in the first instance through Bury Council's local offsetting capacity, supplemented by strategic offsetting sites if needed.

Further ecological surveys and strategies should be submitted with all planning applications within the site to ensure that these reflect the latest position. In addition to the site wide ecology strategy, further ecological surveys and evidence should be submitted with all planning applications.

Maintenance & Management

The long-term positive management of green spaces and in particular the retained and newly created habitats, should be secured through a Landscape and Habitat Management Plan (LHMP). This plan should also cover any off-site habitats delivered as part of the BNG and mitigation strategy. Ongoing monitoring will be embedded within the LHMP to track habitat condition, species use and the effectiveness of management measures. Results will be regularly reviewed, allowing management practices to be adapted as necessary to ensure long-term ecological benefits are achieved.

An Access Management Strategy should be prepared to guide where public access is encouraged, controlled or restricted, depending on ecological sensitivity and functional objectives. This will be particularly important for preventing disturbance to breeding and wintering birds.

Strategy

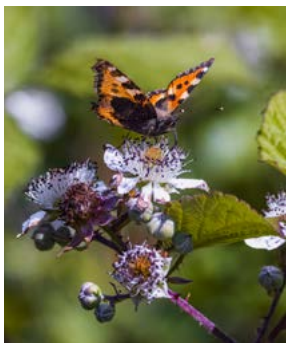
The areas of public open space provided and the proposed naturalistic approach to landscape will enhance biodiversity through the creation of a range of new habitat types throughout the site.

The proposed landscape at Walshaw includes a network of space, featuring new parks, gardens, and publicly accessible natural areas.

The development will deliver at least the statutory 10% Biodiversity Net Gain (BNG) through a mix of on-site enhanced areas of green spaces and landscaping, and off-site gain.

The masterplan represents a sustainable and ecologically integrated framework that is capable of delivering meaningful environmental enhancement alongside new housing. The allocation not only mitigates potential impacts but also provides a strong foundation for long-term nature recovery and measurable biodiversity gains.















OPEN SPACE, SPORT AND RECREATION

Criteria 9 of PfE Policy JPA9 requires development to 'make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.

Saved Policy RT2/2 of the adopted Bury Unitary Development Plan (UDP) relates to recreation provision in new housing development and states that developers of new housing on sites of 10 or more dwellings will be expected to provide for the recreational needs of the prospective residents. This Policy is supported by supplementary guidance (SPD1) which provides more detailed advice on the implementation of the Policy.

Any planning applications on the site will need to take account of a site wide open space, sport and recreation strategy which sets out the quantity, quality, accessibility, delivery and management of on-site provision. This strategy should be prepared in accordance with Bury's local standards and evidence base including Bury Council Open Space Assessment and supplementary planning documents.

Broadly, the sport and recreation demands arising from a new residential population of 3,000 people at Walshaw is likely to be:

- 2.4ha of parkland.
- 12.33 ha of natural and semi-natural green space.
- 1.92ha of amenity green space.
- 0.75ha of allotment provision.
- 0.75ha of children and young peoples play provision.
- Provision for Adult and Youth football (11v11).
- Improvements to the quality of the small 3G facility at Walshaw Sports Club.

The masterplan for Walshaw includes a network of spaces, featuring new parks, gardens, and publicly accessible natural areas. These spaces will be integrated into the area's broader green infrastructure, offering both new residents and existing communities opportunities to enjoy the outdoors with planned routes and connections enhancing accessibility throughout.

The spaces vary in size and character, influenced by natural assets such as mature vegetation, water features, views, and biodiversity, while also incorporating new park amenities like play areas and food-growing spaces.

Opportunities for the dual use of facilities through new school provision should be explored along with the potential for improvements to the 3G provision at Walshaw Sports Club to help to accommodate mini formats of pitch sports.

It is anticipated that the long term positive management of the open spaces within the site will be secured through both a Landscape and Habitat Management Plan and the establishment of a Management Company to maintain the play areas, open spaces and parks.



FIGURE 35: LANDSCAPE STRATEGY



To help integrate the proposed development with its surrounding environment and encourage sustainability, a series of key design considerations have been incorporated into the green infrastructure plan.

The development will ensure there is provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.

All planning applications should demonstrate how the recreational needs of prospective residents will be met, particularly through on-site recreation provision in the first instance.

Key considerations focus on preserving and enhancing the natural landscape, supporting biodiversity, and inviting both new and existing residents to enjoy and connect with the parks and green spaces.

The aim is to create a cohesive and vibrant green area that supports ecological health and enhances the well-being of the community.

Below are the key design principles incorporated into the proposed green infrastructure:

- Retain and enhance landscape features, such as existing woodlands, groups of trees, water bodies, and hedgerows, integrating them into the Green Infrastructure network where possible.
- Improve habitat connectivity across the site by using a mosaic of habitats that reflect the historic landscape pattern, including woodland blocks, tree belts, grassland meadows, and hedgerows.
- Reflect the existing settlement edge patterns and character through structural planting, land use, and appropriate transitions in scale and massing at the settlement boundaries, responding to the surrounding context.
- Improve active travel routes and connections across the site, linking to existing public rights of way (PRoWs) and pathways.
- Enhance the habitat value and accessibility of Walshaw Brook by creating an ecological park along the watercourse.
- Create an attractive, legible, and secure environment for the proposed residential development, supported by quality green connections and well-overlooked spaces.
- Design spaces that integrate both formal and informal recreational areas, connected by active travel routes, all within a vibrant natural green setting.
- Maintain appropriate undeveloped buffers to ordinary watercourses, proportionate to ecological and flood risk function.
- Avoid unnecessary diversions or crossings; where unavoidable, these should be minimised and designed sensitively.
- Seek opportunities to improve channel form, riparian habitat and floodplain connectivity.

GREEN AND BLUE INFRASTRUCTURE NETWORK

The proposed landscape at Walshaw includes a network of spaces, featuring new parks, gardens, and publicly accessible natural areas.

These spaces will be integrated into the area's broader green infrastructure, offering both new residents and existing communities opportunities to enjoy the outdoors with planned routes and connections enhancing accessibility throughout.

The spaces vary in size and character, influenced by natural assets such as mature vegetation, water features, views, and biodiversity, while also incorporating new park amenities like play areas and food-growing spaces.

This development is designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking, wheeling, cycling and equestrians.

