Lynne Ridsdale
Chief Executive

Our Ref C/RE
Date 3 November 2026
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TO: All Members of Council

Councillors : A Arif, S Arif, N Bayley, C Birchmore, C Boles, A Booth, A Chaudhry, P Davies, D Duncalfe, U Farooq, E FitzGerald, I Gartside, R Gold, D Green, S Haroon, M Hayes, D Hill, J Hook, C Hunt, K Hussain, B Ibrahim, J Lancaster, G Martin, G McGill, C Morris, E O'Brien, T Pilkington, A Quinn, D Quinn, T Rafiq, M Rahimov, I Rizvi, J Roith, M Rubinstein, J Rydeheard, L Ryder, S Shamim, J Sheppard, K Simpson, L Smith, M Smith, J Southworth, J Southworth, G Staples-Jones, T Tariq, S Thorpe, D Vernon, S Walmsley, M Walsh, Y Wright and S Zaman

Dear Member/Colleague

Council

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

Date:	Wednesday, 11 November 2026
Place:	Bury Town Hall
Time:	7.00 pm
Briefing Facilities:	If Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	An All Member Briefing on the Regulator of Social Housing will take place in the Peel Room from 5.30pm – 6.45pm

AGENDA

The Agenda for the meeting is attached.

The Agenda and Reports are available on the Council's Intranet for Councillors and Officers and also on the Council's Website at www.bury.gov.uk

Yours sincerely



Chief Executive

(Note: Members are reminded that under Section 106 of the Local Government Finance Act 1992, if a Member of a Local Authority has not paid Council Tax for at least two months and, even if an arrangement has been entered into to pay arrears, then at any meeting where consideration is given to matters relating to, or which might affect the calculation of Council Tax, that Member must declare the fact that he/she is in arrears and must not vote on the matter).

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

Members of the Council are requested to declare any interests which they have in any items or issues before the Council for determination.

3 MAYORAL COMMUNICATIONS AND ANNOUNCEMENTS

To receive communications from the Mayor and any announcements by the Leader of the Council or the Chief Executive on matters of interest to the Council.

4 MINUTES (Pages 7 - 10)

Minutes attached.

5 PUBLIC QUESTION TIME

To answer questions from members of the public, notice of which has been given, on any matter relevant to the Council or its services to the community. Up to 30 minutes will be set aside for this purpose. If time permits, further questions will be invited from members of the public present.

6 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES

Committee/Date	Subject	Recommendation
Licensing and Safety Committee, 8 October 2026	Amendment to Written-Off Vehicle Policy	That full council adopt the revised policy
Licensing and Safety Committee, 8 October 2026	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards.	That full council approve the proposed amendment
Planning Control Committee, 20 October 2026	National Scheme of Delegation	That Full Council approve the proposed amendment to the Place Directorate Scheme of Delegation as set out in Appendix A of this report.

Proposed

Committee/Date	Subject	Recommendation
Licensing and Safety Committee, 5 November 2026	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of age policy.	That Full council adopts the amendments to the existing Age Policy compliance arrangements

a **AMENDMENT TO WRITTEN-OFF VEHICLE POLICY** (Pages 11 - 26)

A report from the Executive Director (Corporate Core) is attached.

b **AMENDMENT OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF EMISSIONS STANDARDS** (Pages 27 - 40)

A report from the Executive Director (Corporate Core) is attached.

c **National Scheme of Delegation** (Pages 41 - 80)

A report from the Head of Development Management is attached

d **Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of age policy - Proposed** (Pages 81 - 94)

A report from the Executive Director (Corporate Core) is attached.

7 **CONSTITUTION UPDATE** (Pages 95 - 108)

A report from the Monitoring Officer is attached

8 **LOCAL PLAN** (Pages 109 - 430)

A report from the Leader of the Council is attached

9 **LEADER'S STATEMENT AND CABINET QUESTION TIME** (Pages 431 - 432)

To receive a report from the Leader of the Council on the work of the Cabinet and to answer written questions from Members of the Council to the Leader, Cabinet Members and Chair of a Committee on any matter in relation to which the Council has powers or duties which affect the Borough, provided the necessary written notice has been given. (30 minutes)

A member may ask a verbal question of the Leader, any Member of the Cabinet or Chair of a Committee about any matter on the Council agenda and which the Council has powers or duties or which affects the Borough. Only one verbal question per Councillor. (15 minutes)

10 **COMBINED AUTHORITY REPORT AND QUESTIONS TO THE COUNCIL'S COMBINED AUTHORITY REPRESENTATIVES** (Pages 433 - 434)

(A) A combined authority update report is attached, for information
(B) Questions (if any) on the work of the Combined Authority to be asked by Members of the Council for which the necessary notice has been given in accordance with Council Procedure Rules.

11 **NOTICES OF MOTION** (Pages 435 - 442)

12 **COUNCIL MOTION TRACKER** (Pages 443 - 448)

A report setting out progress in respect of Motions passed at the last meeting of Council is attached for information.

13 **SCRUTINY REVIEW REPORTS AND SPECIFIC ITEMS "CALLED IN" BY SCRUTINY COMMITTEES**

14 **QUESTIONS ON THE WORK OF OUTSIDE BODIES OR PARTNERSHIPS**

Questions on the work of Outside Bodies or partnerships on which the Council is represented to be asked by Members of the Council (if any).

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Agenda Item 4

Minutes of: **COUNCIL**

Date of Meeting: 16 September 2026

Present: The Worshipful the Mayor (Councillor T Rafiq, in the Chair) Councillors A Arif, S Arif, N Bayley, C Birchmore, C Boles, A Booth, A Chaudhry, D Duncalfe, U Farooq, E FitzGerald, I Gartside, R Gold, S Haroon, M Hayes, D Hill, C Hunt, K Hussain, B Ibrahim, J Lancaster, G Martin, G McGill, C Morris, E O'Brien, T Pilkington, A Quinn, D Quinn, M Rahimov, I Rizvi, J Roith, M Rubinstein, J Rydeheard, L Ryder, S Shamim, J Sheppard, K Simpson, L Smith, M Smith, J Southworth, J Southworth, T Tariq, S Thorpe, D Vernon, S Walmsley, M Walsh, Y Wright and S Zaman

Apologies for Absence P Davies, D Green, J Hook and G Staples-Jones

Public Attendance: 3 members of the public attended the meeting.

C. 91 APOLOGIES FOR ABSENCE

Apologies were received from Councillors Davies, Green, Hook and Staples-Jones.

C. 92 DECLARATIONS OF INTEREST

There were no declarations of interest made at the meeting.

C. 93 MAYORAL COMMUNICATIONS AND ANNOUNCEMENTS

The Mayor as Bury's first citizen updated Members of the Council on work undertaken since the last meeting.

C. 94 MINUTES

The minutes of the meeting held on 15 July 2026 were approved as a correct record and signed by the Mayor.

C. 95 PUBLIC QUESTION TIME

Notice had been received of the following questions:

Questioner	Topic	Responding
Jonathan Moss	Bridge Street, Ramsbottom	Councillor L Smith
Andy Hay	Prestwich regeneration	Councillor O'Brien

Questions without notice:

Questioner	Topic	Responding
Karen Pitt	Pupil Referral Unit in Radcliffe	Councillor O'Brien
Max Wyatt	Preparedness for increased temperatures	Councillor O'Brien

C. 96 RECOMMENDATIONS OF CABINET AND COUNCIL COMMITTEES

(A) Meeting of Housing Advisory Board, 9 June 2026 – Terms of Reference

It was moved by Councillor A Arif and seconded by Councillor Thorpe, with all members voting for and the Mayor abstaining that, Council approved the amended Terms of Reference

(B) Audit Committee, 22 July 2026 – Financial Procedure Rules and Scheme of Delegation

It was moved by Councillor O'Brien and seconded by Councillor Thorpe, with all members voting for and the Mayor abstaining that, Council approved to amend the constitution

(C) Planning Control Committee, 1 September 2026 – Scheme of Delegation

It was moved by Councillor Morris and seconded by Councillor Hayes, with 40 members voting for and the Mayor and six members abstaining that, Council noted the amendments to the constitution will be brought back for approval

(D) Meeting of Democratic Arrangements Forum, 9 September 2026 –Motions at Full Council

It was moved by Councillor O'Brien and seconded by Councillor L Smith, with all members voting for and the Mayor abstaining that, Council noted the amendments to the constitution will be brought back for approval

C. 97 LEADER' STATEMENT AND CABINET QUESTION TIME

(a) Written questions (Notice given)

The Leader of the Council, Cllr E O'Brien, made a statement on the work undertaken by him since the date of the last Council meeting.

The Leader and the relevant Cabinet Members answered questions raised by Councillors on the following issues:

	Questioner	Cabinet Member	Topic
1	Cllr Rydeheard	Cllr L Smith	Walshaw Road
2	Cllr Farooq	Cllr Tariq	Northern Care Alliance
3	Cllr Rizvi	Cllr McGill	Tackling dodgy shops
4	Cllr Lancaster	Cllr Walmsley	Looked after children
5	Cllr Sheppard	Cllr A Arif	Selective licensing
6	Cllr Zaman	Cllr O'Brien	Prevent training for councillors
7	Cllr Pilkington	Cllr Walmsley	GCSE and A Level results
8	Cllr Rahimov	Cllr Tariq	Live well centre, Whitefield
9	Cllr M Smith	Cllr A Arif	Introduction of article 4 direction

10	Cllr Martin	Cllr L Smith	Scobell Street
11	Cllr Hayes	Cllr Walmsley	Best Start Family Hubs
12	Cllr Bayley	Cllr Morris	Future regeneration work

The remaining questions submitted by elected members will receive written responses.

(b) Verbal questions

The Leader received verbal questions from the following Councillors:

	Questioner	**Cabinet Member**	**Topic**
1	Cllr Birchmore	Cllr O'Brien	Highways in Bury
2	Cllr Rydeheard	Cllr O'Brien	Indoor market
3	Cllr S Arif	Cllr Morris	Casewells
4	Cllr Vernon	Cllr Thorpe	Council reserves
5	Cllr Sheppard	Cllr O'Brien	Milton Road fields
6	Cllr Pilkington	Cllr Gold	Anti-social behaviour

C. 98 COMBINED AUTHORITY REPORT AND QUESTIONS TO THE COUNCIL'S COMBINED AUTHORITY REPRESENTATIVES

The following questions had been received in accordance with Council Procedure rules:

	Questioner	Cabinet Member	Topic
1	Cllr D Quinn	Cllr A Arif	New social and affordable housing
2	Cllr Pilkington	Cllr Morris	Good growth high street fund
3	Cllr Vernon	Cllr O'Brien	Number 10 North
4	Cllr Birchmore	Cllr L Smith	Transport for Greater Manchester's CRSTS schemes
5	Cllr Rydeheard	Cllr L Smith	Greater Manchester Mayor's pot hole fund

There was not enough time to respond to Questions 6 and 7, in line with the constitution they will receive written responses

C. 99 NOTICES OF MOTION

(i) Treatment and reducing the significant spread of giant hogweed

Council considered a motion in the names of Councillors Carol Birchmore, Des Duncalfe, Judi Sheppard, Ken Simpson, Mike Smith and Mary Walsh

The motion was moved by Councillor Duncalfe and seconded by Councillor M Smith and on being put to members with 47 members voting for, the Mayor declared the motion carried.

(ii) Building a Care System That Works: Bury Council and the National Conversation on Care

Council considered a motion in the names of A Arif, N Bayley, C Boles, A Chaudhry, U Farooq, E FitzGerald, R Gold, D Green, S Haroon, M Hayes, J Hook, C Hunt, B Ibrahim, G McGill, C Morris, E O'Brien, T Pilkington, A Quinn, D Quinn, T Rafiq, M Rahimov, I Rizvi, M Rubinstein, L Ryder, L Smith, J A Southworth, J Southworth, G Staples-Jones, T Tariq, S Thorpe, S Walmsley

The motion was moved by Councillor Tariq and seconded by Councillor A Quinn and on being put to members with 47 members voting for, the Mayor declared the motion carried.

(iii)Protecting Bury's hospitality sector – opposing the greater Manchester overnight visitor levy

Council considered a motion in the names of S Arif, I Gartside, K Hussain,

The motion was moved by Councillor S Arif and seconded by Councillor Gartside and on being put to members with 13 members voting for; 27 voting against, and the Mayor and six members abstaining, the Mayor declared the motion lost.

C. 100 COUNCIL MOTION TRACKER

The Motion Tracker was attached for information only.

C. 101 SCRUTINY REVIEW REPORTS AND SPECIFIC ITEMS "CALLED IN" BY SCRUTINY COMMITTEES

There were no scrutiny review reports and specific items "called in" by scrutiny committees.

C. 102 QUESTIONS ON THE WORK OF OUTSIDE BODIES OR PARTNERSHIPS

There were no questions on the work of outside bodies or partnerships.

C. 103 REPORTING OF URGENT DECISION - MULTIPLE POSTS FOR BEST START FAMILY HUB GUIDANCE

Members noted the urgent decision taken in relation to multiple posts for best start family hub guidance.

THE WORSHIPFUL THE MAYOR

(Notes: The meeting started at **7.00pm** and ended at 10.30 pm)

Agenda Item 6a

Classification Open / Closed	Item No.

Meeting:	Licensing and Safety Committee Full Council
Meeting date:	08 October 2026 – Licensing and Safety Committee 11 November 2026 – Full Council
Title of report:	Amendment to Written-Off Vehicle Policy
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report proposes that the Council's policy in relation to written-off vehicles be amended to permit the licensing of Category N and S vehicles (non-structural damage and structural damage), subject to appropriate independent inspection and certification requirements.

Available Options

2. Amend the Council policy to permit Category N vehicles to be licensed in Bury where the proprietor provides a report by a Member or Associate Member of the Institute of Automotive Engineer Assessors. Where the engineer identifies concerns relating to wheel alignment, chassis geometry, suspension integrity or structural repair quality, officers may require an Autolign inspection before the application is determined.

3. Amend the Council policy to permit Category N and Category S vehicles to be licensed in Bury where the proprietor provides a report by a Member or Associate Member of the Institute of Automotive Engineer Assessors. Where the engineer identifies concerns relating to wheel alignment, chassis geometry, suspension integrity or structural repair quality, officers may require an Autolign inspection before the application is determined.

4. Amend the Council policy to permit Category S vehicles to be licensed in Bury where the proprietor provides a report by a Member or Associate Member of the Institute of Automotive Engineer Assessors. Where the

engineer identifies concerns relating to wheel alignment, chassis geometry, suspension integrity or structural repair quality, officers may require an Autolign inspection before the application is determined.

5. Retain the current policy which prevents the licensing of any vehicle that has been recorded as a write-off category.

Recommendations

6. Members are recommended to:

   i. Note the outcomes of the review and benchmarking exercise.

   ii. Note the trade consultation responses received.

   iii. Approve Option 3 to permit the licensing of Category N and Category S insurance write-off vehicles subject to the safeguards outlined in this report.

   iv. Recommend adoption of the revised policy by Full Council.

Key considerations

7. This is a Council Function that is delegated to the Licensing and Safety Committee by the Council's Constitution. This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

8. The proposal supports the continued availability of licensed taxi and private hire services within the borough whilst maintaining public safety through robust assurance mechanisms. Licensed vehicles provide an important transport option for residents, including vulnerable persons, older people and those who rely upon door-to-door transport services. The proposed amendment seeks to balance public protection with the sustainability of local transport provision.

Equality Impact and considerations:

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

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

(a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*

(b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*

(c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

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

12. *The Licensing Service have considered the Equality Act 2010 and due to each application being dealt with on its own merits there is no positive or negative on any of the protected characteristics.*

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	**Mitigation**
Public concern regarding licensing of repaired vehicles	Independent engineer reports, compliance testing and officer discretion
Retaining current policy may encourage licensing with neighbouring authorities	Alignment with GM approaches whilst retaining robust local safeguards
Inconsistent decision making	Adopt clear written policy and defined evidence requirements
Reputational challenge following any future vehicle incident	Enhanced inspection regime and documented decision making

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Consultation:

13. The Licensing Service have requested that the members of the Trade Liaison Group consult with their members about the proposed review of the Council's current policy.

Legal Implications:

14. Any amendment to the policy must continue to ensure that only safe and roadworthy vehicles are licensed. The requirement for an independent report from a Member or Associate Member of the Institute of Automotive

Engineer Assessors, together with any additional Autolign inspection where required, provides assurance regarding vehicle condition and public safety. The proposal is not expected to have any significant direct financial implications for the Council.

15. Under the legislation the Council is required to determine representations. The report is in accordance with the appropriate legislation.

16. The costs of the licensing function are funded through the fees and charges levied by the Council. There may be additional costs if appeals are lodged with the Magistrates and Crown Courts.

17. Members are advised that Licences are regarded as possessions within the terms of the Human Rights Act 1998. Under the Act everyone is entitled to the peaceful enjoyment of one's possessions and so actions interfering with those possessions must be lawful, reasonable and proportionate. It is lawful to impose reasonable conditions as a way of protecting the safety of the travelling public, so long as it is not out of proportion. It is a balancing act between the public interest and the individual's rights.

Financial Implications:

18. There are no specific issues from the report other than potential costs/risks associated with legal appeals.

Report Author and Contact Details:
Mr M Bridge
Licensing Office
3 Knowsley Place
Duke Street
Bury
Telephone No: 0161 253 5209
Email: m.bridge@bury.gov.uk

Background papers:

Licensing and Safety Committee report 16 March 2023

Licensing and Safety Committee minutes 16 March 2023

Full Council Minutes 22 March 2023

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

Term	Meaning

Category A	Vehicle so severely damaged that it must be crushed and can never return to the road.
Category B	Vehicle that cannot return to the road but some parts may be salvaged for reuse.
Category N	Vehicle with non-structural damage that may be repaired and returned to service.
Category S	Vehicle with structural damage that may be repaired and returned to service subject to satisfactory repairs and inspection.
Autolign Inspection	A specialist vehicle alignment and structural geometry inspection used to assess whether a damaged vehicle has been repaired correctly and remains safe for road use.
IAEA	Institute of Automotive Engineer Assessors, the professional body whose qualified members assess vehicle condition, repairs and safety.
Member (IAEA)	A professionally qualified engineer recognised by the Institute of Automotive Engineer Assessors with the competency to undertake vehicle assessments.
Associate Member (IAEA)	An accredited member of the Institute of Automotive Engineer Assessors able to provide professional vehicle condition assessments.
Engineer's Report	An independent technical assessment prepared by a suitably qualified automotive engineer confirming the condition, repair quality and roadworthiness of a vehicle.
Compliance Test	An inspection undertaken by or on behalf of the Council to ensure a licensed vehicle meets licensing standards and conditions.
GM	Greater Manchester.
Greater Manchester Minimum Licensing Standards (GMMLS)	The minimum standards adopted across Greater Manchester authorities to promote consistency in taxi and private hire licensing.

Hackney Carriage	A licensed taxi that can be hailed in the street or hired from an authorised taxi rank.
Private Hire Vehicle (PHV)	A licensed vehicle that must be pre-booked through a licensed private hire operator and cannot be hailed in the street.
Proprietor	The individual or organisation that owns, leases or is responsible for a licensed vehicle.
Roadworthy	A vehicle that is mechanically safe and legally fit for use on a public road.
Write-Off	A vehicle deemed by an insurer to be beyond economical repair and assigned an insurance salvage category.
Trade Liaison Group	A forum through which the Licensing Service engages with representatives of the taxi and private hire trade.
Licensing Officer	An authorised officer of the Council responsible for determining applications, undertaking inspections and enforcing licensing requirements.
Category A	Vehicle so severely damaged that it must be crushed and can never return to the road.
Category B	Vehicle that cannot return to the road but some parts may be salvaged for reuse.

Background

19. Members will recall that the Greater Manchester Minimum Licensing Standards introduced a policy relating to written-off vehicles. On 16 March 2023, the Licensing and Safety Committee considered a report regarding the implementation date of that policy and approved a change to defer implementation until 1 April 2026. Full Council ratified that decision on 22 March 2023.

Development of the Existing Policy

20. In 2023 the Council adopted the Greater Manchester Minimum Licensing Standards relating to written-off vehicles. At that time Members resolved to prohibit the licensing of all insurance write-off categories in Bury. The decision reflected a precautionary approach intended to provide assurance

regarding vehicle safety and consistency of standards across the licensing regime

21. Whilst the Greater Manchester Minimum Licensing Standards introduced a prohibition on written-off vehicles, individual licensing authorities retain discretion to adopt local policies where evidence supports an alternative approach and public safety can be maintained.

22. Since implementation, the Licensing Service has received representations from the licensed trade requesting that the policy be reviewed, particularly in relation to Category N vehicles. Officers have subsequently undertaken benchmarking with Greater Manchester authorities and reviewed the safeguards employed elsewhere.

23. The review has identified that the majority of neighbouring authorities permit certain categories of previously written-off vehicles to be licensed where independent specialist inspection and certification requirements are met.

24. Crucially submission of an engineer's report does not create an automatic entitlement to a vehicle licence. It is critical that licensing authorities retain absolute discretion to determine each application on its individual merits. Licensing Officers must be satisfied not only that a vehicle is roadworthy, but that it remains suitable for use as a licensed vehicle carrying members of the public for hire and reward.

25. The review therefore provides Members with an opportunity to reconsider whether the current blanket prohibition remains necessary and proportionate, or whether public safety objectives can be achieved through alternative assurance mechanisms.

Issues

26. The Licensing Service has received a request from the Bury Private Hire Drivers' Association seeking a review of the current policy which prevents the licensing of vehicles written off in any category. Attached at Appendix 1.

27. To assess the position across Greater Manchester, officers contacted all Greater Manchester licensing authorities to establish their current approach to written-off vehicles.

28. Greater Manchester Position Summary

Position	Number of Authorities
Permit Category N	7
Permit Category S	5
Prohibit all written-off vehicles	2

Reviewing policy	1

29. Benchmarking demonstrates Bury is currently among the most restrictive licensing authorities within Greater Manchester in relation to written-off vehicles. The majority of authorities now permit Category N vehicles and several permit Category S vehicles subject to enhanced inspection arrangements.

Local Authority	Policy	Categories Permitted	Conditions / Restrictions
Bury	Not permitted	None	Any write-off category excluded
Bolton	Permitted	Category N	Engineer report and wheel alignment inspection required
Rochdale	Permitted	Category N	Vehicle must pass compliance test
Oldham	Permitted	Category S / N	Autolign inspection and/or engineer assessor report required
Salford	Permitted	Category S / N	Engineer report and compliance test required
Manchester	Permitted	Category S / N	Engineer report and compliance test required
Stockport	Permitted	Category N	Engineer report required
Trafford	Not permitted	None	Currently under review
Wigan	Permitted	Category S / N	Autolign or Institute assessor report required
Tameside	Unknown	Category N	The applicant can provide clear evidence, including photographs of the damage sustained by the vehicle before any repairs are carried out and a full and comprehensive report from a suitably qualified engineer

			(Member of the Institute of Automotive Engineer Assessors) stating that the vehicle provides protection to the occupants equal to the protection it provided prior to receiving the accident or other damage. It will be the responsibility of the proprietor to obtain a signed and dated certificate stating the vehicle has passed an independent examination of the repairs to confirm its roadworthiness

Assessment

30. The review demonstrates that the majority of Greater Manchester authorities permit the licensing of certain written-off vehicles, most commonly Category N vehicles, subject to enhanced safeguards. Bury is currently one of only a small number of authorities that does not permit any written-off vehicle to be licensed. Category N vehicles are defined as having sustained non-structural damage. Category S are defined as having sustained structural damage.

31. The proposed amendment would align Bury more closely with the approach adopted by neighbouring authorities while retaining robust public safety controls through independent inspections and certification.

Potential Benefits

32. The Council's current policy prohibits the licensing of any vehicle that has previously been recorded as an insurance write-off. Whilst this approach was adopted to provide assurance regarding vehicle safety, the Licensing Service's review has identified a number of potential benefits associated with permitting the licensing of Category N and/or Category S vehicles, subject to appropriate independent inspection and certification requirements.

33. Supporting Affordability for Licensed Drivers - The licensed taxi and private hire trade continues to experience significant financial pressures arising from increasing vehicle purchase costs, insurance premiums, maintenance expenses and wider economic challenges. Permitting suitably repaired and independently certified Category N and/or Category S vehicles would provide drivers with access to a wider range of lower-cost vehicles, enabling replacement vehicles to be obtained at a more affordable price whilst maintaining appropriate safety standards. This may be particularly beneficial

for drivers who experience an insurance write-off but cannot afford the cost of purchasing a new or equivalent replacement vehicle.

34. Supporting the Viability of Local Taxi and Private Hire Businesses - A more flexible licensing approach may assist licensed drivers, operators and vehicle proprietors in managing business costs and maintaining the economic viability of their operations. By reducing barriers to vehicle replacement, the Council can support the sustainability of the local licensed trade whilst continuing to ensure that all licensed vehicles meet the required standards of safety, condition and roadworthiness.

35. Alignment with Neighbouring Authorities - Benchmarking undertaken by officers demonstrates that the majority of Greater Manchester licensing authorities already permit certain categories of written-off vehicles, subject to enhanced inspection arrangements and independent engineering certification. Aligning Bury's approach more closely with neighbouring authorities would help ensure that licensing requirements remain proportionate, evidence-based and reflective of current industry practices whilst retaining robust public safety safeguards.

36. Supporting Retention of Locally Licensed Drivers - There is a risk that drivers may seek licences from neighbouring authorities where regulatory requirements are perceived to be more flexible whilst still maintaining appropriate safety standards. Adopting a proportionate approach that balances public safety with the practical realities facing the licensed trade may help retain drivers within the Bury licensing regime, supporting local accountability and maintaining strong relationships between the Council and the trade.

37. Maintaining Vehicle Availability for Residents - The availability of licensed taxi and private hire vehicles remains important for residents, visitors and vulnerable passengers who rely on licensed transport services. Supporting the sustainability of the licensed trade may help maintain vehicle numbers, service availability and consumer choice across the borough. Whilst the proposed change is not expected to have a significant impact in isolation, it may contribute positively towards maintaining capacity within the licensed vehicle fleet.

38. Maintaining Public Safety Through Enhanced Assurance Measures - The proposal does not remove or reduce existing vehicle safety requirements. Rather, it introduces a framework through which vehicles that have previously been written off can only be considered for licensing where appropriate independent assessment confirms that repairs have been completed to an acceptable standard. Vehicles would remain subject to the Council's compliance and inspection requirements, and Licensing Officers would retain the ability to request further evidence where necessary. This enables decisions to be based on expert technical evidence whilst ensuring that public safety remains the Council's primary consideration.

39. Supporting Retention of Locally Licensed Drivers and Vehicle Proprietors - The proposed amendment provides an opportunity to modernise the Council's approach whilst maintaining robust regulatory standards. By adopting a policy consistent with the majority of neighbouring authorities, Bury can continue to be viewed as a licensing authority that places public safety at the forefront of its decision-making whilst applying proportionate and evidence-based regulation. This may enhance the attractiveness of Bury as a licensing authority for responsible vehicle proprietors and drivers who are committed to operating safe and compliant vehicles within the borough.

Public Safety Considerations

40. The safety of the travelling public remains the Council's primary consideration when determining vehicle licensing policy. The proposed amendment does not remove any existing vehicle safety requirements. All vehicles would continue to be subject to the Council's vehicle compliance testing regime and routine inspections. In addition, any vehicle previously recorded as a Category N or Category S insurance write-off would be required to undergo independent assessment by a suitably qualified automotive engineer before being considered for licensing. The engineer's report would provide assurance regarding the quality of repairs undertaken, structural integrity, roadworthiness and suitability of the vehicle for licensed use. Licensing Officers would retain the ability to require additional evidence or testing where concerns remain and retain discretion to refuse any application where they are not satisfied that the vehicle is safe and suitable.

Supporting the Licensed Trade

42. The licensed taxi and private hire trade continues to face significant financial pressures arising from vehicle costs, insurance premiums, fuel prices and wider economic conditions. The proposed amendment seeks to balance support for the licensed trade with the Council's overriding duty to protect public safety.

43. Officers consider that independent engineering assessments provide an appropriate mechanism through which vehicle condition can be verified, whilst avoiding the unintended consequences of a blanket prohibition.

44. The proposal therefore supports a proportionate and risk-based approach to regulation.

45. Benchmarking data

Date	**No. PHV written off**	**Total PHV Fleet**	**% Written off (any category**
August 2024	unknown	712	Data not held

Original Baseline			
Sept 2026	0	710	0%

Trade Engagement

46. The Licensing Service have requested that the members of the Trade Liaison Group consult with their members about the proposed review of the Council's current policy. The responses contained the following:-

    - **GMB Union** - Our view is that a blanket ban on CAT N vehicles is unnecessary when a professional engineer has certified the vehicle as roadworthy. Allowing these vehicles, subject to strict inspection and documentation, would give drivers fair access to affordable, safe vehicles while maintaining the high safety standards expected by the council. We would welcome continued dialogue on this matter and are happy to provide any further information or support required.

National Private Hire and Taxi Association

47. Category N means light vehicle body damage, where the insurance have got quotes for original panels and approved repair centres only which renders the vehicle beyond economical repair.

48. In most cases they will offer to sell the vehicle back to the driver because they know that it can actually be repaired a lot cheaper using aftermarket parts.

49. It seems ludicrous that a driver can buy the car back, repair it, MOT it and it be perfectly safe and suitable to be used on the road but not for licensing.

50. To put this into perspective the minor damage could just be a front wing, bumper and headlight, insurance value repairs exceed the value of the vehicle but after market repairs would be between £500 and £1000.

51. In addition, it is not only about the price of the parts sometimes it could be that those replacement parts are simply not available yet or not at all from dealerships, but they are available from breakers, for example a vehicle could have been scrapped because it has rear end damage, which leaves all the front end panels fully available and undamaged at a much cheaper price.

52. The additional issue here applies to both private hire and hackney carriage but of course more to hackney carriage based on the price of purchasing the vehicle.

53. As we all know the value of a vehicle reduces substantially from purchase price to second hand price the moment the vehicle comes out of the workshop, add to this the cost of finance, this leaves the drivers in a position where the insurance company will pay out far less than the cost of replacing

that vehicle effectively rendering that driver out of business simply because it has been ruled that he cannot repair that vehicle and relicense it.

Maintaining the Existing Policy

54. Retaining the existing policy would maintain the highest level of caution regarding written-off vehicles. However, it may also continue to place Bury out of step with the majority of Greater Manchester authorities and may increase pressure on drivers seeking affordable replacement vehicles following insurance write-off claims.

55. There is also potential for drivers to seek licensing with neighbouring authorities operating more flexible policies.

Conclusion

56. Members are asked to consider whether the existing policy should be amended to permit the licensing of Category N and/category S vehicles subject to appropriate independent inspection requirements, or whether the current prohibition on all written-off vehicles should remain in place.

57. Any vehicle approved under this policy would continue to be subject to all existing licensing requirements including age policy requirements, compliance testing, routine inspections and any additional checks deemed necessary by Licensing Officers.

Officer Recommendation

58. Officers have reviewed the policy, benchmarked it, considered the operational impact, assessed the risks and concluded that public safety can still be fully protected through enhanced safeguards.

59. Whilst the original representation focused on Category N vehicles, the benchmarking exercise identified that several Greater Manchester authorities successfully licence both Category N and Category S vehicles subject to enhanced inspection requirements. Officers therefore considered whether a distinction remained necessary where independent professional assessment can provide assurance regarding repair standards and vehicle safety.

60. Consequently officers are satisfied that the proposed safeguards provide an appropriate level of assurance regarding vehicle safety and that Option 3 represents a proportionate and evidence-based approach that balances public safety, consistency with neighbouring authorities and the needs of the licensed trade.

61. Officers consider that the level of assurance provided through independent engineering certification, supplemented by additional inspections where appropriate, enables applications involving both Category N and Category S vehicles to be assessed on their individual merits. Officers therefore do not consider a blanket distinction between Category N and Category S vehicles necessary where satisfactory evidence can be provided regarding repair quality, safety and roadworthiness.

Recommendation for Amended Policy Wording

62. *A vehicle recorded as a Category N or Category S insurance write-off may be considered for licensing where:*

    An independent report from a Member or Associate Member of the Institute of Automotive Engineer Assessors is submitted.

    Any additional inspection requirements specified by the Council are met.

    Licensing Officers are satisfied that the vehicle remains safe, suitable and fit for purpose as a licensed vehicle.

Appendix 1

Good afternoon

Thank you for your email and for confirming that you will be contacting the other Greater Manchester authorities regarding their policies on written-off vehicles.

I note that this matter was previously considered by the Licensing and Safety Committee, which resolved that vehicles subject to an insurance write-off in any category should not be licensed by Bury Council. However, at the time this decision was made, no clear explanation was given as to the specific reasoning behind it - whether the concern was vehicle safety, passenger safety, or simply a matter of preference. I would be grateful if this could be clarified, as understanding the rationale is important for the trade to fully engage with the policy.

I would also like to clarify that my enquiry relates specifically to Category N vehicles. I understand that some other councils permit Category S vehicles to be licensed, but my focus is on Category N only, and I would ask that this distinction be kept in mind when reviewing other authorities' policies.

More broadly, I believe the taxi trade is changing significantly, and if the Council does not adapt its policy to reflect current business needs, drivers risk leaving the trade altogether or getting licensed from other councils This would not be in the interest of service providers or the travelling public. I firmly believe that maintaining a strong base of locally licensed drivers is the best way to ensure good service standards and accountability.

I would therefore ask that the Council's licensing policy be based on current market needs, with a commitment to review and adapt it as those needs change in the future.

I look forward to hearing the outcome of your discussions with the other Greater Manchester authorities, and to further consideration of this matter.

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Agenda Item 6b

Classification Open / Closed	Item No.

Meeting:	Licensing and Safety Committee
Meeting date:	08 October 2026 - Licensing and Safety Committee 11 November 2026 - Full Council
Title of report:	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards.
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report seeks approval to amend the Council's current transitional arrangements relating to emissions standards for existing licensed private hire vehicles.

2. The Council previously approved transitional arrangements allowing vehicle proprietors operating non-compliant private hire vehicles additional time to replace those vehicles with compliant alternatives. The current arrangements require vehicle proprietors to replace non-compliant vehicles by 4 January 2027.

3. Since approval of the policy, the Greater Manchester Private Hire Support Fund became available on 15 September 2026. Officers have identified that the period between the opening of the support fund and the compliance deadline may not provide sufficient opportunity for affected proprietors to apply for funding, receive approval, source a suitable replacement vehicle and complete the licensing process.

4. In developing the recommendation, officers considered a range of alternative options, including maintaining the existing compliance deadline and

introducing a shorter extension period. Following assessment of the available evidence, funding timescales and likely impact on affected vehicle proprietors, officers consider the recommended option represents the most proportionate means of achieving compliance whilst supporting the licensed trade and maintaining the Council's air quality objectives.

Alternative Options

5. Maintain existing 4 January 2027 deadline and do not make any changes to policy.

6. Extend transitional period for a shorter period of time.

Recommended Options

7. It is recommended that the Licensing and Safety Committee considers and adopts the following amendment to the existing emissions compliance arrangements and recommends approval by Full Council:

8. For existing proprietors of licensed private hire vehicles which do not meet the Council's adopted emissions standards:

   - To permit a vehicle proprietor whose private hire vehicle licence falls due for renewal after 4 January 2027 and whose vehicle does not meet the required emissions standard (Euro 4 Petrol or Euro 6 Diesel) to apply to renew that vehicle licence. Where the vehicle successfully passes the Council's compliance testing requirements, a vehicle licence may be granted subject to a condition requiring the vehicle to be removed from service and replaced with a compliant vehicle no later than 31 May 2027.
   - To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action, including suspension, revocation or refusal to renew a licence, where a proprietor fails to comply with the condition requiring replacement of a non-compliant vehicle by 31 May 2027, having regard to the circumstances of each individual case and the relevant provisions of the Local Government (Miscellaneous Provisions) Act 1976.

9. To recommend the proposed amendment to Full Council for approval.

Reasons for Recommendation(s)

10. The proposed amendment provides a proportionate and time-limited extension to existing transitional arrangements following the introduction of the Greater Manchester Private Hire Support Fund.

11. The extension will support affected vehicle proprietors in accessing available grant funding, securing replacement vehicles and achieving compliance with the Council's adopted emissions standards whilst maintaining the Council's commitment to improving air quality and reducing transport emissions.

Key considerations

12. This is a Council Function that is delegated to the Licensing and Safety Committee by the Council's Constitution. This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

13. The proposals support the Council's commitment to improving air quality and reducing harmful vehicle emissions by facilitating the replacement of older non-compliant vehicles with cleaner and more environmentally sustainable alternatives.

