

Mill Gate.

BURY MILL GATE REGENERATION FRAMEWORK

draft.



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Introduction.

1

Introduction

1.1



The Mill Gate Shopping Centre ("the Mill Gate") sits at the very heart of Bury and its successful regeneration will be a major step forward for the Bury Town Centre Masterplan (2022). This Mill Gate Regeneration Framework ("the Framework") seeks to deliver "homegrown" regeneration that builds upon the area's existing strengths and unique assets, capturing the spirit of Bury in plans to revitalise the area.

This will be achieved through physical improvements to buildings and public realm; reconfiguration of the retail offer to make Mill Gate one of Greater Manchester's most attractive shopping and leisure destinations; harnessing and celebrating the local identity and character of the town; and growing the town centre's residential community. In this way, the Mill Gate can create sustainable inclusive growth opportunities for Bury's residents over the short, medium and long term.

The Framework sets out a vision and set of place based regeneration principles that seek to establish the Mill Gate as a vibrant mixed-use hub that meets the needs of the local community and stimulates future investment in the town centre. It also includes an illustrative masterplan, which imagines how the Mill Gate could look in the future if the vision is achieved.

- 1// Mill Gate Entrance (Market Street)
- 2// Library Gardens
- 3// Bury Market
- 4// The Rock Shopping Centre

The Framework vision and guiding principles are founded on an in-depth understanding of the Mill Gate, its interface with Bury Town Centre and local communities, and its location within the Borough and Greater Manchester.

This includes recognising and complementing the town centre's existing role and character, including its established retail function, a strong local entrepreneurial spirit epitomised by the nationally recognised Bury Market, rich historic cultural offer of museums and galleries, and strong regional transport connections, which are being enhanced by the new Bury Interchange.

In doing so, the Framework seeks to deliver genuine social and economic benefits for local people, which address the specific challenges and identified needs of the local community. This includes recognising the need to deliver improved local health outcomes; within the context of the Mill Gate's town centre location this requires new, innovative solutions and enhancements to integrate in with the existing infrastructure, such as active travel networks (e.g. Greater Manchester's Bee Network).

The Framework is being brought forward by Bury Metropolitan Borough Council ("the Council") and Bruntwood, who jointly acquired the Mill Gate shopping centre in 2022 ("the JV").



Mill Gate Today

Today, the range of uses and quality of environment in and around the Mill Gate are not maximising the town centre's potential. The Framework Area includes a variety of buildings that have been delivered on a piecemeal basis over the years. This has resulted in a lack of any cohesive architectural quality or style, under-utilised public realm, and poor connections, which collectively undermine the town centre's attractiveness as a place within which the local community and visitors want to spend time.

The current amount of retail floor space within the Framework Area is unsustainable due to the significant shift towards online shopping and new, less traditional, forms of retail and leisure. The area lacks a wider mix of uses and insufficient access to high quality, mixed tenure, multi-generational housing. This limited housing provision prevents the town centre from being a community of choice for those wanting to live in one of Greater Manchester's most vibrant town centres.

- 1// Parade at The Rock Shopping Centre
- 2// Parade at The Rock Shopping Centre
- 3// Bury Market
- 4// Bury, Mill Gate

The solutions to the full range of challenges and opportunities are multi-faceted and cannot be solved by this Framework alone. However, by identifying key regeneration drivers, the Framework can establish a series of 'golden threads' that run through the vision and objectives, place based principles, and the illustrative masterplan.

Overall, the Framework seeks to establish the long-term vision, objectives and development principles, which will ultimately provide the community with a clear understanding of the future potential for the Mill Gate and inform future decisions by the JV, the Council and those investing in the town centre.



1.2

Purpose of the Regeneration Framework



The Framework area is a prime example of a late 20th century retail development, and this Framework represents a unique opportunity to revitalise the significant, underutilised asset in Bury Town Centre. The purpose of the Framework is summarised as:

A Catalyst for the Town Centre

- The Framework is a central component of delivering Bury's Town Centre Masterplan and supports the Council's aims and objectives around inclusive economic growth in Bury's 2030 Let's Do It! Strategy.
- The Framework has been developed from an in-depth understanding of the Framework area, its interface with Bury Town Centre and local communities, and its location within the Borough and Greater Manchester. It has been directly informed by the Local Development Plan, Places for Everyone and other material considerations such as the Bury Town Centre Masterplan and Bury's Let's Do It! Strategy.

A Long-Term Vision

- The Framework provides a clear long term vision for the Framework area which aligns to key stakeholder expectations, objectives and priorities.
- A range of guiding principles are established within the Framework which underpin the overarching vision and objectives for a future-proofed Mill Gate, that supports the long term vitality Bury Town Centre.

A Guide for Future Development

- The Framework provides the strategic basis to guide the coordinated delivery of future development phases to maximise the environmental, economic and social potential of the town centre.

1.3

Structure of the Regeneration Framework



Report Navigation

This Strategic Regeneration Framework follows the below structure:

Section 01: Introduction

- Sets out the surrounding context and purpose of the SRF, including introducing the Vision and Objectives.

Section 02: Drivers for Regeneration

- An overview of the underlying factors that support the regeneration and investment opportunity.

Section 03: Site Analysis

- A summary assessment of key local considerations that have informed the Framework and will also inform future development proposals.

Section 04: Development Principles

- Outlines the detailed place-based development principles that will guide future development proposals.

Section 05: Illustrative Masterplan

- An indicative representation of how the area could be developed over the regeneration period, including presenting key urban design strategies.

Section 06: Landscape

- An overview of the landscaping and public realm guiding principles.

Section 07: Phasing & Delivery

- Sets out the indicative phasing and delivery strategy for bringing forward future proposals within the Regeneration Framework Area, including identifying key delivery considerations.



01: Introduction



04: Development Principles



07: Phasing + Delivery



02: Drivers for Regeneration



05: Illustrative Masterplan



08: Appendices



03: Site Analysis



06: Landscaping + Public Realm

Framework Area

1.4



The Framework area covers 10.9 hectares in the heart of Bury Town Centre.

The Framework area is bound by Angouleme Way to the south, Bury Interchange to the southwest, Kay Gardens and Market Street to the west, The Rock to the north, and The Rock Shopping Centre to the east.





Key

- Mill Gate Regeneration Framework
- Bury Town Centre Masterplan
- Conservation Area



1.5

Challenges



A number of challenges facing Bury Town Centre and the Mill Gate Shopping Centre have been identified and informed by a detailed understanding of the Framework Area and its surrounding context. These challenges have provided the starting point for developing the Framework and its overarching vision, objectives and guiding development principles.

These key challenges are summarised below:

- **Retail** – the existing mix of retail within the Mill Gate is unsustainable, with an oversupply in the value led offer. Data indicates that Bury's town centre offer is only attractive to 25% of Bury's residents. The limited market opening days also means that for large parts of the week (daytime and evening) footfall is therefore reduced.
- **Residential** – Existing lack of housing mix and diversity within the town centre mean that Bury Town Centre is not a desirable location for people to live.
- **Public Realm** – the existing areas of public realm have been delivered on a piecemeal basis, with no underlying strategy. This has resulted in low quality spaces that local residents, workers and visitors only uses these spaces to pass through.