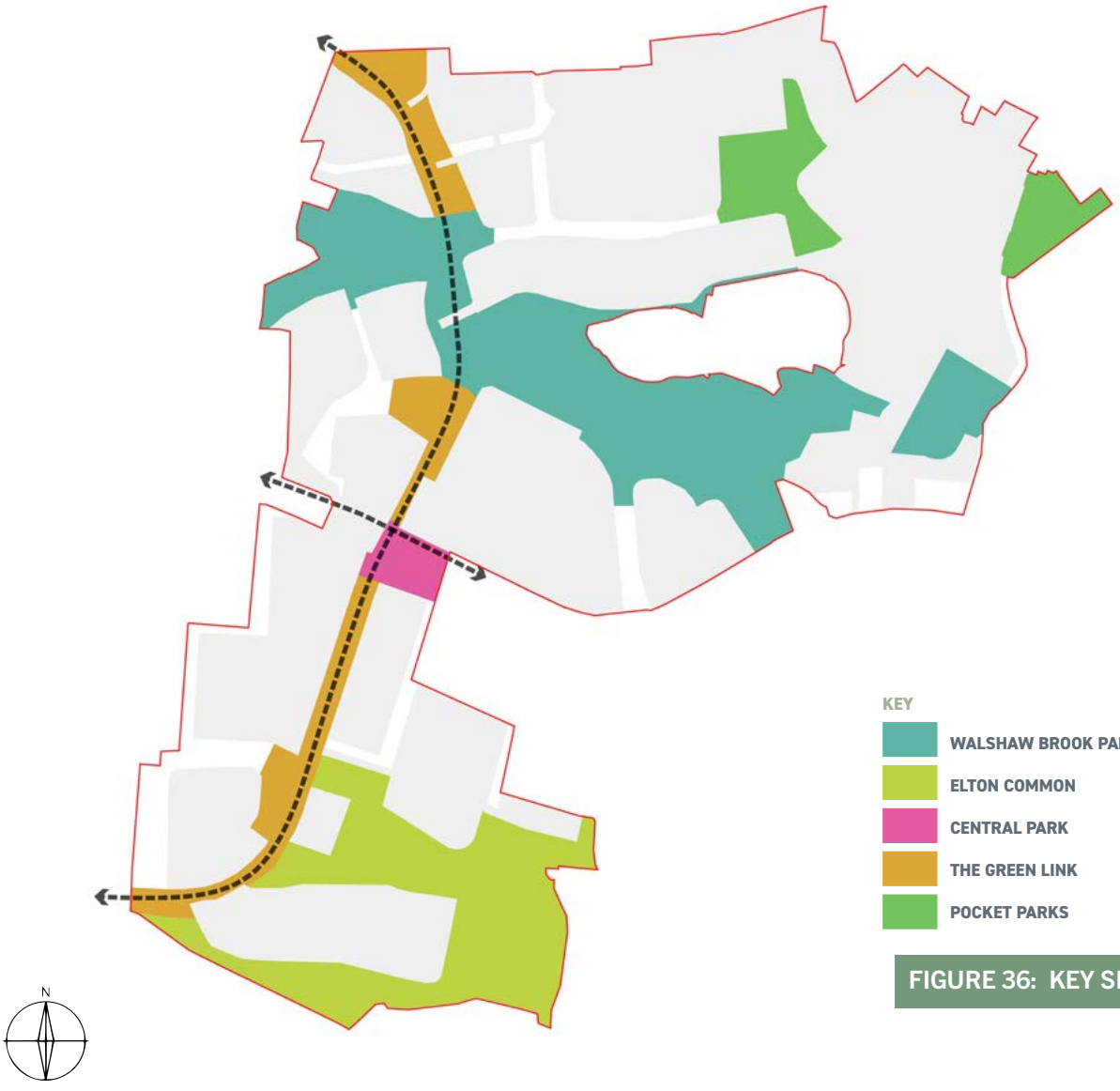


FIGURE 36: KEY SPACES PLAN



WALSHAW BROOK PARK

Walshaw Brook Park will offer natural space, enriched with mature trees, flowing water, and a series of lakes. The park will offer a variety of play features for all ages making it an inclusive destination for outdoor recreation and connection with nature.

ELTON COMMON

To the south of the settlement lies Elton Common, a new park spanning, which links to Dow Park to the south-east. The park will feature a network of paths that connect to neighbouring communities, along with a multi-use games area (MUGA) and an adventure play area. Additionally, there could be allotments available for local community food growing. And areas dedicated for biodiversity enhancement.





CENTRAL PARK

The new green square, located at the heart of the development, serves as a vibrant hub that connects local amenities and shops with quality open space. This semi-formal green area creates a welcoming environment where residents can gather, shop, and enjoy the outdoor space.

POCKET PARKS

Pocket parks will be integrated throughout the development and serve multiple functions including local amenity space, children's play facilities, biodiversity features and SuDS features including attenuation basins.





FLOOD RISK AND DRAINAGE

The site provides many opportunities for sustainable water management and to incorporate multi-functional SuDS features, particularly around Elton Brook and Walshaw Brook.

Any planning applications will need to take account of a updated site wide flood and drainage strategy for the site, prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and with engagement from United Utilities, Bury Lead Local Flood Authority and Environment Agency. The site-wide strategy should ensure a holistic approach is adopted and ensure that each development parcel has suitable water storage to operate independently and as part of the whole development.

The drainage strategy must incorporate and make space for Sustainable Drainage Systems (SuDS) attenuation ponds and other multi-functional SuDS features to manage water. Even in urban environments, there are many examples of how detailed design, such as green roofs; permeable surfacing; soakaways; filter drainage; swales; bioretentiaon tree pits and rain gardens; can be used to introduce landscaping features that increase our resilience to heavy rainfall events and combat the heat island effect. Any layouts that wholly rely on traditional underground storage and conveyance systems for the management of surface water will not be acceptable.

The strategy for storm drainage must compliment the existing network, by conveying flows to the existing watercourses. The new drainage network should incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.

Water quality must be a key consideration throughout the site. Water quality treatment should be incorporated at source to reduce the impact of any contaminates on site, in accordance with PfE policy JP-S4 and water quality standards.

Individual planning applications for development within the site must be accompanied by a Flood Risk and Drainage Assessment and Strategy, in accordance with PfE Policy JP-S4 (Flood Risk and the Water Environment) and the North West River Basin Management Plan.

Individual Flood Risk and Drainage Assessment and Strategy must include the following principles:

- Ensure that individual flood risk and drainage proposals are in line with the site-wide strategy.
- Locate and design development to minimise the impacts of current and future flood risk to increase resilience to flooding.
- Maintain greenfield run-off rates through the incorporation of attenuation features across the site.
- Drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses.
- Ensure that sustainable drainage systems are designed in accordance with GM SuDS Design Guidance to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground. Proposals for the public realm must focus on delivering high quality landscaping and green infrastructure in new development, which enhances the public realm, reduces impermeable area and slows the flow of surface water.
- Ensure that SuDS are managed and maintained appropriately to ensure their proper functioning over the life time of the development.

Surface water across the site should follow the drainage hierarchy and drained through the implementation of SuDS. These are proposed to discharge site flows at a restricted surface water discharge rate through a series of attenuation ponds to Walshaw Brook (north of Walshaw Road) and Elton Brook (south of Walshaw Road).