14. The proposal does not alter the Council's adopted emissions standards but extends the transitional period to allow affected proprietors a reasonable opportunity to access external financial support and achieve compliance.

15. The proposal contributes to the Council's environmental objectives by supporting the continued delivery of cleaner transport services and reducing emissions from licensed vehicles operating throughout the borough.

Equality Impact and considerations:

16. Under Section 149 of the Equality Act 2010, the Council must have due regard to the need to:

    - Eliminate discrimination, harassment and victimisation.
    - Advance equality of opportunity between persons who share a protected characteristic and those who do not.
    - Foster good relations between persons who share a protected characteristic and those who do not.

17. Officers have considered the Public Sector Equality Duty and reviewed the Equality Impact Assessment undertaken when the original policy was adopted.

18. The proposed amendment extends an existing transitional arrangement and is not expected to create any disproportionate adverse impact on persons sharing protected characteristics. The proposal may have a positive impact by increasing opportunities for affected licence holders to access external funding to support vehicle replacement.

19. Officers are satisfied that the amendment does not introduce any material change requiring a further Equality Impact Assessment at this stage. Officers have considered the Public Sector Equality Duty under section 149 Equality Act 2010. The proposal is not expected to have a disproportionate adverse effect on persons with protected characteristics. The extension may provide a positive benefit to affected licence holders by increasing the opportunity to access financial support and comply with licensing requirements. Officers

have reviewed the Equality Impact Assessment completed for the original policy and are satisfied that no additional assessment is required.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Opportunity: The proposal will allow eligible proprietors additional time to access the Greater Manchester Private Hire Support Fund and replace non-compliant vehicles.	The proposed extension aligns the compliance deadline with the practical availability of support funding and vehicle supply timescales.
Risk: Maintaining the existing deadline may result in vehicle proprietors being unable to access funding or source compliant replacement vehicles before 4 January 2027.	Extending the deadline to 31 May 2027 provides a proportionate and time-limited opportunity to achieve compliance whilst retaining a clear final compliance date.
Risk: Potential challenge to the Council's decision-making process.	The report sets out a clear evidence base, legitimate policy objectives and a proportionate approach to achieving compliance, reducing the likelihood of successful challenge.
Perception that the Council is weakening environmental standards	The proposal does not alter emissions standards and introduces no further extensions beyond the proposed final compliance date.
Officers will continue to monitor vehicle compliance rates and the uptake of support funding throughout the transitional period.	

Consultation:

20. The matter was discussed with representatives of the licensed trade through the Trade Liaison Group on 7 September 2026. Trade representatives expressed concerns regarding the proximity of the current compliance deadline and the practical difficulties associated with obtaining replacement vehicles following the launch of the support fund.

21. Officers have considered these representations in preparing this report.

Legal Implications:

22. The Council has powers under the Local Government (Miscellaneous Provisions) Act 1976 to licence private hire vehicles and attach conditions to vehicle licences where considered appropriate and reasonably necessary.

23. The proposed amendment does not remove or weaken the Council's adopted emissions standards. Instead, it provides a temporary extension to the existing transitional arrangements previously approved by Full Council to facilitate compliance with those standards.

24. The Council must exercise its licensing functions reasonably, proportionately and in accordance with public law principles. Officers consider the proposed amendment to be proportionate having regard to:

    - The opening of the Greater Manchester Private Hire Support Fund on 15 September 2026.
    - The limited period currently available to secure funding and replace vehicles before the existing compliance deadline.
    - The relatively small number of affected vehicles. Current records identify 21 non-compliant private hire vehicles operating under the transitional arrangements.
    - The Council's continuing commitment to improving air quality and reducing emissions.

25. Members are advised that vehicle licences may constitute possessions for the purposes of Article 1 of the First Protocol of the European Convention on Human Rights. Any interference with those rights must pursue a legitimate aim and be proportionate. Officers are satisfied that the proposed arrangements meet these requirements.

26. Where enforcement action becomes necessary following 31 May 2027, each case will be considered on its individual merits and in accordance with the Council's adopted enforcement policies and statutory powers.

Financial Implications:

27. The licensing regime is self-funded through the fees and charges levied by the Council. The proposals contained within this report do not give rise to any direct financial implications for the Council. The availability of external grant funding may assist vehicle proprietors in achieving compliance and reduce financial pressures within the licensed trade.

28. The proposal may assist in maintaining the viability of local licensed businesses by reducing immediate replacement costs and supporting continued participation within the Bury licensed trade.

29. The proposal may also reduce the risk of vehicle proprietors seeking licences in neighbouring authorities where different implementation arrangements may apply.

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Background papers:

Licensing and Safety Committee report (5 June 2025)

Licensing and Safety Committee minutes (5 June 2025)

Full Council Minutes (16 July 2025)

These documents are included as background papers because they establish the original transitional arrangements and delegated authority framework which this report seeks to amend

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

Term	Meaning
Euro 4	European emissions standard for petrol vehicles
Euro 6	European emissions standard for diesel vehicles
GM	Greater Manchester
GM CAP	Greater Manchester Clean Air Plan
PHV	Private Hire Vehicle
EIA/EQIA	Equality Impact Assessment

Introduction

30. Members may recall a report considered by the Licensing and Safety Committee on 5 June 2025 regarding amendments to transitional arrangements for existing Hackney Carriage and Private Hire Vehicles in respect of emissions standards.

31. The Committee resolved to permit the renewal of certain non-compliant vehicles subject to conditions requiring replacement by a specified date and delegated appropriate enforcement powers to officers. The decision was subsequently ratified by Full Council on 16 July 2025.

32. The Committee also delegated authority for amendments linked to funding opportunities associated with the Greater Manchester Clean Air Plan. Consequently, officers have reviewed the current arrangements following the introduction of the Greater Manchester Private Hire Support Fund.

33. Officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and Full Council to ensure transparency and democratic oversight.

34. The proposal does not alter the Council's established commitments in relation to air quality, climate change or the Greater Manchester Clean Air Plan. Rather, it seeks to support accelerated compliance by enabling proprietors to utilise newly available financial assistance. The proposal therefore balances environmental objectives with economic sustainability within the licensed trade.

Historical Compliance Trend Data

35.

Date	**Non-Compliant *Emissions Standard* Vehicles**	**Total PHV Fleet**	**% Non-Compliant *Emissions Standard***
August 2024 *Original Baseline*	152	712	21%
Sept 2026	21	710	3%

36. The number of non-compliant vehicles has reduced from 152 at the commencement of the policy to 21 as at September 2026, demonstrating substantial progress towards full fleet compliance and evidencing the effectiveness of the Council's phased approach.

Issues

37. The Greater Manchester Private Hire Support Fund opened on 15 September 2026.

38. Officers recognise that the period between the opening of the funding scheme and the current compliance deadline of 4 January 2027 may be

insufficient for affected proprietors to complete the funding and vehicle replacement process.

39. The number of non-compliant private hire vehicles currently operating under the transitional arrangements is:

Non-Compliant *Emissions Standard* Private Hire Vehicles	% Total Fleet	**Compliant** *Emissions Standard* Private Hire Vehicles	% Total Fleet
21	3%	689	97%

40. Officers support extending the compliance deadline to 31 May 2027. This would provide sufficient opportunity for eligible proprietors to apply for funding, purchase compliant vehicles and complete vehicle transfer and licensing requirements.

41. Whilst delegated authority exists to make amendments linked to external funding opportunities, officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and ratification by Full Council to ensure transparency and democratic oversight.

Greater Manchester Benchmarking

42. Officers have reviewed the position across the Greater Manchester licensing authorities in relation to emissions standards, implementation timescales and transitional arrangements.

43. The comparison demonstrates that whilst all authorities continue to support the objectives of improving air quality and reducing vehicle emissions, approaches differ in respect of implementation dates, exemptions, funding arrangements and transition periods

44.

Authority	**Emissions Standard**	**Transitional Arrangements**	**Compliance Date**
Bury	Euro 4 Petrol / Euro 6 Diesel	Existing arrangements	4 January 2027
Bolton*	Euro 4 Petrol / Euro 6 Diesel (and ZEC vehicles)	Existing non-compliant vehicles may continue to be renewed during the transition period.	31 August 2030

		Committee approved a move to full fleet compliance by 31 August 2030.	
Manchester*	Euro 4 Petrol / Euro 6 Diesel. Applies immediately to new applications.	Existing licensed vehicles permitted to continue under current arrangements during transition; emissions compliance date extended for existing licence holders.	31 December 2026
Oldham	Euro 4 Petrol / Euro 6 Diesel.	Existing vehicle licence holders may continue to renew the same non-compliant vehicle until applicable age limits.	31 December 2026
Rochdale	Adoption of Euro 4 Petrol / Euro 6 Diesel emission standards. Implementation date: 31 Aug 2030	Continuation of existing standards. All vehicles will have to be fully emission compliant on or before the compliance date of 31 Aug 2030	31 August 2030
Salford*	Euro 4 Petrol / Euro 6 Diesel / Euro 6 standard for licensed vehicles.	Existing licensed vehicles allowed a transition period before full compliance.	January 2027
Stockport*	Euro 4 Petrol / Euro 6 Diesel.	Existing non-compliant vehicle licence holders have until 31 December 2026 to licence a compliant vehicle; exemption allows renewal of the same	31 December 2026 **(with transition exemption to 31 August 2030)**

		vehicle until 31 August 2030.	
Tameside	Euro 4 Petrol / Euro 6 Diesel	Existing arrangements	1 January 2027
Trafford	Euro 4 Petrol / Euro 6 Diesel	Existing Arrangements	4 January 2027
Wigan	Euro 4 Petrol /Euro 6 Diesel	Existing arrangements	31 December 2027
** Information obtained from respective Council open source web page.*			

45. Benchmarking across Greater Manchester demonstrates a broadly consistent commitment to improving air quality through the adoption of Euro 4 Petrol and Euro 6 Diesel minimum emission standards. However, authorities have adopted differing implementation timescales and transition arrangements. Bury, Trafford and Tameside have retained compliance dates in early 2027, whilst Wigan has adopted a later compliance date of 31 December 2027. Manchester and Oldham have extended compliance to 31 December 2026 with transitional provisions for existing licence holders. Stockport and Bolton have adopted longer transition arrangements, including exemptions or extended implementation periods up to 31 August 2030, and Rochdale has similarly adopted a full compliance date of 31 August 2030. These differences reflect local fleet composition, funding considerations and policy decisions regarding the balance between environmental objectives and the financial impact on licensed vehicle proprietors

Revised Proposal

46. The proposed arrangements are set out below:

47. By 4 January 2027

- Application submitted for renewal of an existing **non-compliant** *emissions standard* vehicle licence.
- Vehicle presented for compliance testing.
- Vehicle licence renewed subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.

48. Between 15 September and 31 May 2027

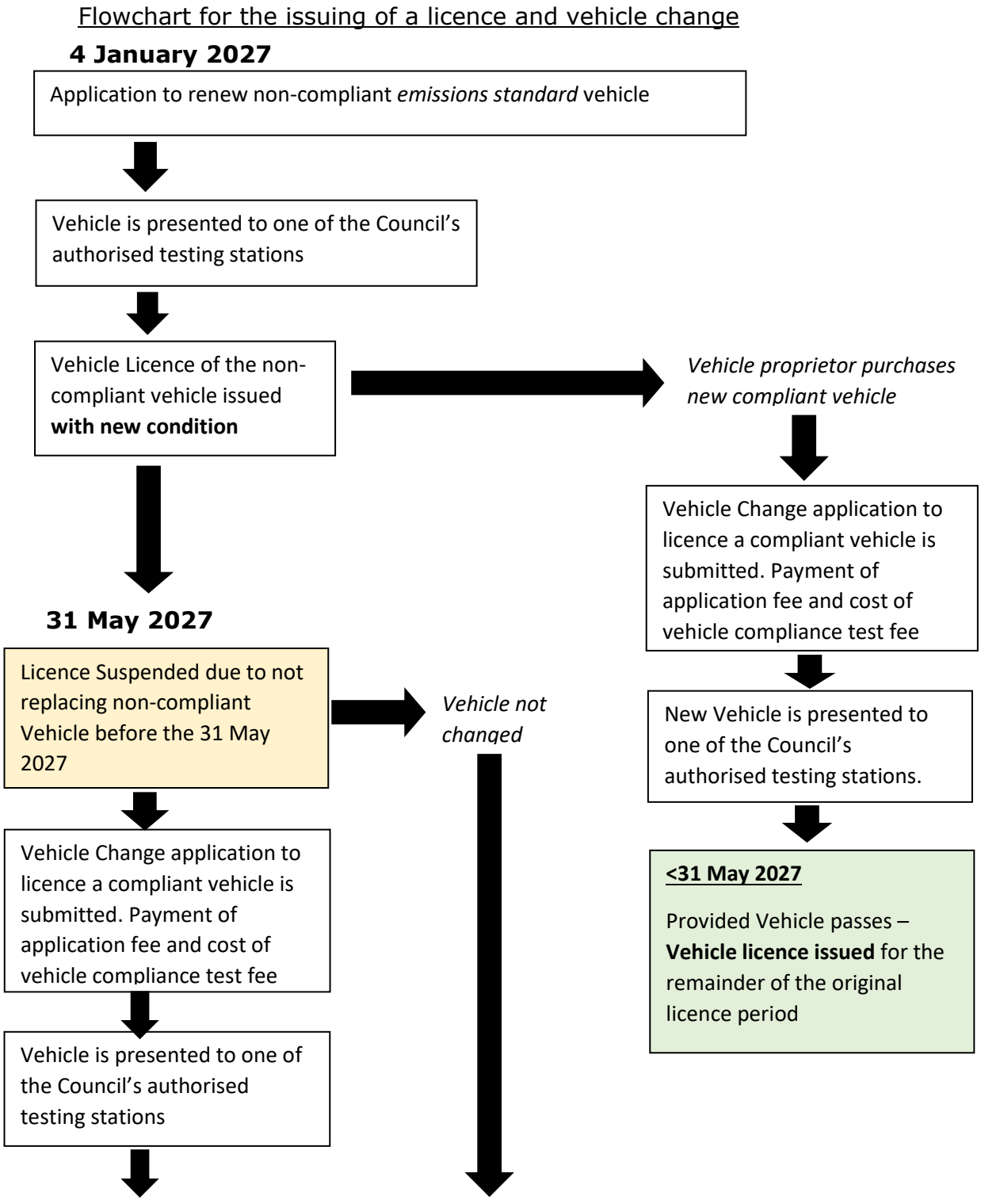
- Proprietor applies for support funding where eligible.
- Proprietor purchases a compliant replacement vehicle.
- Vehicle change application submitted.

- New vehicle presented for compliance testing and licensing.

49. After 31 May 2027

- Any proprietor who has not complied with the licence condition requiring vehicle replacement may be subject to appropriate enforcement action.
- Officers shall determine any enforcement action on a case-by-case basis, having regard to the circumstances of the individual case and the Council's statutory powers.

50. Revised proposal to deal to deal with non-compliant Private hire vehicles



Provided Vehicle passes – **Vehicle licence issued** for the remainder of the original licence period

Due to legislation requirements if vehicle not changed within the two-month period, vehicle **licence is revoked**

Alternative Options

51. **Option 1:** Maintain the existing 4 January 2027 compliance deadline and make no amendments to the current policy arrangements.

52. This option would retain the existing policy position and support earlier achievement of full fleet compliance with the Council's adopted emissions standards. However, officers consider this option may place a proportion of affected vehicle proprietors at a disadvantage given the recent introduction of the Greater Manchester Private Hire Support Fund on 15 September 2026. It may limit the ability of eligible proprietors to access available financial assistance, secure replacement vehicles and complete the associated licensing processes prior to the compliance deadline. As a result, this option is not recommended.

53. **Option 2:** Extend the transitional arrangements for a shorter period than proposed.

54. A shorter extension period was considered. However, officers consider that a shorter timeframe may not provide sufficient opportunity for affected proprietors to apply for grant funding, obtain approval, source suitable replacement vehicles and complete vehicle testing and licensing requirements. A shorter extension may therefore fail to achieve the intended objective of supporting compliance whilst maintaining confidence within the licensed trade. This option is not recommended.

55. **Option 3:** Approve the proposed extension to 31 May 2027 (Recommended).

56. Officers consider the recommended option represents a balanced and proportionate approach. It maintains the Council's commitment to improving air quality and achieving compliance with adopted emissions standards whilst providing affected proprietors with a realistic opportunity to access available support funding and replace non-compliant vehicles. The proposal does not alter the required emissions standards and retains a clear final compliance date supported by appropriate enforcement powers.

Recommendations

57. It is recommended that the Licensing and Safety Committee approves the proposed amendment and recommends adoption by Full Council.

58. For existing proprietors of non-compliant *emissions standard* private hire vehicles:

- To permit renewal of a non-compliant *emissions standard* vehicle licence after 4 January 2027 subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.
- To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action where the licence holder has failed to comply with that condition.

Conclusion

60. The Council remains committed to improving air quality and ensuring licensed vehicles operating within the borough meet adopted emissions standards.

61. The introduction of the Greater Manchester Private Hire Support Fund provides new opportunities for affected proprietors to replace non-compliant vehicles, but the timing of the scheme has created practical challenges in meeting the current compliance deadline.

62. The proposed amendment represents a reasonable, proportionate and evidence-based response to those circumstances. The proposal maintains the Council's environmental objectives whilst providing proprietors with a realistic opportunity to achieve compliance.

63. Members are therefore recommended to approve the amendment and refer the matter to Full Council for final determination.

Agenda Item 6c

Classification Open / Closed	Item No.

Meeting:	Planning Control Committee Full Council
Meeting date:	20th October 2026 – Planning Control Committee 11th November 2026 – Full Council
Title of report:	National Scheme of Delegation
Report by:	Head of Development Management
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report further informs Planning Control Committee of significant national changes to the way planning applications must be determined by local planning authorities in England. These changes were detailed in the report considered by Committee at its meeting on 1st September 2026 wherein the Committee resolved to note the report and to request that Full Council amend the Council's Constitution in line with the requirements of The Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026. These Regulations were made on 15th July 2026 and come into force on 31st October 2026.

2. The matter was considered at the meeting of Full Council on 16th September 2026 when members resolved to approve the amendments proposed but with an update being provided to members at the November meeting of Full Council.

3. The purpose of this report is to appraise members of the matter and to request that they formally recommend to Full Council the changes to the Council's Constitution necessary to give effect to the requirements of the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026 ahead of members being appraised of them at the November meeting of Full Council.

4. In light of the significant changes being made to the way in which the Council determines planning applications a training session for members has been

arranged for 2nd November 2026 where officers will brief members on these changes.

Available Options

1. Following the introduction of the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026 the Council is required to amend the Place Directorate Scheme of Delegation within its Constitution to ensure planning applications are determined in accordance with the requirements of the Regulations.
2. Failure by the Council to amend the Place Directorate Scheme of Delegation in the manner detailed in Appendix A to this report would render the Council potentially liable to legal challenge in relation to decisions issued in relation to planning applications.

Recommendations

3. Members are recommended to:

i) Recommend to Full Council the proposed amendment to the Place Directorate Scheme of Delegation as set out Appendix A of this report.

Key considerations

ii) The key messages for Members remain:

-The National Scheme of Delegation is a national legal requirement, not a local policy choice;
-It comes into force on 31 October 2026;
-Some applications that may currently be capable of being referred to committee will, in future, have to be decided by officers;
-Schedule 1 applications must be delegated to officers;
-Schedule 2 applications are presumed to be delegated to officers unless the statutory gateway test is met and the nominated officer and nominated member agree to committee referral.
-Ward Member call-in arrangements and objection number triggers will not be able to override the National Scheme of Delegation.
-Planning Control Committee will remain important, but its role will be more focussed on significant applications that meet the statutory tests.
-The Council's Constitution and associated procedures will need to be reviewed and updated before 31 October 2026.
-The formal decision to amend the Constitution will need to be taken through the Council's constitutional governance arrangements.
-Members and residents will need clear communication and guidance so that they understand how to engage effectively under the new arrangements.

Reasons for Recommendation(s)

iii) As previously advised in the report presented to September's Planning Control Committee the Regulations introduced a new National Scheme of Delegation for planning functions. Essentially, this meant that the government has now set national rules about which planning applications must be decided by officers and which applications may (only in defined circumstances) go to Planning Control Committee.

iv) The Council was therefore required to review and update its Constitution, including the Planning Scheme of Delegation and associated Planning Control Committee Procedures to ensure compliance with the National Scheme of Delegation by 31st October 2026.

v) Planning Control Committee is not being asked to decide whether these national changes should be implemented as there is a requirement for the Council to implement them. The intention of this report is to update and inform Members that whilst the formal decision to amend the Constitution was made by Full Council in its September meeting an updated report was to be taken to the November meeting of Full Council detailing those changes more specifically and in the interests of transparency and accountable decision-making Planning Control Committee is asked to formally recommend this report to Full Council for its meeting in November.

Equality Impact and considerations:

vi) No implications arise from the Place Directorate Scheme of Delegation being amended.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	**Mitigation**
Failure to amend Council's Constitution in line with the 2026 Regulations	Ensuring Council's Constitution is amended to enable lawful decisions to be issued by the Council

Consultation:

vii) The Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026 were introduced by the Government over the summer and come into effect on 31st October 2026. Whilst the Council has been unable to consult on the changes required to the Place

Directorate Scheme of Delegation the Council is arranging for training to be provided to members to appraise them of these changes in order that members are fully appraised of matters.

Legal Implications:

viii) The National Scheme of Delegation is a national legal requirement and the associated amendments required to the Place Directorate Scheme of Delegation will ensure that the Council's determination of planning applications will be lawful and in line with the National Scheme of Delegation.

ix) Failure to amend the Place Directorate Scheme of Delegation would potentially render decisions on planning applications made by the Council unlawful and liable to legal challenge.

Financial Implications:

x) Amending the Place Directorate Scheme of Delegation will ensure that decisions issued by the Council in relation to planning applications are lawful and not liable to legal challenge with the associated consequences for the Council of potential costs liability to third parties challenging such decisions.

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Background papers:

Consultation outcome - Reform of planning committees: technical consultation
Planning Committees and the National Scheme of Delegation of Planning Functions: Draft guidance for local planning authorities in England
Planning Committees and the National Scheme of Delegation of Planning Functions: Guidance for local planning authorities in England

The Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026

Section 3 – Committee Functions

This section contains a description of the bodies who have functions delegated to them by Council. Those functions are as follows:

• Town and Country Planning, Development Control (the Planning Functions)

• Licensing Functions

• Audit Functions

• Employment Functions

• Health and Wellbeing Functions

• Corporate Parenting Functions

• Standards Functions

3.3.1. Planning Control Committee

3.3.2. When the committee carries out the planning functions it will follow the Probity in Planning Code of Conduct (part 5 section 6).

3.3.3. The committee functions are:

1 Planning Scheme of Delegation

The Scheme is in two parts: the elements that need to be within a Council's Constitution and those that should be outside it. Those elements that are outside the Constitution are administrative in nature rather than constitutional and are generally called a Scheme of Management.

Reference to Regulations in this document is a reference to the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026.

2 Delegation Of Planning Functions

2.1 All planning matters and functions that the Council as Local Planning Authority are responsible for are delegated to the Chief Planning Officer [1] except where the decision on a matter or function is reserved to the following bodies:

[1] In the case of Bury Council this is the Assistant Director for Strategy, Planning and Transport

Full Council

2.2 The following must be determined by Full Council:

- To submit a Development Plan Document for examination
- To adopt a Development Plan Document
- To submit a draft Charging Schedule for examination
- To approve or withdraw a Charging Schedule

Executive

2.3 The following must be determined by the Executive:

- To consult on a Local Development Framework Document
- To adopt a Supplementary Plans, the Local Development Scheme or the Statement of Community Involvement
- To approve the Authority Monitoring Report
- To authorise a Neighbourhood Plan to be put to referendum
- To agree that a Neighbourhood Plan be Made
- To designate a Conservation Area

Planning Committee

2.4 The following planning applications must be determined by Planning Control Committee:

- Those applications listed in Schedule 2 that the Nominated Member and the Nominated Officer agree that referral to and determination by Planning Control Committee is necessary.
- An Own-Interest Application, as defined in the Regulations, that the Nominated Member and the Nominated Officer agree that referral to and determination by Planning Control Committee is necessary.
- Any other planning matter that an officer of the authority with delegated powers considers that referral to and determination by Planning Control Committee is necessary

Triage System

2.5 As recommended in the MHCLG Guidance that accompanied the Regulations, where local planning authorities anticipate that there may be a significant number of cases which meet the criteria in regulation 5(3) (Gateway Test) or which may fall under regulation 6 (Own-Interest Application) and which could therefore be considered for referral to committee, they may wish to put in place a triage system to ensure that the nominated officer and nominated member of the committee are not overwhelmed and to avoid any unnecessary delays in planning decision making.

2.6 The Council's Triage System has two stages:

- Stage 1: a category or part of a category of an application of a kind specified by Schedule 2 which should be treated as such.
- · Stage 2: a specific application of a kind specified by Schedule 2 where an officer with delegated powers considers it should be treated as such because the criteria in Regulation 5(3) are clearly not engaged.

2.7 Those application types that fall into stage 1 are listed in the Schedule 2 appendix.

Delegation And Sub-Delegation

2.8 The Chief Planning Officer should produce a document (called the Planning Scheme of Management) for the purposes of Regulation 3 that clearly sets out:

A. the member of the authority who acts as the Nominated Member;

B. one or more members of the authority who act as a substitute for the Nominated Member;

C. the officer of the authority who acts as the Nominated Officer; and

D. one or more officers of the authority who act as a substitute for the Nominated Officer.

2.9 With respect to A and B different members can be nominated for different purposes. With respect to C and D different officers can be nominated for different purposes. These should also be set out in the document.

2.10 The document should also set out:

- the officer(s) of the authority who have delegated powers to determine a Schedule 1 planning application (Regulation 4);
- the officer(s) of the authority who have delegated powers to determine a Schedule 2 planning application (Regulation 5);
- the officer(s) of the authority who have delegated powers to determine an Own-Interest Application (Regulation 6); and
- the officer(s) of the authority who have delegated powers under the Constitution to determine any other planning matter.

2.11 The document should be published on the Council's website.

Lobbying

2.12 The Nominated Member or the Nominated Officer or any other officer of the authority, when exercising their powers under Regulations 4, 5 or 6 and this Scheme of Delegation, shall not be lobbied or otherwise contacted by any

person or organisation, including by members or officers of the relevant authority, to use their power in a particular way.

2.13 Any such lobbying that is received should be reported to the Monitoring Officer, who will deal with it as appropriate. The Monitoring Officer shall develop and publish procedures to deal with these issues and other vexatious planning complaints.

3 Planning Control Committee - Terms Of Reference

Membership

3.1 By virtue of Regulation 7, it cannot exceed 13 elected members (to be politically balanced).

Purpose

3.2 To exercise, in line with the Council's Planning Control Committee Procedures, the functions, powers and duties of the Council in relation to the determination of planning applications and any other planning matter referred to it by the Chief Planning Officer.

Powers

3.3 The Planning Control Committee has the following powers:

a. To hear pre-application or pre-determination presentations of developments by developers and for individual members of the Committee to ask questions and highlight issues that may require further consideration by the developer.

b. To determine the planning applications referred to it pursuant to the Regulations and the Constitution, as set out above.

c. To consider, and where necessary determine, any other planning matter referred to it by the Chief Planning Officer.

Schedule 1

1. An application made under section 17(1) of the Land Compensation Act 1961 (certificates of appropriate alternative development) (a).

2. An application made under section 26H(1) of the Listed Buildings Act (certificate of lawfulness of proposed works) (b)

3. A householder application.

4. A minor commercial application.

5. A minor residential application.

6. An application for permission in principle (c).

7.—(1) An application made under section 73(1) of TCPA 1990 (application to develop land without compliance with conditions previously attached) in respect of which the original planning permission was a Schedule 1 planning permission.

(2) In this paragraph—

“original planning permission” means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions were granted under section 73(1) of TCPA 1990;

“Schedule 1 planning permission” means a planning permission granted pursuant to an application which is of a kind specified in this Schedule.

8. An application made under section 96A(4) of TCPA 1990 (non-material changes to planning permission or permission in principle) (d).

9.—(1) In respect of a planning obligation that the authority concerned considers is connected with a Schedule 1 approval—

(a) a request to agree to modify or discharge that obligation under section 106A(1)(a) of TCPA 1990 (modification and discharge of planning obligations) (e);

(b) an application to modify or discharge that obligation under section 106A(3) of TCPA1990 (modification and discharge of planning obligations) (f).

(2) In this paragraph, ‘Schedule 1 approval’ means any permission, agreement, consent or approval (other than a planning obligation) pursuant to an application which is of a kind specified in this Schedule.

10. An application made under section 191(1) of TCPA 1990 (certificate of lawfulness of existing use or development) (g).

11. An application made under section 192(1) of TCPA 1990 (certificate of lawfulness of proposed use or development) (h).

12. The submission of a biodiversity gain plan under paragraph 13(2)(a) of Schedule 7A to TCPA 1990 (i).

13. A reserved matters approval application in respect of an outline planning permission other than a large outline permission.

14. An application made under article 27(1) of DMPO (applications made under a planning condition).

15. An application pursuant to provision in Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (j) for—

(a) prior approval, or

(b) determination as to whether prior approval is required

16. The decision to enter land in Part 2 of the Council's Brownfield Land Register thereby triggering a grant of Permission in Principle where the criteria above are met and any application for Technical Details Consent where the criteria above are met.

Schedule 2

As provided for by the Regulations, this Schedule contains those application types that should be determined by officers, pursuant to Regulation 5, unless the nominated member and officer agree to refer it to committee.

Triaged Applications

The following categories of application should be determined by officers:

- [These are those Schedule 2 Applications that are moved here so that they are always considered to be delegated – this should be those application types that are already delegated under a Council's current constitution]
- Advertisements
- Tree works applications
- Variation of conditions

A Triaged Application can also be identified, from the list of Residual Schedule 2 applications below, by an officer with delegated powers in the context of a particular application.

Residual Schedule 2 Applications

The Gateway-Test must be applied to a Schedule 2 application, which is not a Triaged Application, to decide whether it needs to be reported to Planning Control Committee, these include:

1. An application for listed building consent made under section 10(1) of the Listed Buildings Act (making of applications for listed building consent).

2. An application made under section 19(1) of the Listed Buildings Act (variation or discharge of conditions of listed building consent).

3. An application for planning permission that the authority concerned considers is connected with an application of a kind specified in paragraph 1 or 2.

4. An application for planning permission that is not—

(a) a householder application,

(b) a minor commercial application, or

(c) a minor residential application.

5.—(1) An application made under section 73(1) of TCPA 1990 (application to develop land without compliance with conditions previously attached) in respect of which the original planning permission was a Schedule 2 planning permission.

(2) In this paragraph—

“original planning permission” means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions were granted under section 73(1) of TCPA 1990;

“Schedule 2 planning permission” means a planning permission granted pursuant to an application which is of a kind specified in this Schedule.

6. An application made under section 73A(1) of TCPA 1990 (planning permission for development already carried out) (a).

7.—(1) In respect of a planning obligation that the authority concerned considers is connected with a Schedule 2 approval—

(a) a request to agree to modify or discharge that obligation under section 106A(1)(a) of TCPA 1990 (modification and discharge of planning obligations);

(b) an application to modify or discharge that obligation under section 106A(3) of TCPA 1990 (modification and discharge of planning obligations).

(2) In this paragraph, ‘Schedule 2 approval’ means any permission, agreement, consent or approval (other than a planning obligation) pursuant to an application which is of a kind specified in this Schedule.

8. A reserved matters approval application in respect of a large outline permission.

9. An application made under regulation 9(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (application for express consent to display advertisement) (b).

10. An application made under regulation 16(1) of the Town and Country Planning (Tree Preservation) (England) Regulations 2012 (application for consent under tree preservation order) (c).

ADMINISTRATIVE ELEMENTS

Planning Scheme Of Management

1 Introduction

1.1 Reference to Regulations in this document is a reference to the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026.

1.2 This Planning Scheme of Management allows the Chief Planning Officer to discharge their responsibilities under the Planning Scheme of Delegation in the Constitution, and for the purposes of Regulation 3 to produce a document that clearly sets out:

A. the member of the authority who acts as the Nominated Member;

B. one or more members of the authority who act as a substitute for the Nominated Member;

C. the officer of the authority who acts as the Nominated Officer;

D. one or more officers of the authority who act as a substitute for the Nominated Officer.

1.3 The document must also set out:

- the officer(s) of the authority who have delegated powers to determine a Schedule 1 planning application (Regulation 4);
- the officer(s) of the authority who have delegated powers to determine a Schedule 2 planning application (Regulation 5);
- the officer(s) of the authority who have delegated powers to determine a Own-Interest Application (Regulation 6); and
- the officer(s) of the authority who have delegated powers under the Constitution to determine any other planning matter.

1.4 This document sets out the rules within the Regulations and provides additional advice on the use of delegated powers; both those powers derived from the Regulations and the powers delegated to the Chief Planning Officer in the Council's Constitution.

2 Nominated Members

2.1 Pursuant to Regulation 3(1)(a) and 3(2)(a):

- The Nominated Member for the purposes of Regulations 5 and 6 is the Chair of Planning Control Committee.

Substitutes

2.2 Pursuant to Regulation 3(2)(b), where the Nominated Member is unavailable for whatever reason, the substitute Nominated Member is the Vice Chair of Planning Committee[2].

3 Nominated Officers

3.1 Pursuant to Regulation 3(1)(b) and 3(2)(a):

- The Nominated Officer for the purposes of Regulations 5 and 6 is the Chief Planning Officer.

Substitutes

3.2 Pursuant to Regulation 3(2)(b), where the Nominated Officer is unavailable for whatever reason, the substitute Nominated Officer is the Head of Development Management or Team Leader Development Management.

4 Sub-Delegation

4.1 The Regulations and the Constitution provide that different officers can be nominated for different purposes with respect to the determination of planning applications and other planning matters.

Schedule 1 And Schedule 2 Triaged Applications

4.2 The Chief Planning Officer has sub-delegated the task of determining the following planning application categories to the following officers of the LPA.

Schedule 1 Applications (Regulation 4)

4.3 Applications that must be determined by officers.

Application category	Service Head	Section Head	Other Named Posts
All Schedule 1 *Items 1-15 inclusive*	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

[2] To be designated

Schedule 2 Triaged Applications (Regulation 5)

4.4 Triaged Applications identified in the Scheme of Delegation.

Application category	Service Head	Section Head	Other Named Posts
All Schedule 2 items	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Schedule 2 Residual Applications (Regulation 5)

4.5 Triaged Applications capable of being identified and determined by officers.

Application category	Service Head	Section Head	Other Named Posts
State the category from the respective schedule	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Residual Schedule 2 And Own-Interest Application

4.6 The role of Nominated Member and Nominated Officer is to decide whether a non-triaged Schedule 2 application or a Own-Interest Application is determined by committee. Where it is not to be determined by committee, the Chief Planning Officer has sub-delegated the task of determining the following planning application categories to the following officers of the LPA.

Schedule 2 Non-Gateway-Test Applications (Regulation 5)

Application category	Service Head	Section Head	Other Named Posts
State the category from the respective schedule *Items 1-10 inc.*	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Own-Interest Applications (Regulation 6)

Application category	Service Head	Section Head	Other Named Posts
State the category from the respective schedule	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Other Planning Matters

4.7 The Constitution delegates all planning matters to the Chief Planning Officer, save for those matters that must be determined by Full Council, the Executive or Planning Control Committee. The Chief Planning Officer has sub-delegated the task of determining the following planning matters to the following officers of the LPA.

Planning Matter	Service Head	Section Head	Other Named Posts
State the planning matter	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

4.8 With respect to a planning matter that is delegated to the Chief Planning Officer but is not listed above, the Chief Planning Officer can, at their discretion, sub-delegate the task of determining the matter to another officer.

5 Use Of Delegated Powers

5.1 When using delegated powers or referring a matter to committee for a determination, the Nominated Officer and the Nominated Member, when involved, and an officer of the LPA must make sure that they take such decisions in the appropriate way and that they are recorded. This should be captured in the associated delegated or committee report with respective sections titled:

- Reason for determining under delegated powers
- Reason for referral to Committee

5.2 These reasons should be succinct but clear.

Schedule 1

5.3 These applications must always be determined under delegated powers and cannot be referred to committee for determination. The associated delegated report should therefore state:

This is a Schedule 1 Application. By virtue of Regulation 4, it must be dealt with under delegated powers.