- **Poor Connectivity** – connectivity within the Framework area and beyond to other parts of Bury Town Centre and the surrounding communities is poor. This is exacerbated by a poor quality environment that hinders way finding and legibility.
- **Covered Mall** – the existing Covered Mall within the Mill Gate closes at 7pm which creates a blocker to the town centre, both physically and in terms of the evening economy.

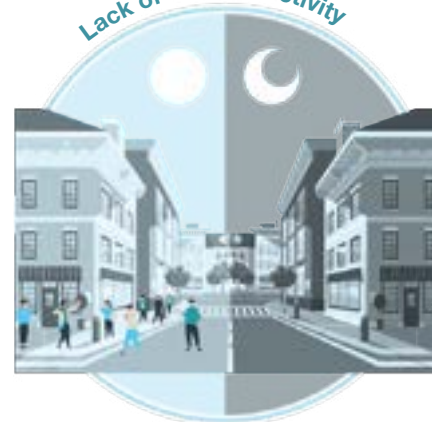
Retail Mix



Limited residential offer



Lack of evening activity



Low quality public spaces



1.6

Opportunities

In response to the challenges facing Bury Town Centre and the Mill Gate Shopping Centre, there is clear, established opportunity to deliver an enhanced and future proofed town centre through the regeneration of the Mill Gate.

A number of key opportunities have been identified:

- **Creation of a Mixed-use hub** – Curate a retail, residential and leisure mix that meets the demands of a broader cross section of Bury's residents and creates a unique and attractive destination for visitors from across the region. This should include introducing varied leisure and F&B operators to support the evening and night time economy, and delivering a variety of new high quality homes to increase the town centre residential population.
- **Improve Local Opportunities and Outcomes** – deliver inclusive growth to support broader social and economic ambitions and opportunities for the community. This includes maximising socio-economic outcomes locally and improving the quality of life of Bury's residents and workers.

- **Catalyst for Future Regeneration** – the Framework represents the first major opportunity to bring forward catalytic investment in the Town Centre. It will align with improvement plans at the Interchange and will form the basis for enhancing connections with the wider town centre in all directions.
- **Celebrate the Market** – recognise the important role of the market as a key part of Bury's heritage and identity. Enhancing the surrounding environment to support the market's long term success through delivery of a complementary retail offer.
- **Improving the Built Environment** – deliver future development phases that are aligned with a cohesive masterplan and support the creation of one of the most attractive town centres in Greater Manchester. Provide attractive, safe and accessible routes and public spaces.



The Vision + Objectives

1.7



To enhance Bury Town Centre's role as a mixed use hub for the Borough and Greater Manchester that: supports local business and enterprise; fosters strong local identity and civic pride; meets the needs of the local community; delivers attractive and well connected spaces; and attracts investment to deliver sustainable and inclusive growth.

The Vision and its supporting objectives provide the golden thread running through the Framework. The key objectives underpinning the Vision are as follows:

1. Deliver **inclusive growth** that seeks to maximise opportunities and social outcomes for Bury's residents.
2. Embed **environmental sustainability** into the design delivery and long term operation of Mill Gate.
3. Increase and **enhance the housing offer** to support a vibrant residential community in the heart of the town centre, whilst knitting in with the existing local communities.
4. Refresh and **diversify the town centre offer**, introducing more varied uses to meet current and future demands.
5. **Celebrate and enhance Bury's iconic market**, to secure its long term success and destination maintain its role in the town centre.
6. Deliver **high quality public realm and connections** to improve access, function and vibrancy of outdoor spaces.



CATALYTIC REGENERATION + INCLUSIVE GROWTH

- Strengthen Bury's prime role within the region and borough as a mixed use town centre hub, to become one of Greater Manchester's most attractive destinations for residents, workers and visitors.
- Engage with the local community to shape the future of the Mill Gate and seek to address local needs.
- Deliver meaningful, measurable social impact, including through the delivery of improved health and wellbeing outcomes and opportunities for existing and future residents.
- Integrate the masterplan with the existing town centre and identify future strategic interventions to support on-going investment in Bury.
- Serve the needs of the local community and the surrounding towns through a clear focus on social impact, which is centred around the following themes: Strengthening the local economy by supporting local businesses, local employment, and local spend; furthering the inclusion and community cohesion agenda in Bury; addressing health disparities in and around the town centre; and strengthening community safety.
- Support future growth by strengthening the town centre's reputation as sustainable and attractive place for future investment.
- Successfully deliver the Framework's regeneration programme to support future strategic considerations and opportunities outside of the Framework Area, including supporting potential longer term infrastructure, funding and land assembly requirements.

A VIBRANT RESIDENTIAL COMMUNITY

- Deliver new high quality, residential accommodation that responds to local housing need and supports the diversification and vitality of the town centre.
- Catalyse a self-sustaining housing market that can deliver high quality homes of choice, facilities and amenities for all stages of life and income.
- Develop affordable housing options that cater to the needs of lower-income families and individuals, ensuring that those who need it most have access to safe and secure housing within the town centre and surrounding areas.
- Seek to create a diverse, mixed and sustainable residential community that makes a positive contribution to the town centre.
- Identify opportunities to integrate existing and new residential communities within the town centre and beyond.

HIGH QUALITY PUBLIC REALM + CONNECTIONS

- Create a network of distinctive, high quality and well-connected spaces and routes that have a clear and unique role and function.
- Provide accessible and permeable routes for all and positively contribute towards the cycling and walking infrastructure network,
- Deliver a placemaking strategy that positively responds to Bury's heritage and identity, and strengthen the town centre's connection with the natural environment.
- Improve safety and security across the Framework Area, ensuring it is attractive and inclusive for all members of the community.

The Objectives.

The objectives build on the Vision and leverage the existing success of Mill Gate and Bury Town Centre to enable the delivery of a future proofed inclusive and sustainable town centre.

REFRESHED AND DIVERSE TOWN CENTRE

- Support the crucial role of the retail, leisure and cultural sectors and complement the existing town centre offer (including Bury Market, The Rock and the cultural quarter).
- Diversify Mill Gate's offering by introducing new uses that bolster and revitalise the town centre.
- Deliver a retail, leisure and visitor strategy that curates a vibrant mix of occupiers, which serve local needs and attract visitors.

EMBEDDING ENVIRONMENTAL SUSTAINABILITY

- Establish and commit to sustainability principles that run through the design, delivery and long term operation of all future proposals.
- Seek to deliver a bio-diversity net gain across the masterplan.
- Prioritise the natural environment to maximise community wellbeing benefits.

ENHANCING THE MARKET

- Improve the access, function and vitality of the market to secure its long term success and maintain its role in the town centre.
- Be sensitive to existing operations and ensure temporary arrangements maintain the quality and viability of the market throughout the delivery of the masterplan.

Planning Policy + Guidance

1.8



It will be essential for any future planning applications to accord with planning policy and consider guidance, to ensure that future proposals are in line with these. A detailed overview of the planning policy and guidance is provided at Appendix 01. This section provides an overview of the currently adopted policy and guidance at a national, regional and local level, which future applications will need to consider:

The Development Plan currently comprises:

- Bury Unitary Development Plan (Saved Policies) - 1997
- Places for Everyone (Main Modifications Draft) - 2023 (due to be adopted 2024)

The Bury UDP will be superseded by the adoption of the emerging Bury Local Plan. At the point of adoption this Framework will be reviewed to ensure consistency with the new policies outlined within the Local Plan.