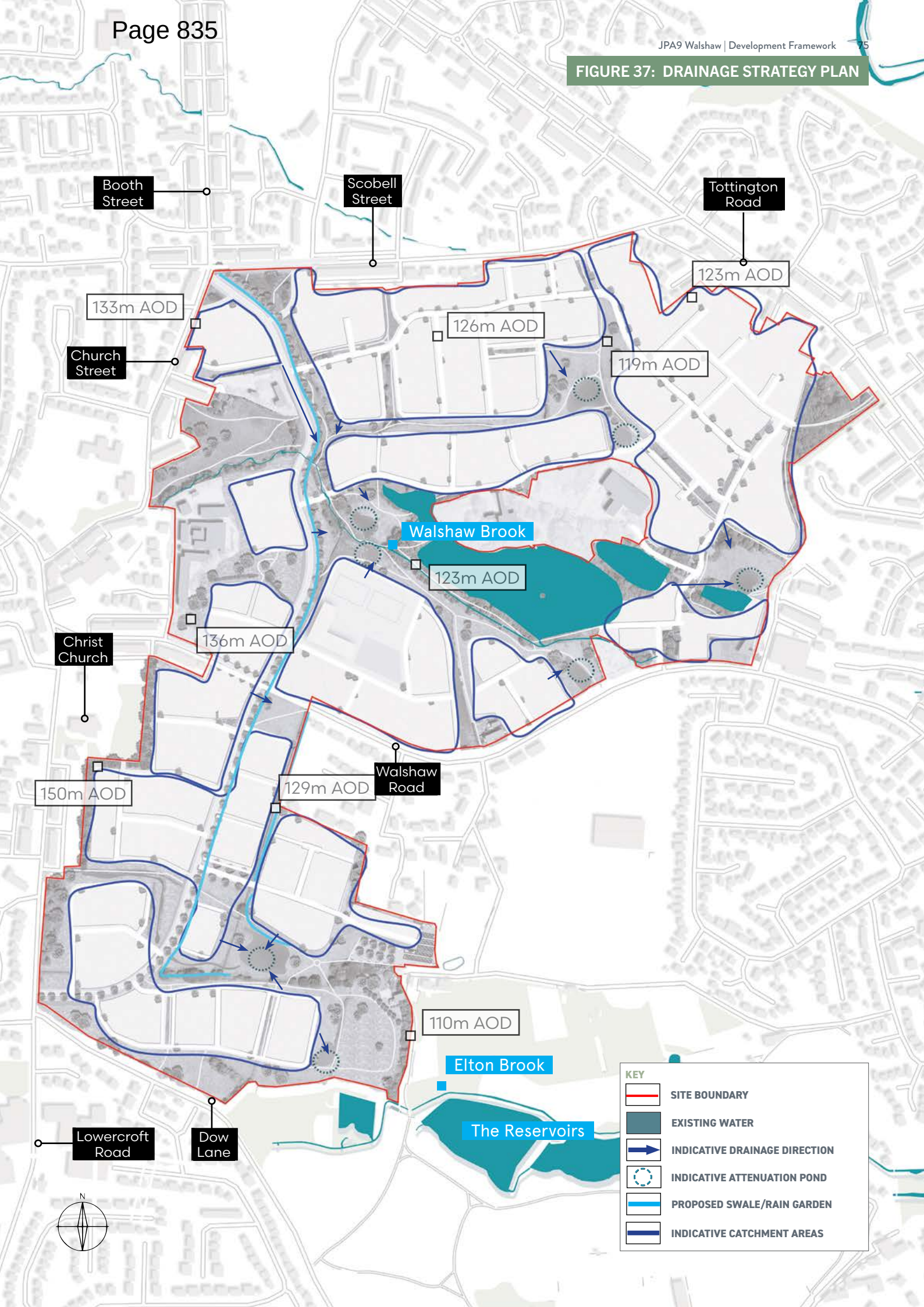
The strategy for storm drainage proposes to compliment the existing network, by conveying flows to the existing watercourses. The new drainage network will incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.

All SuDS should be designed and implemented using the SuDS Design Guidance, in general accordance with the SuDS Manual and Sewerage Sector Guidance for adoptable (SuDS).

SuDS are proposed to be incorporated into the grass verge alongside the strategic Through Road, potentially as rain gardens.

The final drainage scheme will be confirmed at the detailed design stage.

FIGURE 37: DRAINAGE STRATEGY PLAN



SUSTAINABILITY, ENERGY & CARBON REDUCTION

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury Council through a declaration of a climate emergency.

Walshaw offers the opportunity to support Bury and Greater Manchester's commitment to net zero through the delivery of a sustainable, low carbon neighbourhood. PfE Policy JP-S2 sets out the design and development standards to support sustainability objectives including promotion of low carbon development and renewable and low carbon infrastructure.

Applications for the development of the site should adopt a fabric-first approach to minimise carbon emissions and energy demand, with buildings incorporating renewable technologies, promoting efficient water and energy use, and support the transition towards net-zero carbon. Further detail on this can be found within chapter 9 (Sustainability Strategy).

HERITAGE

PfE Policy JPA9 requires development to take appropriate account of relevant heritage assets, and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2.

Development within the allocation must respect the views and setting of the church are enhanced.

To ensure the development does not disrupt the view of Christ Church from Walshaw Road, the indicative masterplan shows the provision of green space between the Church and development parcels.'

Full archaeological studies will be required to support planning applications within the site.

EDUCATION

PfE Policy JPA9 requires the 'provision of one new one-form entry primary school to meet needs generated by the development.'

Secondary School Provision

A financial contribution towards secondary school provision to meet needs generated by the development is required in accordance with PfE Policy JP-P5. Financial contributions towards the cost of additional secondary school provision will be secured as part of relevant planning applications for each phase of development. Further details regarding contributions can be found in SPD17- Developer Contributions for Education.

Primary School Provision

In recent years, there has been a sustained decline in the birth rate in Bury and the number of primary school children living in Bury is projected to fall in the medium term. Consequently, in terms of primary school provision, current evidence shows that there is some surplus capacity within the locality which could assist in absorbing the demand generated by pupils located within the early phases of the development. However, given the scale of the site there is insufficient capacity in surrounding schools to accommodate the full expected pupil yield, a new school within the development site is required.

Therefore, the strategy for meeting primary school provision is a combination of utilising spare capacity in existing schools in the short term, and in the longer term the provision of a new one-form entry primary school on site.

The indicative masterplan provides for one new one-form entry primary school within the northern part of the site close to the Local Centre.

Safeguarded School Site

In accordance with DfE requirements, land of a suitable size to accommodate a new one-form entry primary school (with room to expand to a two-form entry primary school if required) and associated outdoor recreation space has been identified and safeguarded at an appropriate location. Based on current evidence this will meet the needs of the Walshaw site.

The Council wishes to retain flexibility to accommodate any future needs over and above those currently anticipated to arise from the development. The layout and design of the school should be future proofed to accommodate potential for further expansion should the need arise. A total of 1.6 ha of land has therefore been provided to allow for a one-

form entry Primary School in line with current DfE standards. This area of land is considered to be sufficient to expand to a two-form entry primary school if required.

To maximise the recreational benefits for existing and future communities and to meet some of the sport and recreational needs arising from the wider development, there is an opportunity for the dual use of recreational space and facilities on the proposed new school site. The recreational element on the safeguarded land may need to come forward before the education buildings. The education provision and any dual recreational use will be delivered in accordance with the phasing and delivery Strategy and secured through future planning applications and associated legal agreements.

Delivery of the School

Council will work closely with the Local Education Authority (LEA) and the developers of the site to ensure the delivery of the education provision at an appropriate time in the development programme.

The Council will continue to carefully monitor and model the forecast demographic changes so that new education provision provided on-site within the masterplan will be delivered at the appropriate trigger points aligned to the phasing of the scheme and taking into consideration wider demographic trends.

The precise timing of delivery of the primary school will be determined by the Council's Education Needs and Demand Assessment, which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site. Planning applications for the site will need to reflect the most up to date evidence to ensure that the additional education needs generated from the development are provided for at the appropriate time.

Financial contributions towards the primary education, would then be secured through the relevant planning applications on the site, once the housing numbers and mix are confirmed. The financial contributions and requirements would be calculated in accordance with the SPD17- Developer Contributions for Education or any future revision.

These contributions would be directed towards delivery of a new one-form entry primary school on site and expanding capacity at existing schools within the relevant Pupil Planning Area subject to review by Bury Education Authority.

HEALTH

PfE Policy JP-P6 relates to how new developments should contribute to improved health outcomes and requires the provision of new or improved health facilities proportionate to the additional demand generated by the development. The level of housing growth planned at Walshaw will require land allocation for a healthcare facility or the improvement of off-site primary care facilities to cope with the needs generated by the development site, in accordance with policy JP-P6.

The Council will continue to work closely with the Greater Manchester Integrated Care Board's (ICB) Primary Care and Estates teams for the Bury Locality to confirm that on-site or off-site provision aligns with the ICB's Infrastructure Strategy, investment plans, and specific priorities for the Bury Locality.

The ICB is committed to making more efficient use of the existing estate and in supporting Primary Care Networks and their practices to use existing larger, purpose-built health facilities where possible. Because the existing primary care estate is well-located in relation to the Walshaw site, it anticipated that financial contributions will be based delivering the required additional capacity via refurbishment, reconfiguration and/or extension of existing facilities.

