

GM9 - Walshaw

Topic Paper

October 2020

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Section A – Background

1 Introduction

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

2 Site Details

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

3 Proposed Development

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

4 Site Selection

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

5 Planning History

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

6 GMSF 2019 Consultation Responses

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

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

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

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

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

7 GMSF 2019 Integrated Assessment

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

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

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

Section B – Physical

8 Transport

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

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

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

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

9 Flood Risk and Drainage

Flood Risk Summary

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

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

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

GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment

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

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

10 Ground Conditions

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

11 Utilities

United Utilities

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

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

Electricity

Electricity North West

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

Gas

National Grid Infrastructure

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

12 Telecommunications

Existing BT Infrastructure

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

Existing Virgin Media Infrastructure

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

Section C – Environmental

13 Green Belt Assessment

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

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

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

14 Green Infrastructure

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

15 Recreation

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

16 Landscape

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

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

17 Ecological/Biodiversity Assessment

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

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

Habitat Regulation Assessment

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

18 Heritage Impact Assessment

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

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

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

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

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

19 Air Quality

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

20 Noise

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

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

Section D – Social

21 Education

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

22 Health Impact Assessment

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

Section E – Deliverability

23 Viability

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

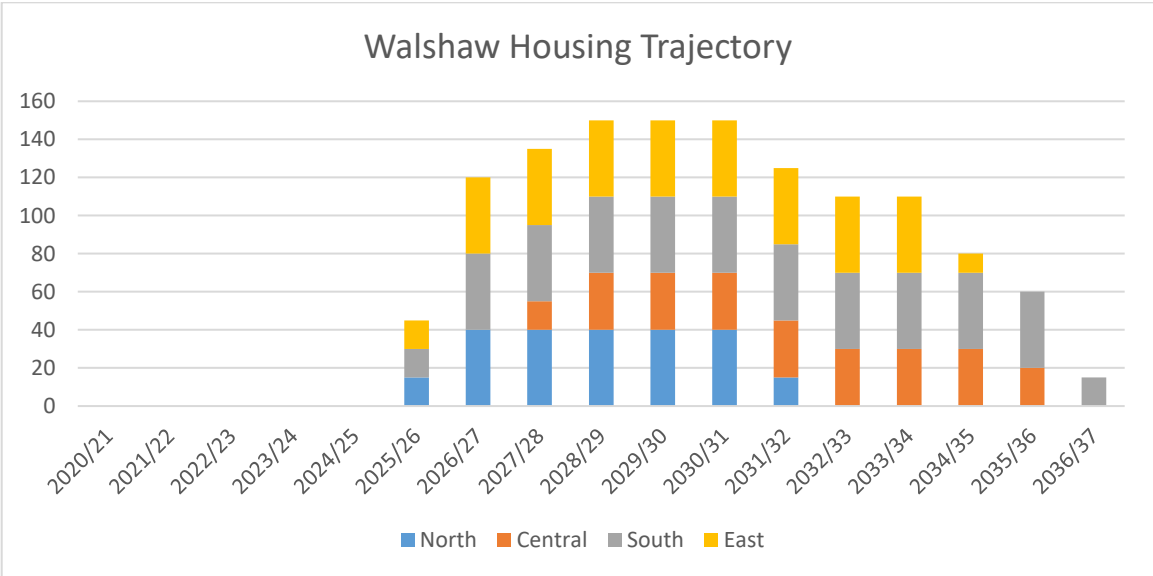
Test Type	Total BMLV, SDLT & Land acq fees	Scheme RV (incl BLV & return)	Viability measure as a % of BLV	Headroom (blended return)	Test result category
Whether the test is the 'Base' test or a sensitivity test	The total figure used in the testing for land value, includes tax and fees. BLV = benchmark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