The following documents comprise material planning considerations in the determination of planning applications within the Framework Area:

National planning policy and guidance, including:

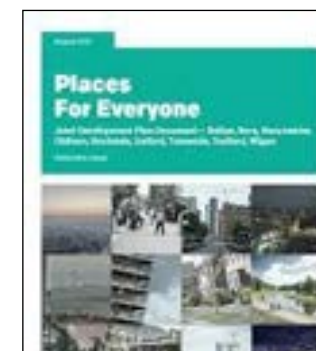
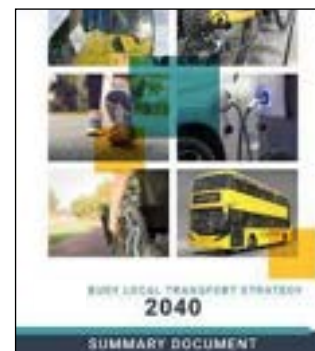
- National Planning Policy Framework (2023)
- National Planning Practice Guidance
- National Model Design Code (2021)

Regional and sub-regional policy and guidance, including:

- Greater Manchester Strategy 2021-2031
- Places for Everyone Publication Draft (2021)
- Greater Manchester Transport Strategy 2040,
- Greater Manchester Work and Skills Strategy 2022-2027
- Greater Manchester's Walking and Cycling Investment Plan (Bee Network) 2020.

Local Planning Policy and Guidance, including:

- Bury Supplementary Planning Guidance
- Bury Town Centre Masterplan (2022)
- Bury Transport Strategy (2023)
- Bury Housing Strategy 2021 – 2026
- Bury 2030 Vision – Let's Do It! Strategy
- Emerging Bury Local Plan



Engagement

1.9



Two public engagement events have taken place to date, in Autumn 2022 and most recently in July 2023. These public engagement events provided an early opportunity to hear the views of the local community. Feedback from both engagement events has been collated, reviewed and considered, during the preparation of the draft Framework. This has provided a valuable opportunity for the JV to listen and engage with the local community, and to ensure that local voices have been considered and represented in shaping the future of the Mill Gate.

Future proposals within the Framework area will continue to be subject to extensive public and local community engagement to ensure that the regeneration of the Mill Gate delivers an accessible, safe and attractive place, that meets the needs of both existing and future communities.



- 1// Mill Gate Engagement Event (2023)
- 2// Place on Tour: Bury - Mill Gate Site Visit
- 3// Mill Gate Engagement Event - Mind Map

1.10

Status of the Regeneration Framework



This draft Framework has been published for public consultation. Following the consultation period, the responses received will be considered and, as required, the Framework will be updated.

The updated Framework will then be considered by Bury Council's Cabinet for endorsement.

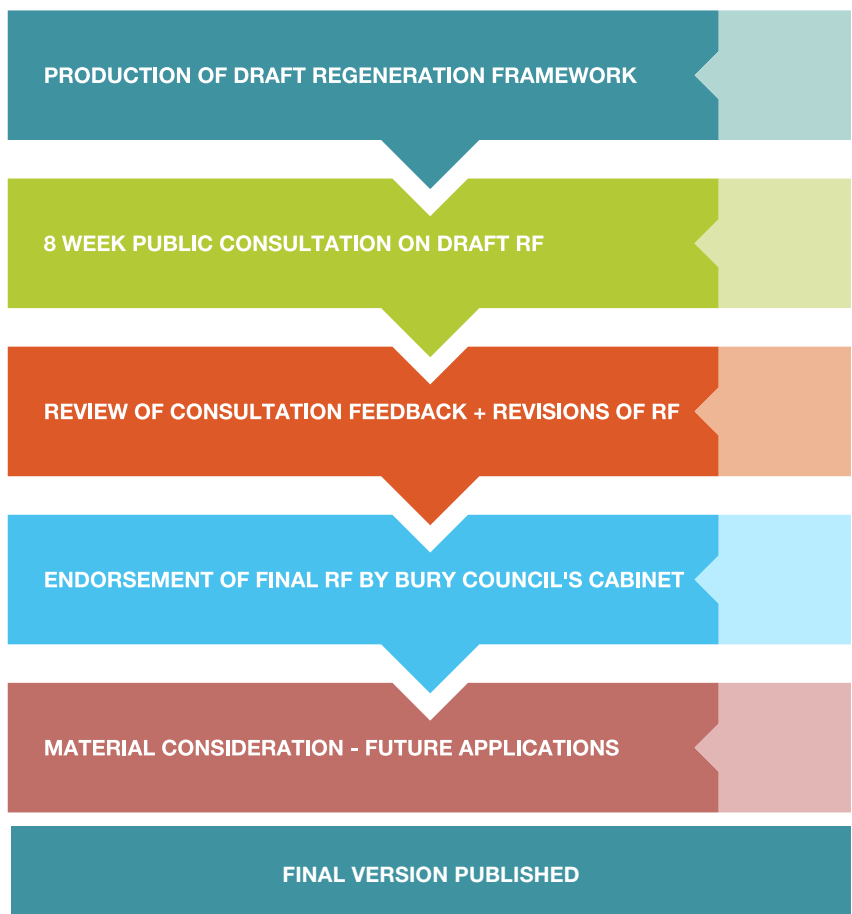
Once endorsed by Bury Council, the Mill Gate RF will act as a material consideration (with significant weight) for the Local Planning Authority in the determination of future planning applications that fall within the Framework area.

Notwithstanding this, future proposals will continue to be determined through the statutory planning process. This will include a full and robust assessment in accordance with national, regional and local planning policy, as well as any other material considerations.

Flexibility //

The Framework provides the foundation for future development regeneration proposals, whilst ensuring that the necessary flexibility is provided to enable the detailed design of each plot to be refined. The flexibility of the Framework is important to allow future development to respond to changing market conditions, technological advancements, design

innovation, technical analysis and environmental considerations, throughout the long-term delivery phase.