Schedule 2

Triaged Applications

5.4 Some categories of application in Schedule 2 have been identified in the Scheme of Delegation as Triage Applications and should be determined under delegated powers. The other categories of application in Schedule 2 can be treated as a Triaged Application by officers if they consider that, in the context of a particular application, the criteria in the Gateway Test (see below) are clearly not engaged. In both cases, the associated delegated report should state:

This is a Schedule 2 Application. By virtue of Regulation 5, it should be dealt with under delegated powers because the Gateway Test is not engaged.

Gateway Test Applications

5.5 The Regulations make provision, in Regulation 5(3), for the matters that must be considered by the Nominated Member and Nominated Officer when they agree whether or not to refer a proposal to determine a Schedule 2 Application to committee. They are known as the Gateway Test and are that the proposal raises:

a) one or more issues of economic, social or environmental significance to the local area; or

b) one or more significant planning matters having regard to the development plan and any other material considerations.

5.6 If it is agreed to refer an application to committee, that decision and the reasons for it should be set out succinctly and clearly in the associated committee report as follows:

This is a Schedule 2 Application. By virtue of Regulation 5, it is being reported to Committee because the Nominated Member and Nominated

Officers agree that it is necessary because [it raises one or more issues of economic, social or environmental significance to the local area] [and] [it raises one or more significant planning matters having regard to the development plan and any other material considerations].

5.7 If it remains a delegated decision, the associated delegated report should state:

This is a Schedule 2 application. By virtue of Regulation 5, it is being dealt with under delegated powers because the Nominated Member and Nominated Officer do not agree that the Gateway Test is engaged because it does not raise any issues of economic, social or environmental significance to the local area and nor does it raise any significant planning matters having regard to the development plan and any other material considerations.

Triage Process For Own-Interest Applications

5.8 These are applications made by or on behalf of:

a) the Council;

b) a member of the Council;

c) an officer of the Council; or

d) the Council or any of its members or officers otherwise has an interest in the application.

5.9 The decision-making process for these applications should be one of ensuring openness and transparency. In deciding whether to refer to committee, the Nominated Member and Officer should ensure that, because of the nature of the applicant, there is not a real (or reasonably perceived) risk of bias by determining the application under delegated powers and secondly that, because of the nature of the development, there is a good reason to refer it to Committee.

Own-Interest Applications: Applicant Considerations

5.10 In this context, category (c) Linked Persons should normally be narrowed to only apply to:

- a Senior Officer of the Council; or
- an ‘officer of the Local Planning Authority’.

5.11 The first would be defined as Service Head level and above.

5.12 The second, would be defined as an officer within the Council who, in the opinion of the Chief Planning Officer, is closely involved in the day-to-day work of the Council’s planning function.

5.13 It is reasonable to conclude that other officers of the Council would probably not be known to the planning service and therefore the risk of bias is not engaged. Such applications should be determined in the same way that any other application in that Schedule would be determined. The details of the Own-Interest applicant status should be recorded in the respective committee or delegated report with the following introduction:

This is an Own-Interest Application because the applicant is an officer of the Council, but as they are not a senior officer nor closely involved in the day-to-day work of the Council's planning function it has not been reported to committee for that reason. [This is a Schedule 1 Application.

By virtue of Regulation 4, it must be dealt with under delegated powers.] [This is a Schedule 2 Application. By virtue of Regulation 5, it should be dealt with under delegated powers because the Gateway Test is not engaged.].

Own-Interest Applications: Development Considerations

5.14 For any application:

- caught by the above category (c) 'Own-Interest applicant status' criteria; or
- an Own-Interest Application in categories (a), (b) and (d);

with respect to whether there is a good reason to refer that application to committee because of the nature of the development, the following criteria should be used:

Such an Own-Interest Application should only be considered by the Nominated Member and Nominated Officer for referral to and determination by committee if one of the following criteria applies:

- the proposal has been advertised under Article 15 of the DMPO because it does not accord with the provisions of the development plan; or
- one or more material planning considerations are raised that have the potential to have a significant impact.

5.15 This allows the circumstances of each application to be assessed and if it is for a development that complies with policy and there is not considered to be a material planning objection, it can be dealt with under delegated powers, with the reason recoded in the delegated report as follows:

This is an Own-Interest Application. By virtue of Regulation 5, it is not being reported to committee because it has not been advertised under Article 15 of the GMPO as a departure and nor is there considered to be a material planning objection.

5.16 Where either of these criteria applies, the Nominated Member and Nominated Officer must agree that it is necessary for the planning application to be referred to and determined by committee and this should be recorded in the normal way in the associated committee report as follows:

This is an Own-Interest Application. By virtue of Regulation 5, it is being reported to Committee because the Nominated Member and Nominated Officer agree that it is necessary because [it has been advertised under Article 15 of the GMPO as a departure] [and] [there is considered to be a material planning objection].

5.17 Limitations should be set on the receipt of material planning considerations by the Planning Service to ensure that these matters can be safely administered, and the risk of fraudulent objections is minimised:

A material planning consideration must have been made in writing in response to the publicity/advertisement/notification of the application, be from a person with an address within the LPA area and be received within the specified deadline.

5.18 With these safeguards in place, such applications will be put to committee where that serves a legitimate purpose but can be dealt with under delegated powers where committee involvement is not necessary.

5.19 Under Regulation 10 of the Town and Country Planning General Regulations 1992, where a local planning authority is determining its own application for planning permission, it must not be determined by a committee, sub-committee or officer responsible for the management of the building or land to which the application relates. In addition to this restriction, where a planning application is made by or on behalf of a nominated officer or member or an entity owned or controlled (whether wholly or partly) by a member or officer (including jointly with another person), in the interests of propriety, they should not be involved in the decision on whether to refer it to committee or not.

Officer's Discretion To Use Delegated Powers

5.20 With respect to planning applications covered by the Regulations, officers do not have discretion to decide to report a matter to committee. Only the nominated member and officer can jointly take that decision.

5.21 With respect to any other planning matter that is capable of being dealt with under delegated powers, an officer does have the ability, in their absolute discretion, to decide that it is not appropriate in the circumstances of a particular case to exercise those powers with respect to that planning matter and therefore report it to members (Full Council, the Executive or [Planning Control Committee] as appropriate) for determination. Again, it is not possible to advise further on this because these are essentially exceptional circumstances.

5.22 In both cases, that decision and the reasons for it should be set out succinctly and clearly in the associated committee report, as follows:

This is [describe the planning matter]. It is being reported to [Council] [Cabinet] [Committee] because the Chief Planning Officer considers that it is necessary because […].

Lobbying

5.23 The Council's Scheme of Delegation prohibits the Nominated Member or the Nominated Officer or any other officer of the authority, when exercising their

powers under Regulations 4, 5 or 6 and the Scheme of Delegation, being lobbied or otherwise contacted by any person or organisation, including by members or officers of the relevant authority, to use their power in a particular way.

5.24 The Constitution requires that any such lobbying that is received should be reported to the Monitoring Officer, who must develop and publish procedures to deal with these issues and other vexatious planning complaints.

Street Naming

j) To deal with the naming and re-naming of streets and the numbering and renumbering of properties, where objections have been received to proposals.

Tree Preservation Orders

k) To deal with the making or confirmation of tree preservation orders, in accordance with Sections 197 to 214D of the Town and Country Planning Act 1990 (or as subsequently amended) and the Tree Regulations 2012 (or as subsequently amended) where objections have been received to proposals.

Listed Buildings and Conservation Areas

l) To determine applications for grants for repair/maintenance works in respect of listed buildings where the amount of grant requested exceeds £5,000.

m) To designate a conservation area under Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (or as subsequently amended).

General

n) To give directions restricting permitted development under Article 4 of the Town and Country Planning (Development Procedure) (England) Order 2015 (or as subsequently amended).

o) To deal with any functions relating to town and country planning and development control (development management) referred to in the Local Authorities (Functions and Responsibilities) Regulations 2000, as amended, where the appropriate officer does not wish to exercise his/her delegated powers.

Commons Registration

p) To deal with any functions relating to the registration of common land or Town and Village Greens and to register the variation of the rights of common as set out in Schedule 1 to the Functions Regulations, as amended, where the appropriate officer does not wish to exercise his/her delegated powers.

Public Rights of Way

q) To deal with any functions relating to public rights of way referred to in the Local Authorities (Functions and Responsibilities) Regulations 2000, as amended, where the appropriate officer does not wish to exercise his/her delegated powers.

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Section 3 – Committee Functions

This section contains a description of the bodies who have functions delegated to them by Council. Those functions are as follows:

• Town and Country Planning, Development Control (the Planning Functions)

• Licensing Functions

• Audit Functions

• Employment Functions

• Health and Wellbeing Functions

• Corporate Parenting Functions

• Standards Functions

3.3.1. Planning Control Committee

3.3.2. When the committee carries out the planning functions it will follow the Probity in Planning Code of Conduct (part 5 section 6).

3.3.3. The committee functions are:

1 Planning Scheme of Delegation

The Scheme is in two parts: the elements that need to be within a Council's Constitution and those that should be outside it. Those elements that are outside the Constitution are administrative in nature rather than constitutional and are generally called a Scheme of Management.

Reference to Regulations in this document is a reference to the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026.

2 Delegation Of Planning Functions

2.1 All planning matters and functions that the Council as Local Planning Authority are responsible for are delegated to the Chief Planning Officer [1] except where the decision on a matter or function is reserved to the following bodies:

Full Council

[1] In the case of Bury Council this is the Assistant Director for Strategy, Planning and Transport

2.2 The following must be determined by Full Council:

- To submit a Development Plan Document for examination
- To adopt a Development Plan Document
- To submit a draft Charging Schedule for examination
- To approve or withdraw a Charging Schedule

Executive

2.3 The following must be determined by the Executive:

- To consult on a Local Development Framework Document
- To adopt a Supplementary Plans, the Local Development Scheme or the Statement of Community Involvement
- To approve the Authority Monitoring Report
- To authorise a Neighbourhood Plan to be put to referendum
- To agree that a Neighbourhood Plan be Made
- To designate a Conservation Area

Planning Committee

2.4 The following planning applications must be determined by Planning Control Committee:

- Those applications listed in Schedule 2 that the Nominated Member and the Nominated Officer agree that referral to and determination by Planning Control Committee is necessary.
- An Own-Interest Application, as defined in the Regulations, that the Nominated Member and the Nominated Officer agree that referral to and determination by Planning Control Committee is necessary.
- Any other planning matter that an officer of the authority with delegated powers considers that referral to and determination by Planning Control Committee is necessary

Triage System

2.5 As recommended in the MHCLG Guidance that accompanied the Regulations, where local planning authorities anticipate that there may be a significant number of cases which meet the criteria in regulation 5(3) (Gateway Test) or which may fall under regulation 6 (Own-Interest Application) and which could therefore be considered for referral to committee, they may wish to put in place a triage system to ensure that the nominated officer and nominated member of the committee are not overwhelmed and to avoid any unnecessary delays in planning decision making.

2.6 The Council's Triage System has two stages:

- Stage 1: a category or part of a category of an application of a kind specified by Schedule 2 which should be treated as such.
- · Stage 2: a specific application of a kind specified by Schedule 2 where an officer with delegated powers considers it should be treated as such because the criteria in Regulation 5(3) are clearly not engaged.

2.7 Those application types that fall into stage 1 are listed in the Schedule 2 appendix.

Delegation And Sub-Delegation

2.8 The Chief Planning Officer should produce a document (called the Planning Scheme of Management) for the purposes of Regulation 3 that clearly sets out:

A. the member of the authority who acts as the Nominated Member;

B. one or more members of the authority who act as a substitute for the Nominated Member;

C. the officer of the authority who acts as the Nominated Officer; and

D. one or more officers of the authority who act as a substitute for the Nominated Officer.

2.9 With respect to A and B different members can be nominated for different purposes. With respect to C and D different officers can be nominated for different purposes. These should also be set out in the document.

2.10 The document should also set out:

- the officer(s) of the authority who have delegated powers to determine a Schedule 1 planning application (Regulation 4);
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- the officer(s) of the authority who have delegated powers to determine an Own-Interest Application (Regulation 6); and
- the officer(s) of the authority who have delegated powers under the Constitution to determine any other planning matter.

2.11 The document should be published on the Council’s website.

Lobbying

2.12 The Nominated Member or the Nominated Officer or any other officer of the authority, when exercising their powers under Regulations 4, 5 or 6 and this Scheme of Delegation, shall not be lobbied or otherwise contacted by any person or organisation, including by members or officers of the relevant authority, to use their power in a particular way.

2.13 Any such lobbying that is received should be reported to the Monitoring Officer, who will deal with it as appropriate. The Monitoring Officer shall develop and publish procedures to deal with these issues and other vexatious planning complaints.

3 Planning Control Committee - Terms Of Reference

Membership

3.1 By virtue of Regulation 7, it cannot exceed 13 elected members (to be politically balanced).

Purpose

3.2 To exercise, in line with the Council's Planning Control Committee Procedures, the functions, powers and duties of the Council in relation to the determination of planning applications and any other planning matter referred to it by the Chief Planning Officer.

Powers

3.3 The Planning Control Committee has the following powers:

a. To hear pre-application or pre-determination presentations of developments by developers and for individual members of the Committee to ask questions and highlight issues that may require further consideration by the developer.

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c. To consider, and where necessary determine, any other planning matter referred to it by the Chief Planning Officer.

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1. An application made under section 17(1) of the Land Compensation Act 1961 (certificates of appropriate alternative development) (a).

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(2) In this paragraph, ‘Schedule 1 approval’ means any permission, agreement, consent or approval (other than a planning obligation) pursuant to an application which is of a kind specified in this Schedule.

10. An application made under section 191(1) of TCPA 1990 (certificate of lawfulness of existing use or development) (g).

11. An application made under section 192(1) of TCPA 1990 (certificate of lawfulness of proposed use or development) (h).

12. The submission of a biodiversity gain plan under paragraph 13(2)(a) of Schedule 7A to TCPA 1990 (i).

13. A reserved matters approval application in respect of an outline planning permission other than a large outline permission.

14. An application made under article 27(1) of DMPO (applications made under a planning condition).

15. An application pursuant to provision in Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (j) for—

(a) prior approval, or

(b) determination as to whether prior approval is required

16. The decision to enter land in Part 2 of the Council's Brownfield Land Register thereby triggering a grant of Permission in Principle where the criteria above are met and any application for Technical Details Consent where the criteria above are met.

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As provided for by the Regulations, this Schedule contains those application types that should be determined by officers, pursuant to Regulation 5, unless the nominated member and officer agree to refer it to committee.

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The following categories of application should be determined by officers:

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Residual Schedule 2 Applications

The Gateway-Test must be applied to a Schedule 2 application, which is not a Triaged Application, to decide whether it needs to be reported to Planning Control Committee, these include:

1. An application for listed building consent made under section 10(1) of the Listed Buildings Act (making of applications for listed building consent).

2. An application made under section 19(1) of the Listed Buildings Act (variation or discharge of conditions of listed building consent).

3. An application for planning permission that the authority concerned considers is connected with an application of a kind specified in paragraph 1 or 2.

4. An application for planning permission that is not—

(a) a householder application,

(b) a minor commercial application, or

(c) a minor residential application.

5.—(1) An application made under section 73(1) of TCPA 1990 (application to develop land without compliance with conditions previously attached) in respect of which the original planning permission was a Schedule 2 planning permission.

(2) In this paragraph—

“original planning permission” means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions were granted under section 73(1) of TCPA 1990;

“Schedule 2 planning permission” means a planning permission granted pursuant to an application which is of a kind specified in this Schedule.

6. An application made under section 73A(1) of TCPA 1990 (planning permission for development already carried out) (a).

7.—(1) In respect of a planning obligation that the authority concerned considers is connected with a Schedule 2 approval—

(a) a request to agree to modify or discharge that obligation under section 106A(1)(a) of TCPA 1990 (modification and discharge of planning obligations);

(b) an application to modify or discharge that obligation under section 106A(3) of TCPA 1990 (modification and discharge of planning obligations).

(2) In this paragraph, ‘Schedule 2 approval’ means any permission, agreement, consent or approval (other than a planning obligation) pursuant to an application which is of a kind specified in this Schedule.

8. A reserved matters approval application in respect of a large outline permission.

9. An application made under regulation 9(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (application for express consent to display advertisement) (b).

10. An application made under regulation 16(1) of the Town and Country Planning (Tree Preservation) (England) Regulations 2012 (application for consent under tree preservation order) (c).

ADMINISTRATIVE ELEMENTS

Planning Scheme Of Management

1 Introduction

1.1 Reference to Regulations in this document is a reference to the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026.

1.2 This Planning Scheme of Management allows the Chief Planning Officer to discharge their responsibilities under the Planning Scheme of Delegation in the Constitution, and for the purposes of Regulation 3 to produce a document that clearly sets out:

A. the member of the authority who acts as the Nominated Member;

B. one or more members of the authority who act as a substitute for the Nominated Member;

C. the officer of the authority who acts as the Nominated Officer;

D. one or more officers of the authority who act as a substitute for the Nominated Officer.

1.3 The document must also set out:

- the officer(s) of the authority who have delegated powers to determine a Schedule 1 planning application (Regulation 4);
- the officer(s) of the authority who have delegated powers to determine a Schedule 2 planning application (Regulation 5);
- the officer(s) of the authority who have delegated powers to determine a Own-Interest Application (Regulation 6); and
- the officer(s) of the authority who have delegated powers under the Constitution to determine any other planning matter.

1.4 This document sets out the rules within the Regulations and provides additional advice on the use of delegated powers; both those powers derived from the Regulations and the powers delegated to the Chief Planning Officer in the Council's Constitution.

2 Nominated Members

2.1 Pursuant to Regulation 3(1)(a) and 3(2)(a):

- The Nominated Member for the purposes of Regulations 5 and 6 is the Chair of Planning Control Committee.

Substitutes

2.2 Pursuant to Regulation 3(2)(b), where the Nominated Member is unavailable for whatever reason, the substitute Nominated Member is the Vice Chair of Planning Committee[2].

[2] To be designated

3 Nominated Officers

3.1 Pursuant to Regulation 3(1)(b) and 3(2)(a):

- The Nominated Officer for the purposes of Regulations 5 and 6 is the Chief Planning Officer.

Substitutes

3.2 Pursuant to Regulation 3(2)(b), where the Nominated Officer is unavailable for whatever reason, the substitute Nominated Officer is the Head of Development Management or Team Leader Development Management.

4 Sub-Delegation

4.1 The Regulations and the Constitution provide that different officers can be nominated for different purposes with respect to the determination of planning applications and other planning matters.

Schedule 1 And Schedule 2 Triaged Applications

4.2 The Chief Planning Officer has sub-delegated the task of determining the following planning application categories to the following officers of the LPA.

Schedule 1 Applications (Regulation 4)

4.3 Applications that must be determined by officers.

Application category	Service Head	Section Head	Other Named Posts
All Schedule 1 *Items 1-15 inclusive*	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Schedule 2 Triaged Applications (Regulation 5)

4.4 Triaged Applications identified in the Scheme of Delegation.

Application category	Service Head	Section Head	Other Named Posts
All Schedule 2 items	State job title(s)	State job title(s)	State job title(s)

	Head of Development Management	Team Leader Development Management	Designated Senior Planning Officers

Schedule 2 Residual Applications (Regulation 5)

4.5 Triaged Applications capable of being identified and determined by officers.

Application category	Service Head	Section Head	Other Named Posts
State the category from the respective schedule	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Residual Schedule 2 And Own-Interest Application

4.6 The role of Nominated Member and Nominated Officer is to decide whether a non-triaged Schedule 2 application or a Own-Interest Application is determined by committee. Where it is not to be determined by committee, the Chief Planning Officer has sub-delegated the task of determining the following planning application categories to the following officers of the LPA.

Schedule 2 Non-Gateway-Test Applications (Regulation 5)

Application category	Service Head	Section Head	Other Named Posts
State the category from the respective schedule *Items 1-10 inc.*	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Own-Interest Applications (Regulation 6)

Application category	Service Head	Section Head	Other Named Posts

State the category from the respective schedule	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

Other Planning Matters

4.7 The Constitution delegates all planning matters to the Chief Planning Officer, save for those matters that must be determined by Full Council, the Executive or Planning Control Committee. The Chief Planning Officer has sub-delegated the task of determining the following planning matters to the following officers of the LPA.

Planning Matter	Service Head	Section Head	Other Named Posts
State the planning matter	State job title(s) Head of Development Management	State job title(s) Team Leader Development Management	State job title(s) Designated Senior Planning Officers

4.8 With respect to a planning matter that is delegated to the Chief Planning Officer but is not listed above, the Chief Planning Officer can, at their discretion, sub-delegate the task of determining the matter to another officer.

5 Use Of Delegated Powers

5.1 When using delegated powers or referring a matter to committee for a determination, the Nominated Officer and the Nominated Member, when involved, and an officer of the LPA must make sure that they take such decisions in the appropriate way and that they are recorded. This should be captured in the associated delegated or committee report with respective sections titled:

- Reason for determining under delegated powers
- Reason for referral to Committee

5.2 These reasons should be succinct but clear.

Schedule 1

5.3 These applications must always be determined under delegated powers and cannot be referred to committee for determination. The associated delegated report should therefore state:

This is a Schedule 1 Application. By virtue of Regulation 4, it must be dealt with under delegated powers.

Schedule 2

Triaged Applications

5.4 Some categories of application in Schedule 2 have been identified in the Scheme of Delegation as Triage Applications and should be determined under delegated powers. The other categories of application in Schedule 2 can be treated as a Triaged Application by officers if they consider that, in the context of a particular application, the criteria in the Gateway Test (see below) are clearly not engaged. In both cases, the associated delegated report should state:

This is a Schedule 2 Application. By virtue of Regulation 5, it should be dealt with under delegated powers because the Gateway Test is not engaged.

Gateway Test Applications

5.5 The Regulations make provision, in Regulation 5(3), for the matters that must be considered by the Nominated Member and Nominated Officer when they agree whether or not to refer a proposal to determine a Schedule 2 Application to committee. They are known as the Gateway Test and are that the proposal raises:

a) one or more issues of economic, social or environmental significance to the local area; or

b) one or more significant planning matters having regard to the development plan and any other material considerations.

5.6 If it is agreed to refer an application to committee, that decision and the reasons for it should be set out succinctly and clearly in the associated committee report as follows:

This is a Schedule 2 Application. By virtue of Regulation 5, it is being reported to Committee because the Nominated Member and Nominated

Officers agree that it is necessary because [it raises one or more issues of economic, social or environmental significance to the local area] [and] [it raises one or more significant planning matters having regard to the development plan and any other material considerations].

5.7 If it remains a delegated decision, the associated delegated report should state:

This is a Schedule 2 application. By virtue of Regulation 5, it is being dealt with under delegated powers because the Nominated Member and Nominated Officer do not agree that the Gateway Test is engaged because it does not raise any issues of economic, social or environmental significance to the local area and nor does it raise any significant planning matters having regard to the development plan and any other material considerations.

Triage Process For Own-Interest Applications

5.8 These are applications made by or on behalf of:

a) the Council;

b) a member of the Council;

c) an officer of the Council; or

d) the Council or any of its members or officers otherwise has an interest in the application.

5.9 The decision-making process for these applications should be one of ensuring openness and transparency. In deciding whether to refer to committee, the Nominated Member and Officer should ensure that, because of the nature of the applicant, there is not a real (or reasonably perceived) risk of bias by determining the application under delegated powers and secondly that, because of the nature of the development, there is a good reason to refer it to Committee.

Own-Interest Applications: Applicant Considerations

5.10 In this context, category (c) Linked Persons should normally be narrowed to only apply to:

- a Senior Officer of the Council; or
- an ‘officer of the Local Planning Authority’.

5.11 The first would be defined as Service Head level and above.

5.12 The second, would be defined as an officer within the Council who, in the opinion of the Chief Planning Officer, is closely involved in the day-to-day work of the Council’s planning function.

5.13 It is reasonable to conclude that other officers of the Council would probably not be known to the planning service and therefore the risk of bias is not engaged. Such applications should be determined in the same way that any other application in that Schedule would be determined. The details of the Own-Interest applicant status should be recorded in the respective committee or delegated report with the following introduction:

This is an Own-Interest Application because the applicant is an officer of the Council, but as they are not a senior officer nor closely involved in the day-to-

day work of the Council's planning function it has not been reported to committee for that reason. [This is a Schedule 1 Application.

By virtue of Regulation 4, it must be dealt with under delegated powers.] [This is a Schedule 2 Application. By virtue of Regulation 5, it should be dealt with under delegated powers because the Gateway Test is not engaged.].

Own-Interest Applications: Development Considerations

5.14 For any application:

- caught by the above category (c) 'Own-Interest applicant status' criteria; or
- an Own-Interest Application in categories (a), (b) and (d);

with respect to whether there is a good reason to refer that application to committee because of the nature of the development, the following criteria should be used:

Such an Own-Interest Application should only be considered by the Nominated Member and Nominated Officer for referral to and determination by committee if one of the following criteria applies:

- the proposal has been advertised under Article 15 of the DMPO because it does not accord with the provisions of the development plan; or
- one or more material planning considerations are raised that have the potential to have a significant impact.

5.15 This allows the circumstances of each application to be assessed and if it is for a development that complies with policy and there is not considered to be a material planning objection, it can be dealt with under delegated powers, with the reason recoded in the delegated report as follows:

This is an Own-Interest Application. By virtue of Regulation 5, it is not being reported to committee because it has not been advertised under Article 15 of the GMPO as a departure and nor is there considered to be a material planning objection.

5.16 Where either of these criteria applies, the Nominated Member and Nominated Officer must agree that it is necessary for the planning application to be referred to and determined by committee and this should be recorded in the normal way in the associated committee report as follows:

This is an Own-Interest Application. By virtue of Regulation 5, it is being reported to Committee because the Nominated Member and Nominated Officer agree that it is necessary because [it has been advertised under Article 15 of the GMPO as a departure] [and] [there is considered to be a material planning objection].

5.17 Limitations should be set on the receipt of material planning considerations by the Planning Service to ensure that these matters can be safely administered, and the risk of fraudulent objections is minimised:

A material planning consideration must have been made in writing in response to the publicity/advertisement/notification of the application, be from a person with an address within the LPA area and be received within the specified deadline.

5.18 With these safeguards in place, such applications will be put to committee where that serves a legitimate purpose but can be dealt with under delegated powers where committee involvement is not necessary.

5.19 Under Regulation 10 of the Town and Country Planning General Regulations 1992, where a local planning authority is determining its own application for planning permission, it must not be determined by a committee, sub-committee or officer responsible for the management of the building or land to which the application relates. In addition to this restriction, where a planning application is made by or on behalf of a nominated officer or member or an entity owned or controlled (whether wholly or partly) by a member or officer (including jointly with another person), in the interests of propriety, they should not be involved in the decision on whether to refer it to committee or not.

Officer's Discretion To Use Delegated Powers

5.20 With respect to planning applications covered by the Regulations, officers do not have discretion to decide to report a matter to committee. Only the nominated member and officer can jointly take that decision.

5.21 With respect to any other planning matter that is capable of being dealt with under delegated powers, an officer does have the ability, in their absolute discretion, to decide that it is not appropriate in the circumstances of a particular case to exercise those powers with respect to that planning matter and therefore report it to members (Full Council, the Executive or [Planning Control Committee] as appropriate) for determination. Again, it is not possible to advise further on this because these are essentially exceptional circumstances.

5.22 In both cases, that decision and the reasons for it should be set out succinctly and clearly in the associated committee report, as follows:

This is [describe the planning matter]. It is being reported to [Council] [Cabinet] [Committee] because the Chief Planning Officer considers that it is necessary because […].

Lobbying

5.23 The Council's Scheme of Delegation prohibits the Nominated Member or the Nominated Officer or any other officer of the authority, when exercising their

powers under Regulations 4, 5 or 6 and the Scheme of Delegation, being lobbied or otherwise contacted by any person or organisation, including by members or officers of the relevant authority, to use their power in a particular way.

5.24 The Constitution requires that any such lobbying that is received should be reported to the Monitoring Officer, who must develop and publish procedures to deal with these issues and other vexatious planning complaints.

Street Naming

j) To deal with the naming and re-naming of streets and the numbering and renumbering of properties, where objections have been received to proposals.

Tree Preservation Orders

k) To deal with the making or confirmation of tree preservation orders, in accordance with Sections 197 to 214D of the Town and Country Planning Act 1990 (or as subsequently amended) and the Tree Regulations 2012 (or as subsequently amended) where objections have been received to proposals.

Listed Buildings and Conservation Areas

l) To determine applications for grants for repair/maintenance works in respect of listed buildings where the amount of grant requested exceeds £5,000.

m) To designate a conservation area under Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (or as subsequently amended).

General

n) To give directions restricting permitted development under Article 4 of the Town and Country Planning (Development Procedure) (England) Order 2015 (or as subsequently amended).

o) To deal with any functions relating to town and country planning and development control (development management) referred to in the Local Authorities (Functions and Responsibilities) Regulations 2000, as amended, where the appropriate officer does not wish to exercise his/her delegated powers.

Commons Registration

p) To deal with any functions relating to the registration of common land or Town and Village Greens and to register the variation of the rights of common as set out in Schedule 1 to the Functions Regulations, as amended, where the appropriate officer does not wish to exercise his/her delegated powers.

Public Rights of Way

q) To deal with any functions relating to public rights of way referred to in the Local Authorities (Functions and Responsibilities) Regulations 2000, as amended, where the appropriate officer does not wish to exercise his/her delegated powers.

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Agenda Item 6d

Classification Open / Closed	Item No.

Meeting:	Licensing and Safety Committee
Meeting date:	5 November 2026 - Licensing and Safety Committee 11 November 2026 - Full Council
Title of report:	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of age policy.
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report seeks approval to amend the Council's current transitional arrangements relating to age policy for existing licensed private hire vehicles.

2. The Council previously approved transitional arrangements allowing vehicle proprietors operating non-compliant private hire vehicles additional time to replace those vehicles with compliant alternatives. The current arrangements require vehicle proprietors to replace non-compliant vehicles by 4 January 2027.

3. In developing the recommendation, officers considered a range of alternative options, including maintaining the existing compliance deadline and introducing a shorter extension period. Following assessment of the available evidence, funding timescales and likely impact on affected vehicle proprietors, officers consider the recommended option represents the most proportionate means of achieving compliance whilst supporting the licensed trade and maintaining the Council's air quality objectives.

Alternative Options

4. Maintain existing 4 January 2027 deadline and do not make any changes to policy.

5. Extend transitional period for a shorter period of time.

Recommended Options

6. It is recommended that the Licensing and Safety Committee considers and adopts the following amendment to the existing Age Policy compliance arrangements and recommends approval by Full Council:

7. For existing proprietors of licensed private hire vehicles which do not meet the Council's adopted age policy:

   - To permit a vehicle proprietor whose private hire vehicle licence falls due for renewal after 4 January 2027 and whose vehicle does not meet the required age policy to apply to renew that vehicle licence. Where the vehicle successfully passes the Council's compliance testing requirements, a vehicle licence may be granted subject to a condition requiring the vehicle to be removed from service and replaced with a compliant vehicle no later than 31 May 2027.
   - To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action, including suspension, revocation or refusal to renew a licence, where a proprietor fails to comply with the condition requiring replacement of a non-compliant vehicle by 31 May 2027, having regard to the circumstances of each individual case and the relevant provisions of the Local Government (Miscellaneous Provisions) Act 1976.

8. To recommend the proposed amendment to Full Council for approval.

Reasons for Recommendation(s)

9. The extension will support affected vehicle proprietors in achieving compliance with the Council's adopted age policy whilst maintaining the Council's commitment to improving standards in the Private Hire Fleet.

Key considerations

10. This is a Council Function that is delegated to the Licensing and Safety Committee by the Council's Constitution. This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

11. The proposals support the Council's commitment to improving the standards of the private hire fleet by the replacement of older non-compliant vehicles with younger, cleaner and more environmentally sustainable alternatives.

12. The proposal does not alter the Council's adopted age policy but extends the transitional period to allow affected proprietors a reasonable opportunity to obtain a younger compliant vehicle.

13. The proposal contributes to the Council's environmental objectives by supporting the continued delivery of cleaner transport services and younger vehicles from licensed vehicles operating throughout the borough.

Equality Impact and considerations:

14. Under Section 149 of the Equality Act 2010, the Council must have due regard to the need to:

- Eliminate discrimination, harassment and victimisation.
- Advance equality of opportunity between persons who share a protected characteristic and those who do not.
- Foster good relations between persons who share a protected characteristic and those who do not.

15. Officers have considered the Public Sector Equality Duty and reviewed the Equality Impact Assessment undertaken when the original policy was adopted.

16. The proposed amendment extends an existing transitional arrangement and is not expected to create any disproportionate adverse impact on persons sharing protected characteristics. The proposal may have a positive impact by increasing opportunities for affected licence holders to access external funding to support vehicle replacement.

17. Officers are satisfied that the amendment does not introduce any material change requiring a further Equality Impact Assessment at this stage. Officers have considered the Public Sector Equality Duty under section 149 Equality Act 2010. The proposal is not expected to have a disproportionate adverse effect on persons with protected characteristics. The extension may provide a positive benefit to affected licence holders by increasing the opportunity to purchase a compliant vehicle and comply with licensing requirements. Officers previously completed and have reviewed the Equality Impact Assessment for the original policy and no adverse impacts are noted.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Opportunity: The proposal will allow eligible proprietors additional time to purchase a compliant vehicle and replace non-compliant vehicles.	The proposed extension aligns the compliance deadline of the non-compliant emission standard vehicles that has been extended until the 31 May 2027. This will be reported to

	full Council on the 11 November 2026.
Risk: Potential challenge to the Council's decision-making process.	The report sets out a clear evidence base, legitimate policy objectives and a proportionate approach to achieving compliance, reducing the likelihood of successful challenge.
Officers will continue to monitor vehicle compliance rates throughout the transitional period.	

Consultation:

18. The matter was discussed with representatives of the licensed trade through the Trade Liaison Group on 7 September 2026. Trade representatives expressed concerns regarding the proximity of the current compliance deadline and the practical difficulties associated with obtaining replacement vehicles.

19. Officers have considered these representations in preparing this report.

Legal Implications:

20. The Council has powers under the Local Government (Miscellaneous Provisions) Act 1976 to licence private hire vehicles and attach conditions to vehicle licences where considered appropriate and reasonably necessary.

21. The proposed amendment affects approximately 10 vehicles, representing around 1.4% of the licensed private hire fleet. Officers consider that the limited scale of the proposal, together with the retention of a fixed final compliance date, demonstrates that the measure is proportionate and does not undermine the Council's wider policy objectives.

22. The proposed amendment does not remove or weaken the Council's adopted age policy. Instead, it provides a temporary extension to the existing transitional arrangements previously approved by Full Council to facilitate compliance with those standards.

23. The Council must exercise its licensing functions reasonably, proportionately and in accordance with public law principles. Officers consider the proposed amendment to be proportionate having regard to:

- The relatively small number of affected vehicles. Current records identify 10 non-compliant private hire vehicles operating under the transitional arrangements.
- The Council's continuing commitment to improving vehicle standards.

24. Members are advised that vehicle licences may constitute possessions for the purposes of Article 1 of the First Protocol of the European Convention on Human Rights. Any interference with those rights must pursue a legitimate aim and be proportionate. Officers are satisfied that the proposed arrangements meet these requirements.

25. Where enforcement action becomes necessary following 31 May 2027, each case will be considered on its individual merits and in accordance with the Council's adopted enforcement policies and statutory powers.

26. Officers consider that the proposal strikes an appropriate balance between the public interest in maintaining vehicle standards and environmental objectives, and the legitimate interests of existing licence holders in securing a reasonable opportunity to comply

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Financial Implications:

27. The licensing regime is self-funded through the fees and charges levied by the Council. The proposals contained within this report do not give rise to any direct financial implications for the Council. The availability of external grant funding may assist vehicle proprietors in achieving compliance and reduce financial pressures within the licensed trade.

28. The proposal may assist in maintaining the viability of local licensed businesses by reducing immediate replacement costs and supporting continued participation within the Bury licensed trade.

29. The proposal may also reduce the risk of vehicle proprietors seeking licences in neighbouring authorities where different implementation arrangements may apply.

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Background papers:

Licensing and Safety Committee report and Minutes - 5 June 2025

Full Council Report and Minutes - 16 July 2025

Licensing and Safety Committee Report and Minutes - 8 October 2026

These documents are included as background papers because they establish the original transitional arrangements and delegated authority framework which this report seeks to amend

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

Term	Meaning
CO_2	Carbon Dioxide
EIA	Equality Impact Assessment
EV	Electric Vehicle
HC	Hackney Carriage
PHV	Private Hire Vehicle
PSED	Public Sector Equality Duty
ULEV	Ultra Low Emission Vehicle
ZEZ	Zero Emission Zone (where referenced)
EVCP	Electric Vehicle Charging Point
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
LGA	Local Government Association

Introduction

30. Members may recall a report considered by the Licensing and Safety Committee on 5 June 2025 regarding amendments to transitional arrangements for existing Hackney Carriage and Private Hire Vehicles in respect of age policy.