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

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

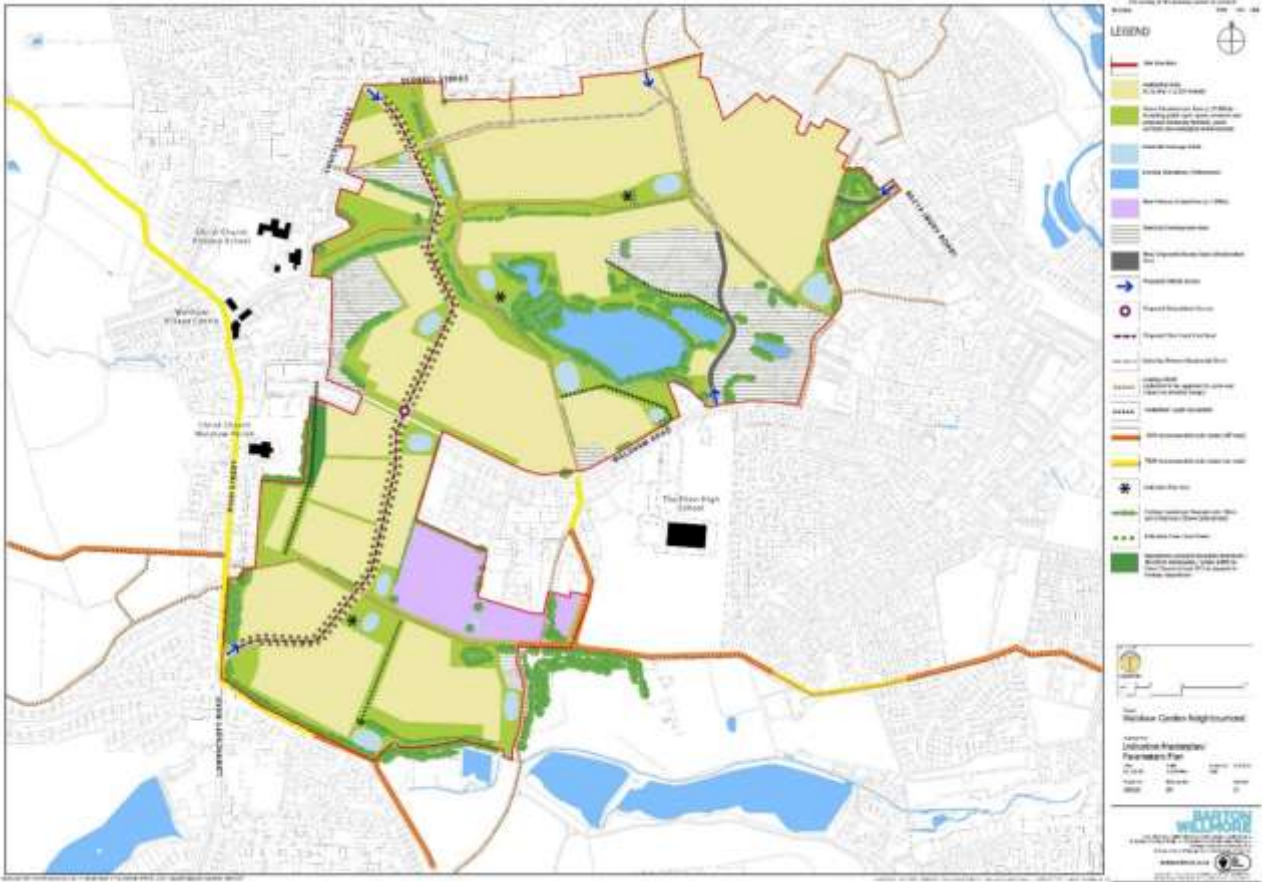
24 Phasing

- 24.1 The policy wording for GM9 requires a comprehensive masterplan to be approved by the LPA for the allocation, which any proposals must then be in accordance with. The policy states that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. This should include the delivery of highways, infrastructure, surface water drainage, grey infrastructure, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.
- 24.2 The phasing strategy will be developed through on-going discussions with key stakeholders in relation to infrastructure delivery. The estimated phasing and delivery trajectory will evolve as the plans for the allocation are developed further.
- 24.3 The allocation is in an established market area and will deliver a range of dwelling types and sizes, including affordable housing and provision for older people. The allocation is split into four separate outlets under the control of Himor (2 outlets), Redrow and Vernon and Co. Developments. Each parcel can be served by a separate access and can therefore be delivered simultaneously.
- 24.4 First completions are anticipated to take place in 2025/26, with a delivery rate of up to 40 dwellings per outlet per year, with all 1,250 dwellings expected to be delivered within the plan period. Although a significant amount of preparatory work has already been undertaken as part of the GMSF process, a lead-in time of five years from the start of the plan period has been allowed before the first completions to allow sufficient time from adoption of the plan for masterplanning to be completed, planning permission to be secured and enabling works to take place before the first units are delivered.



26 Indicative Masterplanning

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



Section F – Conclusion

27 GMSF 2020 Integrated Appraisal

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

28 The main changes to the Proposed Allocation

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

29 Conclusion

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

Appendices

Appendix 1 – GM9 Walshaw

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

Development within this allocation will be required to:

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

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

Justification

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

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

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

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

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

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

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

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

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