The Team

1.11



Project Team

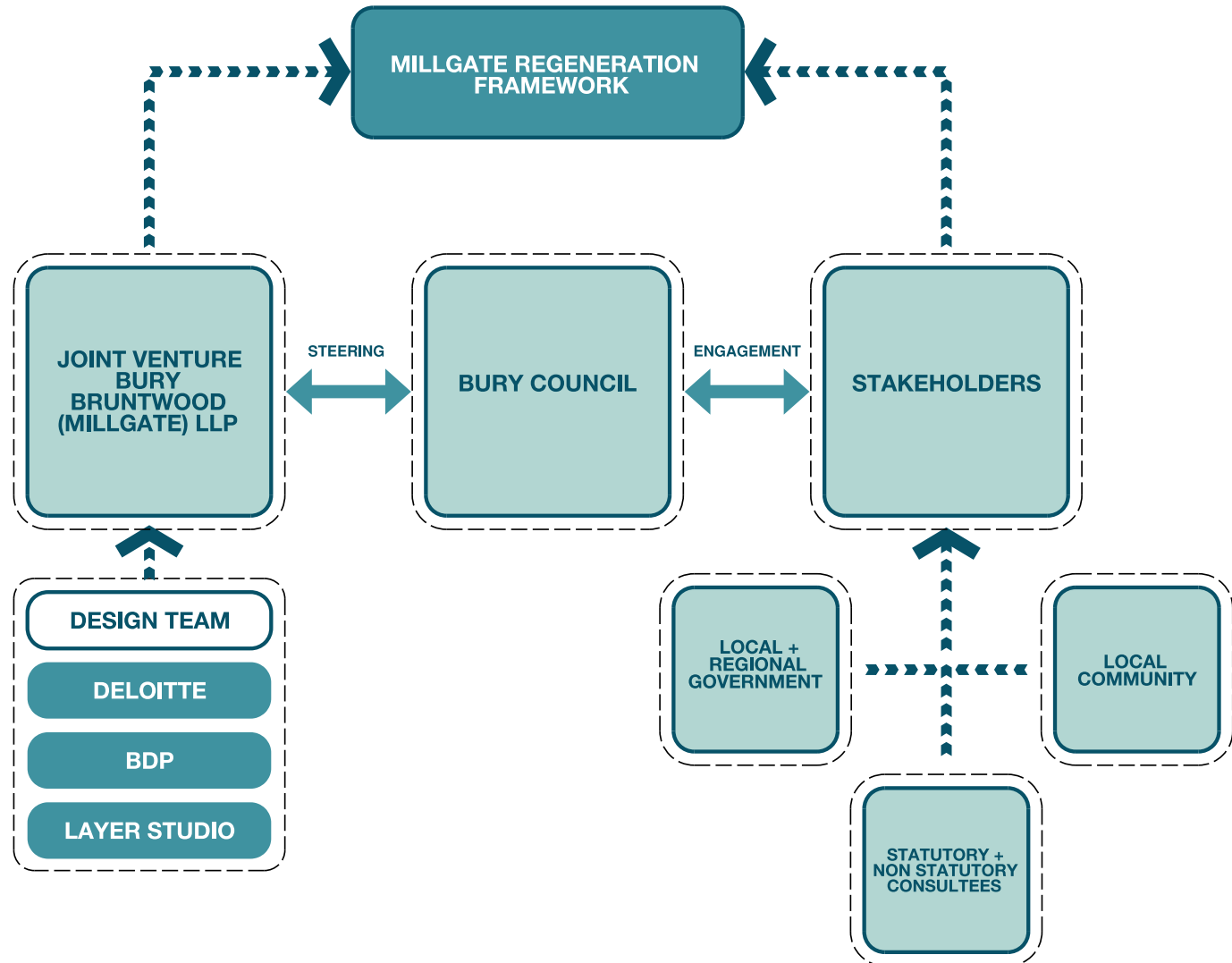
Mill Gate.

The Framework has been brought forward by Bury Bruntwood (Mill Gate) LLP (a Joint Venture between Bruntwood and Bury Council).

The Framework has been informed by discussions with Senior Officers at Bury Council. This collaboration with the Local Authority has sought to ensure that the Framework aligns with Bury Council's strategic objectives and that it provides a suitable level of detailed guidance to inform future proposals.

The Framework has been prepared by an appointed multi-disciplinary team, including:

- BDP
- Deloitte
- Layer
- Curtins
- Crookes Walker Consulting
- Hatch





Drivers of Regeneration.

2

Strategic Regeneration

2.1



Strategic Regeneration

Investment in the Framework Area is essential to support a sustainable future for Bury Town Centre and provide local residents with opportunities for beneficial outcomes. The Levelling Up agenda is committed to reducing geographical inequality in the UK, while GMCA Devolution gives Greater Manchester new tools and responsibilities to drive growth and enhance the local economy, services, and infrastructure. These objectives are consistent with the National Planning Policy Framework (NPPF), which emphasizes a positive approach to managing and adapting town centres to unlock inclusive economic growth.

Improved rail infrastructure, the Northern Powerhouse initiative, and Greater Manchester's future economic growth will all contribute to the region's future prosperity. Greater Manchester's Places for Everyone Plan (PFE) recognises the need to deliver high levels of economic growth to support the prosperity of the city region, and specifically identify substantial opportunities across the North-East and Wigan-Bolton growth corridors.

Bury Town Centre's Masterplan, within which the Mill Gate sits, represents a key opportunity to unlock inclusive growth and support the broader regeneration, economic, and social ambitions and opportunities for Bury Town Centre. The Mill Gate can therefore help Bury Town Centre reach its full potential.

The commitment to promoting equality of opportunity and driving investment across the North has been key priority for successive Governments, and serves as a golden thread that runs through all Levelling Up initiatives.

The Mill Gate represents a significant regeneration opportunity, to deliver a mixed-use town centre hub that supports the needs of the existing and future community. This section provides an overview of the primary drivers of regeneration. For additional detail please refer to Appendix 03.

1//
2//
3//

Bury Interchange - Metrolink
Manchester Piccadilly Station
The Rock -Northern Powerhouse Study



Mill Gate.

2.2

Role of the Highstreet



The retail market has experienced a significant downturn due to the expansion of the online market share, resulting in a rapid decline in sales densities and the loss of major high street retailers. To support their long-term vitality, town centres should adapt by introducing a more diverse range of uses to generate footfall and activity. Evening and night-time activity can also play a crucial role in boosting activity and creating more diverse employment opportunities in town centres while enhancing their reputation as attractive visitor destinations.

As the sub-regional centre for the Borough and a key retail and commercial destination, Bury's retail offer has evolved over the last couple of decades. Historically, the Mill Gate shopping centre was the town's premier shopping destination up until the opening of The Rock in 2010. This resulted in changes to the Mill Gate offering, within the shopping centre becoming home to smaller, more local retailers as well as budget, low-value brands. Today, retail units within the Mill Gate struggle to attract high-quality occupiers which is exacerbated by the over provision of traditional retail and the high proportion of charity shops and smaller budget-focused brands. To address this, there is an opportunity to reduce existing duplication and vacancy by introducing more mid-range national brands and expanding dine-in food and beverage options to enhance the appeal of Mill Gate to a broader customer base.

Similarly, Bury Market, a nationally renowned cornerstone of Bury heritage and identity, would also benefit from reduced duplication and the introduction of more varied local businesses and entrepreneurs to enhance its attractiveness and the visitor experience. Despite this, the Market and Bury's new Flexi-Hall project have received Levelling Up funding which will seek to better integrate this area into the wider town centre.

The town centre needs to adapt and respond to changing circumstances by rationalising traditional retail floorspace and offering more 'experience-driven' retail, leisure, and food and beverage offerings to support the Mill Gate's long-term vitality. By doing so, the Mill Gate can be a key component of Bury Town Centre reaching its full potential by acting as a catalyst for future investment in the town centre.

1//
2//
3//
4//

High Street Amenity Spaces
High Quality Homes
Places to Work
Town Centre Regeneration



2.3

Education + Employment



The Northern Powerhouse initiative aims to tackle barriers to productivity and unlock the economic potential of the North. Despite Greater Manchester's strengths, the city region's productivity has remained 10% below the UK average for the past two decades. At a local level, Bury's economic growth lags behind Greater Manchester, highlighting the need for further investment and improved productivity. While Bury Town Centre is a key employment hub, it has shown lower employment growth than other Greater Manchester localities.