31. The Committee resolved to permit the renewal of certain non-compliant vehicles subject to conditions requiring replacement by a specified date and delegated appropriate enforcement powers to officers. The decision was subsequently ratified by Full Council on 16 July 2025.

32. The Committee also delegated authority for amendments linked to non-compliant vehicles in respect of age.

33. Officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and Full Council to ensure transparency and democratic oversight.

Current Data

34.

Date	**Non-Compliant *Age policy* Vehicles**	**Total PHV Fleet**	**% Non-Compliant *Age policy***
Oct 2026	10	708	1.4%

35. The number of non-compliant vehicles in respect of age is a small number of the private hire fleet which demonstrates that vehicle proprietors have been updating their vehicles to comply with the Council's recently amended policy from 10 years up to 12 years from date of registration.

Issues

36. On 8 October 2026 the Licensing and Safety Committee approved revised transitional arrangements for vehicles affected by the emissions standards policy, extending the compliance deadline to 31 May 2027. Officers consider that proprietors affected by the age policy are in materially similar circumstances, namely that they are subject to an existing transitional arrangement and may require additional time to secure funding and acquire a compliant replacement vehicle. To ensure consistency, fairness and equitable treatment across the licensed trade, officers consider it appropriate that equivalent transitional arrangements apply

37. Officers recognise that vehicle proprietors of non-compliant vehicles in respect of age have also been benefiting from the transitional arrangements therefore it is considered the transitional period should be extended to those vehicle proprietors who owned vehicles that are not complaint with the age policy.

38. The number of non-compliant private hire vehicles currently operating under the transitional arrangements is:

Non-Compliant *Age policy* Private Hire Vehicles	% Total Fleet	**Compliant** *Age policy* Private Hire Vehicles	% Total Fleet
10	1.4%	698	98.5%

39. Officers support extending the compliance deadline to 31 May 2027. This would provide sufficient opportunity for eligible proprietors to purchase compliant vehicles and complete vehicle transfer and licensing requirements.

40. Whilst delegated authority exists to make amendments linked to the age policy, officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and ratification by Full Council to ensure transparency and democratic oversight.

Greater Manchester Benchmarking

41. Officers have reviewed the position across the Greater Manchester licensing authorities in relation to age policy, implementation timescales and transitional arrangements.

42. The comparison demonstrates that whilst all authorities continue to support the objectives of improving air quality and reducing vehicle emissions, approaches differ in respect of implementation dates, exemptions, funding arrangements and transition periods.

43.

Authority	**PHV Maximum Age (Standard Vehicle)**	**WAV PHV Maximum Age**	**Emissions Standard**
Bury	12 years	17 years	Euro 4 Petrol / Euro 6 Diesel
Bolton	Historically age-restricted; Council moved toward emissions-based standards.	Emissions-based approach.	Euro 4 Petrol / Euro 6 Diesel proposed city-region standard.
Manchester	12 years	17 years	Euro 4 Petrol / Euro 6 Diesel
Oldham	12 years	15 years	Latest emissions standard required for new/replacement vehicles.
Rochdale	Normally 5 years at application stage unless exceptional condition demonstrated.	Case-by-case policy.	Euro 4 Petrol / Euro 6 Diesel.

Salford	Further verification required from current licensing policy.	Further verification required.	GM Minimum Licensing Standards adopted
Stockport	Further verification required from current vehicle standards document.	Further verification required.	GM Minimum Licensing Standards adopted.
Tameside	12 years (existing policy retained).	15 years	Euro 4 Petrol / Euro 6 Diesel (GM MLS).
Trafford	10 years	15 years	Euro 4 Petrol / Euro 6 Diesel
Wigan	12 years	17 years	Euro 4 Petrol / Euro 6 Diesel
** Information obtained from respective Council open source web page.*			

44. Based on a comparison of Greater Manchester licensing authorities, our policy remains broadly aligned with the regional position and, in several areas, is consistent with the most commonly adopted standards. The majority of Greater Manchester authorities, including Bury, Manchester, Tameside and Wigan, permit standard private hire vehicles (PHVs) to remain licensed up to 12 years of age, while Trafford applies a more restrictive 10-year limit. For wheelchair accessible vehicles (WAVs), several authorities, including Bury, Manchester and Wigan, allow licensing up to 17 years, whereas Oldham, Tameside and Trafford apply a 15-year limit. Across the region there is also a high degree of consistency in emissions requirements, with most authorities adopting or aligning to a minimum standard of Euro 4 for petrol vehicles and Euro 6 for diesel vehicles under the Greater Manchester Minimum Licensing Standards. While some authorities have moved towards emissions-based approaches or retain local variations, the overall benchmarking demonstrates that our policy sits within the established Greater Manchester framework and is neither significantly more permissive nor more restrictive than the majority of neighbouring licensing authorities.

Revised Proposal

45. The proposed arrangements are set out below:

46. By 4 January 2027

- Application submitted for renewal of an existing **non-compliant** *age policy* vehicle licence.

- Vehicle presented for compliance testing.
- Vehicle licence renewed subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.

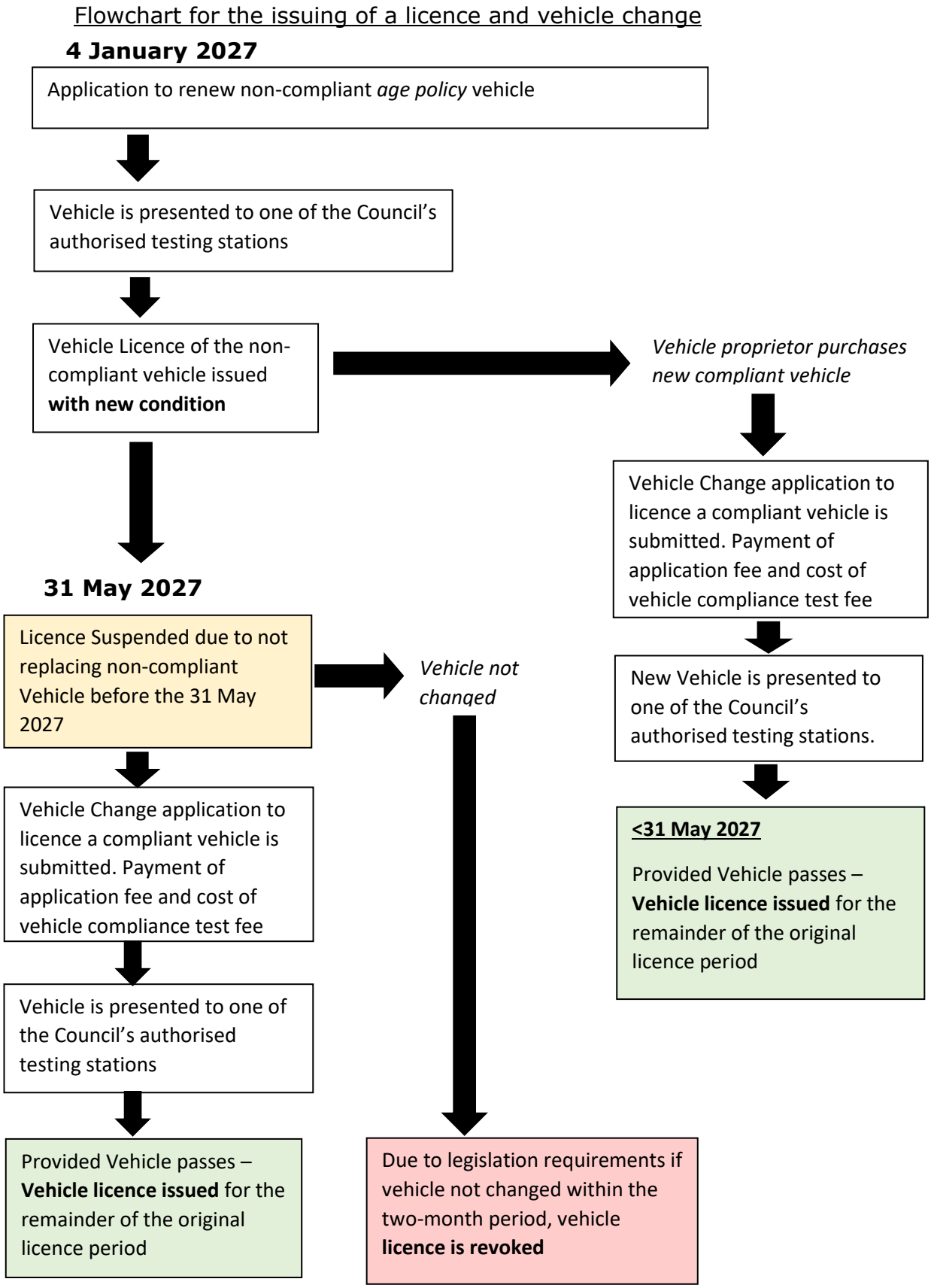
47. Between 15 September and 31 May 2027

- Proprietor applies for support funding where eligible.
- Proprietor purchases a compliant replacement vehicle.
- Vehicle change application submitted.
- New vehicle presented for compliance testing and licensing.

48. After 31 May 2027

- Any proprietor who has not complied with the licence condition requiring vehicle replacement may be subject to appropriate enforcement action.
- Officers shall determine any enforcement action on a case-by-case basis, having regard to the circumstances of the individual case and the Council's statutory powers.

49. Revised proposal to deal with non-compliant Private hire vehicles


Flowchart for the issuing of a licence and vehicle change
4 January 2027
Application to renew non-compliant age policy vehicle
Vehicle is presented to one of the Council's authorised testing stations
Vehicle Licence of the non-compliant vehicle issued with new condition
Vehicle proprietor purchases new compliant vehicle
Vehicle Change application to licence a compliant vehicle is submitted. Payment of application fee and cost of vehicle compliance test fee
New Vehicle is presented to one of the Council's authorised testing stations.
<31 May 2027
Provided Vehicle passes – Vehicle licence issued for the remainder of the original licence period
31 May 2027
Licence Suspended due to not replacing non-compliant Vehicle before the 31 May 2027
Vehicle not changed
Vehicle Change application to licence a compliant vehicle is submitted. Payment of application fee and cost of vehicle compliance test fee
Vehicle is presented to one of the Council's authorised testing stations
Provided Vehicle passes – Vehicle licence issued for the remainder of the original licence period
Due to legislation requirements if vehicle not changed within the two-month period, vehicle licence is revoked

Alternative Options

50. **Option 1:** Maintain the existing 4 January 2027 compliance deadline and make no amendments to the current policy arrangements.

51. This option would retain the existing policy position and support earlier achievement of full fleet compliance with the Council's adopted age policy. However, officers consider this option may place a proportion of affected vehicle proprietors at a disadvantage It may limit the ability of eligible proprietors to secure replacement vehicles and complete the associated licensing processes prior to the compliance deadline. As a result, this option is not recommended.

52. **Option 2:** Extend the transitional arrangements for a shorter period than proposed.

53. A shorter extension period was considered. However, officers consider that a shorter timeframe may not provide sufficient opportunity for affected proprietors to source suitable replacement vehicles and complete vehicle testing and licensing requirements. A shorter extension may therefore fail to achieve the intended objective of supporting compliance whilst maintaining confidence within the licensed trade. This option is not recommended.

54. **Option 3:** Approve the proposed extension to 31 May 2027 (Recommended).

55. Officers consider the recommended option represents a balanced and proportionate approach. It maintains the Council's commitment to improving the age of vehicles and achieving compliance with adopted age policy whilst providing affected proprietors with a realistic opportunity to access available support funding and replace non-compliant vehicles. The proposal does not alter the required age policy and retains a clear final compliance date supported by appropriate enforcement powers.

Recommendations

56. It is recommended that the Licensing and Safety Committee approves the proposed amendment and recommends adoption by Full Council.

57. For existing proprietors of non-compliant *age policy* private hire vehicles:

- To permit renewal of a non-compliant *age policy* vehicle licence after 4 January 2027 subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.
- To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action where the licence holder has failed to comply with that condition.

Conclusion

60. The Council remains committed to improving the age of the vehicle ensuring licensed vehicles operating within the borough meet adopted age policy.

61. The proposed amendment represents a reasonable, proportionate and evidence-based response to those circumstances. The proposal maintains the Council's vehicle age policy objectives whilst providing proprietors with a realistic opportunity to achieve compliance.

62. Members are therefore recommended to approve the amendment and refer the matter to Full Council for final determination.

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Agenda Item 7

Classification **Open**	

Meeting:	Council
Meeting date:	11 November 2026
Title of report:	Constitution Update Report
Report by:	The Monitoring Officer
Decision Type:	**Council**
Ward(s) to which report relates	**All**

Executive Summary:

The Council's constitution was reviewed and updated during the municipal year 2020/21. Members agreed that the Constitution should be reviewed annually to ensure that the changes were fit for purpose, the last annual update report was presented at the 20 May 2026 Council meeting with a further update to the July 2026 council meeting. To ensure the constitution continues to operate as a living document Council is requested to adopt the following changes.

The report sets out the following updates and/or additions

1. Updated – Place Scheme of Delegations

Recommendation(s)

That: Members of the Council are asked to accept the proposed amendments to Bury Council's Constitution as set out in the report:

Key considerations

The Constitution sets out how the Council operates; how decisions are made and the procedures which are followed to ensure that these are efficient, transparent and accountable to local people. The Council has a legal duty to publish an up-to-date Constitution and review regularly.

The proposal

The proposed revisions are set out in the appendices to this report.

Other alternative options considered

None, the proposal is put forward to Members to ensure the constitution is updated.

Community impact/links with Community Strategy

An up-to-date Constitution will ensure decision are taken lawfully and in an open and transparent manner.

Equality Impact and considerations:

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

> *A public authority must, in the exercise of its functions, have due regard to the need to -*
>
> (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
>
> (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
>
> (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

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

Legal Implications:

Section 9P of the Local Government Act 2000 as amended sets out the duty of the Council to prepare and keep up to date its constitution as follows:

(1) A local authority must prepare and keep up to date a document (referred to in this section as its constitution) which contains a copy of the authority's standing orders for the time being, a copy of the authority's code of conduct (if any) for the time being under section 28 of the Localism Act 2011, such information as the Secretary of State may direct, and such other information (if any) as the authority considers appropriate.

A local authority must ensure that copies of their constitution are available at their principal office for inspection by members of the public at all reasonable hours.

A local authority must supply a copy of their constitution to any person who requests a copy and who pays to the authority such reasonable fee as the authority may determine. The Bury constitution is made available on our public website. It is for the Monitoring Officer to monitor and review the operation of the constitution on an ongoing basis and where necessary bring forward amendments to Council.

Financial Implications:

There are no financial implications arising from this report

Report Author and Contact Details:
Rachel Everitt
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Background papers:

1. Place Scheme of Delegation (Appendix A)

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Place Directorate Delegated Power- Chief Officer Delegation

Document Baseline Date: 2026

Executive Director: Paul Lakin – Executive Director of Place

Director: Robert Summerfield - Regeneration and Project Delivery

Assistant Director(s): Crispian Logue – Strategy, Planning & Development

Sarah Porru –Regeneration Delivery

Richard Binks - Place Operations

Roger Frith - Corporate Assets & Facilities Management

1. Financial Approval (Limit)

Value (before VAT)	Approval Level
Up to £10,000	Budget Holder
Over £10,000 to £50,000	Service Manager
Over £50,000 to £150,000	Head of Service
Over £150,000 to £250,000	Director / Assistant Director
Over £250,000 to £500,000	Executive Director
Over £500,000	Section 151 Officer *(with approval of orders over £500,000 remaining a key decision for Cabinet approval)*

2. Specific Functions

Function	Chief Officer
Strategic Transport	Assistant Director Strategy, Planning & Regulation
Building Control	Assistant Director Strategy, Planning & Regulation
Strategic Planning & Infrastructure	Assistant Director Strategy, Planning & Regulation

Development Management	Assistant Director Strategy, Planning & Regulation
Land & Property	Director Regeneration and Project Delivery, Assistant Director of Corporate Assets & Facilities Management
Major Projects Delivery (various)	Director Regeneration and Project Delivery
Housing Development (new)	Director Regeneration and Project Delivery, Head of Housing, Growth & Development
Housing Strategy, Policy & Performance	Director Regeneration and Project Delivery, Head of Housing, Growth & Development
Schools Capital	Director Regeneration and Project Delivery, Head of Construction
Economic Development	Assistant Director Regeneration Delivery
Business & Investment	Assistant Director Regeneration Delivery
Stores	Head of Waste Management & Transport
Street Cleansing	Head of Waste Management & Transport
Transport and Workshop	Head of Waste Management & Transport
Waste Management and Recycling	Head of Waste Management & Transport
Building Cleaning & Caretaking	Director Regeneration and Project Delivery, Assistant Director Operations
Schools Catering	Assistant Director Operations
Civic Venues (Ramsbottom Civic Hall)	Assistant Director Operations
Market Operations	Director Regeneration and Project Delivery , Assistant Director of Corporate Assets & Facilities Management
Asset Management	Head of Engineering & Street Scene
Bridges and Structures	Head of Engineering & Street Scene
Major Projects Design and Delivery	Head of Engineering & Street Scene
Network Management	Head of Engineering & Street Scene

Parking	Head of Engineering & Street Scene
Public Rights of Way	Head of Engineering & Street Scene
Street Works	Head of Engineering & Street Scene
Road Safety	Head of Engineering & Street Scene
Transportation	Head of Engineering & Street Scene
Green Spaces & Pest Control	Head of Engineering & Street Scene
Highway Maintenance & Street Lighting	Head of Engineering & Street Scene
Winter Maintenance	Head of Engineering & Street Scene
Depot	Head of Engineering & Street Scene & Head of Waste Management and Transport

3. Delegated Powers

3.1 General Delegated Powers to Chief Officers

The Executive Director, Directors, Assistant Directors and relevant Heads of Service are authorised to exercise the Council's functions in relation to Place services, in accordance with:

- The Council's Constitution – Functions Scheme
- The Council's Constitution - Contract Procedure Rules
- The Council's Constitution - Financial Procedure Rules
  {Constitution linked here: Constitution - Bury Council]
- All relevant Legislation (set out below)

All delegated powers must be exercised within approved budgets and in line with corporate policies and statutory requirements.

3.2 Corporate / Cross-Cutting Delegations

The following powers are delegated to relevant Heads of Service and senior officers across Place:

- Acquisition, appropriation and holding of land – Head of Asset Management
- Compulsory purchase of land (in liaison with Legal Services) - Head of Asset Management
- Property Valuation- Head of Asset Management
- Property lettings and granting of leases – Head of Asset Management
- Freehold or leasehold disposal including community asset transfer – Head of Asset Management
- Office accommodation moves – Head of Facilities Management
- Revenue and capital expenditure in accordance with Contract Procedure Rules
- Authority to procure and manage purchasing cards (subject to line manager approval) - Head of Facilities Management

These powers apply across relevant service areas including operations, regeneration, assets, engineering, and waste.

3.3 Major Projects Delegations

Named Major Projects Managers are authorised to incur revenue and/or capital expenditure in accordance with Contract Procedure Rules for specific programmes, including:

- Bury Town Centre: Head of Regeneration
- Housing Growth & Development: Head of Housing Growth and Development
- Northern Gateway: Major Projects Manager
- Western Access: Major Projects Manager
- Schools Capital: Major Projects Manager
- Construction & Maintenance Programme: Major Projects Manager
- Prestwich (Muse) JV: Major Projects Manager / Head of Housing Growth and Development
- Mill Gate JV (Bruntwood): Director Regeneration and Project Delivery / Head of Regeneration (Interim Duncan Firth)

All such delegations are not time limited and operate within approved project governance arrangements.

3.4 Service-Specific Delegated Powers

Planning & Development

- Determination of planning applications under the Town and Country Planning Acts, subject to the Council's gateway tests
- Enforcement of planning control and associated regulatory functions
- Designation of conservation areas and Tree Preservation Orders

A new National Scheme of Delegation for planning decisions was introduced by central government in October 2026 and applies across England. This supersedes previous local arrangements for determining planning applications. While a small number of local provisions remain to be finalised, the Council's Constitution has been amended to reflect the national requirements and has been in effect since 31 October 2026.

Building Control

- Enforcement of Building Regulations under the Building Act 1984
- Powers relating to dangerous structures and safety of sports grounds
- Administration of Party Wall legislation
- Enforcement powers contained in the Building Safety Act 2022
- Street Naming and numbering powers.

Highways, Engineering & Transport

- Exercise of highway authority functions under the Highways Act 1980
- Traffic management, regulation orders and road safety functions
- Entering into highway agreements (Sections 38, 278, 184 etc.)
- Flood risk and drainage management

Parking Services

- Civil enforcement of parking contraventions
- Issue and recovery of penalty charges
- Management of on-street and off-street parking provision

Waste Management & Environmental Services

- Waste collection and recycling duties under Environmental Protection Act 1990
- Street cleansing and environmental enforcement

- Pest control and public health functions

Commercial / Operational Services

- Operation of markets and civic facilities
- Catering, cleaning and caretaking services
- Lettings, leases and use of council venues

3.5 Key Service Area Delegations & Notes

Service Area	Scope of Powers / Legislation	Key Delegations / Notes
Building Control	Building Act 1984 (Sections 35, 36, 37, 40, 91(2), 95) Building Regulations 2010 Dangerous Structures (Sections 77–79) Additional legislation: Safety of Sports Grounds Act 1975 Fire Safety and Safety of Places of Sport Act 1987 Party Wall Act 1996 Towns Improvement Clauses Act 1847 Sec 64&65 Greater Manchester Act 1981 sec 58,59 63 &66	All authorised officers may exercise enforcement and regulatory powers relating to building control and safety. Senior officers have additional responsibilities under specialist legislation.
Development Management / Planning	Town and Country Planning Act 1990 Planning (Listed Buildings and Conservation Areas) Act 1990 Local Authorities (Functions and Responsibilities) Regulations 2000	Includes all planning functions and development control: Determination of planning applications under the Town and Country Planning Acts, subject to the Council's gateway tests

		Enforcement of planning control and associated regulatory functions Designation of conservation areas and Tree Preservation Orders The Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026 introduce a National Scheme of Delegation which comes into force on 31 October 2026. Schedule 1 applications must be determined by officers. Schedule 2 and Own-Interest Applications will be dealt with in accordance with the applicable statutory referral arrangements and the Council's Planning Scheme of Delegation. Previous local objection thresholds, Member call-in arrangements and other local committee-referral criteria will not apply where **i**nconsistent with the National Scheme of Delegation. Additional delegations: Street naming, TPOs, conservation areas, Article 4 directions, commons

		registration and public rights of way. Additional delegations: Street naming, TPOs, conservation areas, Article 4 directions, commons registration, public rights of way
Land & Property (Property Protocols)	Property and land legislation (various)	Acquisition and disposal of land and property Negotiation of leases, licences, easements and agreements Granting access rights and wayleaves Serving legal notices, licenses and lease terminations Community Asset Transfer Must be undertaken in liaison with Legal Services and in line with asset governance procedures
Markets & Commercial Services	Food Act 1984 Bury Market Charter 1444	Establishment, operation and relocation of markets Regulation and management of market activity Charging and income collection Property and leasing decisions relating to markets Must respect existing

		market rights and involve trader consultation where required
Streetscene (Highways, Grounds & Pest Control)	Highways Act 1980 New Roads and Street Works Act 1991 Wildlife and Countryside Act 1981 Local Authorities' Cemeteries Order 1977 National Parks and Access to the Countryside Act 1948 Dogs (Fouling of Land) Act 1996 Prevention of Damage by Pests Act 1949	Highway maintenance Grounds maintenance and cemetery management Environmental health and safety Pest control enforcement under relevant legislation
Engineering Services & Transport (Highways)	Traffic Management Act 2004 Road Traffic Regulation Act 1984 Flood and Water Management Act 2010 Land Drainage Act 1991 Road Traffic Act 1988 Cycle Tracks Act 1984 Highways Act 1980 National Parks and Access to the Countryside Act 1948 New Roads and Street Works Act 1991 Town and Country Planning Act 1990 Town Police Clauses Act 1847 Traffic Calming Act 1992 Wildlife and Countryside Act 1981 Flood Risk Regulations 2009 Road vehicle construction and use Regulation Working time Directive 2003	Traffic regulation and network management Highway agreements and infrastructure delivery Flood risk and drainage management Delivery via in-house teams or contracted providers

Parking Services	Road Traffic Regulation Act 1984 Traffic Management Act 2004 Civil Enforcement of Parking Contraventions (England) General Regulations Taking Control of Good Regulations 2013 (as amended)	Civil parking enforcement Issuing penalty charge notices and recovery Management of parking restrictions and permits Use of enforcement contractors where applicable
Waste Management & Transport (Fleet)	Environmental Protection Act 1990 Road Traffic Act 1988 The Controlled Waste (England and Wales) Regulations 2012 Litter and refuse: code of practice	Waste & Recycling: Statutory duty to collect household waste Authority to specify receptacles and collection arrangements Power to charge where permitted Transport: Vehicle operation and compliance with legislation Street Cleansing: Duty to maintain clean public spaces

Agenda Item 8

Classification: Open	**Item No:**

Report to:	Council	**Date:** 11 November 2026
Subject:	Submission of Bury Local Plan	
Report of	Leader of the Council	

Summary

1. The Bury Local Plan has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. It will provide the Borough's locally specific planning framework for the period 2022 to 2043 and, once adopted, will form a key part of Bury's statutory development plan alongside the adopted Places for Everyone Joint Development Plan, the Greater Manchester Joint Minerals Plan and the Greater Manchester Joint Waste Plan.

2. Following consultation on the draft Local Plan under Regulation 18 between March and May 2025, the Plan was revised to take account of representations received and was subsequently published for representations under Regulation 19 over an eight-week period ending on 11 September 2026.

3. The publication stage represents the final formal stage of plan preparation by the Council before submission to the Secretary of State for independent examination. All representations received at the publication stage will accompany the submission documents and be considered by an independent Planning Inspector appointed by the Secretary of State.

4. The purpose of this report is to seek Council approval to submit the Local Plan, supporting documentation and the representation received on the Publication Local Plan for independent examination.

Recommendation(s)

5. Council is recommended to:

   a. Note the main issues raised during the invitation to make representations on the Publication Local Plan under Regulation 19.

b. Approve the submission of the Bury Local Plan, Policies Map, relevant supporting evidence and all representations received during the Regulation 19 stage, to the Secretary of State for Housing, Communities and Local Government for independent examination under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with submission to take place in advance of the 31 December 2026 deadline.

c. Note that any decision to adopt the Local Plan will remain a matter for Full Council in accordance with the Council's Constitution and the relevant statutory requirements.

Reasons for recommendation(s)

6. Submission of the Publication Local Plan and supporting documentation will enable the independent examination process to commence and represents the next statutory stage in the preparation of Bury's Local Plan.

Alternative options considered and rejected

7. To not approve the submission of the Publication Local Plan and supporting documentation. This would prevent the Local Plan progressing to the examination stage and ultimately the adoption of an up-to-date Local Plan for Bury.

Report Author and Contact Details:

Name: David Wiggins

Position: Head of Strategic Planning and Infrastructure

Department: Place

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

Background

8. The Government requires local planning authorities to prepare Local Plans that provide a long-term framework for managing growth and development and addressing economic, social and environmental priorities. The legislative requirements for preparing Bury's Local Plan are contained within the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012.

9. The Town and Country Planning (Local Planning) (England) Regulations 2026 came into force on 25 March 2026 and replaced the Town and Country

Planning (Local Planning) (England) Regulations 2012, introducing the new local plan-making system. However, transitional arrangements allow local planning authorities that are sufficiently advanced in preparing a plan under the former system to continue doing so under the 2012 Regulations.

10. Such plans can continue through examination and adoption under the ‘legacy system’, provided they are submitted for examination by 31 December 2026. After that date, authorities will need to progress plan preparation under the new 2026 Regulations. The transitional arrangements therefore provide a final opportunity for plans that have already reached an advanced stage of preparation to complete the existing plan-making process rather than having to move into the new system.

11. The Bury Local Plan is progressing under the legacy system. It sets out a framework to guide future growth and development across the Borough between 2022 and 2043. Once adopted, Bury’s Local Plan will replace the remaining saved policies in the Unitary Development Plan and will form a key part of Bury's statutory development plan alongside the adopted Places for Everyone Joint Development Plan, Greater Manchester Joint Minerals Plan and Greater Manchester Joint Waste Plan.

12. 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.

13. 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.

14. The Local Plan sets out more locally specific planning policies to complement those in PfE. It will therefore be a key document used to determine and shape future planning applications and development proposals in the Borough. It is intended to provide a clear, consistent and up-to-date basis for planning decisions and to give greater certainty to communities, landowners, developers and infrastructure providers regarding the future pattern of development across Bury.

15. The Plan seeks to address key issues including housing delivery and affordability, employment and economic growth, town centre regeneration, transport and other infrastructure, climate change, biodiversity, green infrastructure, the Green Belt and the quality of new development.

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 were fully considered and, where necessary, amendments made to the Plan. A summary of the comments received at the draft Plan stage and how these were subsequently taken into account can be seen in the Local Plan Consultation Statement (Appendix 4).

17. The Plan then progressed to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Publication Local Plan represents the Council's proposed final version of the Plan before submission for independent examination.

18. Following Cabinet approval in June 2026, representations were invited on the Publication version of the Local Plan and its supporting evidence under Regulation 19 over an eight-week period running from 17 July to 11 September 2026.

19. 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.

Scope and content of the Publication Local Plan

20. 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.

21. 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

22. The NPPF states that the plan's spatial strategy should be illustrated on a key diagram with the boundaries of specific policy areas, land-use designations and allocations identified on a policies map.

23. The Key Diagram is shown in Figure 3 of the Local Plan (Appendix 1). 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.

24. 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 (www.bury.gov.uk/burylocalplan). 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. 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 incorporates the statutory requirements of Sustainability Appraisal and Strategic Environmental Assessments, together with an Equalities Impact Assessment and Health Impact Assessment. This ensures that sustainability, health and equality issues are fully taken 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 requires that the preparation and review of Local Plans should be underpinned by relevant, up-to-date and proportionate evidence. A comprehensive evidence base has been developed to support the Local Plan, including:

- Integrated Assessment.
- Habitats Regulations Assessment.
- Infrastructure Delivery Plan.
- Housing and employment land supply evidence.
- Housing needs evidence.
- Local Plan Viability Assessment.
- Bury Open Space Assessment.
- Bury Town Centres Study.
- Strategic Flood Risk Assessment.

28. Fourteen thematic Topic Papers have also been prepared which consolidate relevant background evidence and identify the key issues for Bury that the Local Plan has sought to address.

Consultation statement

29. The Consultation Statement (Appendix 4 to this report) sets out how the Council considers it has fulfilled its statutory duty to consult and engage with the public and key stakeholders on the preparation of the Local Plan under the provisions of the Town and Country Planning (Local Planning) (England) Regulations 2012 as well as Bury's Statement of Community Involvement.

30. The Consultation Statement has been updated to take account of the latest Regulation 19 consultation on the Publication Local Plan.

31. The Regulation 19 consultation on the Publication Bury Local Plan provided an opportunity for residents, businesses, landowners, developers, statutory consultees and other interested parties to comment on the Plan before its submission for independent examination.

32. As stated above, the Council invited representations on the Publication Local Plan over an eight-week period, ending on 11 September 2026. In response the Council received a total of 103 representations from 100 individuals and organisations.

33. Appendix 7 of the Consultation Statement sets out a summary of the main issues raised at the Regulation 19 stage and the Council's initial response to these.

34. All representations made at the Regulation 19 stage will be submitted to the Secretary of State alongside the Plan and supporting evidence to inform the examination process. However, at Publication Plan stage, whilst anyone could make a representation on any point, only those pertaining to ‘soundness’ will be considered by the examining Inspector(s).

Next steps - submission and examination

35. Once all the relevant material is collated, the Council will be in a position to formally submit the Local Plan, Policies Map, relevant supporting evidence and all representations received during the Regulation 19 stage, to the Secretary of State for Housing, Communities and Local Government for independent examination under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

36. As stated previously, as the Local Plan is being prepared under the ‘legacy’ system, it is imperative that the Plan is submitted by no later than 31 December 2026.

37. Following submission to the Secretary of State, the Local Plan will be examined by an independent Planning Inspector(s) appointed by the Secretary of State. The purpose of the examination is to determine whether the Plan has been prepared in accordance with the relevant legal and procedural requirements and whether it is sound, having regard to the National Planning Policy Framework.

38. The examination will consider the representations received in response to consultation on the Publication Local Plan, together with the Council’s evidence base and other supporting documentation.

39. The Inspector will identify the matters and issues to be examined and may hold public hearing sessions to consider these in detail, with the Council, representors and other participants invited to contribute as appropriate.

40. During the examination, the Inspector may identify matters requiring clarification or further evidence and, where necessary, invite the Council to propose modifications to address any concerns. Any proposed modifications would need to be considered in accordance with the applicable examination procedures, including consultation where required. The Inspector will ultimately determine whether the Plan can be found sound, subject to any necessary modifications.

41. Following the examination, the Inspector will issue a report setting out their conclusions and recommendations. If the Plan is found sound (or could be found sound subject to modification) and the Council resolves to adopt it, the Local Plan will become part of the statutory development plan for the borough,

providing part of the policy framework for determining planning applications and guiding future development.

Links with the Corporate Priorities:

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

Equality Impact and Considerations:

43. 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:

44. 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**
Failure to secure an up-to-date Local Plan	Submission of the Plan is the next required statutory stage and progression

	through examination will provide the route to adoption.

Legal Implications:

45. The legislative requirements for preparing Bury's Local Plan are contained within the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012.

46. The Town and Country Planning (Local Planning) (England) Regulations 2026 came into force on 25 March 2026 and replaced the Town and Country Planning (Local Planning) (England) Regulations 2012, introducing the new local plan-making system. However, transitional arrangements allow local planning authorities that are sufficiently advanced in preparing a plan under the former system to continue doing so under the 2012 Regulations.

47. Such plans can continue through examination and adoption under the legacy system, provided they are submitted for examination by 31 December 2026. After that date, authorities will need to progress plan preparation under the new 2026 Regulations. The transitional arrangements therefore provide a final opportunity for plans that have already reached an advanced stage of preparation (including Bury's) to complete the existing plan-making process rather than having to move into the new Gateway-based system.

Financial Implications:

48. The costs of the local plan are met from the Revenue budget providing into a reserve in the years of low spend to help mitigate the in-year pressure in other years, there will be additional costs related to the examination process that may exceed both this year's budget and the reserves held for this purpose, these costs will need to be met in year.

49. There may be a pressure in year, but this is lower than if we don't submit for examination by December 2026 and have to use the new regulations to create a new local plan.

Appendices:

Appendix 1 – Publication Bury Local Plan

Appendix 2 – Publication Local Plan Policies Map

Appendix 3 - Integrated Assessment of the Bury Local Plan (non-technical summary)

Appendix 4 - Bury Local Plan Consultation Statement

Appendix 5 - Equality Impact Assessment

Background papers:

Publication Bury Local Plan and Policies Map.

Supporting evidence for the Bury Local Plan.

Local Plan (Draft) Cabinet Report 05/03/25

Local Plan (Publication) Cabinet Report 30/06/26.

Places for Everyone Joint Development Plan – adopted March 2024

Planning and Compulsory Purchase Act 2004

Town and Country Planning (Local Planning) (England) Regulations 2012.

Bury Statement of Community Involvement

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

Term	Meaning
Adoption	The formal process by which a Local Plan is approved by the Council and becomes part of the statutory development plan for the area.
Development Plan	The set of adopted planning documents used to determine planning applications. In Bury, this includes the Local Plan, Places for Everyone, the Greater Manchester Joint Minerals Plan and the Greater Manchester Joint Waste Plan.
Examination	The process through which a Planning Inspector appointed by the Secretary of State assesses whether a Local Plan has been prepared in accordance with legal requirements and is sound.