LOCAL CENTRE

PfE Policy JPA9 requires the 'provision for a new local centre in an accessible location which includes a range of appropriate retail and community facilities required to serve purely local needs and ensure that it is integrated within existing communities'.

Any retail development within the Local Centre should be of a scale that serves the needs of the surrounding neighbourhoods to avoid it generating vehicular traffic from the wider area.

GREEN BELT

PfE Policy JPA9 requires development to make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with PfE Policy JP-G2.

The identification of compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in the vicinity of the site must be submitted as part of a planning application.

TREES AND WOODLAND

PfE Policy JP-G7 requires development which would result in the loss of existing trees, to replace them on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision.

An assessment of trees is expected to accompany all planning applications. Engagement with City of Trees as part of the planning process is recommended.

DIGITAL CONNECTIVITY

PfE Policy JP-C2 requires development to commit to ensuring that all new development has full fibre to premises connections, unless technically infeasible and/or unviable, and incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections.

It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties. A digital connectivity statement is expected to accompany all planning applications.

MINERALS

PfE Policy JPA9 requires development to 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).

Details of minerals extraction is expected to accompany all planning applications, where required.

LANDFILL/ CONTAMINATION

Details of remediation and coal mining risk assessments are expected to accompany all planning applications, where required.

CONSTRUCTION

Developers will be required to undertake site investigations and condition surveys where there is potential for impacts on existing infrastructure.

8.PHASING AND DELIVERY STRATEGY

OVERVIEW

The site provides a major residential-led development opportunity that is allocated to deliver up to 1,250 new homes, supported by community and other essential infrastructure. This Development Framework provides a high-level strategy and key principles for the future delivery of the full JPA9 allocation, whilst retaining flexibility to allow for opportunities across the site.

Given the size of the site, it will take several years for the site to be fully delivered and therefore it is important to develop a phasing and delivery strategy to bring the site forward. The accompanying phasing and delivery strategy will help to shape the parameters within which future planning applications will be brought forward and provides a holistic and coordinated approach to the delivery of on and off-site physical and social infrastructure. Development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach is proposed in order to be responsive to opportunities.

To support the delivery of infrastructure across the site, an Infrastructure Phasing and Delivery Strategy ("IPDS") for the site will be prepared in accordance with the PfE Policy JPA9, JP-D1 and SPD18. This IPDS should be read alongside this SPD, noting that the IPDS is intended to be a "live document" that is continuously reviewed and updated as plans, evidence, infrastructure costs and the potential funding become available.

Planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Proposals will need to demonstrate how the development of individual parcels is consistent with the WDF and the IPDS and any other material consideration that may emerge. Importantly, planning applications should not sterilise, frustrate or otherwise constrain the delivery of other parts of the site or the delivery of essential infrastructure.

All development parcels will need to be sufficiently coordinated with appropriate infrastructure delivered at the correct time to support a sustainable and comprehensive development. Piecemeal planning applications which fail to deliver or contribute towards the wider strategic infrastructure will be resisted.

All development proposals within the site will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation. These contributions should be informed by site-wide delivery strategies for each relevant element.

In addition, major developments coming forward on unallocated sites that will be reliant on or share infrastructure provided to support the delivery of the site will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment'.

The strategic Through Road within the site is the key infrastructure requirement that will accelerate development and delivery of the site, opening out all development parcels and providing a new highway and public transport asset that will help movement through and around the site. Planning applications will be expected to demonstrate how delivery of housing and other development, including social infrastructure within the site, will be coordinated with the delivery of transport and other physical infrastructure that is needed to support it.

Ecological mitigation and the timely delivery of key green and blue infrastructure are fundamental to the successful phasing of the Walshaw site. Habitat and species protection, ecological connectivity and sensitive access management must be implemented ahead of, or in parallel with, development to ensure that early construction phases do not adversely affect retained ecological features. Early establishment of strategic green corridors will safeguard ecological function while providing the foundation for Biodiversity Net Gain delivery and high-quality placemaking.

The recreation and sports provision should be delivered alongside development to ensure that both demand is met and communities have the opportunity to connect with this infrastructure as the site becomes occupied.

KEY INFRASTRUCTURE REQUIREMENTS

Development proposals must:

- Ensure that they are acceptable in planning terms, such that they mitigate their on and off site impact in accordance with this Development Framework.
- Make an appropriate contribution to ensure delivery of the strategic infrastructure identified by the Development Framework.
- Ensure that they will not prejudice the delivery of strategic infrastructure and development on third party land.

Infrastructure requirements to support Walshaw have been categorised as being either strategic infrastructure (primary infrastructure needed to support the full delivery of Walshaw) or local infrastructure (on-plot infrastructure delivered directly as a matter of course by each developer to meet the requirements of individual development plots).

Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence. These triggers will also be included and refined through the IPDS and during pre-application discussions between applicants and the council, ensuring proper determination of the appropriate triggers for the delivery of infrastructure.

The Walshaw site is broadly split into two residential 'zones', each of which will include multiple phases of development. These zones are shown in the adjacent plan and comprise:

- Northern Zone - 21.2 hectares delivering a mix of around 848 residential units.
- Southern Zone - 10.3 hectares, delivering a mix of around 412 residential units.

Development in both Zones will be required to contribute to the strategic infrastructure requirements identified in the table below.

STRATEGIC INFRASTRUCTURE REQUIREMENTS (SITE-WIDE)

Infrastructure Element	Infrastructure Requirement	Comments
Highways and Public Transport	A strategic Through Road to enable an alternative to Church Street, Bank Street and High Street	The Through Road will need to be operational at an appropriate time in the development programme to facilitate public transport and active travel through the site. The point at which this becomes necessary will be determined through a detailed Transport Assessment for the whole site and factored into planning applications as they come forward. When development commences (currently envisaged to commence in the Northern Zone) the TA will provide the evidence to determine the capacity of the junction/network in the relevant locations. The TA will identify when secondary access / egress will be required.
	Active travel network including cycleways and pedestrian links.	These will be required throughout the site and within both parcels. The primary active travel routes will run alongside the Through Road, ensuring connectivity with both zones. Each development plot will need to demonstrate linkages to the site wide network (existing and new as appropriate).
	Bus Stop Provision	Triggers to be determined through a Transport Assessment for the site and in conjunction with TfGM.
	Off-site highway improvements	Triggers to be determined through a Transport Assessment for the site.

Social Infrastructure	Primary School Provision (including new 1-form entry primary school)	Triggers to be determined by Bury Council's Education Needs and Demand Assessment in accordance with evidence of need for provision generated by the development.
	Secondary School Contributions	Triggers to be determined in accordance with evidence of need for provision generated by the development.
	Local Centre, including retail/ community facilities	Triggers to be determined through up-to-date needs assessments.
	Health Provision	Triggers to be determined in accordance with evidence of need for provision and capacity assessments in collaboration with NHS GM ICB.
Environmental Infrastructure	Green infrastructure including public open spaces, recreation provision, sports facilities and playgrounds	Triggers to be determined by Bury Council Open Space Assessment (2026) and the Council's Playing Pitch Strategy.
	Surface water attenuation and SuDS, integrated with areas of green infrastructure.	Triggers to be determined through a drainage strategy for the site.
	Measures to protect hydrology and water quality	Triggers to be determined through a drainage strategy for the site.
	Nature areas, ecological mitigation and biodiversity net gain.	Triggers to be determined through an ecology strategy for the site.