The Mill Gate represents an opportunity to increase job opportunities across a range of sectors and skill levels within the town. Investment in higher-level skills is crucial for residents to access job opportunities, and so the Borough should seek to invest in the skills base of its workforce to maintain and further develop a competitive skills supply offer.

Bury Town Centre currently accounts for over a quarter of all businesses in the Borough, with a higher-than-average proportion of small businesses, highlighting the Borough's entrepreneurial activity. However, this also indicates that the business base may be highly exposed to economic shocks.

To address this, there is a need to support the delivery of flexible and affordable workspaces, support and create more local employment

opportunities, attract higher-paying employment opportunities, which can help to encourage younger residents to stay or relocate, and stimulate wider economic growth through increased local expenditure.



Greater Manchester Local Industrial Strategy

June 2019



GREATER MANCHESTER
DOING THINGS DIFFERENTLY

NORTHERN POWERHOUSE

2.4

Residential Demand



The UK is facing a housing crisis, with many individuals struggling to access suitable and affordable housing. The Government and NPPF recognises the need to increase the supply of new homes, including affordable homes, and ensure that they are built faster and in the right locations. Residential development in town centres plays an important role in increasing the supply of new homes, whilst supporting town centre vitality and providing easy access to essential services.

Bury is facing significant housing demand and affordability challenges due to sustained population growth, with house prices increasing by 57% in the last decade. The limited supply of new high-quality housing has resulted in affordability challenges, restricting the town's potential to attract and retain skilled young people, and contributing to elevated levels of outward migration for higher-skilled individuals. Similarly, there is high demand for housing from people who work outside the Borough, and whose incomes are generally higher than those that work and live within Bury. Therefore, there is a need to deliver a range of high-quality housing, including Build to Rent, to meet local housing need and increase the draw of the town centre as an attractive destination to live and work.



Residential images

2.5

Sustainability



The planning system strives to achieve sustainable development by delivering economic, social, and environmental benefits together.

To achieve a clean, carbon-neutral, climate-resilient place, the Greater Manchester Combined Authority's 5-year Environment Plan and Bury Council's Climate Action Strategy (2021) and Action Plan (2023) aim to progress to carbon neutrality by 2038. At both a national and regional level, the importance of the is recognised as playing a crucial role in improving health and well-being outcomes for communities, while also reducing reliance on public sector services.

The provision of sustainable transport options will contribute to achieving these targets, by reducing emissions from personal vehicle usage and a decreasing levels of air pollution. Future proposals at Mill Gate offer the opportunity to promote sustainable and active travel by expanding green routes and improving connections to other parts of the town centre; through this, residents and visitors will be encouraged to practice active travel and reduce car dependency. Low-carbon development at Mill Gate also presents an opportunity to support the Greater Manchester and Bury's net-zero carbon goals. The JV is developing a sustainability strategy to ensure all new and existing buildings exceed or meet local and

national targets, ensuring that the growth of Bury Town Centre is both sustainable and prosperous.



Sustainability Images

2.6

Inclusive Growth



Inclusive growth is at the forefront of Greater Manchester's PFE and Bury's 2030 "Let's Do It!" strategy. Within Bury, there are significant disparities and inequalities between residents, with the Borough characterised by a range of socio-economic barriers which disproportionately impact residents' quality of life.

Communities around Bury Town Centre are still marked with pockets of deprivation, with Bury featuring higher levels of poverty than the national average. This is illustrated by neighbourhoods, particularly to the east and west of the town centre, which display lower-than-average household income levels, poor quality (often private rented) housing and limited access to public services and employment opportunities.

Bury is one of the worst-affected locations in the North West with regard to housing affordability, with almost 70% of homes priced beyond the household income of the average resident. This presents an opportunity to contribute to a more balanced housing market for the town centre by delivering mix of housing of diverse types and tenures, which are high-quality, futureproofed and affordable. This can seek to overcome reduced levels of social mobility, higher levels of preventative poor health, and a perceived lack of opportunities for residents, both in education and employment.

Residents who are in some of the most deprived parts of the Bury face some of the most significant health challenges, resulting in substantial disparities across Borough. This includes significant variation in life expectancy, whereby in a more prosperous location a resident is expected, on average, to live an additional 8 years when compared to a resident living in a more deprived area. The Borough is also characterised by a diverse population, most notably an ageing population which presents challenges in limiting the supply of labour in the morning age population and increasing demand for health and social care services.

Bury faces further challenges with health and well-being acting as a barrier into employment, with 31% of economically inactive residents being long term sick. In addition, the prevalence of childhood obesity and overweight around Bury Town Centre (within East Bury Ward) is higher than both the Borough wide and national average. This variation further reinforces the health inequalities and challenges facing the Borough.

The regeneration of Mill Gate and the town centre provides an opportunity to address the high levels of deprivation within the town centre and deliver improved health and wellbeing outcomes to address inequalities within the Borough. This can seek to promote social and economic diversity by providing homes and

opportunities for people of different income levels and backgrounds, which plays an important role in reducing social segregation and promoting social mobility, interaction and cohesion. This will in turn support the establishment of more sustainable, mixed communities.



Site Analysis.

3

Site Overview

3.1



The Framework Area is located in the heart of Bury town centre, and comprises primarily of the Mill Gate Shopping Centre, Bury Market, The Rock, Kay Gardens and Market Place.

The primary component of the Framework Area, the Mill Gate Shopping Centre, opened in July 1992 following a £6m redevelopment project which transformed Bury's primary shopping precinct into a covered, then state-the-art shopping mall.

The Framework Area benefits from numerous interfaces with notable assets in the town centre, including the Interchange (which is subject to forthcoming regeneration proposals itself), Angouleme Way, Bury's historic quarter, and the new Rock shopping district.



Appendix 02 includes further details on the site's history and the surrounding context.

3.2

Existing Uses, Building Heights + Environmental Conditions



Existing Building Uses

**Retail Shopping**

The Framework Area is characterised by a range of retail shopping and food and beverage uses, spanning from large high-street names (such as HMV, New Look and HMV) to smaller, family-run independent businesses that help to give Bury its distinctive, community-driven identity.

Over recent years, changing shopping habits and the opening of the Rock shopping district have resulted in significant challenges to traders across the Framework Area, particularly at the Mill Gate centre. To avoid vacant units blighting the retail experience within the Mill Gate, owners have prioritised occupancy over rental income, but this is not a long term approach to creating a sustainable shopping centre. This short term intervention has been relatively successful to maintain the area's vibrancy, however, it is not the suitable long-term solution to ensure the shopping centre's vitality.

**Bury Market**

Bury Market is an award-winning open-air market to the immediate south east of the Mill Gate shopping centre. To many, the town of Bury is synonymous with the Market, and it is considered a fundamental aspect of the culture and economy for the town and wider Borough. The Market not only provides vital trading opportunities for small-scale market sellers serving the local community, but is also a vital tourist attraction. It is often visited by coachfuls of tourists who visit to see "Britain's Favourite Market."

The Market is a crucial component of the Framework Area, and at the centre of Bury's continued national reputation as a thriving market town.