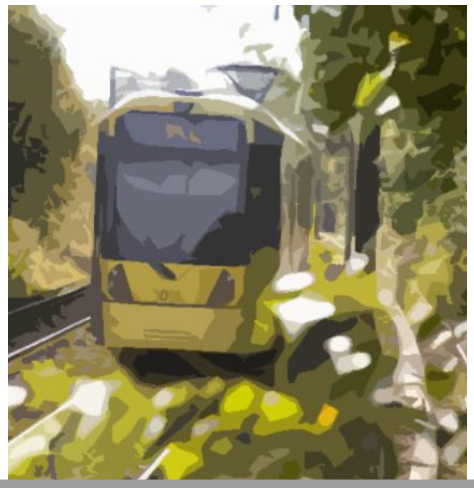
Habitats Regulation Assessment (HRA)	An assessment required under the Habitats Regulations to determine whether a plan or project is likely to have a significant effect on internationally protected habitats and species.
Integrated Assessment (IA)	A combined assessment framework used to evaluate the economic, social and environmental effects of the Local Plan.
Local Plan	A statutory planning document prepared by a local planning authority which sets out the vision, strategic objectives, policies and site allocations to guide development within its area.
Places for Everyone (PfE)	The joint development plan prepared by the nine participating Greater Manchester authorities, setting strategic planning policies and land allocations across the city region. Adopted in March 2024.
Policies Map	The map that accompanies the Local Plan and illustrates the geographic application of planning policies and designations.
Publication Local Plan	The version of the Local Plan published under Regulation 19 for representations before submission for independent examination.
Soundness	The test applied during examination to determine whether a Local Plan is positively prepared, justified, effective and consistent with national policy.

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Bury Council



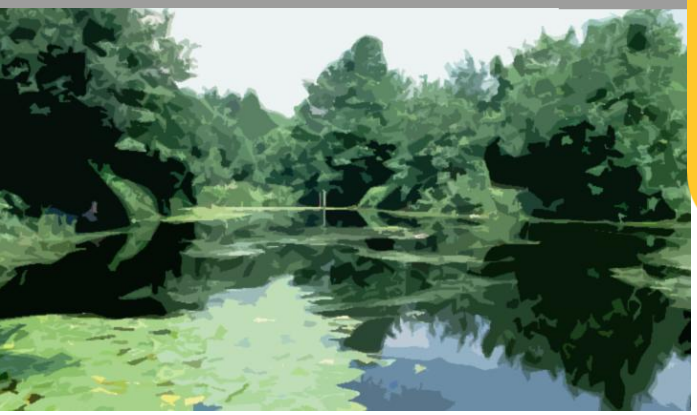






Publication Bury Local Plan

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

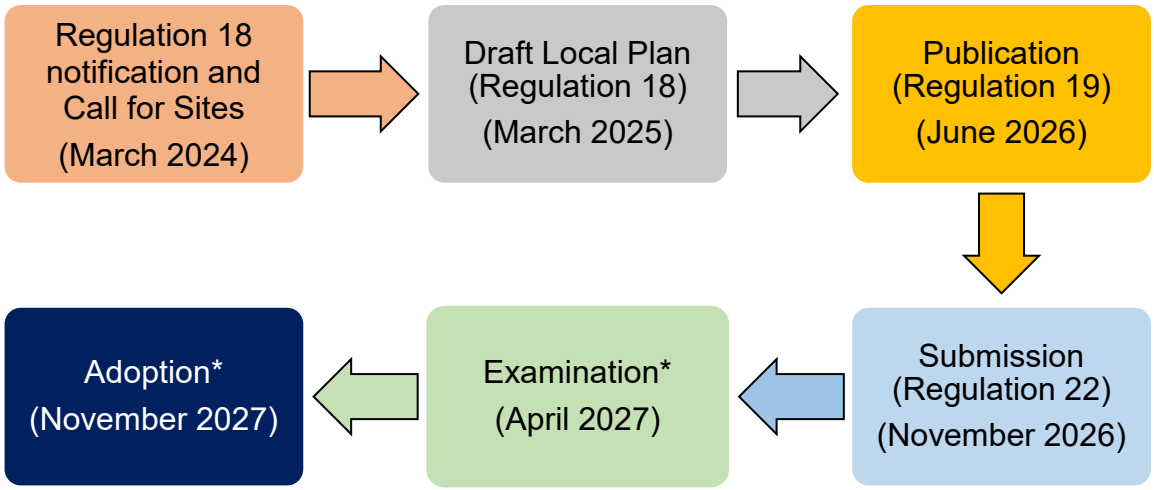
1.8 Moving forward, any representations received in response to consultation on this Publication version of the Local Plan will be formally submitted to the

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 17 July May 2026 to 23:59 on Friday 11 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.

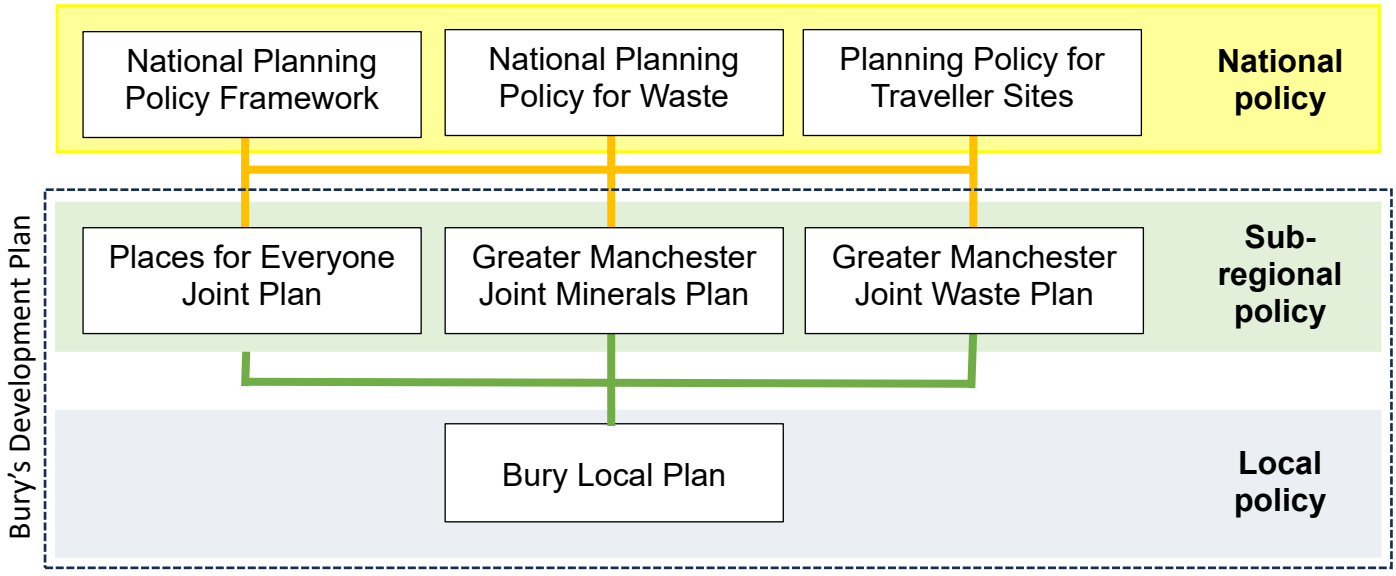
2.16 A review of the Joint Minerals and Waste Plans has indicated that there is a need to update both plans and the ten Greater Manchester districts recently agreed to the principle of the making of a combined Joint Minerals and Waste Plan for Greater Manchester.

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;**

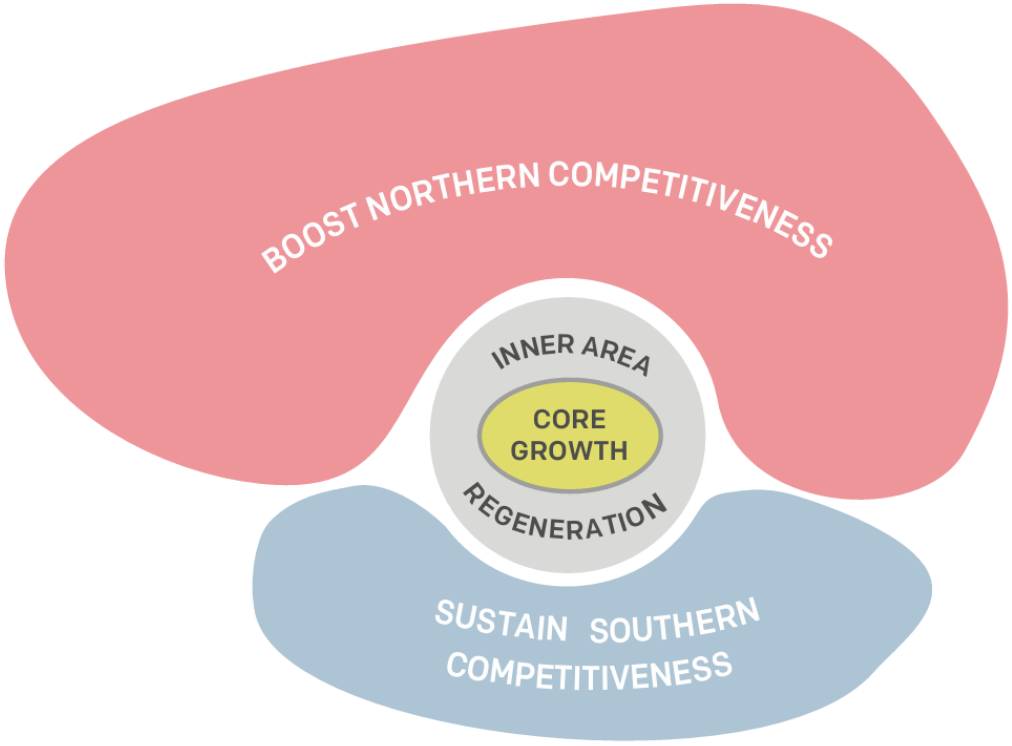
12. **Assist in the process of achieving nature recovery and ecological network connectivity by conserving and enhancing the Borough's natural environment and supporting a net gain in Bury's biodiversity;**
13. **Ensure that the Borough's residents have access to enough good quality green and blue infrastructure, 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.

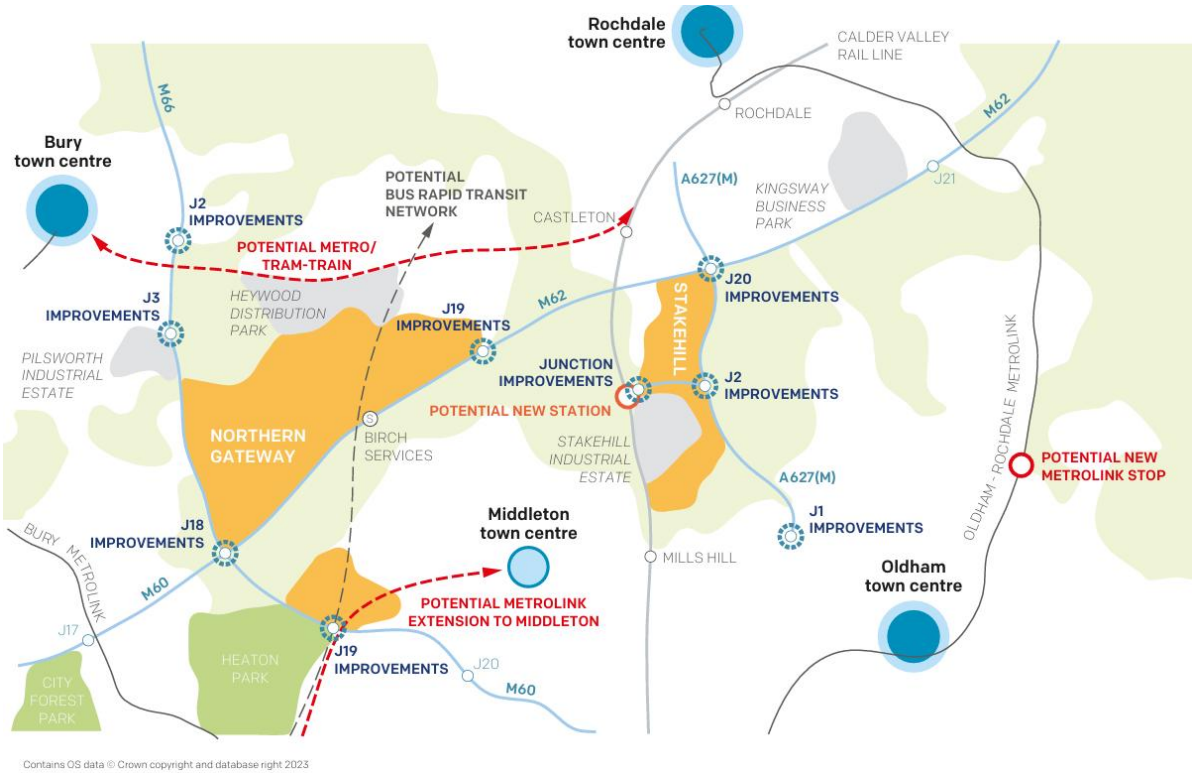
Figure 3 - PfE spatial strategy



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.

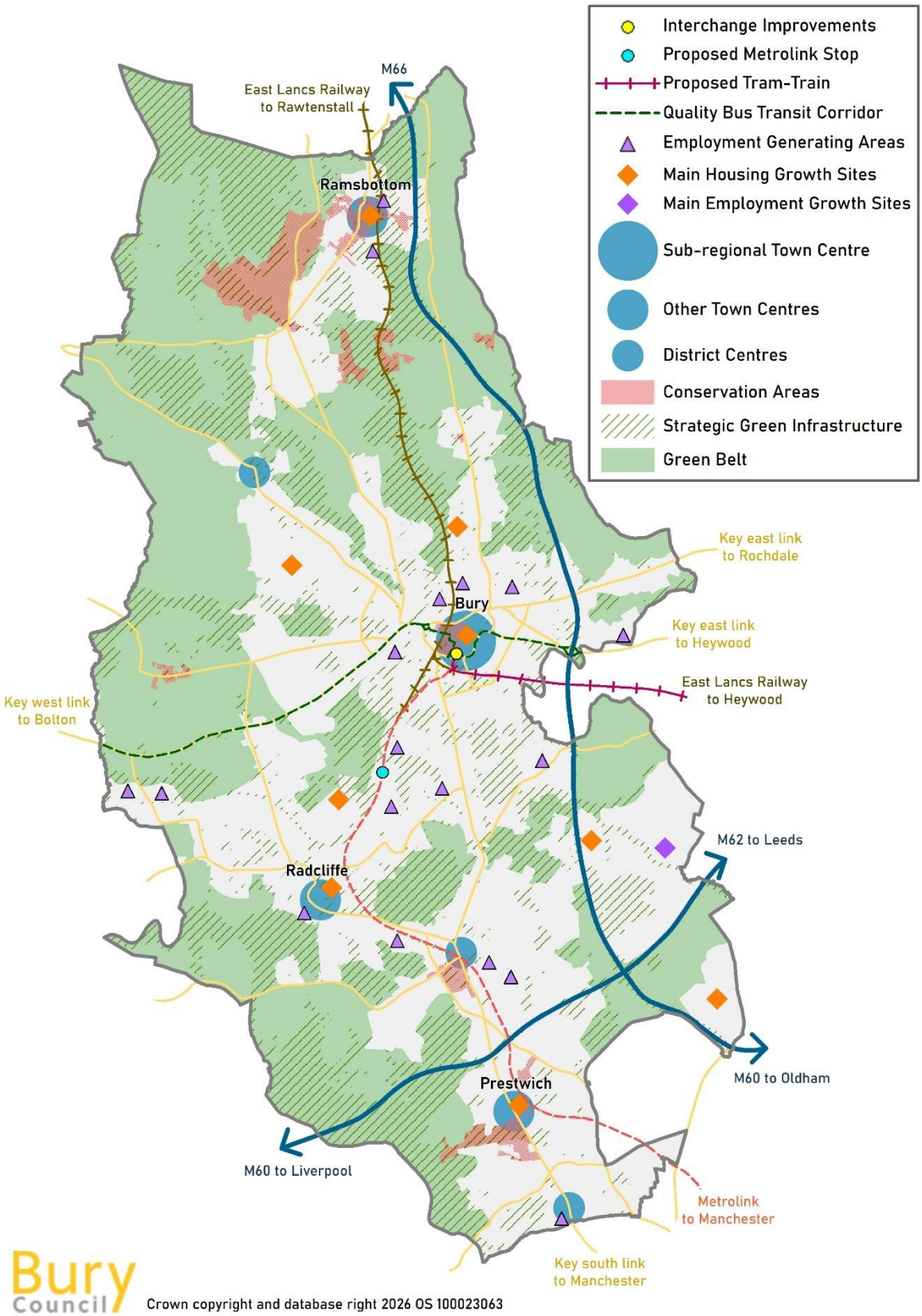
3.30 The Local Plan will also seek to ensure that all new development delivers high-quality, inclusive and sustainable places that respond positively to local context and contribute to a distinctive sense of place.

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 2022-2043	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 30 October 2025, there are 199 individuals and 2 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 will be required with any subsequent full application or reserved matters for the plots in question.

4.51 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, 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.

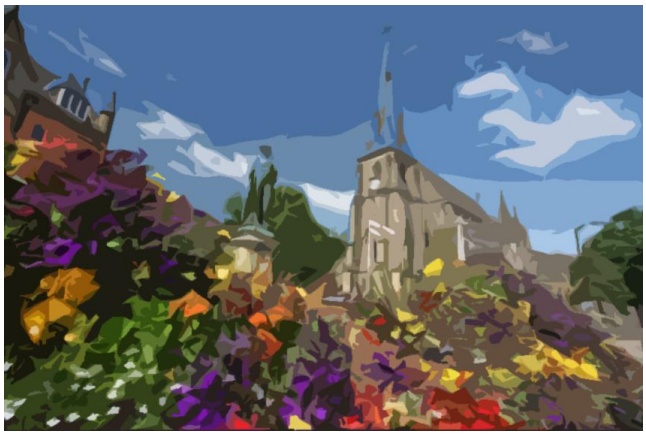
9.34 New development can make an important contribution to enabling the use of electric vehicles. Whilst it is acknowledged that there is potential for significant advances in low emission technologies, electric vehicles are a key part of this and it is therefore considered important that this plan supports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

[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 Greater Manchester 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 Greater Manchester Local Nature Recovery Strategy's (LNRS) 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 LNRS, 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 LNRS;

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 identifiess, 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) forms part of the evidence base for the Local Plan and is available to view at http://www.bury.gov.uk/burylocalplan.
[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 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 and that provision will be made for additional nesting opportunities for birds and bats.

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 or 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 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 Enforcement[46] 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, Ramsbottom (9-30 Bolton Road West &198-208 Bolton Street)
2) Holcombe Brook Precinct, Ramsbottom (1-21)
3) Ainsworth Village (5, 10-12, 23 Church Street)
4) Tottington Road, Bury (288-332 Tottington Rd)
5) Walmersley Road, Bury (8-61 Walmerlsey Rd)
6) Bolton Road, Bury (89-107 Bolton Rd)/Victoria Retail Park
7) Parkhills Road, Bury (2-20 Parkhills Rd)
8) Radcliffe/Water Street, Radcliffe (74-86 Water Street & 3-19 Ainsworth Rd)
9) Sunnybank Road, Bury (60-97 Sunnybank Rd)
10) Unsworth/Parr Lane, Bury (59-73, 105-113 Parr Lane)
11) Bury Old Road, Whitefield (36-92 Bury Old Rd)
12) Bury Old Road, Prestwich (454-486 Bury Old Rd)
13) Bury Old Road, Prestwich (363-389 Bury Old Rd)
14) Heaton Park Metrolink, Prestwich (191-219 Bury Old Rd & 8-39 Whittaker Lane)
15) Park Hill, Prestwich (6-29 Bury Old Rd)
16) Hawkshaw (263 & 360 Bolton Rd)
17) Greenmount (327-335 Holcombe Rd, 1-11 Brandlesholme Rd)
18) Vernon Road, Greenmount (2-12 Vernon Rd)
19) Higher Summerseat, Ramsbottom (46-50 Newcombe Rd)
20) Walshaw, Bury (4-20 Bank Street)
21) Brandlesholme Road, Bury (373-339 Brandlesholme Rd)
22) Bevis Green, Bury (2-8 Walmersley Old Rd)
23) Limefield, Bury (433-445 Walmersley Rd)
24) Walmerlsey Road, Bury (166-184 Walmerlsey Rd)
25) Chesham Road, Bury (19-31 Chesham Rd)
26) Chesham Fold Road, Bury (87-94 Chesham Fold Rd)
27) Crostons Road, Bury (67-75 Croston Rd)

28) Ainsworth Road, Bury (90-131 Ainsworth Rd)
29) Mile Lane, Bury (66-80 Mile Lane)
30) Colville Drive, Bury (2-12 Colville Drive)
31) Bolton Road, Bury (301-329 Bolton Rd)
32) Topping Fold, Bury (30-52 Topping Fold Rd)
33) Rochdale Road, Bury (165-197, 84-104 Rochdale Rd)
34) Parkhills road/Market Street, Bury (250-258 Market Street, 98-100 Parkhills Rd)
35) Dorset Drive, Bury (51-57 Dorset Drive)
36) Radcliffe Road, Bury (115-123 Radcliffe Rd)
37) Radcliffe Road, Bury (167-175 Radcliffe Rd)
38) Radcliffe New Road, Whitefield (165-171 Radcliffe New Rd)
39) Redvales Road, Bury (33-39 Redvales Rd)
40) Tennyson Avenue, Bury (2-22 Tennyson Avenue)
41) Hollins Lane, Bury (308-312 Hollins Lane)
42) Manchester Road, Bury (842-852 Manchester Rd)
43) Bury New Road, Whitefield (327-337 Bury New Rd)
44) Rufford Drive, Whitefield (2-5 Rufford Drive)
45) Parr Lane, Bury (376-388 Parr Lane)
46) Ribble Drive/Albert Place, Whitefield (1-14 Albert Place)
47) Hazel Road, Whitefield (17-31 Hazel Road)
48) Besses O'th'Barn, Whitefield (13-19 Thatch Leach Lane)
49) Bury Old Road, Whitefield (142-154 Bury Old Rd)
50) Cross Lane, Radcliffe (128-148 Cross Lane)
51) Dumers Lane, Radcliffe (263-283 Dumers Lane)
52) Water Street, Radcliffe (5-28 Water Street, 1-4 Seddon Street)
53) Ainsworth Road/Cemetery Road, Radcliffe (155-163 Ainsworth Rd)
54) Ainsworth Road/St.Andrews Church, Radcliffe (359 Ainsworth Rd, 364 Ainsworth Rd)
55) Moss Shaw Way, Radcliffe (16-26 Moss Shaw Way)
56) Coronation Road, Radcliffe (129-139 Coronation Rd)
57) Radcliffe Moor Road, Radcliffe (23 Radcliffe Moor Rd, 240 Turks Rd)
58) Outwood, Radcliffe (141 & 159 Ringley Rd West)

59) Chapel Field, Radcliffe (280-288 Stand Lane)
60) Park Lane, Whitefield (83-140 Park Lane)
61) Bury New Road/Willow Road, Prestwich (554-556 Bury New Rd, 511 Bury New Rd)
62) Heywood Road, Prestwich (247-257 Heywood Rd)
63) Heywood Road, Prestwich (97-107 Heywood Rd)
64) Rectory Lane/Whitaker Lane, Prestwich (116 & 135 Rectory Lane)
65) St. Mary's Park, Prestwich (253-259 Bury New Rd)
66) Bury New Road/Scholes Lane, Prestwich (1-5 Scholes Lane, 126-132 Bury New Rd)
67) King’s Road, Sedgley Park, Prestwich (76-84 King's Rd)
68) Butterstile Lane, Prestwich (65-73 Sandy Lane, 136-152 Butterstile Lane)
69) Sandy Lane, Prestwich (16-24 Sandy Lane)
70) Rainsough Brow, Prestwich (1-5 The Woodlands, 1-11 Kersal Rd, 21 Hilton Lane)
71) Windsor Road, Prestwich (65-95 Windsor Rd)
72) Middleton Road, Prestwich (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.

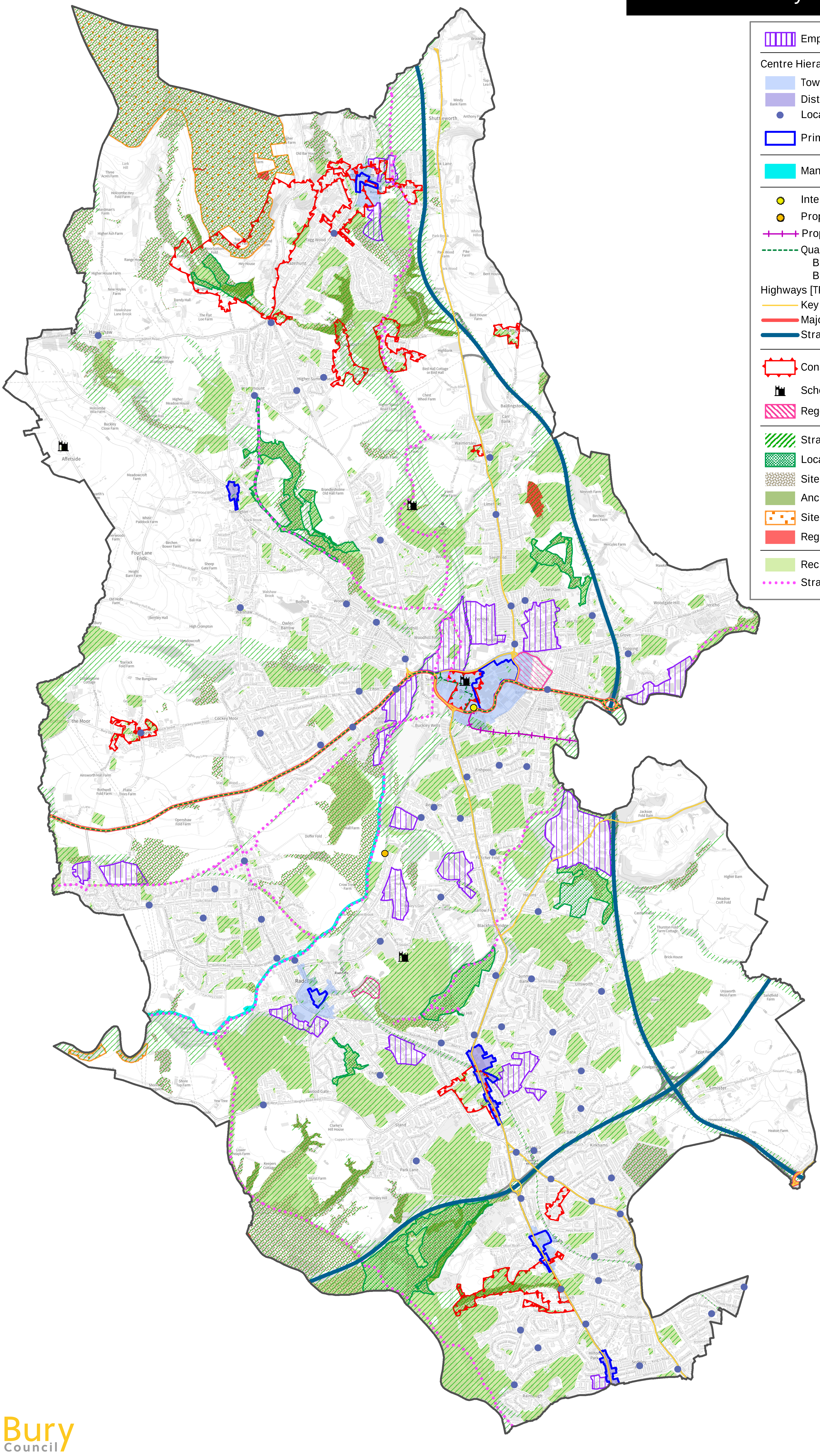
Walking and Wheeling
Travel on foot or using mobility aids such as wheelchairs, mobility scooters or pushchairs, recognising different accessibility needs.

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.

LUC

February 2026

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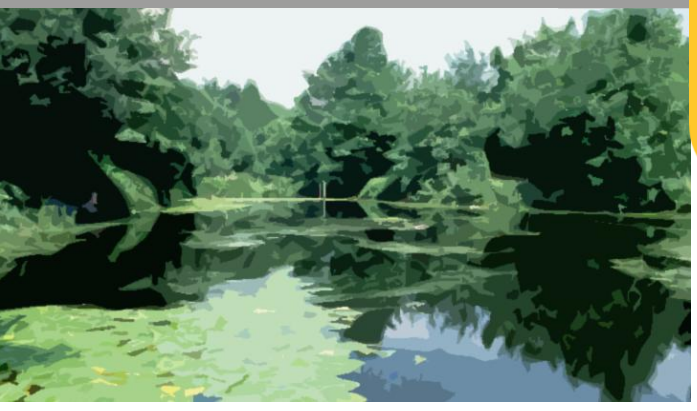
Bury Council






Bury Local Plan: Regulation 22 Consultation Statement

October 2026







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1. Introduction

1.1 This Consultation Statement has been prepared in accordance with Regulation 22 (1)(c) of the Town and Country Planning (Local Planning) (England) Regulations 2012. It 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 Local Plan under Regulations 18 and 19 as well as Bury's Statement of Community Involvement (SCI)[1] which sets out how and when the community will be involved in planning matters.

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

[1] This document can be found online at: https://www.bury.gov.uk/planning-building-control/planning-policy/statement-of-community-involvement

Council responded to the issues raised in relation to the draft Local Plan at the Regulation 18 stage.

1.7 The Consultation Statement has been 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.

3. Draft Local Plan (Regulation 18)

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 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 900 active contacts.

3.6 We contact those on the database throughout the process of preparing planning policy documents so that everyone had 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.

Summary of responses received on the draft Local Plan

3.12 In response to consultation on the draft Local Plan, the Council received a total of 41 representations which included 480 individual comments from respondents across a variety of areas of the draft Plan.

3.13 The Council has taken account of representations received on the Draft Bury Local Plan in preparing the Publication Local Plan. The consultation generated representations on a range of matters but the most significant number of comments related to housing with a notable amount of comments relating to green infrastructure, transport, the Vision and Strategic Objectives and the built environment and design.

3.14 14 of the representations were promoting existing Green Belt sites for development.

3.15 The following sections summarise the main issues raised under each chapter of the Draft Local Plan and explain how the Council responded in moving to the Publication Local Plan.

Vision and strategic objectives

3.16 Representations generally recognised the importance of sustainable growth, housing delivery, economic development and the protection of Bury's distinctive character. However, comments also questioned whether the Draft Plan's vision was sufficiently specific to the borough and whether its approach would deliver the identified housing and economic objectives.

3.17 Some respondents considered that the vision should give greater prominence to housing delivery. Others argued that it should better reflect Bury's heritage, industrial legacy, market culture, individual townships, natural environment and regeneration priorities. Lancashire Wildlife Trust specifically sought recognition of the biodiversity emergency and a stronger commitment to nature recovery.

3.18 The Council accepted that the vision could be made more distinctive and agreed to amend it accordingly, including a reference to biodiversity. It nevertheless considered that the vision should remain strategic and concise, rather than incorporate detailed aspirations for individual neighbourhoods or matters outside the scope of the Local Plan.

3.19 Landowners and developers also questioned whether reliance on the strategic housing allocations in PfE would provide an appropriate range of housing sites and deliver the required housing supply. These concerns were noted

although they did not result in a fundamental change to the strategic approach at this stage.

3.20 The Publication Local Plan therefore retains the overall direction of the Draft Plan while refining the vision to better reflect Bury's identity and environmental priorities.

The Strategy and Key Diagram

3.21 Representations on the overall strategy raised questions about the scale and distribution of growth, the reliance on strategic allocations, the availability of smaller sites and the relationship between development, infrastructure and environmental protection.

3.22 Some developers argued that the Council should consider additional sustainable locations beyond the strategic allocations in PfE. Others questioned whether the strategic sites alone would provide a sufficient range of deliverable housing opportunities. In the Council's view, the Strategic Housing Land Availability Assessment and Employment Land Availability Assessment adequately identify the borough's potential supply of sites. As such, there was no fundamental change to the strategic approach in response to these comments.

3.23 Comments on the Key Diagram included concerns about the absence of mapped housing allocations, the visibility of the Local Nature Recovery Strategy network, the treatment of the former Manchester, Bolton and Bury Canal, and the distinction between the different levels of town centre in the borough. The Council explained that the Key Diagram was intended to show the strategic elements of the spatial strategy, with more detailed information provided through the evidence base and Policies Map.

3.24 Following a representation from the Prestwich Village Neighbourhood Forum, the Council accepted that the Policies Map should distinguish Bury town centre, as a sub-regional town centre, from Ramsbottom, Radcliffe and Prestwich. Other suggestions, including displaying the Local Nature Recovery Strategy network on the Key Diagram and identifying non-strategic housing and employment sites on that diagram, did not result in changes as the Council considered that these matters were addressed through other plan policies or evidence.

3.25 The Publication Local Plan thus retains the strategic framework while making a specific mapping amendment to clarify the hierarchy of centres.

Climate change

3.26 Representations on draft Policy LP-CC1 raised questions about the policy's clarity, its relationship with other climate-related policies and whether it established an effective framework for decision-making. Some respondents considered that the policy was too aspirational, while others sought more specific requirements relating to energy efficiency, passive design, renewable energy, tree planting and climate adaptation. Viability was also raised as a concern.

3.27 The Council concluded that Policy LP-CC1 was more an expression of aspiration than a clear policy framework for determining planning applications. It therefore decided to delete the policy and replace it with commentary within Chapter 3, The Strategy. The detailed requirements intended to address climate change would instead be provided through other policies in the Local Plan and PfE.

3.28 Natural England's comments on the effects of pollution on natural resources and biodiversity also prompted a proposed addition to the strategic commentary and an amendment to Policy LP-AP1, Air Quality and Pollution Control. The Council considered that the importance of peat and opportunities for rewetting moorland and mossland were already addressed through Policy LP-GI10, Soils. The Woodland Trust's comments on the role of trees in carbon storage, pollution reduction and urban cooling were considered to be addressed through the tree and woodland policy.

3.29 The principal change was therefore structural: the aspirational standalone climate change policy was removed, with relevant requirements addressed through the wider policy framework and supporting text.

Housing

3.30 Representations on housing raised concerns about whether the Draft Plan would deliver sufficient housing to meet the borough's needs, whether the reliance on PfE strategic allocations provided a suitable range of sites, and whether the proposed policies would support housing delivery in practice.

3.31 Developers questioned the deliverability and timing of strategic sites and argued that the Plan should identify opportunities at a wider range of locations. Other representations focused on affordable housing, including the appropriate level of provision, viability and the needs of particular groups.

3.32 The Council's responses referred to the role of the Housing Need and Demand Assessment and the Strategic Housing Land Availability Assessment in supporting the Plan's approach. In response to comments about affordable

housing for NHS and care-sector employees, the Council explained that the Housing Need and Demand Assessment considered affordable housing need in relation to local incomes and that the housing evidence had been prepared in accordance with the relevant planning practice guidance.

3.33 A specific amendment was identified to Policy LP-H4, Affordable Housing Provision, to incorporate viability considerations for major development in the Green Belt, where justified and in accordance with national policy and guidance. This responded to concerns that the policy's affordable housing requirement should recognise the potential role of site-specific viability.

3.34 The Council did not accept that the representations required a wholesale change to the housing strategy. The Publication Local Plan continues to rely on the strategic framework established by PfE, supported by the Council's housing evidence.

Economic growth

3.35 Representations on economic growth considered the amount and type of employment land required, the role of existing employment areas and the opportunities associated with the wider Greater Manchester growth corridor.

3.36 Some respondents questioned whether the proposed employment policies and supporting figures accurately reflected market demand or provided sufficient flexibility for future economic growth. Landowners and developers also highlighted the relationship between Bury's employment opportunities and the strategic growth associated with Northern Gateway and other PfE allocations.

3.37 The Council considered these representations alongside the employment evidence, including the Employment Land Availability Assessment, and the strategic framework established by PfE. The comments were noted but no policy change was considered necessary, with the evidence base providing the basis for assessing employment land supply.

3.38 The representations also emphasised the importance of considering how surrounding land and existing employment sites could respond to the development of strategic locations. These matters require continued coordination through infrastructure planning, masterplanning and engagement with relevant landowners and neighbouring authorities.

3.39 The Publication Local Plan retains the overall approach to economic growth, informed by the evidence base and PfE, while the consultation process helped identify matters requiring continued consideration as strategic development progresses.

Town centres

3.40 Representations on town centres addressed the hierarchy of centres, the role and character of individual centres, retail and other town centre uses, and the regeneration benefits expected from planned growth.

3.41 The status of Prestwich was a particular issue. The Prestwich Village Neighbourhood Forum challenged the way Prestwich was classified in the hierarchy and argued that its role should be distinguished from the other centres. The Council considered that Prestwich should retain its place alongside Ramsbottom and Radcliffe in the hierarchy, while accepting that the Policies Map needed to distinguish Bury town centre as the borough's sub-regional town centre. The map was therefore to be amended accordingly.