LOCAL INFRASTRUCTURE (ON-SITE)

In addition to the strategic infrastructure requirements above, each development proposal coming forward in the site will be required to provide specific necessary infrastructure to allow it to come forward. Whilst there may be some bespoke requirements on some development parcel , it is likely that the following will be required on each plot:

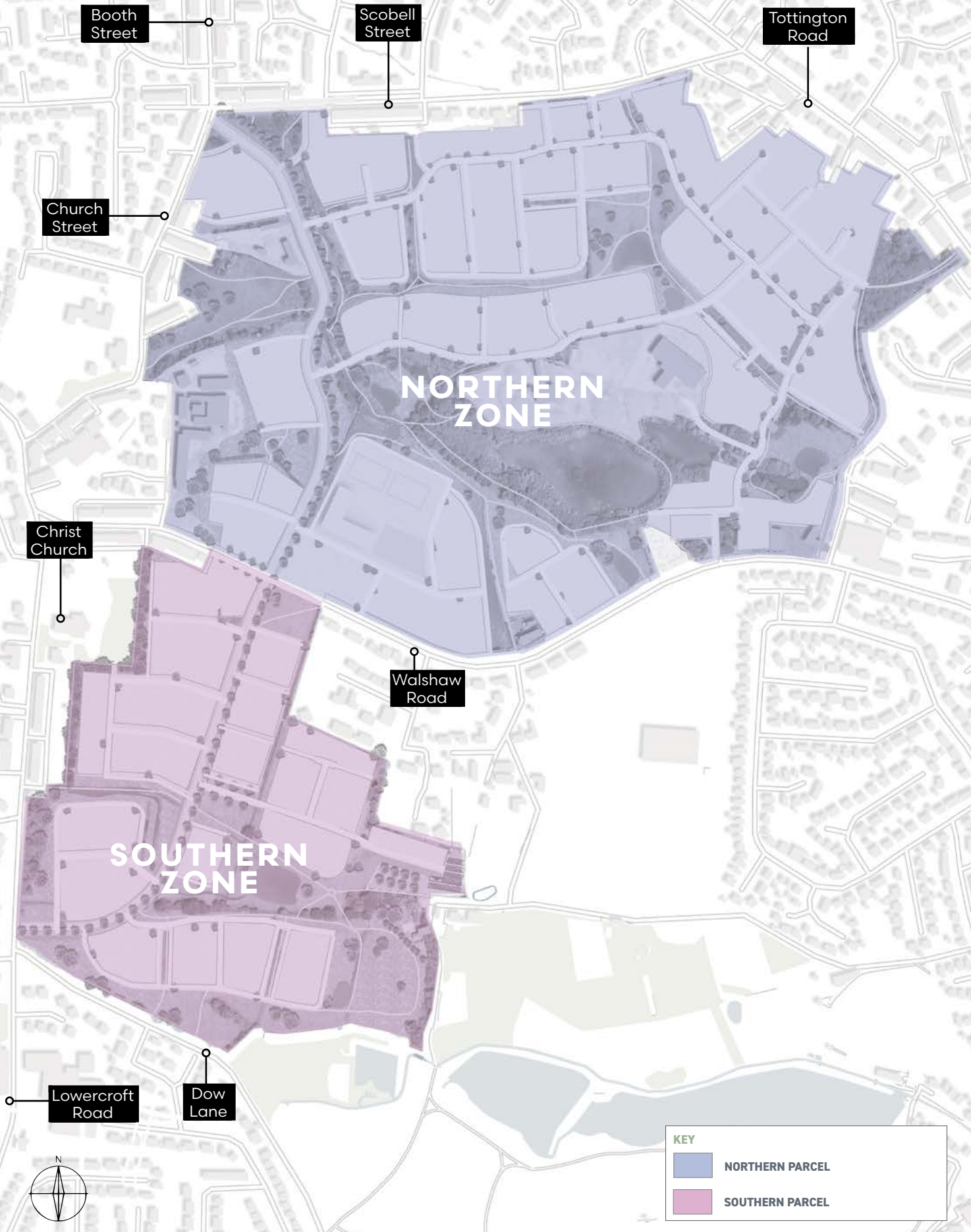
- Appropriate Access/ egress arrangements into the development plot from Booth Street/Church Street/ Scobell Street, Walshaw Road, Lowercroft Road or the proposed Through Road.
- Active travel access from Booth Street/Church Street/ Scobell Street, Walshaw Road, Lowercroft Road or the proposed Through Road).
- Internal highways.
- Internal walking and cycling routes.
- Utilities.
- Drainage (Surface water - SuDS and attenuation ponds).
- Drainage (foul water).
- Water Supply.
- Power Supply.
- Telecoms Supply.
- Noise and Air Quality mitigation.
- Green Infrastructure.

PHASING

Phasing of development, including the amount of development capable of being delivered within each parcel, will be informed by more detailed evidence on site conditions and capacity. Timing will be influenced by the delivery of the Through Road and the extent of available capacity within the surrounding highway network. This will need to be managed to ensure that highway and junction improvements are delivered outside of the site to accommodate additional movements.

All phases of development will be delivered in line with the comprehensive vision for the wider development, supporting the site-wide requirements for infrastructure, particularly with regards to the Through Road, active travel, public transport, education provision and greenspace.

FIGURE 38: PHASING AND DELIVERY PLAN



NORTHERN ZONE

It is envisaged that residential development will start in the Northern Zone of the allocation, with the key features in this area including:

- 21.2 hectares, delivering around 848 residential units.
- Affordable housing in line with PfE Policy JPA9.
- Primary access taken from reconfigured arrangements at the junction of Booth Street, Scobell Street and Church Street.
- New junction and access point designed to provide for movement throughout the whole allocation, providing connectivity to later phases in the northern zone as well as to the southern zone.
- Off-site highway and junction improvements.
- Sustainable transport infrastructure, including provision for active travel routes throughout the northern zone (including links to the southern zone) and public transport.
- A new one-form entry primary school.
- A local centre, with community and neighbourhood retail facilities.
- Green space provision, including neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the southern zone and beyond.

The northern zone is in three separate ownerships and the three landowners are working together to bring the site forward. Ownership Areas are identified as 1, 2 and 3 on the following plan.