**Leisure and Culture**

The Met theatre, located in the Grade II Derby Hall, is a significant element of the Framework Area. It has been operating since 1979 by the charity Bury Metropolitan Arts Association. In 2022, the Met sold over 20,000 tickets across 225 events and generated over £335,000 to be reinvested into the Theatre and Charity. It is a well-known institution to Bury and surrounding residents, with 76.6% of visitors from Greater Manchester (and 45% of those coming from the Borough of Bury).

**Other Uses**

In addition to the range of retail and cultural offerings, the Framework Area is also home to;

- The Football College, a football-focused college operated by VLUK and The Uni Centre of Sport, offering Level 2 and 3 courses in Sports and Sports Coaching Development.
- Mill Gate Multi Storey Car park providing an important football generator.
- A small number of social rented dwellings in an isolated location.
- There are also a range of other ancillary town centre uses within the Framework Area, including opticians, pharmacies, Job Centre Plus, Post Office, and other experience-driven retail, including hair and beauty salons, bra fitting specialists and clothing alteration boutiques. These retail offerings cannot be easily replicated online, and therefore continue to be successful despite the growing dominance of e-commerce.

Land Use

The Framework Area is relatively singular in its use, with retail dominating the heart of the Mill Gate, with few exceptions as noted earlier.

Across the Framework Area, use becomes more varied with more civic functions being provided to the west, further retail to the east with the Rock, but with the addition of apartments, and a cinema and chain dining offer, and to the south is a big box retail park subdividing more traditional terraced housing.

It is evident within the heart of the Mill Gate that the retail offer and servicing strategy drives a hard townscape with little animation either outside of trading hours or within spaces between shopping malls.

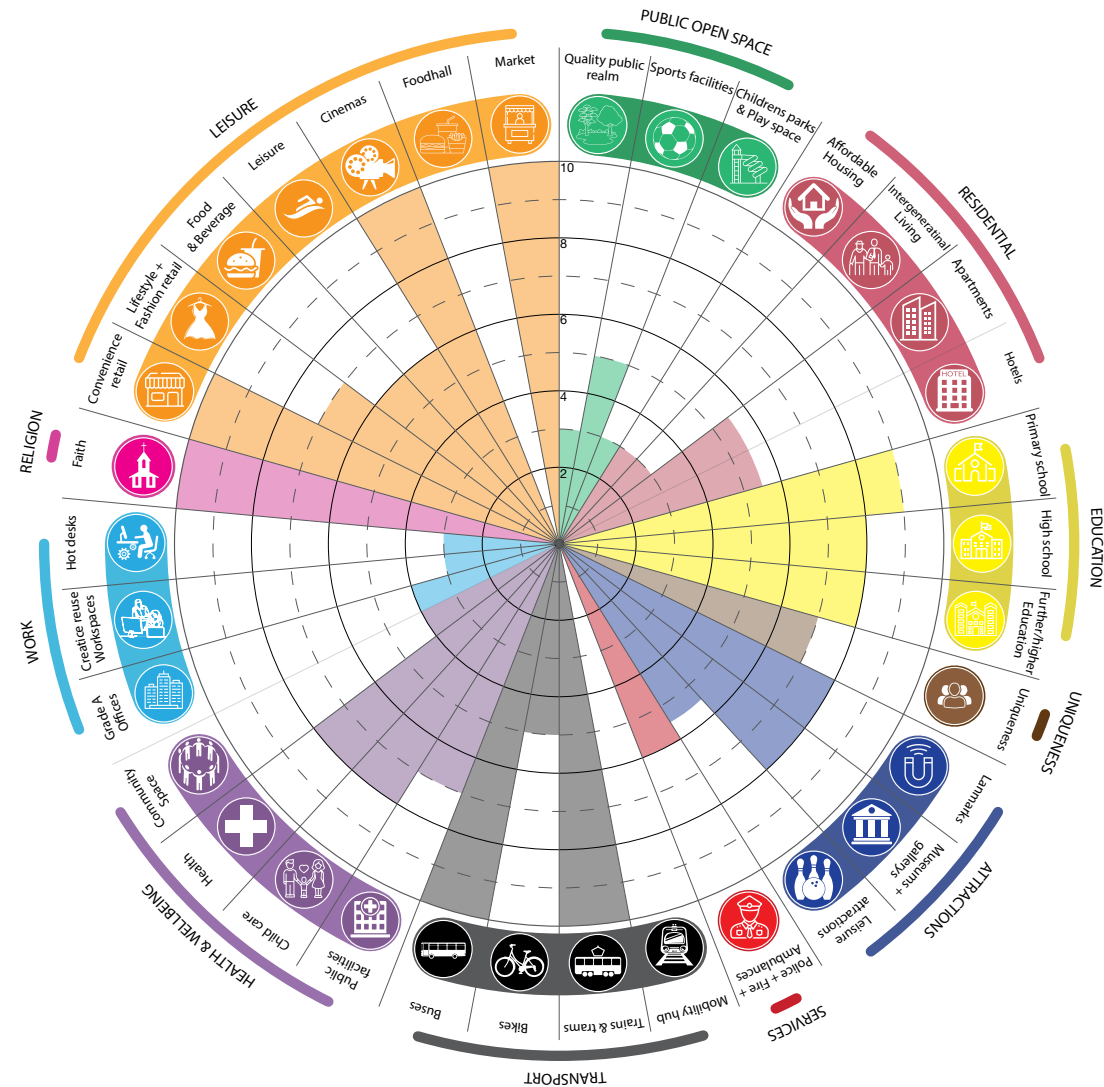
The approach of the Mill Gate to the south is most notable, with the impact of the arterial Angouleme Way compounding the feeling of being a back to the town centre when it is a place where many arrive.



Existing Building Use Analysis

The adjacent Town Centre analysis tool has been utilised to assess the existing land use against a series of parameters developed to understand if a place has all of the components to be a sustainable place to live with a focus on walking and cycling within a 20 minute radius.

A perfect town would complete a fully coloured dart board. The illustration for Bury represents a clear picture of where the opportunities are within the Mill Gate to provide benefit to both this area but also the surrounding neighbourhoods.



Building Massing and Scale

The Framework Area is comparatively low-rise for a highly connected town centre, with the majority of buildings ranging between 2 - 4 storeys. Across the Framework Area, heights generally increase towards the centre, rising up to five storeys at the eastern section towards the multi-storey car park and the Rock shopping district. Whilst largely low rise, the Framework Area comprises a relatively dense urban grain, resulting in few views across or into the site.

From street-level, the Framework Area is characterised by a variety of facades of differing scales. The heights, massing and layout of the more modern elements of the Framework Area (broadly comprising the Mill Gate shopping centre and Market) do not directly respond to the surrounding townscape, particularly the more historic parts of the town toward the west and north east of the Framework Area.

Across the Framework Area, facades are characteristically between 8 and 14m high, with the roof lines of the historic sections generally between 10 and 12m, whilst more modern sections are often between 8 and 10m. The different scales and heights are a result of the organic, uncoordinated growth of the town centre.