3.42 Historic England supported the approach in Policy LP-TC3, Primary Shopping Areas, to considering whether changes of use would restore or enhance the character and appearance of frontages. It also recommended a similar criterion for Policy LP-TC4, Local and Neighbourhood Centres. The Council accepted this recommendation and proposed an amendment to strengthen the policy.

3.43 Other representations sought further information about the delivery, timescales and mechanisms for regeneration across the borough, including the relationship between strategic growth and Radcliffe town centre. The Council noted these comments but that detailed information about the delivery of regeneration proposals would be communicated separately when available, rather than incorporated into the Local Plan policy framework.

3.44 The Publication Local Plan therefore includes a specific clarification to the hierarchy and a policy amendment relating to the character and appearance of local and neighbourhood centres.

Tourism and Culture

3.45 Representations on tourism and cultural assets considered the contribution these make to the borough's economy, local identity and attractiveness as a place to live and visit. Comments also highlighted opportunities to improve the range and quality of tourism and cultural provision.

3.46 The Council considered these representations in the context of the strategic vision and the wider policy framework. There was support for the objectives relating to tourism and cultural assets, alongside suggestions for greater recognition of Bury's distinctive attractions and heritage.

3.47 The principal response was to note these comments and consider them alongside the wider approach to economic growth, centres and heritage. There was no major changes to the overall strategy arising from representations on torism and culture.

Creating healthy and successful communities

3.48 Representations on healthy and successful communities considered the relationship between development and community facilities, health and wellbeing, recreation, social value and the provision of supporting infrastructure.

3.49 Comments included concerns about whether new development would make an adequate contribution to local communities and how the benefits of development would be secured. Other respondents highlighted the contribution of green and blue infrastructure, including the canal and river corridors, to physical activity and wellbeing.

3.50 The Council's responses generally relied on the relevant policies and supporting text already included in the Draft Plan, including the wider green infrastructure framework. Where comments concerned the delivery of specific regeneration or community initiatives, the Council distinguished these matters from the strategic policy role of the Local Plan.

3.51 There were no major changes to the chapter's overall approach, but it helped clarify the relationship between the community objectives, infrastructure provision and the other policies in the Plan.

Transport

3.52 Representations on transport considered walking, wheeling and cycling, public transport, travel hubs, highway capacity and safety, parking and the relationship between new development and the Strategic Road Network.

3.53 National Highways supported the vision-led approach to sustainable transport and the principle of plan-led growth, while seeking clarity about the assessment and mitigation of impacts on the SRN. Other comments sought stronger design standards for active travel routes and secure facilities for non-motorised modes at travel hubs. Some respondents also questioned the need for particular transport interventions or whether specific policy requirements were necessary.

3.54 The Council made a number of targeted amendments:

- Policy LP-TR2 was to include reference to the Greater Manchester Streets for All Design Guide and Checklist.
- Policy LP-TR4 was to be amended to clarify the provision of secure facilities for non-motorised modes.
- Policy LP-TR5 was to clarify the need for measures to mitigate adverse transport impacts where development would significantly increase the need to travel.
- The requirement in Policy LP-TR5 for all proposals generating travel demand to prepare a Transport Assessment was identified for deletion, reflecting the comments advocating a vision-led approach.

3.55 Other comments did not result in changes where the Council considered the matter was adequately covered by PfE, another Local Plan policy or existing supplementary planning guidance. For example, parking standards and accessibility-related matters were considered alongside the existing parking standards in Bury Supplementary Planning Document 11.

3.56 The transport representations also reinforced the importance of ongoing cooperation with National Highways, TfGM, Rochdale Council and other relevant stakeholders on the implications of strategic growth. The Publication Local Plan retains the sustainable transport strategy while refining the wording of individual policies.

Built environment

3.57 Representations on the built environment covered design quality, heritage assets, archaeological remains, local character, natural features within development sites and the relationship between design policies and other parts of the development plan.

3.58 Historic England's comments led to a number of amendments to heritage policies. Policy LP-BE2, Listed Buildings, was revised to clarify the approach to alterations and demolition. Policy LP-BE3, Scheduled Monuments, was amended to remove an unnecessary reference to "future" scheduled monuments. Policy LP-BE4, Archaeological Features, was amended to include additional principles on preservation in situ, avoiding or minimising harm, and excavation and recording where necessary. Policy LP-BE5, Local Non-Designated Heritage Assets, was to recognise that the Local List is not exhaustive and that additional assets may be identified during the planning process.

3.59 The Environment Agency also recommended that new development should integrate existing natural assets such as rivers and wetlands, and seek

opportunities to enhance them. The Council accepted that Policy LP-BE6, Design and Layout of New Development, would benefit from an additional criterion on this matter.

3.60 Other comments, including those concerning landscape character, lighting and the provision of wildlife habitats, were considered alongside existing policies in PfE and the Draft Plan. Where the Council considered that the relevant matter was already addressed, no additional policy change was proposed.

3.61 The Publication Local Plan therefore strengthens specific aspects of design and heritage policy without duplicating provisions already addressed elsewhere in the development plan.

Green infrastructure

3.62 Representations on green infrastructure focused on the protection and enhancement of green and blue infrastructure, biodiversity, ecological connectivity, trees and woodland, open space and the relationship between environmental objectives and recreational use.

3.63 Lancashire Wildlife Trust raised concerns that criterion (i) of draft Policy LP-GI1 could place too much emphasis on other functions of green infrastructure, such as recreation and accessibility, at the expense of sensitive habitats and species. The Council accepted that the policy should be amended and proposed removing the criterion.

3.64 The Environment Agency's comments on the integration of rivers and wetlands into development were addressed through the proposed amendment to Policy LP-BE6, while Natural England's representations on pollution and wildlife informed the proposed change to Policy LP-AP1.

3.65 Other representations proposed changes to the presentation and organisation of green infrastructure and biodiversity policies. The Council considered the merits of separating the protection of biodiversity from policies dealing with open space and recreation, recognising the distinct role of biodiversity protection alongside the wider benefits of green infrastructure.

3.66 Where comments sought further mapping of the Local Nature Recovery Strategy network, the Council explained that the Plan included references to the strategy and a specific policy on the Local Nature Recovery Network, and did not consider additional mapping on the Key Diagram necessary.

3.67 The Publication Local Plan therefore incorporates targeted amendments to strengthen the treatment of biodiversity and natural assets while retaining the broader multifunctional approach to green infrastructure.

Green Belt

3.68 Representations on the Green Belt addressed the strategic boundaries established through PfE, the relationship between Green Belt policy and housing delivery, agricultural diversification and the environmental quality and accessibility of land remaining in the Green Belt.

3.69 Some landowners argued that localised boundary changes should be considered, including in relation to land around existing employment locations. The Council's responses explained that it did not consider there to be exceptional circumstances to justify changes to the Green Belt boundary established through PfE. The Publication Local Plan therefore does not seek to reopen the strategic Green Belt decisions made through the adopted joint plan.

3.70 Natural England highlighted the potential for environmental improvements and better accessibility on remaining Green Belt land, particularly where land had been affected by urban-fringe pressures. The Council referred to the compensatory improvements required through policies associated with the PfE allocations where Green Belt land had been released.

3.71 Historic England identified a minor error in criterion (c) of Policy LP-GB4, Agricultural Diversification in the Green Belt. The Council accepted the correction from "of" to "or" in the phrase referring to unacceptable impacts on amenity, biodiversity or heritage assets.

3.72 Other comments were noted without changes where the Council considered the existing policy approach appropriate. The Publication Local Plan therefore retains the strategic Green Belt framework established through PfE while incorporating a specific drafting correction.

Water and flood risk

3.73 Representations on water and flood risk considered the sequential approach to development, future flood risk, sustainable drainage, the role of natural and multifunctional solutions, and the relationship between development and water management infrastructure.

3.74 The Environment Agency identified the need for Policy LP-W1, New Development and Flood Risk, to reflect future flood risk from all sources. The Council accepted that the policy required substantial revision and recorded

that the Publication Local Plan would include a significantly reworded policy on flood risk and water management.

3.75 The Environment Agency also sought stronger integration of existing natural assets into development, including rivers and wetlands, and opportunities to enhance these features. This informed the proposed amendment to Policy LP-BE6. The wider policy framework also addresses sustainable drainage through Policy LP-W2.

3.76 Lancashire Wildlife Trust supported the consideration of flood risk at an early stage and advocated nature-based drainage solutions that could contribute to biodiversity and ecological connectivity. The Council noted the comments but consider the policy framework for sustainable drainage to be adequate.

3.77 Representations also raised the potential for a more coordinated approach to water storage and flood attenuation, including proposals relating to the former Manchester, Bolton and Bury Canal and adjacent low-lying land. These matters were identified for further discussion with relevant organisations rather than being treated as settled commitments within the Local Plan.

3.78 The Publication Local Plan therefore includes a substantive revision of Policy LP-W1 and strengthens the connection between flood-risk management, natural assets and sustainable drainage.

Air quality, pollution and hazards

3.79 Representations on air quality and pollution considered the effects of development and traffic on human health, natural resources, wildlife and protected sites. Comments also addressed contaminated and unstable land and the need to ensure that development does not create or worsen unacceptable risks.

3.80 Natural England highlighted that pollution can affect ecological receptors as well as human health and recommended that the policy should explicitly recognise impacts on wildlife. The Council accepted that the wording of Policy LP-AP1, Air Quality and Pollution Control, should be amended to refer to the sensitivity of natural resources, wildlife and heritage assets that may be affected.

3.81 Other representations referred to the relationship between traffic, air pollution and protected sites, including Holcroft Moss. The Council considered that the relevant provisions of PfE already addressed this issue and that there was no need to repeat those requirements in the Local Plan.

3.82 The Council also noted comments about the role of trees in reducing pollution and improving air quality, considering these matters to be more appropriately addressed through Policy LP-GI8, Trees, Woodland and Hedgerows. Support for the policy on contaminated and unstable land was noted without a change being required.

3.83 The principal change arising from this chapter was therefore to make the protection of wildlife and other sensitive receptors more explicit within the pollution policy.

Other infrastructure

3.84 Representations on other infrastructure included matters relating to the provision of infrastructure and the circumstances in which statutory consultees should be involved in assessing development proposals.

3.85 National Highways reiterated that it should be consulted where proposals, including telecommunications infrastructure, could affect the SRN. The Council noted this and confirmed that National Highways would be consulted on relevant planning applications.

3.86 In the Council's view, there is a distinction to be made between matters that need to be reflected in strategic policy and those more appropriately dealt with through consultation on individual proposals or through the ongoing infrastructure planning process. As such, no major changes were made to the overall approach in this chapter.

3.87 The representations nevertheless reinforced the importance of ensuring that infrastructure providers are engaged where proposals could affect their networks or operational responsibilities.

Development management

3.88 Representations on development management focused on the role of planning obligations, the relationship between development and infrastructure provision, and the extent to which individual proposals could be required to contribute towards mitigating their impacts.

3.89 The Home Builders Federation raised concerns that development should only be required to mitigate its own impacts and should not be required to address existing deficiencies in infrastructure or services. Regulation 122(2) of the Community Infrastructure Levy Regulations would be referred to in considering the tests governing planning obligations.

3.90 Representations from landowners and developers also highlighted the need for fair and proportionate contributions towards infrastructure supporting strategic development. These matters were considered alongside the wider approach to infrastructure delivery and the relationship between new development and the infrastructure from which it benefits.

3.91 The Council recognise that all development proposals within a strategic site allocated through the Places for Everyone Joint Plan should 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. In addition, the Council also recognise that 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 should also be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Policy LP-DM1, Developer Contributions and Infrastructure, was amended accordingly in the Publication version of the Plan.

Duty to Cooperate bodies and neighbouring authorities

3.92 **National Highways** supported the vision-led approach to sustainable transport and plan-led growth but raised the need to understand and mitigate the effects of strategic growth on the Strategic Road Network. The Council recognised that these issues require continued engagement with National Highways, TfGM, Rochdale Council and other stakeholders, particularly in relation to Northern Gateway. The responses informed targeted amendments to Policies LP-TR2, LP-TR4 and LP-TR5, while wider transport and infrastructure issues remain subject to continued collaborative work.

3.93 **The Environment Agency's** representations resulted in a substantial revision of Policy LP-W1 on flood risk and water management, as well as a proposed amendment to Policy LP-BE6 to strengthen the integration of natural assets.

3.94 **Natural England's** comments informed changes to the vision, the pollution policy and the consideration of biodiversity and nature recovery.

3.95 **Historic England's** comments led to specific amendments to heritage policies, while the representations of other infrastructure providers were considered in the context of the relevant policies and the wider development plan.

Other key changes to the draft Local Plan unrelated to representations

Implementation, monitoring and review

3.96 There has been a number of key changes to the implementation, monitoring and review chapter with the Introduction of a comprehensive Monitoring Framework (Table 4) with links each strategic objective to indicators and targets.

Treatment of saved Unitary Development Plan policies

3.97 This is an entirely new chapter which sets out, policy by policy, which UDP policies are either being replaced by Local Plan policies or are not being carried forward into the Local Plan.

4. Publication Local Plan (Regulation 19)

4.1 Representations were invited on the Publication version of the Local Plan and its supporting evidence under Regulation 19 over an eight-week period running from 17 July to 11 September 2026.

4.2 The following sets out the Council's consultation methods employed for the draft Local Plan.

Inspection of material

4.3 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.

4.4 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.

4.5 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

4.6 The Council's Strategic Planning team have developed a consultation database which includes all 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 900 active contacts.

4.7 We contact those on the database throughout the process of preparing planning policy documents so that everyone had the opportunity to influence policies and proposals as they emerge.

4.8 Depending on the contact's specified preference, the Council sent letters or emails to all database contacts (see Appendix 4).

Social media

4.9 Social media messages advertising consultation on the draft Local Plan were shared via the Council's official Facebook (18,000 followers) and X (22,000 followers) platforms pages in order to extend the reach of the consultation to a wider demographic (see Appendix 5).

Press release

4.10 The Council also issued a press release at: https://www.mynewsdesk.com/uk/bury-council/pressreleases/setting-out-the-shape-and-ambitions-of-bury-3458896

4.11 This was reported in the Bury Times.

Posters

4.12 The Council produced additional publicity material to advertise the invitation for representations on the Publication Local Plan in the form of posters (see Appendix 6) 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.

Summary of responses received on the Publication Local Plan

4.13 As stated above, the Council invited representations on the Publication Local Plan over an eight-week period, ending on 11 September 2026. In response the Council received a total of 103 representations from 100 individuals and organisations.

4.14 Appendix 7 to this Consultation Statement sets out a summary of the main issues raised at the Regulation 19 stage and the Council's initial, high level response to each of these issues.

5. Next steps - submission and examination

5.1 Once all the relevant material is collated, the Council will be in a position to formally submit the Local Plan, Policies Map, relevant supporting evidence and all representations received during the Regulation 19 stage, to the Secretary of State for Housing, Communities and Local Government for

independent examination under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

5.2 As stated previously, as the Local Plan is being prepared under the 'legacy' system, it is imperative that the Plan is submitted by no later than 31 December 2026.

5.3 Following submission to the Secretary of State, the Local Plan will be examined by an independent Planning Inspector(s) appointed by the Secretary of State. The purpose of the examination is to determine whether the Plan has been prepared in accordance with the relevant legal and procedural requirements and whether it is sound, having regard to the National Planning Policy Framework.

5.4 The examination will consider the representations received during the Publication consultation, together with the Council's evidence base and supporting documentation.

5.5 The Inspector will identify the matters and issues to be examined and may hold public hearing sessions to consider these in detail, with the Council, representors and other participants invited to contribute as appropriate.

5.6 During the examination, the Inspector may identify matters requiring clarification or further evidence and, where necessary, invite the Council to propose modifications to address any concerns. Any proposed modifications would need to be considered in accordance with the applicable examination procedures, including consultation where required. The Inspector will ultimately determine whether the Plan can be found sound, subject to any necessary modifications.

5.7 Following the examination, the Inspector will issue a report setting out their conclusions and recommendations. If the Plan is found sound (or could be found sound subject to modification) and the Council resolves to adopt it, the Local Plan will become part of the statutory development plan for the borough, providing part of the policy framework for determining planning applications and guiding future development.

Appendix 1 – Draft Local Plan consultation letter/email

Bury Council

BUSINESS, GROWTH AND INFRASTRUCTURE

«Title» «Forename» «Surname»
«Company_GroupName»
«Address1»
«Address2»
«Address3»
«Address4»
«Address5»

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)

Bury Council, Town Hall, Knowsley Street, Bury, Greater Manchester, BL9 0SW

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?

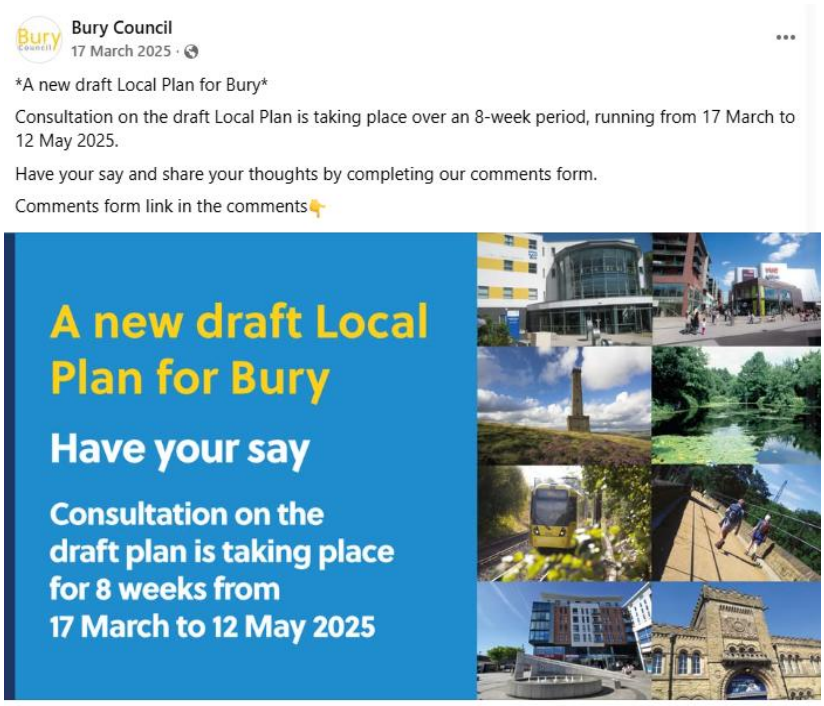
We are contacting you by mail because we do not have a record of an email address for you. If you have access to email and wish to be kept informed of future stages of the Local Plan, please help the Council to save money by emailing us at planning.policy@bury.gov.uk and we will keep you informed of future stages by email.

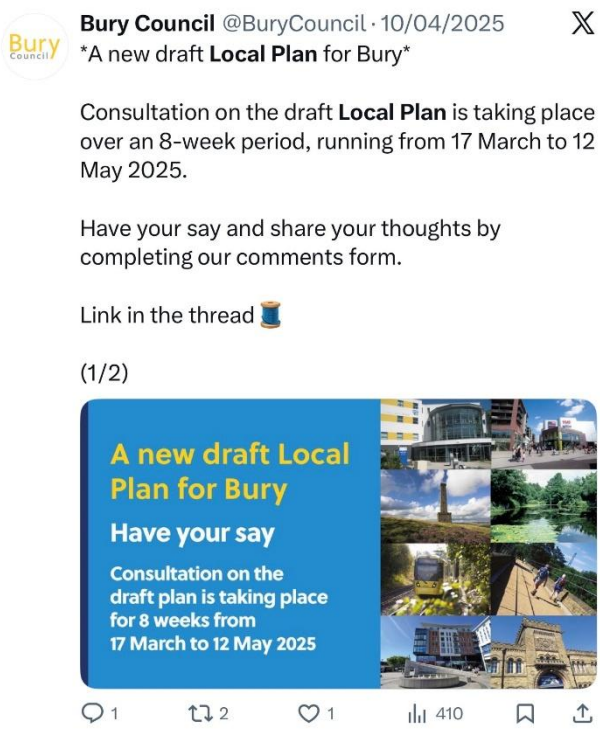
Alternatively, if you no longer wish to be contacted about planning policy matters, you can unsubscribe from the service at any time by emailing your details to planning.policy@bury.gov.uk or calling 0161 253 7800.

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



Appendix 4 – Publication Local Plan consultation letter/email

Bury Council
PLACE DIRECTORATE

«Title» «Forename» «Surname»
«Company_GroupName»
«Address1»
«Address2»
«Address3»
«Address4»
«Address5»

16 July 2026

Dear Sir/Madam

CONSULTATION ON THE PUBLICATION 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.

Under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, we are now seeking views on the Publication Local Plan over an eight-week period **commencing on 17 July and ending at 23:59 on 11 September 2026**.

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 2043.

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/burylocalplan. You can view the documents electronically at Bury Town Hall reception between the hours of 8.45am and 5.00pm

Bury Council, Town Hall, Knowsley Street, Bury, Greater Manchester, BL9 0SW

(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/burylocalplan. 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.

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
Place Directorate
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

What are the next steps?

Following consultation on the Publication Local Plan and Council approval, we intend to submit the Plan, supporting documents and all representations made to this consultation to the Secretary of State. A Planning Inspector will then be appointed to oversee an examination 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.

Alternatively, if you no longer wish to be contacted about planning policy matters, you can unsubscribe from the service at any time by emailing your details to planning.policy@bury.gov.uk or calling 0161 253 7800.

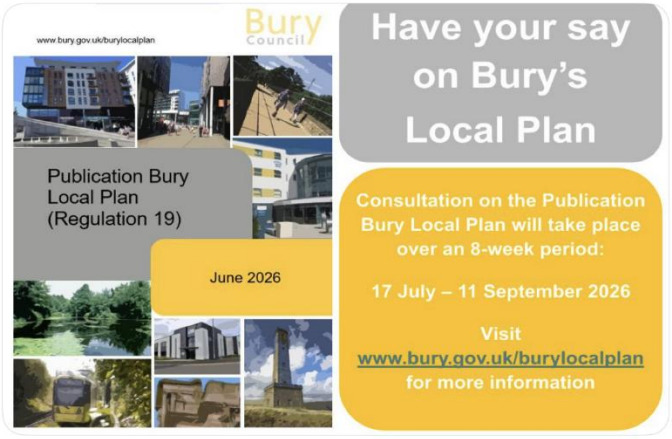
Yours sincerely,

Strategic Planning and Infrastructure Team

Appendix 5 – Examples social media posts for Publication Local Plan

Bury Council @BuryCouncil · 1h

Bury Council has reached another milestone to help shape the future of all our six towns & communities. The Local Plan will guide how communities grow, develop & thrive. Consultation on the Publication version of the Local Plan takes place until 11 Sept - link in thread

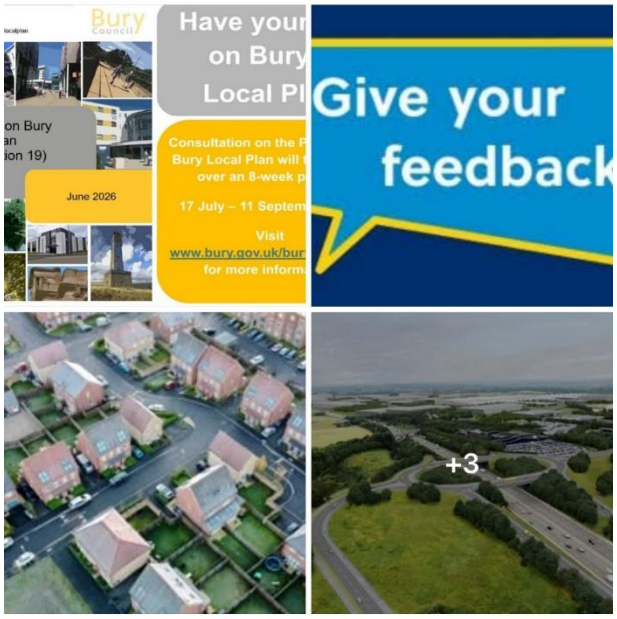


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Bury Council
43m ·

Have your say on the latest version of Bury's new Local Plan.

Consultation on the Publication version of the Lo... See more



1

Bury Council @BuryCouncil · 46m

Have your say on the latest version of Bury's new Local Plan.

Consultation on the Publication version of the Local Plan is taking place over an 8-week period, running from 17 July to 11 September.

Share your thoughts by completing our comments form. Show more



1 1 137

Appendix 6 – Poster for Publication Local Plan



Appendix 7 – Summary of the key issues raised at the Regulation 19 stage

Issue Raised	Council Response
Context for the Local Plan	
The Council has applied the wrong version of the National Planning Policy Framework (NPPF) and should review the Plan against the correct policy context before submission. Concerns were also raised about the implications of the August 2026 NPPF and National Decision-Making Policies (NDMPs).	The Local Plan explains at paragraphs 2.5–2.7 that it is being prepared under the transitional arrangements in paragraphs 234(c) and 235 of the December 2024 NPPF because it delivers housing and other development requirements in the adopted Places for Everyone Joint Plan. The Plan is therefore to be examined against the December 2023 NPPF. The Council has nevertheless had regard to relevant provisions of the August 2026 NPPF where appropriate, without displacing the applicable transitional arrangements. The Inspector will determine the applicable policy framework and soundness at examination.
Additional local layer of policy should be incorporated within Figure 1, which includes adopted "Supplementary Planning Documents" that have been prepared for allocated PfE Plan sites.	Figure 1 illustrates the principal stages in preparing the Local Plan rather than providing an exhaustive list of all planning guidance. Adopted Supplementary Planning Documents (including Development Frameworks for PfE allocations) are material considerations and provide further guidance for implementing the adopted development plan, but they do not form part of the statutory development plan. Their omission from the process diagram does not diminish their status or relevance.
The SDS should be recognised within Figure 2 of the Policy Hierarchy presented in the Regulation 19 Local Plan.	The Local Plan is prepared within the existing statutory planning framework. Paragraphs 2.10–2.19 explain the role of PfE and the relationship between the adopted development plan documents. The

Issue Raised	Council Response
	proposed Spatial Development Strategy (SDS) is not an adopted component of the development plan at this stage and its status and relationship to the Local Plan will depend on the relevant legislation and progress of its preparation. Figure 2 appropriately depicts the current policy hierarchy.
The Strategy	
Amend the vision & Objective 3 to refer all sites and not just PDL sites and the PfE Strategic Sites.	The Vision and Objective 3 should be read alongside the Spatial Strategy and the policies throughout the Plan. The strategy seeks to make effective use of previously developed land and support delivery of the strategic sites already allocated through PfE, while applying policies to development proposals across the Borough. It is not intended to suggest that development on other land is inappropriate. Such proposals would remain subject to the relevant development plan policies and national policy.
Greater recognition of advanced manufacturing, logistics, digital technologies, artificial intelligence and innovation-led industries within the Vision and Strategic Objectives.	The Local Plan supports economic growth, regeneration, employment opportunities and investment, including through Policies LP-E1 to LP-E4 and the strategic context established by PfE. The Northern Gateway allocation provides a major opportunity for employment growth. The Plan is intended to provide a durable land use policy framework rather than prescribe particular technologies or sectors, which may evolve over the plan period.

Issue Raised	Council Response
Call for explicit recognition of Bury West as a strategic growth and infrastructure area within the Local Plan. This would support a coordinated infrastructure-led approach centred on: • Strategic link road. • New Metrolink stop. • Delivery of Elton Reservoir and Walshaw allocations.	The strategic growth locations and infrastructure commitments relevant to Bury West are established principally through Places for Everyone, including the Elton Reservoir and Walshaw allocations and the associated strategic policy framework.
Suggestions were made to strengthen Objectives 15 and 16 by introducing measurable outcomes and clearer commitments to flood risk reduction, water quality improvement, sustainable drainage and water efficiency.	The Plan includes dedicated policies on flood risk and water management (LP-W1), sustainable drainage (LP-W2) and water resources (LP-W3), alongside policies for green infrastructure and developer contributions. These policies establish requirements for proposals to assess and manage flood risk, incorporate appropriate drainage and protect water resources. Detailed outcomes and mitigation will depend on site-specific evidence and the relevant infrastructure providers. It would not be appropriate to prescribe identical measurable targets for every development.
HBF argued that energy efficiency requirements should align with nationally recognised standards, including the Future Homes Standard.	The Local Plan has been prepared under the applicable NPPF transitional arrangements and should be read alongside national building regulations and standards as they apply when development is undertaken. Policy LP-BE6 promotes high-quality, sustainable design and addresses energy and environmental performance within the scope of planning policy. The

Issue Raised	Council Response
	Council does not consider it necessary to duplicate or pre-empt national technical standards, which may change during the plan period.
Residents raised concerns about the compatibility of Green Belt and greenfield development with the Council's climate and biodiversity commitments. Particular concerns focused on wildlife habitats, biodiversity net gain, flood risk, drainage, loss of green space and the cumulative impacts of development at Simister/Bowlee.	The Local Plan seeks to balance the delivery of housing and economic growth with protection and enhancement of the natural environment. Policies LP-GI1 to LP-GI7 address green infrastructure, biodiversity, biodiversity net gain, the nature recovery network, wildlife-friendly features, trees and soils; Policies LP-W1 and LP-W2 address flood risk and drainage. Strategic allocations were established through the adopted PfE Plan and are not being reallocated through this Local Plan. The effects of individual proposals must be assessed against the applicable policies and environmental requirements, including cumulative effects where relevant.
Respondents highlighted the importance of linking growth to infrastructure delivery, particularly transport improvements, drainage, utilities and community facilities.	Infrastructure delivery is an integral part of the Plan. Policy LP-DM1 requires development to provide or contribute towards the infrastructure, facilities and services needed to mitigate its impacts and support sustainable growth. The Infrastructure Delivery Plan identifies key requirements and provides a framework for continued engagement with infrastructure providers. The Infrastructure Delivery Plan is a 'living' document and will be updated as requirements, funding and delivery information develop.
Broad Distribution of Development - Support was expressed for considering previously developed land first, while some	The Spatial Strategy reflects the adopted PfE framework and seeks to make effective use of previously developed land and town centres while

Issue Raised	Council Response
respondents suggested that "grey belt" and other sustainable Green Belt sites may be required in future.	supporting the strategic allocations already established through PfE. The Council has assessed potential sites through the plan-making process and its Site Suggestions Background Paper. The Plan does not allocate additional Green Belt sites because the Council considers the identified supply sufficient to meet the adopted housing requirement. Applications on Green Belt or grey belt land will be assessed under the applicable national and development plan policies.
Residents raised concerns about public confidence in decision-making, perception of predetermined outcomes, impacts on existing communities and the long-term consequences of major development proposals.	The Local Plan has been prepared through the statutory plan-making process, including consultation at Regulation 18 and Regulation 19 Publication stages, and is supported by an evidence base and an Integrated Assessment. Representations are being recorded and will be submitted for independent examination, where an Inspector will assess legal compliance and soundness. The Council recognises the importance of public confidence and will continue to explain the Plan's evidence, policy choices and delivery arrangements through the examination process.
Policies Map - The Draft Policy Map does not presently identify the PfE allocations.	The Policies Map should be read with the Local Plan and the adopted Places for Everyone Joint Plan. PfE allocations are established by that adopted plan and are not allocations made by this Local Plan. The introductory text at paragraphs 1.17–1.19 explains that the principle of development on the PfE strategic sites has already been established and that comments on those allocations cannot be determined through this Local Plan process.

Issue Raised	Council Response
Policies Map - Green infrastructure and recreation designations overlap with land identified for development PfE Allocations.	The presence of a PfE allocation does not remove the need to address biodiversity, open space, recreation, drainage and other relevant constraints through the allocation framework and subsequent applications.
Meeting our Housing Needs	
Plan period should be extended beyond 2043, typically to 2045, to provide greater flexibility, meet national policy expectations for long-term planning, and account for potential delays in examination and adoption.	Paragraph 22 of NPPF (December 2023) states that strategic policies should look ahead over a minimum 15-year period from adoption. Subject to the outcomes and timescale of the Examination, the Council anticipates that the plan will be adopted prior to April 2028, and would therefore look ahead over a minimum of 15 years from adoption. It is therefore not considered necessary to extend to plan period.
The housing requirement is based on outdated Places for Everyone figures rather than more recent Local Housing Need calculations. The housing requirement should be increased, and the latest LHN figures used when extending the plan period beyond 2039.	The housing requirement for Bury has been established through the Places for Everyone Joint Development Plan (adopted on 21 March 2024), which sets a requirement for an average of 452 homes per year (with stepped targets set out in Policy JP-H1) from 2022-2039. As set out in PfE paragraph 1.56 and footnote 2, in the event that a local plan looks beyond 2039, the minimum requirement figures set out in Policy JP-H1 should be used to inform local plan targets, with the annual average figure 2022-2039 to be treated as a minimum requirement for each year after 2039. As a result, for a Local Plan period to 2043, the Bury

Issue Raised	Council Response
	Local Plan will need to identify a sufficient supply of sites to accommodate an average of 452 homes per year from 2039-2043. Sufficient housing land has been identified to meet the PfE housing requirement (including meeting the annual average over the period from 2039-2043 which is beyond the PfE plan period). In accordance with the Regulation 8(4) of the Town and Country Planning (Local Planning) (England) Regulations 2012 the policies contained in a local plan must be consistent with the adopted development plan. The Bury Local Plan is not intended to supersede any of the PfE policies, which are considered to be up-to-date. In line with the transitional arrangements set out in paragraphs 234c and 235 of NPPF December 2024, it is appropriate to use the PfE housing requirement for the Bury Local Plan.
Requests that the new Local Plan makes it expressly clear that the annual target to deliver 452 new houses per year will be treated as a minimum.	PfE Policy JP-H1 expressly states that the delivery rates set out in PfE Table 7.2 are a minimum. It is not considered necessary to replicate this statement in the Local Plan.
The Council will be unable to demonstrate a 5 year supply of deliverable housing land upon adoption of the Local Plan. The Plan relies too heavily on strategic allocations, brownfield sites and town centre developments, and does not provide	The Council has identified sufficient land to meet the housing requirement over the plan period.

Issue Raised	Council Response
sufficient flexibility, resilience or housing land supply to meet future needs. A broader range of housing sites, including smaller and medium-sized deliverable sites, should be allocated to reduce reliance on a limited number of large strategic allocations and support the maintenance of a five-year housing land supply. Call for additional housing allocations and contingency measures to address potential under-delivery.	Table 3 of the Regulation 19 Local Plan provides a breakdown of the housing land supply and demonstrates that there is an 18.6% flexibility allowance, which will ensure the housing requirement can be met. Overall, 72% of the identified supply (8,199 dwellings) is through housing completions, sites under construction and with planning permission and PfE allocations. Of the remaining units, 2,135 are on other identified sites within town centres (for which masterplans have been produced, and the majority of which are in Council ownership); 570 are on other sites outside town centres and 342 are through a small sites windfall allowance. The SHLAA includes a range of site sizes, and details are provided in the Housing Topic Paper (June 2025) which demonstrate that 17% of the supply is on sites of one hectare or less and 16% is on sites of 1 – 5 hectares. The Council is working to bring forward identified sites (including Council owned sites) that will contribute to demonstrating a five-year supply from adoption. The housing land supply will be updated to reflect the latest position.
A policy framework for bringing forward additional sustainable sites where necessary is required and there should be an early review of the Local Plan to address future housing pressures.	The Council has identified sufficient land to meet the housing requirement over the plan period.

Issue Raised	Council Response
	Table 3 of the Regulation 19 Local Plan provides a breakdown of the housing land supply and demonstrates that there is an 18.6% flexibility allowance, which will ensure the housing requirement can be met. Policy LP-H2 sets out the Council's approach to windfall housing development.
Additional sites submitted for allocation: • Grundy Fold Farm • Starling Road • Pole Lane • Park Lane Farm. • Swan Lodge • Long Lane • Longsight Road/Wood Road Lane • Holcombe Road • Touch Road/Springside Road • Land west of Walshaw • South of Bury New Road, Radcliffe • Brandlesholme Lane, Greenmount • Ripon Hall Avenue, Ramsbottom • Nuttall Lane, Ramsbottom • Land to the East of Walmersley Road	The Local Plan does not allocate the additional sites listed because the Council considers that the housing requirement can be met by the identified supply. Additional Green Belt release is not considered necessary to deliver the adopted PfE requirement. The suitability of any individual proposal remains subject to the development plan and national policy.