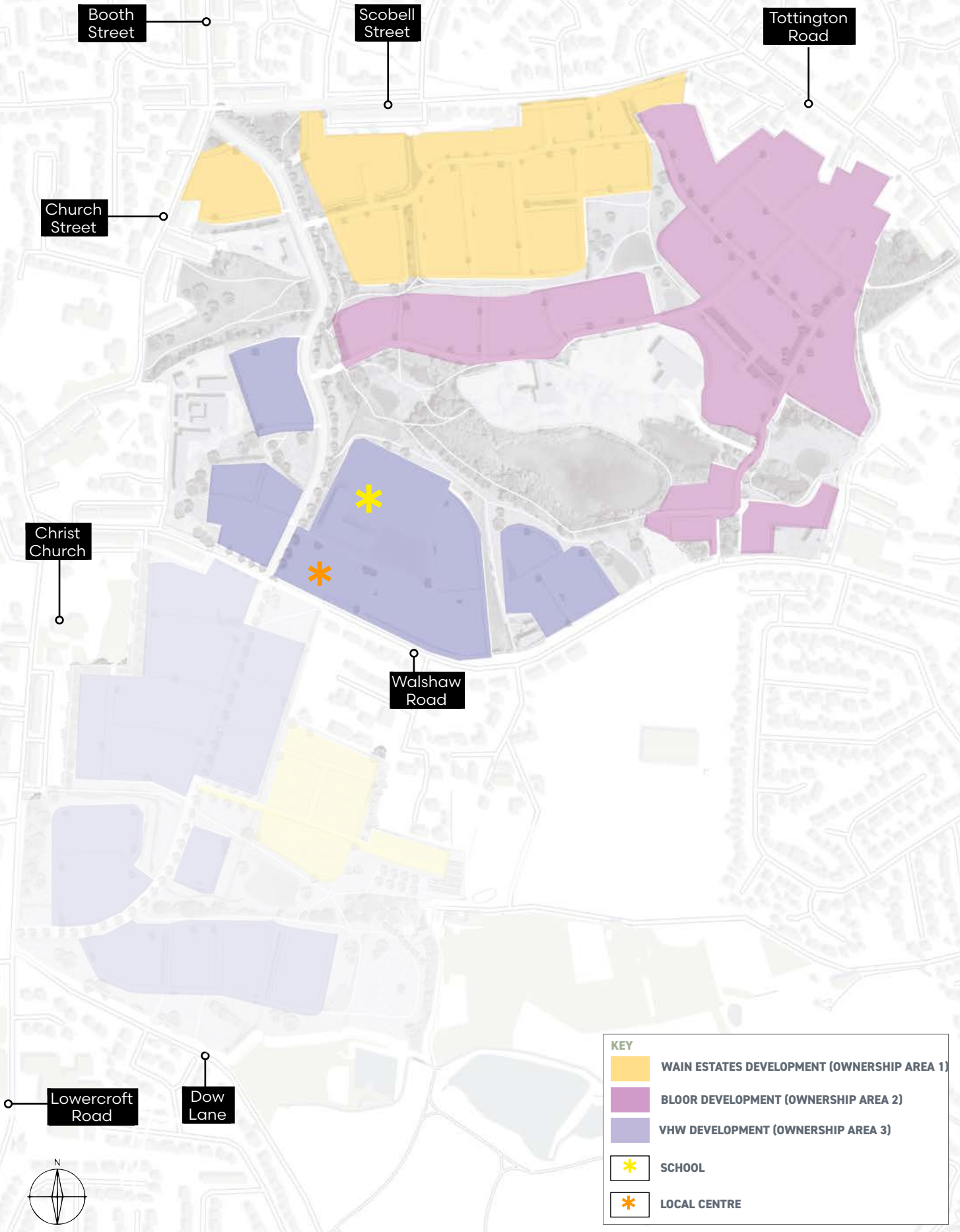
The Council will work closely with the Local Education Authority (LEA) and the developers of the site to ensure the delivery of the education provision at an appropriate time in the development programme.

As development progresses across the site, primary school pupil yield will be reassessed by the council on the occupation of every 50 dwellings to ensure that the demand for school places is being satisfactorily accommodated.

As part of on-going monitoring of demand, full consideration will also be given to any other developments coming forward in the relevant pupil planning area/s which could also generate the need for new school places in the vicinity. The Local Planning Authority will therefore need to take full account of any wider developments and pressures on education capacity. Other developments may be able to contribute to the education provision required.

However, if updated evidence determines that education requirements can be fully addressed off-site by way of financial contributions towards the improvement of existing facilities, the Council will need to formally agree to the land safeguarded for education infrastructure being made available for other uses.

FIGURE 39: NORTHERN PARCEL PHASING AND DELIVERY PLAN



SOUTHERN ZONE

The southern zone is in two ownership areas as shown on the plan opposite.

The key features in the southern zone include:

- 10.3 hectares, delivering around 412 residential units.
- Affordable housing in line with PfE Policy JPA9.
- Primary access to serve the zone will be taken from a new junction with Walshaw Road at a location that will serve as a continuation of strategic Through Road through the northern zone.
- New junction and access point designed to provide for movement throughout the whole allocation, providing connectivity to later phases in the southern zone.
- Off-site highway and junction improvements.
- Sustainable transport infrastructure, including provision for active travel routes and public transport.
- Public open space and greenspace corridors provided in accordance with identified needs.
- Whilst it is currently anticipated that this zone will be part of the later development phases, it could potentially come forward earlier. Given it is separated from the northern zone by Walshaw Road this zone could be delivered independently, albeit this will include the southern stretch of the wider strategic Through Road.

SEQUENCE OF DEVELOPMENT

The Walshaw consortium is working together to bring forward the allocation. The sequencing of development within either the northern or southern zone remains flexible and will be developed further in the IPDS. In line with the table above, the phasing of development within the allocation will need to reflect updated evidence and technical studies including the capacity of the existing highway and the need to ensure the Strategic Through Road is delivered as early and effectively as possible. This will be tested through detailed transport modelling and controlled through planning applications and any subsequent planning conditions and/or legal agreements.

Similarly, phasing of development will be informed by the Council's Education Needs and Demand Assessment to ensure that appropriate education facilities and capacity is in place and available before existing schools in this part of Bury West reach their pupil capacity.

Delivery of the new Local Centre should be completed to coincide with the delivery of the Strategic Through Road in the northern zone in order to provide accessible facilities for the new residents and avoid the need for trips to access facilities elsewhere.

FIGURE 40: SOUTHERN PARCEL PHASING AND DELIVERY PLAN



SUMMARY

The approach to phasing set out in this WDF is not intended at this stage to be chronological. Instead, the phasing and delivery approach outlined above, reflects a natural and logical way the site could come forward physically given the spatial principles established by the WDF and infrastructure integrated within it coupled with the aspiration to deliver the site successfully.

Due to the scale and nature of the proposed uses, and the timescales within which it is anticipated to be delivered, the WDF needs to be robust as well as flexible. The WDF provides suitable controls and principles to guide future proposals and to manage design qualities, whilst being able to adapt to changing market conditions, site constraints, and opportunities to accelerate delivery. The phasing and delivery strategy outlined does not restrict the potential for zones to be accelerated where opportunities arise, or where infrastructure needs change or allow zones to be advanced earlier than currently envisaged.

The phased delivery of Walshaw will be kept under review and will be informed by up-to-date evidence prepared to support future planning applications and the IPDS. Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence.

FUNDING

A range of funding and delivery mechanisms will be required, including:

Planning conditions and Section 106 Agreements to secure on-site infrastructure: to secure the delivery of on-site infrastructure required to deliver development.

Developer contributions secured via Section 106 and Section 278 Agreements to support off-site infrastructure: Developer contributions and/or delivery of infrastructure off-site 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 only be sought where they are necessary to make the development acceptable in planning terms, and will be fairly and reasonably related in scale to the development.

In addition, and where appropriate, sources of public sector funding will be investigated to assist or accelerate the delivery of strategic infrastructure.

EQUALISATION

Equalisation is a mechanism to ensure the fair and proportionate distribution of the necessary costs of the strategic infrastructure requirements, regardless of which specific land parcel is developed. 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.

An equalisation approach will be followed in respect of the Walshaw site. This means that all development proposals within the site must contribute to the strategic infrastructure in a fair and proportionate manner.

Details regarding the mechanism for identifying fair and proportionate contributions will evolve through the IPDS and any associated documentation to support the delivery of the site.

In line with the Planning Practice Guidance, land values within the site should reflect the requirements to fund strategic and plot-specific infrastructure and mitigation.

The IPDS will continue to be updated to reflect the costs of wider infrastructure requirements for the site as they are understood and will expand upon the approach to equalisation through the contributions to be sought.

Pre-application discussions with the council will refine local infrastructure requirements, which will be additional to those site-wide strategic infrastructure components that all developments should contribute towards.

9.SUSTAINABILITY STRATEGY

DELIVERING LOW CARBON, SUSTAINABLE HOMES

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury Council through a declaration of a climate emergency. Achieving this goal will reduce the need for buildings and homes to be retrofitted in future to achieve carbon neutral goals set by Greater Manchester and the UK.

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.

The Walshaw site provides an opportunity to support Bury and Greater Manchester's commitment to net zero through the implementation of the policies within PfE and the delivery of low zero carbon and highly sustainable homes.

This Chapter focuses on the expectations and likely benefits from the Walshaw site with respect to 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. The specific policies within PfE that are relevant to this sections and are considered in turn below 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
- Policy JP-S6: Resource Efficiency.