Key

■	1/2 Storeys
■	3/4 Storeys
■	5/6 Storeys
■	7/8
■	9+ Storeys



The Bury Palette

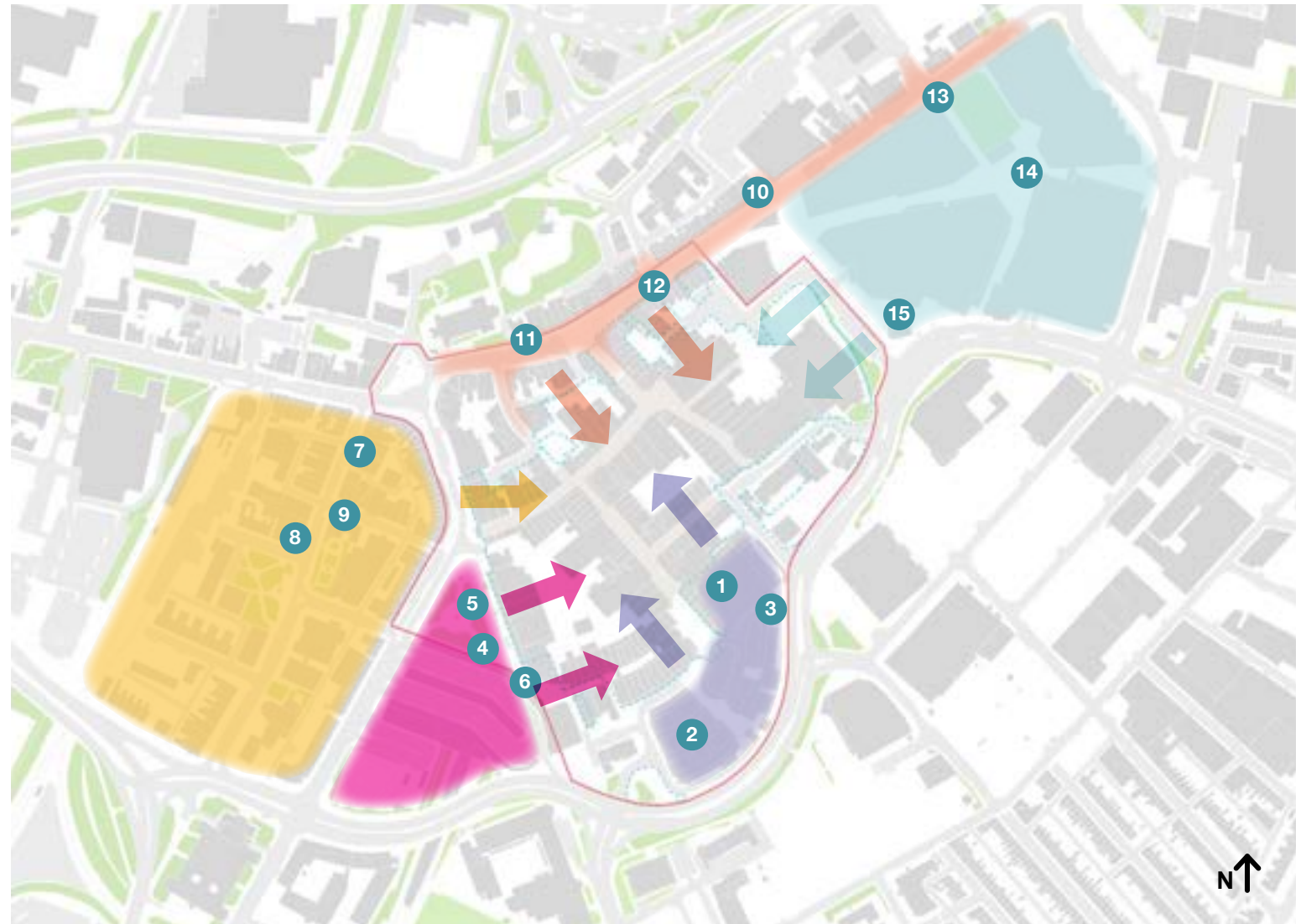
As described earlier in this section the site and surrounding context has a rich history and character that can help provide the Mill Gate redevelopment with several cues and inspirations from which to work.

Given that Bury Town Centre already has a quality and sense of place investigating the existing town centre can, for future development, provide a clear and responsible method to create a sense of place that is tied back to Bury. Reflecting patterns and rhythms of the surrounding buildings, roofscapes and tactility/solidity of the material can all be part of developing what we see as a site-specific sense of place.

Outlined in the following analysis is a summary investigation taken for each surrounding character area which can assist in the future architectural expression and placemaking of the Mill Gate masterplan.

Key

- Bury Market
- Kay Gardens
- Civic Garden
- The Rock High Street
- The Rock



BURY MARKET

MATERIALITY //

Metal / Curtain Walling

ROOFSCAPE //

Single Pitched / 'Bird - Wing'

ARCHITECTURAL STYLE //

Open Air / Arcade / Brutalist

KAY GARDENS

MATERIALITY //

Sandstone / Limestone / Brick (historic)

ROOFSCAPE //

Flat / Single Pitched / Punctuating Chimneys

ARCHITECTURAL STYLE //

Mixture of late Victorian / Nineteenth Century /
Ornamented / Contemporary

CIVIC QUARTER

MATERIALITY //

Sandstone + brick (modern + historic)

ROOFSCAPE //

Ridged / Multi-Gable / Hip

ARCHITECTURAL STYLE //

Mixture of late Victorian / Nineteenth Century /
Ornamented

THE ROCK HIGH STREET

MATERIALITY //

Sandstone / brick (modern + historic)

ROOFSCAPE //

Ridged / Multi-Gable / Hip / Half Hip

ARCHITECTURAL STYLE //

Contemporary / Victorian / Edwardian /
Art Deco / Tudor

THE ROCK

MATERIALITY //

Brick / Metal / Timber / Curtain Walling

ROOFSCAPE //

Flat

ARCHITECTURAL STYLE //

Contemporary



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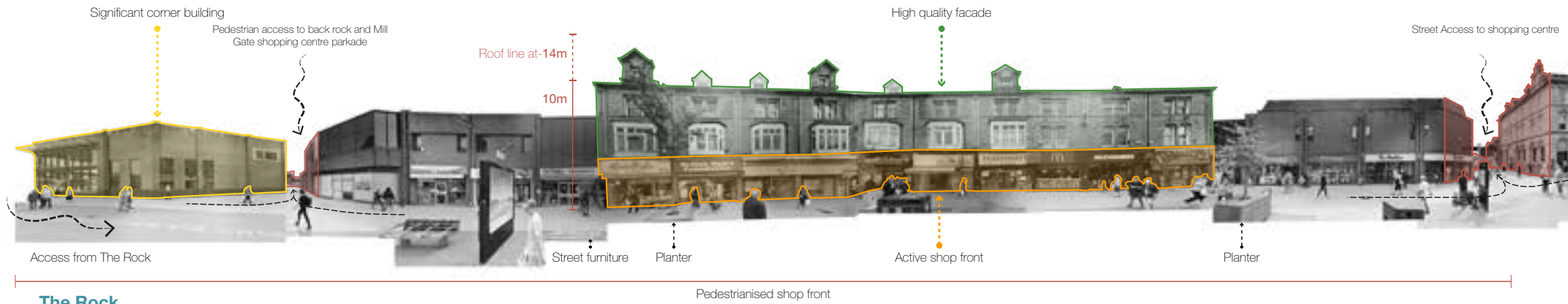