Issue Raised	Council Response
Concern that Policy LP-H2 could unintentionally support unplanned grey belt housing development that undermines the delivery of strategic sites and infrastructure.	Applications for development within the Green Belt will be determined in accordance with national planning policies set out in NPPF.
Whilst it is understood that the Bury Local Plan will be examined against NPPF2023, given the significance of grey belt land in the context of Bury not being able to demonstrate a five year supply of deliverable housing sites, it is considered important that the Plan addresses the implications of grey belt for decision-making.	Applications for development within the Green Belt including those on Grey Belt land will be determined in accordance with national planning policies set out in NPPF. It is not necessary for the Local Plan to duplicate these policies. NPPF (December 2023) paragraph 16 states that plans should avoid unnecessary duplication of policies, including those with the Framework. NPPF (2026) Policy PM6(1)(c) also states that plan should not duplicate national decision-making policies.
Affordable housing requirements, particularly the proposed 50% provision on Green Belt sites, is inconsistent with national policy, may be unviable and could affect housing delivery. However, there is broad support for increasing affordable housing provision, reflecting evidence of substantial affordable housing need across the borough.	NPPF (December 2023) paragraph 63 expects planning policies to reflect the need for affordable housing. The Council's Housing Need and Demand Assessment identifies a high level of need for affordable housing (an annual imbalance of 1,017 over the next 10 years), which, whilst this cannot be met by planning policies alone, justifies the need for robust affordable housing policies. The affordable housing policy has been tested through the Local Plan Viability Assessment (LPVA), which concludes that the majority of development planned in the Bury Local Plan is viable.

Issue Raised	Council Response
	The requirement for 50% affordable housing on sites of 10 or more dwellings in the Green Belt (subject to viability where appropriate), is considered to be consistent with NPPF 2026 Policy HO5. Whilst the Bury Local Plan is being prepared in accordance with transitional arrangements, it is considered appropriate to have regard to the 2026 NPPF policy. The Golden Rules set out in Policy GB8 will be applicable for decision making purposes. The Council is not reliant on development coming forward within the Green Belt to meet its housing need. Nevertheless, the LPVA incorporates testing of Green Belt typologies with a 50% affordable housing requirement, and finds that development is viable with adjustments to return, land value, other s106 requirements and in some circumstances an increase in value. If development is to be brought forward on Green Belt sites through planning applications, it is considered appropriate to seek to maximise the land value capture for the public benefit.
Affordable housing policies should place greater emphasis on viability considerations, particularly where strategic sites face significant infrastructure costs. Opposition to overly prescriptive affordable housing tenure splits and supports site-by-site assessment based on viability and changing housing needs.	The affordable housing policy has been tested through the Local Plan Viability Assessment (LPVA), which concludes that the majority of development planned in the Bury Local Plan is viable. There is considered to be sufficient flexibility within Policy JP-H4 to take account of viability and allow for an alternative tenure mix where appropriate.

Issue Raised	Council Response
	The PfE Strategic Allocations have already been subject to a viability assessment and an Examination process that found the PfE plan sound. As set out in the LPVA, for Bury's two cross-boundary strategic PfE sites (JPA1.1 and JPA1.2) the approach to affordable housing was left to the Bury Local Plan to determine. These sites have therefore been considered within the Bury Local Plan Viability Assessment, with JPA1.1 relying on generic typology testing, and JPA1.2 tested separately.
Reference NPPF 2026 circumstances where viability assessments can justify non-policy-compliant affordable housing contributions.	Viability assessments will be considered in accordance with NPPF. It is not necessary for the Local Plan to duplicate these policies. NPPF (December 2023) paragraph 16 states that plans should avoid unnecessary duplication of policies, including those with the Framework. NPPF (2026) Policy PM6(1)(c) also states that plan should not duplicate national decision-making policies.
Remove or limit overage arrangements and instead allow proportionate viability reviews at key development phases if necessary. Replace the requirement for a full open-book appraisal with a viability assessment prepared in accordance with national policy.	Planning Practice Guidance on viability states that a plan should set out circumstances where review mechanisms may be appropriate, and they are a tool to strengthen local planning authorities' ability to seek compliance with relevant policies over the lifetime of the project. The proposed overage approach is considered to be a reasonable and proportionate approach. Proposed modification noted. The Council considers it important to ensure that where a viability appraisal is provided as part of a planning

Issue Raised	Council Response
	application, sufficient detailed information is provided to allow clear interpretation and interrogation of it.
Support for a varied housing mix but seek greater flexibility to account for market conditions, local demand, site-specific circumstances and viability considerations.	Policy LP-H3 is considered to provide sufficient flexibility to take account of site-specific circumstances, whilst also seeking to ensure that an appropriate mix of dwellings will be delivered over the plan period to address the housing needs of the local community.
Calls for clearer explanations of affordable, social housing and housing for older people definitions and guidance on what constitutes a suitable location for older persons accommodation.	The Local Plan Appendix 3: Glossary includes a definition of affordable housing, with reference to the NPPF definition (which is not replicated as it may be subject to change). There is no set definition within Policy LP-H5 of housing for older people, as it can take a broad range of forms to meet needs. Criterion e and f of Policy LP-H5 expect residential accommodation specifically targeted at older and disabled people to be well-integrated with the wider neighbourhood and offer easy access to community facilities, local services and public transport.
Query regarding why affordable housing requirements differ between town centres and other locations and concern that the Council should do more to address affordability issues in the north of the Borough.	The Local Plan Viability Assessment (LPVA) provides the justification for different affordable housing requirements between town centres and other locations, based on development viability. Policy LP-H4 seeks to increase the availability of affordable homes and is applicable Boroughwide.

Issue Raised	Council Response
Concerns are raised over requirements for accessible and adaptable housing, with requests for stronger evidence and viability testing to justify the proposed standards.	The requirement for all new dwellings to be built to the M4(2) standard is established through adopted PfE Policy JP-H3, which has been subject to examination and found to be sound. The requirement for 4% of all home on sites of 50 of more dwellings to be built to 'wheelchair user' standard in Part M4(3) of the Building Regulations is based on evidence from the Housing Need and Demand Assessment. The cost of meeting M4(2) and M4(3) standards is included in the Local Plan Viability Assessment.
No mention has been made about the support/care provision at the proposed extra care housing schemes. Additionally, no mention has been made that supported accommodation is often time limited.	These are not considered to be matters for the Local Plan. The Council is preparing a Local Supported Housing Strategy. This sits outside the planning system.
The proposed requirement for self-build plots on larger developments received considerable objection, with respondents questioning evidence of demand and highlighting potential impacts on site delivery.	The Bury Local Plan Housing Topic Paper (June 2026) paragraphs 4.87-4.98 provide evidence of demand for custom and self build plots, and it is anticipated that additional entries will be added to the self-build register over the plan period. The Council has a legal duty to have regard to the self-build and custom housebuilding register in preparing planning policies, and NPPF (December 2023) paragraph 63 includes people wishing to commission or build their own homes as a specific group that should be reflected in planning policies.

Issue Raised	Council Response
	The requirement set out in Policy LP-H7 for 5% of dwelling to be provided as self-build plots on sites of 200 or more dwellings where practicable is considered to be a reasonable and proportionate approach to meeting this need. Policy LP-H7 is considered to provide sufficient flexibility to take account of evidence of local need, the nature of the development proposed and the viability of the development. Where plots are required at the point of planning approval there is sufficient flexibility for them to revert to market housing after a 6-month period of marketing where it can be demonstrated that there is no demand.
Concern that housing targets focus on the number of homes delivered rather than the types of home needed. A clearer mix of housing requirements on PfE allocations is required.	Policy LP-H3 seeks 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 PfE Strategic Allocations have already been subject to an Examination process that found the PfE plan sound, and are subject to PfE Policy requirements, as well as adopted Development Frameworks. An overly prescriptive approach to housing mix is not considered appropriate, as needs can change over the plan period.
HMO policies are too vague and difficult to apply consistently. A register of HMOs is required.	Policy LP-H11 is considered to provide an appropriate policy basis for the determination of planning applications for HMOs. The need for a register of HMOs is not a matter for the Local Plan.

Issue Raised	Council Response
Infrastructure providers highlighted the need for transport, water and wastewater infrastructure planning to align with the full scale of proposed housing growth.	Policy LP-DM1 requires development to provide, or contribute towards, the infrastructure, facilities and services necessary to mitigate its impacts and to support sustainable growth. The Infrastructure Delivery Plan (IDP) published alongside the Bury Local Plan provides a framework for ongoing engagement with infrastructure providers. The IDP is a 'living' document, recognising that infrastructure requirements will change over time and will be updated as things change.
Topic Paper 2: Housing – should: • Reflect the delivery characteristics and viability challenges of large strategic sites. • Maintain flexibility in housing mix requirements rather than imposing prescriptive targets. • Allow strategic allocations such as JPA1.2 to deliver a greater proportion of family housing where appropriate. • Reconsider the proposed affordable housing tenure split and assess requirements on a site-by-site basis rather than applying fixed percentages over the whole plan period.	The policies within the Local Plan are considered to be offer sufficient flexibility whilst also seeking to ensure that developments contribute towards meeting identified local housing needs.

Issue Raised	Council Response
Delivering Economic Growth	
Support for the Local Plan's objective of promoting economic growth, investment and business expansion.	Noted.
Absence of clear employment floorspace requirements following the removal of the previous quantitative employment policy, with requests for greater clarity around future employment growth assumptions.	The Local Plan's approach to employment is set out in Policies LP-E1 to LP-E4 and should be read alongside the adopted PfE Plan, which establishes the strategic employment growth framework and identifies strategic employment locations, including the Northern Gateway.
Infrastructure providers highlighted the importance of aligning employment growth with supporting infrastructure, including water, wastewater, energy and transport networks, and stressed the need for early engagement to address potential capacity constraints and delivery timescales.	The Infrastructure Delivery Plan identifies key infrastructure requirements and supports ongoing engagement with relevant providers. Capacity, connection requirements and delivery timescales will be considered with providers as proposals are brought forward. The IDP is a living document and is not intended to be a fixed schedule of every utility project.
National Highways sought stronger policy requirements for assessing the transport impacts of employment development, particularly the cumulative effects of industrial and warehousing growth on the strategic road network.	Transport impacts are addressed through the Plan's transport policies, including LP-TR1 and LP-TR5, and through the strategic transport policies in PfE, including JP-C4 and JP-C8. Employment proposals must be supported by appropriate transport evidence and mitigation, including consideration of cumulative impacts on the highway network where relevant. The Council will continue to engage with National Highways and other highway authorities to ensure that detailed assessment is

Issue Raised	Council Response
	appropriately undertaken in relation to the scale, location and effects of individual proposals.
Some respondents requested greater flexibility within Employment Generating Areas, arguing that a wider range of commercial and employment-generating uses should be supported, including broader Class E uses.	Policy LP-E3 safeguards Employment Generating Areas for employment-generating uses and provides a framework for considering proposals in those locations. The Council recognises the need for flexibility as business models and employment uses evolve but considers that an unrestricted expansion to all Class E uses could undermine the purpose of safeguarding land for employment and industrial activity. Proposals will be assessed against the policy, the characteristics of the area and the need to retain an appropriate supply of employment land.
Supporting our Centres	
Overall support was expressed for the Local Plan's approach to supporting and strengthening town, district and local centres, including measures to maintain vitality, encourage investment and promote active uses within centres.	Noted.
Concern raised that proposed retail impact assessment thresholds may be overly restrictive and are not adequately supported by evidence.	The Bury Town Centres study provides the evidence to support Policy LP-TC2: Managing the location and scale of main town centre uses.

Issue Raised	Council Response
The threshold for impact assessment should be measured in net retail floorspace or sales area.	Policy LP-TC2 sets thresholds for impact assessments to ensure that proposals for main town centre uses outside defined centres are assessed proportionately and that the vitality and viability of existing centres are protected. The threshold is intended to relate to the scale of the proposed development as defined in the policy and supporting evidence, rather than being restricted to net retail sales area alone. The Bury Town Centres Study provides the evidence underpinning the policy approach; the Council does not consider the proposed change necessary to achieve the policy's objectives.
Northern Gateway Development Vehicle requested greater clarity regarding the application of town centre policies within the Northern Gateway allocation, particularly in relation to sequential testing and retail impact assessments for main town centre uses.	The Northern Gateway is an allocation in the adopted PfE Plan. Its policy framework and the adopted Development Framework should be read alongside the Local Plan's town centre policies. Policy LP-TC2 applies to proposals for main town centre uses in accordance with national policy, including sequential and impact tests where applicable. The Local Plan does not alter the principle of the PfE allocation - the application of these tests to a particular proposal will depend on its nature, scale, location and the relevant policy requirements.
Support was expressed for policies that seek to protect and enhance the character, appearance and function of shopping frontages and centres, particularly where heritage assets and conservation areas may be affected. Historic England welcomed these provisions.	Noted.

Issue Raised	Council Response
Creating Healthy and Successful Communities	
Objections were raised to Policy LP-CM1 (New Development and Social Value), with developers and industry bodies arguing that the requirement for a Social Value Strategy on all major developments would place an unnecessary additional burden on applicant, is not adequately justified by evidence or national policy and is not sufficiently precise in explaining how compliance with the policy will be assessed or demonstrated.	Policy LP-CM1 seeks to ensure that major development contributes positively to local social value and community outcomes. The Council considers that the requirement for a Social Value Strategy provides a proportionate means of explaining how a proposal will respond to local priorities and maximise benefits, complementing rather than replacing other planning obligations. The policy should be applied in a manner proportionate to the scale and nature of development, with the strategy demonstrating relevant commitments and outcomes. The Council considers the policy supports the Plan's wider objective of delivering healthy and successful communities.
Concerns were raised regarding requirements for health infrastructure contributions from developments of 200 or more homes, with respondents seeking greater clarity on thresholds, evidence, delivery mechanisms and compliance with Community Infrastructure Levy regulations.	The Council will continue to collaborate with the GM Integrated Care Partnership and the Bury Locality and Integrated Care Board to determine the health care requirements associated with new development and to ensure that appropriate provision is provided.
Policy LP-CM3 (Education Provision in New Housing) generated concern over the approach to education contributions, with respondents seeking greater clarity on pupil yield calculations, funding requirements, school capacity evidence and where school expansions or new schools will be required. Request for the policy to ensure that the trigger point for any education	Additional guidance on the Council's approach to education contributions can found with Supplementary Planning Document 17 (SPD17)- Developer Contributions for Education. SPD17 supports PfE Policy JP-P5: Education, Skills and Knowledge.

Issue Raised	Council Response
contribution coincides with an appropriate point in the development project that does not create any viability issues that may prevent delivery of the scheme and should be based on a roof tax.	
Policy LP-CM4 (Community Facilities) could be strengthened to offer adequate protection to public houses and other community facilities. Local plans need to identify the assets deserving protection and install robust policies which target protection for traditional public houses which should include marketing, viability and potential.	Policy LP-CM4 seeks to protect community facilities where their loss would harm the social, recreational or cultural needs of the community. The policy provides a framework for considering the effects of a proposed loss and the availability of alternatives. The Council considers that the policy can be applied to public houses where they perform a community function; a separate list of every facility is not necessary for the policy to operate. Evidence of marketing, viability and the prospect of continued community use can be considered where relevant to an application.
Topic Paper 6 - Requests for greater clarity on the funding, delivery mechanisms and timescales for community facilities, social infrastructure and regeneration projects.	The Local Plan is supported by the Infrastructure Delivery Plan, which identifies key infrastructure needs associated with planned growth and provides a framework for engagement with delivery partners. Policy LP-DM1 establishes the policy basis for securing necessary infrastructure through development. The IDP is not intended to be a comprehensive implementation programme with confirmed funding and delivery dates for every project, as these matters depend on partner decisions, funding and development phasing. It will be updated as information becomes available.

Issue Raised	Council Response
Topic Paper 6 - Concerns raised by residents about pressures on health services and the need for healthcare infrastructure to be delivered alongside new development.	The Council will continue to collaborate with the GM Integrated Care Partnership and the Bury Locality and Integrated Care Board to determine the health care requirements associated with new development and to ensure that appropriate provision is provided.
Promoting Sustainable Transport	
Consultation responses generally support the Local Plan's ambition to promote sustainable transport, increase walking, wheeling, cycling and public transport use, and reduce reliance on private vehicles.	Noted.
Concern regarding transport evidence underpinning major site allocations, particularly whether sufficient assessment has been undertaken of cumulative transport impacts and whether necessary mitigation measures can be delivered alongside development.	The Local Plan does not include site allocations. The need for transport evidence underpinning major site allocations will be considered in line with the relevant allocations policies. As major site allocations are brought forward through planning applications supporting transport assessment will need to be submitted which consider the cumulative highway and transport impacts of the sites and set out the necessary mitigation measures which will be delivered alongside any future development.
Stronger recognition of cumulative impacts on the strategic and local highway network, with calls for greater engagement with	The purpose and role of the Bury Local Plan is to support delivery of PfE in Bury. Providing more detailed non-strategic 'development management' policies that support the strategic policies in PfE, whilst ensuring that

Issue Raised	Council Response
National Highways and clearer consideration of future transport scenarios.	together they reflect, and support delivery of, the Council's priorities and regeneration ambitions. The evidence presented along with the transport evidence submitted during the examination into PfE is considered an appropriate amount of information for a Local Plan that is proposing no site allocations. PfE also includes Policy JP C4: The Strategic Road Network, and Policy JP-C8: Transport Requirements of New Development. The Council will continue to engage with National Highways.
Concerns were raised regarding the balance of transport investment across the borough, with some respondents arguing that northern parts of the borough require greater public transport improvements and connectivity enhancements.	The Bury Local Plan and the Bury Local Transport Strategy acknowledge that some of the key local issues associated with accessibility in the Borough relate to capacity and quality of public transport and its supporting infrastructure particularly in the north of the Borough. Policy LP-TR1 promotes sustainable transport across the Borough and seeks to encourage the improvement of public transport services to the Borough's less accessible locations.
Topic Paper 7 – Transport - Concerns about congestion, limited public transport connectivity, air quality impacts and road capacity, particularly in relation to Northern Gateway, Walshaw and Elton Reservoir.	The Local Plan does not include site allocations. These issues will be considered in line with the relevant allocation policies.

Issue Raised	Council Response
Conserving our Built Environment and Achieving High-Quality Design	
Consultation responses were broadly supportive of the Local Plan's objectives to conserve the historic environment and promote high-quality, sustainable and design-led development across the borough.	Noted. The Council welcomes support for the Plan's approach to conserving the historic environment and promoting high-quality design. Policies LP-BE1 to LP-BE6 establish the relevant framework for protecting heritage assets and securing well-designed development.
Flexibility on archaeological protection policies to allow planning benefits to be weighed against any heritage impacts in line with national policy was requested.	Policy LP-BE4 requires archaeological features to be considered in determining development proposals, with the level of assessment and any mitigation proportionate to the significance of the asset and the potential impact. The policy should be read alongside national policy, which requires the significance of heritage assets and the effect of proposals to be assessed and weighed in the decision-making process. The Council does not consider that archaeological protection should be weakened through a blanket flexibility provision. Decisions will depend on the evidence and significance of the asset in each case.
Traditional Architecture- specifically authentic style Design Codes must be at the forefront on strong economic, ecological and environmental grounds.	Policy LP-BE6 seeks high-quality design that responds positively to local character and distinctiveness. The Council supports the use of design guidance and codes where these are grounded in an understanding of local character, including the Borough's varied townscape and architectural heritage. The policy does not require a single architectural style across Bury but, rather, it seeks context-sensitive design that is durable, attractive and appropriate to its setting.

Issue Raised	Council Response
Some inconsistencies between Policies LP-BE1, LP-BE2, LP-BE3, LP-BE4, LP-BE5 and the NPPF 2026.	The policies should be read as a coherent local framework alongside the applicable NPPF and national heritage policy. The Local Plan is subject to the transitional arrangements set out in Chapter 2 and will be examined against the applicable version of the NPPF. The Council considers that Policies LP-BE1 to LP-BE5 provide locally specific protection for conservation areas, listed buildings, scheduled monuments, archaeological features and non-designated heritage assets, while retaining the need to assess significance and the effects of proposals in accordance with national policy.
Policy LP-BE6 (Design and Layout of New Development) attracted the majority of representations. While respondents generally supported the ambition to achieve high-quality design, many developers argued that some requirements are overly prescriptive and require greater flexibility.	Policy LP-BE6 sets design expectations intended to secure high-quality, context-responsive development and to avoid poor design becoming established over the Plan period. The policy should be applied proportionately, taking account of the scale, nature and context of the proposal and the feasibility of individual measures. The Council considers that a clear policy framework is necessary to deliver its design objectives and that the policy provides appropriate flexibility through its criteria and supporting text.
Developers and industry bodies requested that references to solar energy generation be aligned with the Government's Future Homes Standard to avoid duplication of national requirements.	The Local Plan should be read alongside applicable national building regulations and standards, including any Future Homes Standard in force when development is undertaken. Policy LP-BE6 addresses the planning aspects of sustainable design and energy generation. It is not intended to duplicate technical requirements that are properly addressed through

Issue Raised	Council Response
	building regulations. The Council considers that the policy's locally specific design objectives remain relevant alongside national standards.
Concerns were raised that requirements for green roofs, green walls and other urban greening measures could be interpreted as mandatory for all developments. Respondents sought clarification that such measures should be applied where appropriate and feasible.	Policy LP-BE6 promotes urban greening and sustainable design in a manner that responds to the development's context. The policy should not be interpreted as requiring every listed measure on every site regardless of feasibility. The appropriate response will depend on site conditions, design, viability and the opportunities available. The Council considers that retaining these measures in the policy helps ensure that opportunities for climate resilience, biodiversity and amenity are properly considered.
Significant concern was expressed regarding the proposed design review process, with respondents seeking greater clarity on when reviews would be required, how "sensitive development" would be defined and how reviews would operate without delaying development delivery.	The design review process is intended to support design quality for appropriate proposals, particularly those with greater sensitivity or significance. The need for review should be proportionate to the nature, scale and context of the development and should be identified early enough to inform the design process. It is not intended to create an unnecessary delay or substitute for the planning application process. The Council considers that review provides a useful mechanism for improving proposals where appropriate.
Infrastructure providers highlighted the importance of incorporating sustainable drainage, water management,	The Local Plan addresses these matters through Policy LP-BE6, green infrastructure policies LP-GI1 to LP-GI7, water policies LP-W1 and LP-W2, and developer contributions policy LP-DM1. These policies require relevant considerations to be addressed through the design and

Issue Raised	Council Response
biodiversity enhancement and utility infrastructure considerations at the earliest stages of site design.	assessment of proposals. Early engagement with infrastructure providers and proportionate site-specific evidence will help identify constraints and mitigation before designs are finalised.
Clarification as to whether Policy LP-BE9 is intended to provide a policy basis for the control and improvement of existing advertisements, as well as regulating new or proposed advertisements.	Policy LP-BE9 provides the policy framework for assessing advertisements and their effects on amenity and public safety, including proposals to display, alter or replace advertisements. Existing advertisements may also be subject to control under the relevant advertisement regulations and other applicable powers. The policy is not a substitute for those statutory controls, but its criteria provide the local planning context for proposals requiring consent.
Conserving and Enhancing our Green Infrastructure	
There is broad support for the Local Plan's overall objective of protecting and enhancing green infrastructure, biodiversity, woodland, trees and ecological networks across the borough.	Noted. The Council welcomes support for the Plan's objectives to protect and enhance green infrastructure, biodiversity, woodland, trees and ecological networks. Policies LP-GI1 to LP-GI7 provide the framework for these objectives.
Many respondents support Policy LP-GI1 (Green Infrastructure), although several developers seek greater flexibility to ensure the policy does not unnecessarily constrain housing and employment development, particularly on sites within or adjacent to Green	Policy LP-GI1 recognises the multiple functions of green infrastructure and seeks to protect and enhance its contribution to biodiversity, landscape, recreation, flood management and connectivity. The policy is not intended to prevent all development within or near green infrastructure. It requires proposals to demonstrate that relevant functions are safeguarded and opportunities for enhancement are taken.

Issue Raised	Council Response
Belt, strategic allocations and identified green infrastructure networks.	PfE allocations remain governed by their adopted strategic policy framework, and proposals will be assessed against the applicable policies.
Suggest that Criterion (c) of LP-GI1 is flawed and should be removed because it applies a Green Belt-style test that focuses on openness and urban sprawl rather than ecological, recreational, landscape or flood management functions. This could provide an unjustified route for development that avoids proper assessment of impacts on green infrastructure. In addition, suggestion that the policy is unclear whether criteria (a)-(d) operate individually or cumulatively. If only one criterion must be met, criterion (c) could allow inappropriate development to proceed despite significant harm to green infrastructure. Criterion (e) lacks adequate biodiversity protection as it focuses on network integrity, connectivity and multifunctionality without requiring biodiversity value to be maintained. This could allow recreational or access improvements to outweigh ecological harm. Evidence within Topic Paper 9: Green Infrastructure identifies the need to minimise impacts on biodiversity and references key Green Infrastructure Standards, but these standards have not been incorporated into LP-GI1 or related policies.	The Council considers that Policy LP-GI1 provides a necessary framework for safeguarding green infrastructure's multifunctional role. Criterion (c) addresses the relationship between green infrastructure and the wider spatial structure of the Borough. It does not replace assessment of the other policy criteria or the need to comply with relevant biodiversity, open space, landscape and flood risk policies. The criteria should be read together and in the context of the policy as a whole. The Council considers that the policy, supported by Topic Paper 9 and the wider green infrastructure evidence, provides an appropriate basis for decision-making and does not consider removal of criterion (c) justified.

Issue Raised	Council Response
Concern that biodiversity policies do not clearly explain how priority habitats and protected species will be safeguarded. Recommends inclusion of the biodiversity mitigation hierarchy within policies. Suggests providing maps of priority habitats and links to relevant ecological data sources.	Policies LP-GI2 to LP-GI7 address biodiversity and geodiversity assets, biodiversity net gain, the Local Nature Recovery Network, wildlife-friendly features, trees and soils. Proposals must be informed by appropriate ecological evidence and comply with relevant statutory protections for protected species and habitats. The mitigation hierarchy is reflected in the policy framework and national requirements and should be applied when assessing impacts.
Policy LP-GI2 should be amended to fully reflect national policy protections for SSSIs and irreplaceable habitats, and include stronger requirements to support the recovery of priority species.	Policy LP-GI2 protects biodiversity and geodiversity assets, including designated sites and irreplaceable habitats, and should be read alongside national policy and statutory protections for SSSIs and protected species. The policy framework also supports biodiversity recovery through LP-GI3 and LP-GI4. The Council considers that these provisions provide a coherent approach to protecting important assets while allowing proposals to be assessed on the evidence, significance of the features and the applicable national policy tests.
Concerns were raised regarding the balance between protecting biodiversity assets and accommodating development needs, with some developers arguing that policies should provide greater scope for mitigation and compensation where impacts on ecological assets cannot be fully avoided.	The Plan applies a mitigation hierarchy and seeks to avoid harm to biodiversity assets before considering mitigation and, where appropriate, compensation. The scope for mitigation depends on the asset affected and the relevant statutory and policy protections. Compensation is not an automatic substitute for avoiding harm, particularly in relation to irreplaceable habitats. The Council considers that the policies

Issue Raised	Council Response
	appropriately balance development needs with the need to conserve and enhance biodiversity.
There is no evidential justification for the blanket 50 m buffer required by LP-GI2 for irreplaceable habitats.	The buffer requirement is intended as a precautionary measure to protect irreplaceable habitats from direct and indirect effects of development, including disturbance and changes to hydrology and habitat condition. The appropriate protection needed will depend on the habitat and the potential impacts, but a clear buffer provides certainty and encourages early consideration of constraints. The Council considers the requirement justified by the importance of avoiding harm to irreplaceable habitats. Site-specific evidence will inform how the policy applies to individual proposals.
Biodiversity Net Gain policies received broad support in principle; however, developers and industry bodies argued that parts of the policy duplicate national legislation and guidance and could create unnecessary complexity or additional viability burdens.	Policy LP-GI3 is intended to operate alongside, and not replace or duplicate, the statutory biodiversity net gain regime. It provides local policy context for securing appropriate gains and supporting the Borough's ecological network, while national legislation and guidance continue to apply. The Council considers that local policy is needed to ensure biodiversity outcomes are considered in the context of Bury's priorities and that any viability or delivery issues can be assessed through the applicable policy and application process.
Policy LP-G3 does not follow the biodiversity mitigation hierarchy and irreplaceable habitats are not adequately addressed.	Policy LP-GI3 should be read alongside Policy LP-GI2 and national requirements, including the mitigation hierarchy and protections for irreplaceable habitats. The policy's purpose is to secure biodiversity net

Issue Raised	Council Response
	gain where required and appropriate. It does not remove the need first to avoid and minimise adverse effects or to comply with the separate protections that apply to designated sites and irreplaceable habitats. The Council considers the combined policy framework provides this protection.
Policy LP-GI4 should be strengthened by introducing stronger safeguards against harm to the Local Nature Recovery Network and by prioritising Biodiversity Net Gain delivery within LNRS opportunity areas. The policy should make a stronger link between Biodiversity Net Gain (BNG) delivery and the Local Nature Recovery Network by prioritising off-site BNG within LNRS opportunity areas wherever possible.	Policy LP-GI4 seeks to protect and strengthen the Local Nature Recovery Network and improve ecological connectivity. Policy LP-GI3 supports biodiversity net gain, and delivery within locally identified nature recovery priorities can contribute to these aims where suitable and feasible. The Council considers that a rigid requirement to deliver all off-site gains within designated opportunity areas could restrict effective delivery where suitable sites, landowner agreement or ecological benefits are not available. The policies should encourage outcomes that are ecologically appropriate and consistent with the statutory BNG framework.
Policies requiring wildlife-friendly features, such as bird and bat bricks and hedgehog highways, attracted objections from housebuilders who considered the requirements overly prescriptive and requested a more flexible, site-specific approach informed by ecological evidence.	Policy LP-GI5 seeks to incorporate wildlife-friendly features into development where appropriate, supporting biodiversity and helping nature recovery in built-up areas. The policy should be applied with regard to the nature and scale of the proposal, ecological evidence and relevant technical constraints. The Council considers that these features can provide cumulative benefits and that retaining a local policy expectation is justified, while allowing the details to respond to site-specific circumstances.

Issue Raised	Council Response
The minimum provision should be bird bricks and bat boxes , not either/or. The swift brick motion clearly advocated for swift bricks in all new developments, it was passed unanimously over two years ago and should not be watered down as your current wording does.	Policy LP-GI5 establishes a policy approach to wildlife-friendly features, including bird and bat features, with the precise measures informed by the proposal and relevant ecological circumstances. The Council recognises the value of swift bricks and other nesting features but considers that a policy should allow appropriate design responses rather than mandate the same combination of features on every development irrespective of context. The policy is intended to secure meaningful wildlife benefits while allowing proportionate, evidence-led implementation.
Policy LP-GI5 should be strengthened by clarifying species-related exemptions, adopting measurable lighting standards, and requiring on-site habitat creation and restoration to support nature recovery.	Policy LP-GI5 supports wildlife-friendly design and should be applied with reference to ecological evidence and relevant species protections. Lighting impacts, habitat creation and restoration can be addressed through the policy and other relevant development plan requirements, including LP-GI1 to LP-GI4. The Council considers that site-specific assessment is the appropriate means of determining suitable measures and that fixed technical standards in the Local Plan could become outdated or fail to reflect local conditions.
Tree, woodland and hedgerow policies generated significant comment, with strong support for protecting existing trees and ancient woodland, but concerns from developers that proposed replacement tree ratios and valuation requirements may be overly	Policy LP-GI6 seeks to protect and enhance trees, woodland and hedgerows and requires proposals to consider their value and the effects of development. Replacement planting and tree valuation requirements are intended to reflect the loss of established natural assets and the time needed for replacement planting to provide equivalent benefits. The Council considers these requirements justified by the environmental,

Issue Raised	Council Response
onerous, insufficiently evidenced and potentially harmful to development viability.	amenity and climate benefits of trees, while the scale and detail of provision should be proportionate to the impacts and site circumstances.
Policy LP-GI6 should be strengthened to better protect hedgerows that function as wildlife corridors and to ensure alignment with Biodiversity Net Gain requirements for linear habitat.	Policy LP-GI6 protects trees, woodland and hedgerows, including their contribution to landscape and ecological connectivity. Hedgerows that function as wildlife corridors should be assessed as part of the site's ecological network and relevant biodiversity net gain requirements. The Council considers the existing policy framework provides an appropriate basis for this assessment and that proposals must demonstrate how impacts will be avoided, mitigated or, where appropriate, compensated.
Policy LP-GI7 should provide significantly stronger protection for peat soils, align with the irreplaceable habitat protections in LP-GI2, and provide stronger evidence before concluding that peat at Unsworth Moss cannot be restored.	Policy LP-GI7 recognises the importance of soils, including peat, for biodiversity, carbon storage, water management and landscape. It should be read alongside Policy LP-GI2 where habitats meet the definition of irreplaceable habitat and alongside the relevant evidence on Unsworth Moss. The Council considers that policy decisions should be based on the available ecological and soil evidence and that the Local Plan appropriately seeks to protect soil resources and avoid unacceptable impacts.

Issue Raised	Council Response
Improving Access to Quality Open Space, Sport and Recreation	
Consultation responses were broadly supportive of the Local Plan's objective to protect, enhance and improve access to open space, sport and recreation facilities across the borough.	Noted.
Concern that the Plan does not adequately demonstrate equitable access to green space across the Borough.	The Local Plan is supported by the Open Space Assessment, which considers provision and accessibility across the Borough and informs Policies LP-OS1 and LP-OS2. The policies seek to protect existing open space and ensure that new development contributes to appropriate provision. The Council recognises that accessibility and quality vary between places and the evidence base provides a borough-wide basis for identifying needs and applying the policies to proposals.
Objects to any aspect of the Bury Local Plan that could enable the development or loss of Milton Road Fields/Milton Road Open Space (Milton Meadows) in Radcliffe, arguing that the Plan lacks sufficient evidence and policy justification to support such an outcome.	The Local Plan identifies the site at Milton Road as protected open space, sport and recreation and green infrastructure. As such, any proposals on the site would be subject to relevant policies and the provisions of the National Planning Policy Framework.
Request for stronger evidence on accessibility, tree cover, environmental quality and community access to nature.	The Open Space Assessment considers open space quantity, quality and accessibility and informs the Plan's approach to protecting and improving provision. Tree cover, environmental quality and access to nature are also addressed through the green infrastructure and tree policies. The Council considers the evidence proportionate to the Local Plan's role and that

Issue Raised	Council Response
	site-specific deficiencies and opportunities can be considered through development proposals and relevant strategies.
Concerns that open space requirements should avoid duplication of obligations and should allow strategic, site-wide approaches to provision where developments are delivered in phases or through multiple planning applications. Dual use of school sports facilities should be taken into account.	Policies LP-OS1 and LP-OS2 seek to protect existing provision and ensure that development contributes to the open space needs it generates. The Council supports coordinated, site-wide provision where it delivers accessible and usable facilities and avoids unnecessary duplication, subject to appropriate arrangements for delivery, management and long-term maintenance. Dual-use school facilities may contribute where their availability, accessibility and suitability for community use are secured. They should not be assumed to replace public provision without evidence.
Policy LP-OS1 should explicitly recognise and safeguard the ecological connectivity functions of open spaces when determining whether land is surplus to requirements.	Policy LP-OS1 protects open space having regard to its value and function. Ecological connectivity is an important green infrastructure function and is also addressed through Policies LP-GI1 to LP-GI4. The policies should be read together so that an assessment of whether open space is surplus to requirements takes account of its relevant recreational, environmental and ecological functions. The Council does not consider a separate amendment necessary to achieve this integrated approach.
Policy LP-OS2 should be strengthened by embedding Green Infrastructure Standards and ensuring recreational demand from	Policy LP-OS2 is informed by the Open Space Assessment and sets requirements for provision associated with new housing. Green infrastructure standards and ecological considerations are addressed

Issue Raised	Council Response
new development does not adversely affect sensitive habitats and ecological assets.	through the Plan's green infrastructure policies. The Council considers that the combined framework provides a proportionate basis for securing accessible open space while protecting sensitive habitats. Site-specific requirements should reflect the scale and location of development and the evidence of need.
Requests for the designation of land at Oak Avenue, Holcombe Brook/Ramsbottom as Local Green Space, citing its recreational, community, wellbeing and biodiversity value.	The Local Plan has considered the evidence and representations relating to open space, but designation as Local Green Space is subject to the national policy tests and must be justified through the plan-making process. The Council does not consider that a request in a representation alone establishes that the land at Oak Avenue meets those tests. The site's recreational, community and biodiversity value can be considered under the existing open space and green infrastructure policies and through any appropriate future plan-making process.
Topic Paper 10: Open Space, Sport and Recreation - clarification as to whether alternative forms of community food-growing provision can contribute towards the allotment requirement where these provide an equivalent community function and are demonstrated to respond more appropriately to the character and constraints of a strategic development.	Policy LP-OS2 and the supporting Open Space Assessment set out the approach to provision, including allotments and food-growing opportunities. The Council recognises that alternative community food-growing provision may offer benefits, but it must be shown to provide an appropriate and accessible function for the intended community and to meet the relevant identified need. The policy should not be interpreted as allowing an alternative to be counted automatically without evidence of its suitability, availability and long-term management.