CARBON AND ENERGY

Policy JP-S2 includes an expectation that new development will be net zero in a phased approach, unless it can be demonstrated that this is not practicable or financially viable:

(a) 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.

(b) From 2028 – the above plus all emissions 'in construction': When the amount of carbon emissions associated with a building's materials 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.

Policy JP-S2 takes the definition of Net Zero Carbon from the UK Green Building Council (UKGBC) Net Zero Carbon Buildings Framework (UKGBC Net Zero Carbon Buildings Framework (2019)).

The UKGBC Framework is due to be superseded by the emerging UK Net Zero Carbon Building Standard (UK Net Zero Carbon Building Standard). Implications of this change will need to be considered once the UKNZCBS is launched.

The GMCA has published guidance on the application of its approach to net zero. These are considered in the following pages.

NET ZERO IN OPERATION

The GMCA Net Zero Design Guidance states that for Applicants to comply with Policies JP-S2 and JP-S3, all new buildings should be designed and built to be Net Zero Carbon in operation in compliance with the following where practical and viable:

(a) Fabric efficiency

- Space heating demand of ≤20kWh/m2/year for houses.
- Space heating demand of ≤15kWh/m2/year for flats.

(b) Energy use and carbon emissions

- 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.

(c) Energy Use Intensity (EUI)

- EUI of ≤35kWh/m2/year for TANZ homes only.
- EUI to be calculated using appropriate methodology e.g. CIBSE TM54.

(d) No fossil fuels and low carbon heat

- The energy strategy will 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.

(e) On-site renewable energy generation and energy balance

- Roof mounted solar photovoltaics will be prioritised.
- Residential development should aim to provide PV equivalent to 40% footprint area.

(f) Offsetting (as last resort)

- To be used where practical and viable via a fund which will be developed by Bury Council.
- It is not expected that emissions associated with unregulated energy will be offset.

Additional requirements listed within the GMCA Net Zero Design Guidance include:

(a) Upfront embodied carbon reporting (See Net Zero in Construction below).

(b) Overheating risk reduction

- Residential uses should avoid mechanical cooling.
- Non-residential uses should pass CIBSE TM52.

(c) Reporting energy consumption in-use

As the GMCA Net Zero Design Guidance is not incorporated into PfE, the targets included are aspirational but will be used to guide the design and construction of new developments. The exception is the space heating demand targets, which are included within Policy JP-S1 as best practice thresholds and will be applied where practical and viable.

NET ZERO IN CONSTRUCTION

The GMCA Net Zero Design Guidance includes aspirational targets for residential development as follows:

- 500kgCO2/m2 for homes
- 600kgCO2/m2 for flats

No targets are provided for non-residential development.

Reductions in construction carbon will focus on material efficiency (e.g. 'use less') in the first instance, before exploring the use of low carbon and innovative materials.

CARBON OFFSETTING

Where a development cannot achieve net zero requirements or targets, carbon offsetting will be considered; this involves a financial contribution to mitigate or compensate for the effects of unavoidable carbon emissions by investing in an off-site scheme which reduces or remove greenhouse gases elsewhere, such as tree planting or renewable energy.

In collaboration with the GMCA, Bury Council is developing a Carbon Offset Fund to enable applicants to contribute to and achieve Net Zero Carbon where practical and viable.

HEAT AND ENERGY NETWORKS

Walshaw falls within a Heat and Energy Network Opportunity area, as designated by PfE Policy JP-S3

As part of any planning applications, a Low Carbon Heat Appraisal will be prepared setting out a comparative analysis of feasible heating systems, and proposals for a heating strategy which is practical and delivers

carbon savings over the course of its operation. If the Applicant can demonstrate that an alternative energy strategy will deliver the same or greater carbon savings and / or financial savings or such network connection would not be practicable or financially viable, then this will be considered opportunities for smart energy networks should also be considered, including:

- Energy demand and generation balance
- Energy storage
- Microgrid(s), and
- Electric vehicle charging strategy.

RESOURCE EFFICIENCY

Circular economy is a key part of GM's ambition to be a carbon neutral and leading green city region by 2038, and Walshaw will have a role in supporting this.

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.

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.
- Reduction of waste generated during construction and operation, and diversion of residual waste from landfill.

CLIMATE RESILIENCE

GM will experience changes to climate in the future, including:

- Increased annual temperatures
- Increased winter rainfall, and
- Decreased summer rainfall.

Impacts associated with these changes to climate and measures to mitigate them are set out within PfE Policy JP-S4. Development will demonstrate how climate adaptability and resilience measures have been incorporated through design measures which are appropriate for Walshaw. Design measures expected to be implemented on site include:

- Reducing overheating risk through passive measures in the first instance, using active cooling where necessary.
- 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.
- Minimising water use during operation through reducing water demand and incorporating rainwater or greywater harvesting.
- Appropriate landscaping strategy which suits current and future climate scenarios and doesn't rely on mechanical irrigation.

ENVIRONMENTAL ACCREDITATION

PfE Policy JP-S2 requires any non-residential development should achieve a minimum of BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue, rising to BREEAM 'Outstanding' equivalent from 2028.

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.

Applicants are therefore encouraged to pursue certification under BREEAM for non-residential uses over 1,000sqm.

Where feasible and viable, additional accreditation is encouraged to demonstrate the sustainability credentials of the site.

10.BENEFITS

SOCIAL BENEFITS

EDUCATION

Provision of a new one-form entry primary school and financial contributions towards off-site secondary school places.

LOCAL CENTRE

Provision of a new local centre in an accessible location to provide a range of retail and community facilities required to serve local residents.

AFFORDABLE HOUSING

Provision for 25% of the new homes to be affordable - with a proposed housing tenure split of 60% social or affordable rented and 40% affordable home ownership.

ENVIRONMENTAL BENEFITS

GREEN & BLUE INFRASTRUCTURE

Appropriate sustainable drainage infrastructure and open space provision will be provided to support the development of the site.

BNG PROVISION

The development will deliver at least 10% biodiversity net gain. The proposed landscape at Walshaw includes a network of spaces featuring new parks, gardens, and publicly accessible natural areas.

ACTIVE TRAVEL ROUTES

Safe cycling, walking and equestrian provision routes will be delivered through the site linking neighbourhoods with key destinations, including Leigh Lane and Dow Lane.

ECONOMIC BENEFITS

STRATEGIC THROUGH ROAD

New strategic highway infrastructure and sustainable transport connections, providing relief for existing parts of the highway network as well as providing sustainable access to the site and its new neighbourhoods and facilities.

OFF-SITE TRANSPORT AND HIGHWAY INFRASTRUCTURE

Provision of new and improved transport and highways infrastructure

CONSTRUCTION PHASE (INDICATIVE 8-YEAR PERIOD)

- Direct jobs: 285 with associated GVA of £125 million over the construction phase.
- Indirect jobs: 115 with associated GVA of £60 million over the construction phase.
- Total: 400 jobs with £185 million of associated GVA over the construction phase
- Total construction employment safeguarded in Bury: 200 jobs with £93 million of associated GVA over the construction phase.

ONCE COMPLETE AND OPERATIONAL

Resident Population: 3,125

- Resident economically active population: 1,444
- Resident economically active in employment population: 1,365

GVA from resident population in employment: £159 million per annum

Council Tax income: £4 million per annum

Household expenditure from new households: £33 million per annum

- Comparison goods: £13 million per annum
- Convenience goods: £8 million per annum
- Leisure: £12 million per annum

On-site Jobs (in local centre and 1FE primary school)

- 115 jobs with associated GVA of £7 million per annum.
- Employment effect to Bury = 60 jobs with associated GVA of £3 million per annum.

11.SOCIAL VALUE

Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit.

There are notable inequalities within Bury's communities around levels of deprivation; health and life expectancy; employment; and educational attainment. The development at Walshaw will help to address these and can deliver social value for local communities.

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 deep-rooted inequality issues.

To help to address issues around inequalities, it will be necessary for new development on the site 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 in both the construction and operational phases.

A key aspect of this is economic inclusion and ensuring that 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 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.

Planning applications for new homes within the Walshaw site will be expected to be supported by a Social Value Strategy. The production of a Social Value Strategy provides a mechanism for demonstrating 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 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.



12.MONITORING AND REVIEW

This WDF provides a clear vision for the delivery of the Walshaw site. However, if circumstances change and have implications for the vision, design and development framework set out in this document, then a review of this document will be appropriate.

The scope and content of any review would be agreed and the updated WDF would be subject to a proportionate statutory and/or public stakeholder consultation prior to it being finalised.



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	Walshaw Development Framework Supplementary Planning Document
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Business, Growth and Infrastructure
Proposed Implementation Date	30th June 2026
Author of the EqIA	Fran Smith
Date of the EqIA	18th May 2026

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
The Walshaw Development Framework (WDF)Supplementary Planning Document (SPD) supports Policy JPA9 of the Places for Everyone Joint Plan (PfE) which was adopted in March 2024. The WDF 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 WDF provides a clear vision for the delivery of the Walshaw site. However, if circumstances change and have implications for the vision, design and development principles set out in the WDF, then a review of this document will be appropriate.

The draft WDF has been subject to at least 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** The Walshaw SPD will not affect any employees based on a protected characteristic(s) they have. Staff will be guided in their work, in line with national guidance and the council's strategic aims, enabling them to provide the public with the best possible level of service.

Community/Residents: **Yes** A key element of PfE, including allocation of the Walshaw site, 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 WDF sets out how Walshaw will contribute.

It is anticipated that it could take up to 15 years to deliver the Walshaw site. The WDF provides a high-level strategy and key principles for the delivery of Walshaw, whilst retaining flexibility to allow for opportunities across the site. The potential impacts of delivering individual parcels of development within the site will be considered as detailed delivery information becomes more available.

Third parties such as suppliers, providers and voluntary organisations: **Yes** PfE and the Walshaw SPD will provide careful and detailed advice towards ensuring high quality development within the Walshaw allocation.

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

Data:

The WDF expands on policies contained within PfE. PfE has already been through the Equality Impacts Assessment (EqIA) process at the relevant stages of it's development.

Likewise, PfE has already been through the Sustainability Appraisal (SA) process at various stages of its development, where identified social, economic and environmental considerations have been established and assessed as part of the plan making process.

Furthermore, in addition to the SA, Places for Everyone is also supported by a robust and extensive evidence base, that has been tested through the examination process by independent Planning Inspectors.

Given the above, the most relevant information at this stage is the extensive range of evidence used in support of the development and examination of Places for Everyone, available to view at Places for Everyone Joint Development Plan and supporting evidence

Stakeholder information/consultation:

The WDF has been subject to a six-week public consultation prior to adoption. Full consideration has been given to all the responses received as part of the consultation exercise. Amendments to the draft SPD have been made where necessary. Outcomes from the public consultation are set out in the accompanying Consultation Statement.

Ongoing dialogue has been carried out with internal officers and stakeholders throughout the preparation process for the draft WDF and no issues concerning equality and community cohesion have been raised as a result of these consultations. As such the Walshaw SPD is being brought back to Cabinet for formal adoption.

If a review of the WDF is appropriate, the scope and content of the updated WDF would be subject to a proportionate statutory and/or public/stakeholder consultation prior to being finalised. This EqIA would be updated to reflect any amendments to the WDF.

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	Different age groups have different housing and employment needs, which directly impact on how and when they choose to live.	The SPD includes proposals 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 PfE requires development in the Walshaw allocation to include affordable housing provision within which will help younger, first-time buyers get onto the property ladder. 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)	The SPD is intended to apply to all age groups. It supports the provision for a range of housing including extra care and supportive living. Social uses such as retail, health, education facilities and public transport hubs are to be co-located to ensure that all ages groups can access.	Neutral

		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. The SPD includes provision of a retirement village for older people, maximising their ability to live independent lives and retain control over their accommodation and services. Public consultation methods were designed to ensure all ages groups are engaged for example the use of leaflets, social media and drop in events.		
Disability	Different disability groups have different housing and	The SPD includes proposals that will bring positive housing benefits to all disabled groups	The SPD is intended to apply to all disability groups. It supports the provision for a range of	Neutral

	employment needs, which directly impact on how and when they choose to live.	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. The SPD includes provision of extra care accommodation, maximising residents ability to live independent lives and retain control over their accommodation and services. Additional requirements and guidance on design within the Walshaw allocation should ensure improved access for less mobile people. Public consultation methods were designed to ensure that key	housing including extra care and supportive living. Social uses such as retail, health, education facilities and public transport hubs are to be co-located to ensure that all disabled groups can access.	

		stakeholders, community groups and residents are engaged to ensure an inclusive approach.		
Gender Reassignment		There is no evidence that there will be a differential impact based on gender reassignment.		Neutral
Marriage and Civil Partnership		There is no evidence that there will be a differential impact based on marital or civil partnership status.		Neutral
Pregnancy and Maternity		There is no evidence that there will be a differential impact based on pregnancy and maternity.		Neutral
Race		There is no evidence that there will be a differential impact based on Race.		Neutral
Religion and Belief		There is no evidence that there will be a differential impact based on Religion on Belief.		Neutral
Sex		There is no evidence that there will be a differential impact based on the sex of a person.		Neutral
Sexual Orientation		There is no evidence that there will be a differential impact based on the sex orientation of a person.		Neutral
Carers		There is no evidence that there will be a differential impact for carers.		Neutral
Looked After Children and Care Leavers	Looked after children and care leavers may not be able to access open market housing	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	PfE includes a policy requiring affordable housing provision within new residential development which will help younger, first-time	Neutral

			buyers and socio-economically vulnerable residents get onto the property ladder. Development in the Walshaw allocation will include affordable housing in line with PfE.	
Socio-economically vulnerable	Socio-economically vulnerable residents may not be able to access open market housing.	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	PfE includes a policy requiring affordable housing provision within new residential development which will help younger, first-time buyers and socio-economically vulnerable residents get onto the property ladder. Development in the Walshaw allocation will include affordable housing in line with PfE.	
Veterans		There is no evidence that there will be a differential impact on Veterans.		Neutral

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

2.5 Characteristics	Action	Action Owner	Completion Date
	Should the WDF require a review, the EqIA will be updated.	Fran Smith	

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

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

3.2 Level of risk identified	0	0
3.3 Reasons for risk level calculation	Equalities impacts identified are all positive or will not affect other groups of people with protected characteristics. The type of development outlined in the document will benefit groups with protected characteristics including age and disability. Other groups with protected characteristics will not be negatively impacted by the SPD.	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

4.1 Analysis Decision	**X**	**Reasons for This Decision**
There is no negative impact therefore the activity will proceed	X	The WDF seeks to ensure that Walshaw provides new homes and infrastructure for all future residents and employees and reduce the risks of negative impacts on local communities.
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	18/05/2026	
Responsible Asst. Director/Director	Cris Logue	18/05/2026	
EDI	L. Cawley	29/05/2026	QA Complete: The analysis has considered the impacts of this activity across all characteristics, identifying potential barriers and opportunities specific to these characteristics. Mitigations are in place to remove barriers and promote opportunities. EQIA will be kept under review for the duration of this activity.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details
		This EqIA will be continually reviewed and updated as the WDF develops. Further information will be considered when detailed deliver information becomes available.

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