Issue Raised	Council Response
Managing Water and Flood Risk	
Consultation responses broadly support the Local Plan's approach to managing flood risk, water resources and sustainable drainage, recognising the importance of climate resilience and integrated water management. Developers questioned policy wording requiring compliance with consultee advice and references to external guidance documents within policy.	Noted. Policy LLP-W1 requires applicants to have regard to recognised technical guidance and standards when preparing development proposals. These provide flexibility and allow schemes to respond to evolving best practice.
Environment Agency broadly supported the chapter but requested amendments to strengthen the focus on reducing flood risk, rather than solely managing existing risk. It recommends requiring development to be safe over its lifetime, deliver flood risk reduction where practical, and provide clearer guidance on compensatory flood storage and finished floor levels.	Policy LP-W1 seeks to direct development away from areas at highest risk of flooding and ensure development is safe throughout its lifetime. It is considered that the policy, read alongside national policy and the Strategic Flood Risk Assessment, provides an effective framework for managing flood risk and climate change impacts.
Seeks clearer requirements for site-specific flood risk assessments, argues that major developments should be supported by up-to-date site surveys that consider climate change impacts and effects on neighbouring properties.	The requirements and scope for site-specific flood risk assessment (FRAs) are set out in the NPPF and NPPG. The Environment Agency review FRAs to check they are satisfactory, including that flood risk is not increased elsewhere.

Issue Raised	Council Response
Concerns were raised about previous developments contributing to increased flooding elsewhere.	
GMEU highlighted the cross-boundary nature of flooding and suggested stronger recognition of impacts on neighbouring authorities such as Manchester and Salford.	The plan has been prepared in consultation with neighbouring authorities and relevant risk management authorities and is supported by the Strategic Flood Risk Assessment, which considers catchment-wide flood risk issues.
Several responses relate to the requirement for new residential development to meet the optional Building Regulations water efficiency standard of 110 litres per person per day.	Approach is based on most recent evidence available which highlights water pressures in the North West.
There was general support for the use of Sustainable Drainage Systems (SuDS), although some developers sought greater flexibility by requiring developments to have regard to drainage guidance rather than demonstrate strict compliance.	Policy LP-W2 is considered to provide sufficient flexibility to take account of site-specific circumstances, whilst also seeking to ensure that development proposals incorporate SuDS schemes in line with the national requirements and standards.
The Environment Agency supports Policy LP-W2 but recommends stronger references to integration with the natural environment, ensuring SuDS schemes do not adversely affect river processes or ecological systems.	Policy LP-W2 seeks to ensure that sustainable drainage systems deliver multiple benefits, including flood risk management, water quality improvements, biodiversity enhancement and climate resilience.

Issue Raised	Council Response
United Utilities recommends a stronger policy requirement that development demonstrates no unacceptable adverse impact on the water environment.	Policy LP-W3 promotes a catchment-based approach and seeks to avoid adverse impacts on water resources while delivering environmental improvements where opportunities arise.
United Utilities requested the reinstatement of a dedicated policy to protect public water supply catchments and manage development within sensitive drinking water catchment areas.	Development proposals on land identified as a public water catchment area can have an impact on water supply resources. The Plan already requires development to protect and enhance the water environment and applicants will be expected to engage with the statutory water undertaker where development may affect public water supply catchment land. The Environment Agency has a statutory role in protecting water environments.
Topic Paper 12 – Water and Flood Risk - Concern about sewer capacity, flooding risks and the effectiveness of sustainable drainage systems, particularly in relation to the Walshaw allocation.	The Walshaw Development Framework highlights that development within the Walshaw 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

Issue Raised	Council Response
	basins, controlled and discharged at greenfield discharge rates to existing watercourses.
Topic Paper 12 – Water and Flood Risk - Recommends updates to reflect the latest national sustainable drainage standards are included.	Policy LP-W2 should be read alongside the latest applicable national sustainable drainage standards and guidance. The Council will take account of relevant updates as development proposals are assessed and as supporting guidance evolves. The Local Plan provides the overarching policy framework but avoids the need to reproduce technical guidance in the policy text given that detailed technical standards may change over time.
Development Management	
Developers and landowners raised concerns that cumulative policy requirements, planning obligations and infrastructure costs could undermine development viability and delivery, particularly on strategic and complex sites. Respondents requested greater flexibility and stronger recognition of viability considerations.	A Local Viability Assessment has been produced in accordance with national guidance to support the Regulation 19 Local Plan, and concludes that the overall development planning for in the new Local Plan is considered to be viable. There is considered to be sufficient flexibility to take account of viability where appropriate, including specific references within affordable housing policy LP-H4, the M4(3) requirement in LP-H5, custom and self-build policy LP-H7, and developer contributions Policy LP-DM1.
Several representations sought stronger monitoring of housing delivery, infrastructure provision, transport impacts, biodiversity outcomes, brownfield development and cumulative	The Local Plan includes a monitoring framework in Table 4 and identifies indicators for assessing implementation and outcomes. Housing delivery, infrastructure, transport, biodiversity and environmental matters are

Issue Raised	Council Response
environmental effects, together with clearer links between identified issues and corrective action.	addressed through the relevant policies and evidence base. Monitoring information will help the Council understand whether the Plan's objectives are being achieved and inform future review where necessary. The Council considers that the framework is proportionate to the Plan's role and does not need to prescribe a separate corrective action for every possible monitoring outcome.
Integrated Appraisal	
The Integrated Assessment does not adequately recognise the sustainability benefits of allocating Swan Lodge for development.	The Integrated Assessment assesses the reasonable alternatives considered through plan preparation. It is not intended to assess an unselected site as though it were an allocation. The Council therefore does not consider the omission of a preferred assessment outcome for Swan Lodge undermines the Plan.
Request a technical amendment to the assessment process relating to the consideration of "in-combination" effects with other plans and projects.	The Integrated Assessment and the Habitats Regulations Assessment consider the potential effects of the Plan in accordance with the applicable assessment requirements. The Council will ensure that the assessment and its conclusions are read alongside the relevant plans and projects and that in-combination effects are addressed where required.
Advised that assessments of likely significant effects should be undertaken before the Appropriate Assessment stage when considering cumulative impacts.	The Council recognises that the Habitats Regulations Assessment process requires screening for likely significant effects and, where necessary, an Appropriate Assessment before a plan can be adopted.

Issue Raised	Council Response
	The Integrated Assessment and HRA should be read together and in accordance with the applicable regulations and guidance.
Other Evidence Base Documents	
Strategic Flood Risk Assessment - The Environment Agency supports the use of a Level 1 Strategic Flood Risk Assessment (SFRA), given that the Local Plan does not propose additional allocations beyond those in Places for Everyone. However, it identifies errors in the SFRA mapping, particularly relating to the representation of Main Rivers such as Whittle Brook, Brightley Brook, and sections of the River Irwell. The Agency recommends correcting these mapping issues before or after examination to ensure the evidence base remains robust. Elton Reservoir is not included in the Appendix E and should be added.	The Council notes the Environment Agency's support for the use of a Level 1 Strategic Flood Risk Assessment (SFRA), reflecting the Local Plan's reliance on the strategic allocations already identified in the adopted Places for Everyone Plan and the absence of additional allocations. The Council will review the suggested mapping errors in relation to Main Rivers, including Whittle Brook, Brightley Brook and sections of the River Irwell, and will, where necessary, make corrections to ensure the SFRA accurately reflects the relevant watercourses. Appendix E relates to sites that have not been allocated. Elton Reservoir was considered through the Places for Everyone Strategic Flood Risk Assessment.
Open Space Assessment - Greater flexibility around allotment requirements, particularly at Elton Reservoir, so that alternative food-growing opportunities can contribute towards requirements.	The Open Space Assessment informs Policy LP-OS2 and the approach to allotment provision. The Council recognises that alternative food-growing opportunities may be appropriate in some circumstances, but they must provide a demonstrable equivalent community benefit and be accessible, deliverable and capable of long-term management. The

Issue Raised	Council Response
	policy should not be interpreted as permitting a reduction in provision without evidence that the identified need will be met.
Viability – Peel, the Northern Gateway Development Vehicle and Taylor Wimpey submitted reps on the Bury Local Plan Viability Assessment prepared by Three Dragons.	The Local Plan Viability Assessment has been prepared by Three Dragons in accordance with national guidance. It tests the Plan's policy requirements against development typologies and considers the cumulative effect of policy costs on viability. The Council has considered the representations received on that evidence and will provide the assessment and relevant responses as part of the examination material. The Council considers that the assessment supports the conclusion that the majority of planned development is viable, while recognising that site-specific viability may need to be considered where the relevant policies allow.
Local Plan Site Suggestions Background Paper - The Site Suggestions Background Paper concludes that further Green Belt release is not required to meet housing needs. Peel disagrees, arguing that: • Housing delivery should be increased. • The borough lacks a five-year housing supply. • Grey Belt sites may now be considered suitable under national policy. • Allocating additional sites would be more effective than relying on windfall development.	The housing supply in Table 3 of the Local Plan is considered sufficient to meet the adopted PfE housing requirement over the Plan period. PfE establishes Bury's strategic housing requirement and the strategic allocations and the Local Plan is required to be consistent with the adopted development plan. The Council therefore does not consider further Green Belt release justified at this stage. National policy on Green Belt and grey belt will continue to apply to individual planning applications.

Issue Raised	Council Response
Housing Land Supply - Peel emphasises the strategic importance of the Elton Reservoir allocation. Peel argues that several discounted housing sites should remain under consideration and are capable of contributing to future housing delivery if additional land is required, including: • Land north-east of Nuttall Lane. • Broadhey Playing Fields, Ripon Hall Avenue. • Land off Brandlesholme Road, Greenmount. Query regarding the accuracy of some housing completion figures. Justification for the small sites windfall allowance used in housing supply calculations and querying why only small sites are included.	Elton Reservoir has been allocated through PfE and is included within the housing land supply. The 2025 SHLAA which forms the basis of Table 3 of the Regulation 19 Local Plan includes 2,420 homes at Elton within the Bury Local Plan period to 2043, and a further 1,080 beyond 2043. The trajectory will be reviewed as part of the usual annual SHLAA update process. The Council has identified sufficient land to meet the housing requirement over the plan period and does not seek to allocate additional sites. Table 3 of the Regulation 19 Local Plan provides a breakdown of the housing land supply and demonstrates that there is an 18.6% flexibility allowance, which will ensure the housing requirement can be met. Housing completions are monitored on an annual basis based on a range of data sources, including site visits where necessary. The justification for the small sites windfall allowance is set out in the Strategic Housing Land Availability (SHLAA) Summary Report and is based on past delivery rates on sites of <5 units. No large windfall allowance is included because, whilst it is likely that larger sites will become available over the plan period due to unforeseen circumstances, larger sites are easier to identify than small sites and many are therefore already included within the land supply. NPPF (December 2023) requires there to be compelling evidence that windfall sites will provide a reliable source of supply. There is insufficient evidence to demonstrate what an

Issue Raised	Council Response
	appropriate allowance for larger sites would be or certainty over whether past trends are likely to continue.
Infrastructure Delivery Plan - Improvements made to the 2026 Infrastructure Delivery Plan are welcomed but considers it insufficiently detailed. Request an Infrastructure Delivery Schedule identifying: • Specific projects. • Costs. • Funding sources. • Delivery organisations. • Development phasing. Argued that there is currently no clear mechanism explaining: • How infrastructure costs will be apportioned. • How strategic infrastructure will be funded upfront. • How later developments will reimburse earlier infrastructure providers. Particular emphasis is placed on ensuring developments benefiting from infrastructure delivered through Elton Reservoir make fair and proportionate contributions.	Noted. The Infrastructure Delivery Plan (IDP) published alongside the Bury Local Plan provides a framework for ongoing engagement with infrastructure providers. Whilst the IDP seeks to identify the key infrastructure required to deliver the Local Plan, it does not capture every project being planned by the Council nor is it intended to provide a prescribed implementation plan for the provision of infrastructure with confirmed funding and delivery timetables. It will be a 'living' document, recognising that infrastructure requirements will change over time as new or improved infrastructure is provided. However, an updated Infrastructure Delivery Plan including an infrastructure Delivery Schedule will be submitted with the Regulation 20 Local Plan.

Issue Raised	Council Response
National Highways broadly supports the transport evidence underpinning the Northern Gateway allocation. It supports the proposed transport strategy but stresses that successful delivery depends on: • Infrastructure being delivered on time. • Appropriate funding arrangements. • Effective mitigation of impacts on the Strategic Road Network (SRN). National Highways highlights the need for continued assessment of: • M62 Junction 19. • M66 Junctions 2 and 3. • Simister Island. • Wider North-East Growth Corridor impacts. It notes there is currently no commitment for future motorway improvements to be funded through national road investment programmes.	Noted. Strategic Allocations in PfE have their own policies which provide policy requirements. As the Northern Gateway allocation is brought forward through planning applications supporting transport assessments will need to be submitted which would consider the cumulative highway and transport impacts of the site including impacts on the SRN.
Consultation Statement	
National Highways is not specifically named within the Consultation Statement and there is no explicit explanation of	The Statement of Common Ground prepared to support the Local Plan demonstrates how through the preparation of the Plan we have co-

Issue Raised	Council Response
how any representations from National Highways or other strategic transport bodies have influenced the Plan. Whilst the document refers to highways infrastructure, infrastructure providers and the need for a robust evidence base, discussion of strategic highway impacts remains relatively high level.	operated with our neighbouring authorities and other relevant public bodies including National Highways and Transport for Greater Manchester on strategic priorities, including those that cross boundaries.
Topic Papers	
Topic Paper 11 – Greenbelt - Updated Green Belt evidence including a grey belt assessment and stronger contingency planning for future development needs.	The Local Plan does not allocate additional Green Belt sites because the Council considers the housing requirement can be met through the identified supply and the strategic sites already allocated in PfE. The Local Plan is prepared under the applicable transitional arrangements and is not intended to pre-empt future strategic plan-making or duplicate national Green Belt policy. The application of grey belt policy to individual proposals remains a matter for decision-making under the applicable national policy.
Other Comments	
Concerns were raised regarding the accessibility of the consultation process, consultation timing during summer holidays, lack of awareness of consultation opportunities and perceptions that public input has limited influence on outcomes. The Plan was described as overly complex and difficult for the public to understand.	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

Issue Raised	Council Response
Questions were raised about the role of developers and landowners in preparing development frameworks, with concerns over maintaining Council independence and public confidence in decision-making.	The Council worked with land promoters and developers in setting the vision and spatial principles for the PfE development frameworks (Elton Reservoir, Walshaw and Simister Bowlee), how the development will come forward and how it will comply with the development plan for Bury. The Development Frameworks supplement policies within PfE and are not relevant to the Local Plan.
Calls were made for clearer evidence bases, more transparent decision-making and stronger monitoring mechanisms to ensure delivery of planned outcomes.	The Local Plan is supported by an evidence base, an Integrated Assessment, an Infrastructure Delivery Plan and a monitoring framework in Table 4 of the Local Plan. These documents provide transparency on the rationale for the Plan and a means of monitoring its implementation. Policy LP-DM1 and the relevant topic policies establish requirements for infrastructure, transport, environmental protection and development impacts. The Council considers these mechanisms proportionate and will review the Plan in light of monitoring and changing circumstances as appropriate.
Community groups and residents questioned the justification for Green Belt release, seeking stronger evidence that brownfield opportunities have been exhausted first.	The Local Plan promotes effective use of previously developed land and makes provision for the strategic sites allocated through PfE. The Council considers the identified supply sufficient to meet the adopted housing requirement and does not consider further Green Belt release necessary. The adopted PfE Plan has already established the strategic allocations and revised Green Belt boundary.

Issue Raised	Council Response
Concerns were raised about biodiversity protection, ecological evidence, climate change impacts, flood risk and protection of valued open spaces, particularly around Elton Reservoir and other local sites.	The Local Plan includes policies to protect and enhance green infrastructure and biodiversity (LP-GI1 to LP-GI7), manage flood risk and drainage (LP-W1 and LP-W2), protect open space (LP-OS1 and LP-OS2) and address pollution. The Plan is supported by an Integrated Assessment and relevant environmental evidence. The PfE allocations were established through the adopted strategic plan and are not reallocated through this Local Plan. Site-specific impacts, mitigation and infrastructure requirements will need to be addressed through the relevant allocation framework and planning applications.
Objections highlighted the need for updated environmental assessments and stronger ecological safeguards.	The Local Plan is supported by an Integrated Assessment, including sustainability, health and equality assessment components as well as a Habitats Regulations Assessment, together with topic-specific evidence. These assessments have informed the Plan's strategy and policies. The Council considers the evidence proportionate to a Local Plan that does not make new site allocations and relies on the adopted PfE strategic allocations. Where individual proposals come forward, they will be subject to the environmental assessment and ecological requirements applicable to them.
Detailed objection to the PfE allocation JPA1.2 Simister Bowlee and request for updated evidence to support the allocation.	The Simister-Bowlee site was taken out of the Green Belt and allocated for residential development through Places for Everyone (PfE). A suite of evidence which supported the allocation was examined by independent Planning Inspectors prior to the adoption of the PfE Plan.

Issue Raised	Council Response
	The Simister Bowlee Development Framework was adopted on the 30th June 2026. The evidence supporting the Development Framework was proportionate to this stage of the development process (i.e. bridging the gap between the allocation in PfE and planning applications. Further, more detailed evidence will be submitted with all planning applications within the site to ensure that the proposals reflect the latest position.

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	Bury Local Plan Submission
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Place – Strategic Planning and Infrastructure
Proposed Implementation Date	11 November 2026
Author of the EqIA	David Wiggins
Date of the EqIA	14 October 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 5 to the Council 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 on the consultation database of its intention to prepare a new Local Plan for Bury. The draft Local Plan and the subsequent Publication Local Plan have both been subject to eight-week periods of public consultation which included direct notification to in excess of 900 contacts (which includes individuals, organisations, businesses, developers, equality groups and 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. All available information was in an accessible format and there were no issues raised in terms of anyone being unable to access it, including from the Bury Society for Blind and Partially Sighted People who were consulted directly on the Local Plan.

105 representations were received on the Publication Local Plan from a total of 103 separate individuals/ organisations/ developers. The majority of these were from developers seeking amendments to policy requirements and querying the Borough's existing land supply.

The Publication Local Plan will not be changed at this stage. The Local Plan, supporting documents and all representations will be submitted to the Government by the end of the year and an independent Planning Inspector will then be appointed to oversee the formal examination of the Plan. Having considered all the representations, the Inspector may suggest modifications to the Local Plan and, if this is the case, these modifications will be subject to further public consultation before that Plan can move forwards to adoption.

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	The Local Plan includes policies that will bring positive housing benefits to the young and old. The Plan includes a policy requiring affordable housing provision within new residential development which	Where appropriate, significant development projects may require an individual equality	Positive

	ages, particularly older and younger people	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 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	impact assessment. To ensure the development considers any age related impacts.	

		(including physical disabilities, learning disabilities and mental health needs), maximising their ability to live independent lives and retain control over their accommodation and services.		
Disability	The local plan alongside the Places for Everyone plan provides a framework for future developments that considers the accommodation and lifestyle needs of disabled residents	Recent population projections indicate that there is likely to be a significant increase in the number of people aged over-65. The Housing Need and Demand Assessment (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	Where appropriate, significant development projects may require an individual equality impact assessment. To ensure the development considers any disability impacts.	Positive

		which states that the Council will seek to secure a broad range of housing choices for older people and people with disabilities (including physical disabilities, learning disabilities and mental health needs), maximising their ability to live independent lives and retain control over their accommodation and services.		
Gender Reassignment	Neutral			
Marriage and Civil Partnership	Neutral			
Pregnancy and Maternity	Neutral			
Race	Neutral			
Religion and Belief	Neutral			
Sex	Neutral			
Sexual Orientation	Neutral			
Carers	Neutral			
Care Experienced Children and Care Leavers	The local plan alongside the Places for Everyone plan provides a framework for future developments that considers the accommodation and lifestyle needs of care 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	Positive

			impacts on care experienced children and care leavers	
Socio-economically vulnerable	The Local Plan includes policies that seek to deliver economic growth and maintain existing employment opportunities. This will help to maintain local and accessible job opportunities for the Borough's residents. It also includes policies aimed at delivering affordable housing and reducing health inequalities e.g. by controlling fast food takeaways and maintaining and improving access to high quality open space, sport and recreational facilities	The Local Plan includes policies that will ensure the delivery of additional affordable housing. As of January 2026, there were 2,067 households on the housing register seeking affordable housing in the Borough, and Bury Housing Need and Demand Assessment identifies a net need for 1,017 affordable dwellings per year.		Positive
Veterans	Neutral			

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

2.5 Characteristics	Action	Action Owner	Completion Date

Section 3 - Impact Risk

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

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

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

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

3.2 Level of risk identified	0

3.3 Reasons for risk level calculation	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

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

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

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

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	David Wiggins	14/10/26	
Responsible Asst. Director/Director	Cris Logue	14/10/26	
EDI	L. Cawley	20/10/26	QA Complete: The analysis has identified the benefits that the local plan will bring to the whole borough, including people with specific characteristics. The plan combines many individual activities which will require individual EQIAs as these are developed and progressed in the future.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details

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Agenda Item 9

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Free bus travel for veterans

Council notes:

1. Bury has a proud military heritage, including its historic links with the Lancashire Fusiliers and is home to a valued Armed Forces community comprising veterans, serving personnel, reservists and their families.
2. The Armed Forces Covenant recognises the contribution made by members of the Armed Forces community and the principle that they should not face disadvantage compared with other citizens in the provision of public and commercial services, with special consideration appropriate in some circumstances.
3. Accessible and affordable public transport can play an important role in helping veterans access employment, education, healthcare, public services, social activities and support networks, supporting independence, wellbeing and participation in community life.
4. The Bee Network provides an integrated public transport system across Greater Manchester, with existing concessionary travel arrangements for eligible groups and specific travel concessions for members of the Armed Forces community on designated commemorative occasions.
5. There is an opportunity to explore whether a consistent, Greater Manchester-wide travel concession for Armed Forces veterans could provide practical recognition of their service, reduce barriers to travel and strengthen the region's commitment to the Armed Forces Covenant.
6. Any proposed scheme would need to take account of eligibility, affordability, funding, administration, existing concessionary entitlements and the practical arrangements required to deliver a consistent approach across Greater Manchester.
7. Other local authorities have explored or introduced targeted public transport concessions for veterans and serving Armed Forces personnel, demonstrating the value of considering practical measures to support the Armed Forces community.

Council therefore resolves to:

1. Call on the Mayor of Greater Manchester, the Greater Manchester Combined Authority and Transport for Greater Manchester to formally explore the introduction of free Bee Network bus travel for Armed Forces veterans across all ten Greater Manchester boroughs.
2. Request that this work considers the potential to extend the concession to Metrolink tram services, with the objective of establishing a straightforward and consistent travel offer across the Bee Network, subject to feasibility and funding.

3. Request a costed feasibility assessment examining the potential financial implications, funding options, eligibility criteria, verification arrangements, administrative requirements and anticipated benefits of the proposed concession.
4. Ask that consideration be given to using recognised veteran identification, including the HM Armed Forces Veteran Card, to provide a simple and accessible means of establishing eligibility, alongside appropriate alternative verification arrangements where necessary.
5. Request that the assessment considers how the proposal would interact with existing concessionary travel entitlements and how duplication could be avoided without disadvantaging eligible veterans.
6. Ask the Leader of Bury Council and the Council's Armed Forces Champion to engage with local veterans, Armed Forces charities, the Royal British Legion, Bury Veterans Hub and other relevant organisations to gather evidence of need and ensure that veterans' experiences inform the proposal.
7. Request that the Council communicates its position to the Mayor of Greater Manchester, GMCA and TfGM, and seeks a response setting out the findings of the feasibility work, potential funding arrangements and recommended next steps within a reasonable and agreed timescale.
8. Invite all Greater Manchester councils and political groups to support the principle of exploring a consistent, region-wide travel concession for veterans, recognising that this is a shared regional issue which would benefit from a coordinated approach.

Council believes that recognition of Armed Forces service should be reflected not only in formal commitments but also in practical measures that can improve everyday life.

Council further believes that exploring free Bee Network travel for veterans would be a positive opportunity to recognise their contribution, support their independence and wellbeing, and strengthen Greater Manchester's commitment to the Armed Forces Covenant, while ensuring that any proposed scheme is deliverable, properly assessed and financially sustainable.

Adopting a Climate Adaptation Strategy for the Borough

This council notes:

1. Bury declared a climate emergency in 2019 and subsequently adopted a Climate Action Plan, identifying climate resilience and adaptation as a key priority
2. Since then the UK and Bury have experienced increasingly frequent extreme weather conditions, including prolonged, repeated heatwaves, droughts and flooding, with all scientific evidence pointing to human caused climate change increasingly the likelihood and severity of such actions.
3. The impacts of climate change are already being felt by residents, businesses and public services through increased flood risk, overheating, pressures on infrastructure, impacts on biodiversity, and risks to public health.
4. Whilst important work is already taking place across the borough, including investment in flood resilience, the protection and enhancement of green spaces, tree planting initiatives and support for local food-growing networks, climate adaptation activity remains spread across a number of programmes and strategies.
5. A number of local authorities, have adopted dedicated Climate Adaptation Strategies which identify local climate risks, assess future projections and establish clear action plans to increase resilience.
6. The consequences of climate change will disproportionately affect vulnerable residents, including older people, young children, those with existing health conditions and communities already experiencing disadvantage.

This council believes that:

1. Climate mitigation and climate adaptation must go hand in hand. Whilst reducing emissions remains essential, councils must also prepare for climate impacts that are now unavoidable and becoming more impactful

2. Bury should be a leading authority in responding proactively to climate risks and protecting residents, businesses, infrastructure and natural assets from future climate impacts.

3. A clear and comprehensive Climate Adaptation Strategy would provide a framework for coordinating existing work, identifying future risks and ensuring that resilience is embedded across all council services and partner organisations.

4. Preparing for hotter summers, increased flood risk, pressures on water resources and other climate impacts is not only an environmental necessity but also an economic and public health imperative.

This Council resolves to:

1. Develop a borough-wide Climate Adaptation Strategy, setting out how Bury will prepare for and respond to the impacts of climate change over the coming decades.
2. Ensure that the strategy includes a comprehensive climate risk assessment, considering issues including flooding, extreme heat, water scarcity, infrastructure resilience, biodiversity loss, food security and risks to public health.
3. Engage residents, businesses, community organisations, emergency services, NHS partners, environmental groups and other stakeholders in the development of the strategy.
4. Explore adaptation measures adopted successfully elsewhere, including the creation of community cooling spaces, climate-resilient street design, enhanced tree planting, green and blue infrastructure planning and explore how changes to planning policy can make it easier for people to adapt their homes to a changing climate.
5. Identify and publish an action plan with measurable outcomes, setting out short, medium and long-term actions, responsibilities and potential opportunities to secure regional and national funding.
6. Regularly report back to Members on progress around implementing the strategy, including recommendations for future adaptation measures across the borough.

NOTICE OF MOTION

TITLE: DEVELOPING AN EFFECTIVE CONSULTATION FRAMEWORK IN BURY COUNCIL

Proposers: Councillors Judi Sheppard, Carol Birchmore, Des Duncalfe, Ken Simpson, Mike Smith and Mary Walsh

This Council notes:

1. Bury Council undertakes consultations on policies, strategies, services and proposals that can significantly affect residents, businesses and local communities.
2. Effective consultation enables residents to contribute to decision-making, helps the Council understand local needs and concerns, and promotes transparency, accountability and public confidence.
3. Recognised good practice emphasises clear objectives, appropriate consultation methods, accessible participation, sufficient time for responses, objective analysis and feedback explaining how residents' views have informed decisions.
4. Consistent standards are needed to ensure that consultations are meaningful, inclusive, transparent and proportionate to the significance and potential impact of the proposals concerned.

This Council believes:

1. Residents should have a genuine and accessible opportunity to influence decisions affecting their lives and communities.
2. Consultation must be more than a procedural exercise. Responses should be properly recorded, objectively analysed and given appropriate consideration before decisions are made.
3. A review of existing consultation arrangements should identify current guidance, gaps, inconsistencies and opportunities for improvement.
4. A Council-wide consultation framework should establish minimum standards for planning, conducting, analysing and evaluating consultations, supported by practical guidance and toolkits.
5. Consultation materials should clearly explain the purpose of the exercise, the proposals under consideration, the scope for influencing decisions, how responses will be used and any relevant limitations.

6. Responses received through different channels should be appropriately captured, objectively analysed and presented to relevant decision-makers, including the principal issues raised and any significant differences in views.
7. Proportionate summaries of consultation findings should be published, explaining how residents' views have informed decisions and, where appropriate, why significant suggestions or objections have not been accepted.
8. Consultation methods should reflect the subject, scale and potential impact of each proposal, using a suitable combination of online, written, face-to-face and other engagement methods where necessary to address barriers to participation.
9. External providers undertaking consultations on the Council's behalf should meet appropriate standards for accessibility, impartiality, data protection, recording responses and reporting findings.
10. Officers and others involved in designing, delivering and evaluating consultations should receive appropriate guidance and training.
11. The Council should learn from participants' feedback, previous consultations and good practice elsewhere, including effective use of digital and non-digital communication.
12. Proportionate oversight and reporting arrangements should monitor the implementation and effectiveness of any framework, identify improvements and report progress to the appropriate Council committee or other suitable governance body.
13. Any framework must complement, and must not replace or weaken, specific statutory consultation requirements or other legal duties applicable to individual decisions.

This Council resolves to:

Request the Monitoring Officer, working with the Executive Director (Strategy & Transformation) and relevant corporate services, to oversee a review of the Council's existing consultation arrangements and bring forward proposals for a proportionate Council-wide consultation framework, addressing the principles and standards set out in this motion and having regard to statutory consultation requirements and recognised good practice.

The proposals should be presented to the appropriate decision-making body within six months of this motion being agreed, for consideration and approval, and should include a clear timetable for implementation, oversight and progress reporting.

Supporting statement

Effective consultation is essential to transparent, accountable local government. Residents should have a meaningful opportunity to contribute to decisions affecting their communities and be able to see how their views have been considered.

This motion asks for an officer-led review of existing arrangements and proposals for a consistent Council-wide consultation framework. It sets out the standards that should inform that work, including accessible participation, accurate recording, objective analysis, clear feedback and appropriate oversight.

The aim is to improve consultation across the Council, strengthen public confidence and support informed decisions, while keeping arrangements proportionate and respecting all applicable statutory requirements.

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Party	Motion	Update for November Council
Radcliffe First	This Council Notes: • Giant hogweed is a dangerous plant and is non native to the UK ecology makeup. • The plant is now growing completely out of control in several areas especially our river valleys where the movement of water carries seed further down waterways to inhabit new areas. • Hogweed is now in public areas to which the general public have easy access. • The council must make use of powers to eradicate this species whenever possible on its own land and enable powers to make the treatment and eradication on private lands more enforceable. • Provide advertising and enable the public to clearly recognise the dangers this plant holds. • The Council is aware that work is beginning to look at the regulatory issues to resolve the root cause of this issue with the Council as a partner alongside local MPs, community groups, and other organisations. This Council further recognises: • Giant hogweed carries extremely toxic chemicals that presents a danger to humans and some animal species. • Most residents are still not aware of the serious consequences of any form of contact with this plant which can include serious blistering and burn like wounds when skin is exposed to sunlight • Eradication of this plant can be achieved not only by spraying with the correct chemicals but also by root cutting and seed head removal before germination	We survey sites in our ownership where we have identified or had reports of infestations. Bury Council staff are trained to treat and remove giant hogweed. Bury Council staff coordinate treatment programmes with local environmental groups and other voluntary sector groups. We have updated our website to include a dedicated page on Hogweed: Giant Hogweed: protect yourself and help protect Bury - Bury Council We have also updated our existing webpage in invasive plants, which includes details on Hogweed and provides a means to report Hogweed on public land: Invasive plants - Bury Council Bury Council staff prioritise treatment of Giant Hogweed on publicly accessible areas of council land. Treatment and removal of Giant Hogweed is only carried out where it is safe to do so.

Party	Motion	Update for November Council
	• This plant is an imported nonnative species and adds nothing to the ecology of our landscape. • The long-term effects of exposure to this plant can be life altering and disfiguring in humans. Therefore, this council resolves to continue the work it does in this area to; • Carry out regular surveys and work with community groups to survey council owned land, parks, river corridors and public rights of way to identify infestations. • Ensure that giant hogweed on council land is removed safely by trained professionals using recognised control methods. • Continue to work in partnership with neighbouring authorities, local environmental groups and private landowners to coordinate eradication efforts across boundaries, noting that this may be in a supportive role as this requires legislative change. • Launch a public awareness campaign so residents know how to identify giant hogweed, understand the health risks and know how to report sightings. • Establish an easy-to-use reporting system that enables residents to notify the council quickly when new infestations are discovered. • Prioritise the removal of Giant Hogweed on publicly accessible areas of council land and agree this in advance. Supporting Statement: The toxicity and Dangers are well recognised by councils in the UK, and the severe consequences of exposure should not be understated and must be well publicised to the general public. There has been clear and documented proof both visual in photographs and from statements and evidence of people affected. These can include blindness when contact	

Party	Motion	Update for November Council
	has been made with the eyes of the unfortunate person involved. Control of Giant Hogweed is not only desirable but necessary to protect our residents.	
Labour	This Council notes: 1. Social Care is one of the biggest issues of our time and the system, in its current state, is unsustainable - for patients, their families, communities and councils. 2. The Prime Minister has committed to fixing the broken social care system by finding common ground across party lines, setting out a new approach to politics based on problem-solving rather than point scoring, and drawing a line under decades of governments leaving this issue unaddressed. 3. That we welcome the cross-party approach to fixing adult social care, and that we here in Bury have a long history of working across party lines to deliver the best for our residents. 4. Baroness Louise Casey, who chairs the Independent Commission on Adult Social Care, has launched the Big Conversation on Care, a new online platform giving the public the chance to share their views and help shape the future of adult social care in England, starting with what values and principles a care system should be built on. 5. The scale of the challenge is significant: there are an estimated 1.46 million adult social care workers and 5.8 million unpaid carers in England, mostly women, proving care worth £184bn to the economy; in June 2026 an average of 13,600 people a day were medically fit to leave hospital but unable to do so, partly due to the availability of social care; and around 3,000 instances of corridor care are occurring daily as a result of pressures on hospital capacity. 6. The number of A&E attendances by people aged 65 and over has risen from 3.3 million in 2011/12 to 5.8 million in 2024/25, growth far	The big conversation was promoted widely across the council's media channels and its network of partners The big conversation has now paused until next year. An update will be provided to all Councillors in due course.

Party	Motion	Update for November Council
	outstripping the increase in the older population, and cuts to social care funding between 2010 and 2018 are estimated to have driven around half a million additional A&E attendances a year among people aged 65 and over. 7. In Bury, despite our strong performance in adult social care - where our recent inspections have revealed Outstanding care at Killelea and overall Good care across the system, we still face challenges in delivering the best possible care to our residents, following over a decade of cuts to funding from central government, combined with increases in demand, complexity and cost. 8. In Bury we have over 16,000 carers and in some areas of the borough the number of people providing unpaid care is as high as 10.5%. These carers perform an invaluable role but are faced with navigating an antiquated social care system that is not fit for purpose. Bury Council welcomes: 9. The pace and drive shown by the Independent Commission on Adult Social Care in working to bring forward its reporting timetable by a year, recognising the urgency felt by residents, carers, care workers, Unions and councils who cannot afford to wait for lasting reform. 10. The Prime Minister's willingness to reach across party lines, and the engagement of the opposition parties with this process, in the belief that a problem of this scale and longevity can only be solved through a settlement built to outlast any single Parliament. Bury Council resolves to: 11. Promote the Big Conversation on Care to residents, staff, carers, providers, Unions and local partners, and encourage the fullest possible local participation in it.	

Party	Motion	Update for November Council
	12. Offer this Council's full support and participation in the Big Conversation in whatever way is most useful to the Independent Commission - whether that is through local engagement events, sharing local data and case studies, or any other means the Independent Commission considers helpful.	

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