14

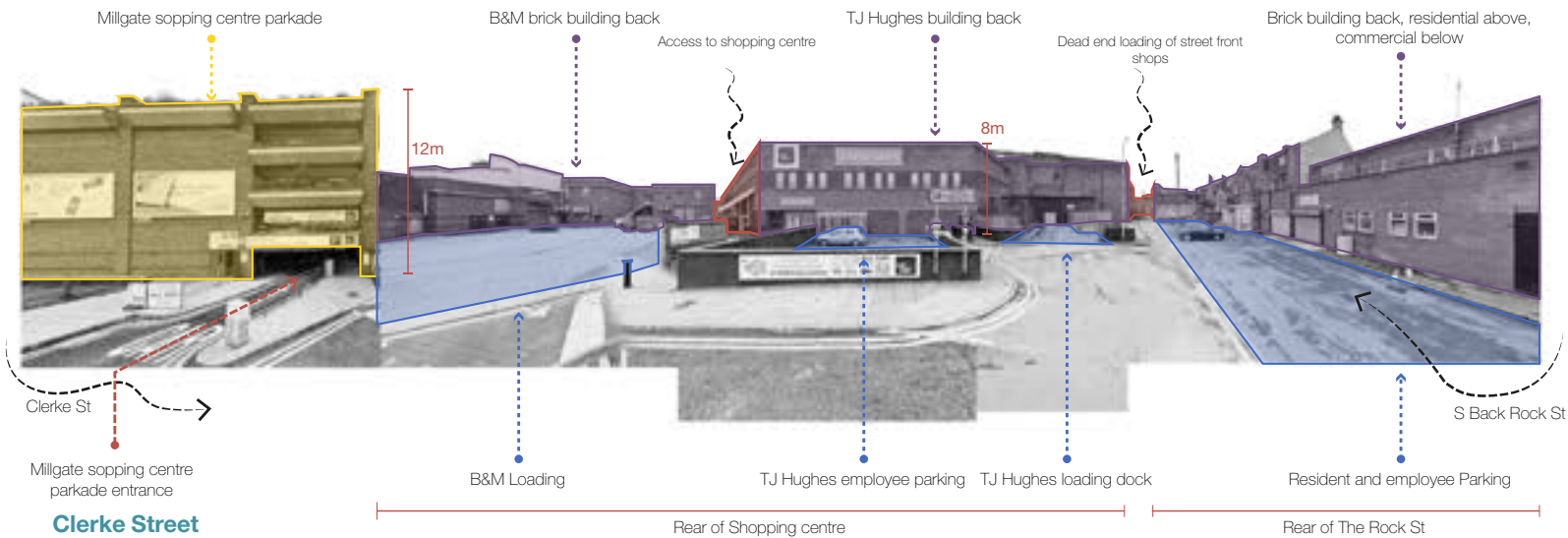


15

Existing Street Scenes



The Rock

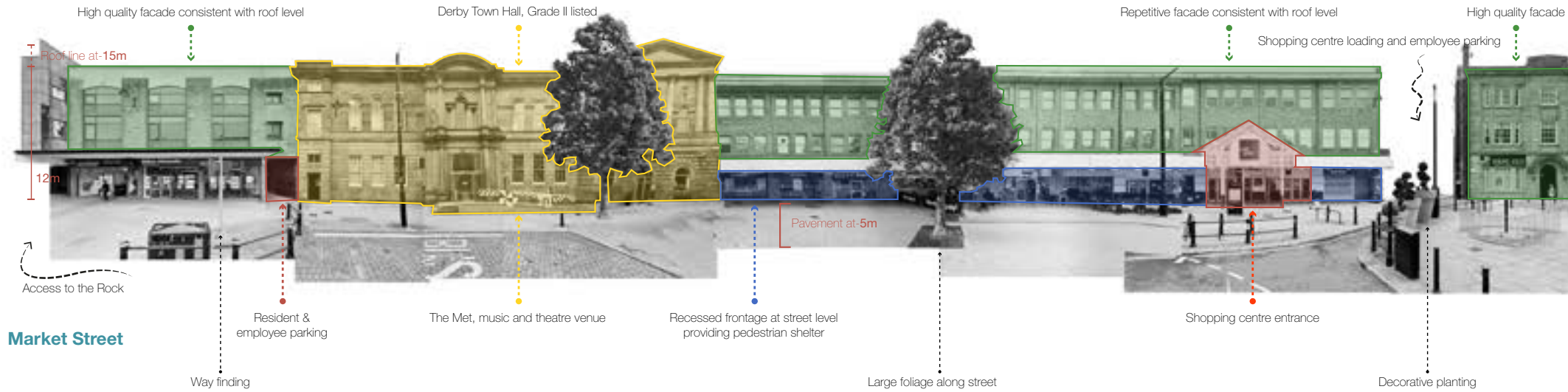


Clerke Street

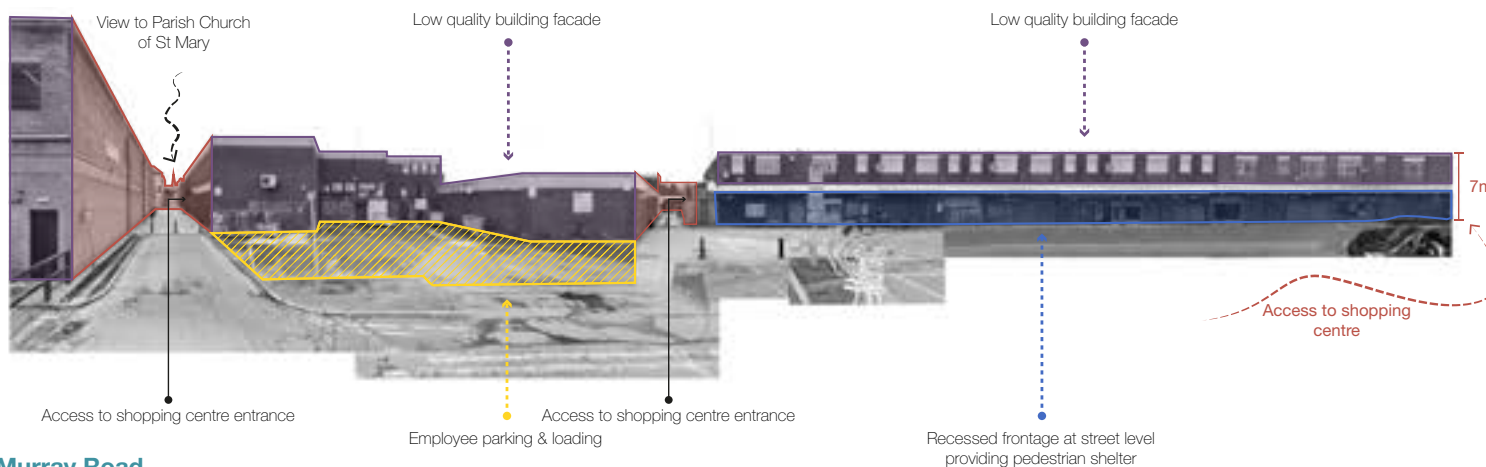


Street Scene Location Plan

Existing Street Scenes



Market Street



Murray Road



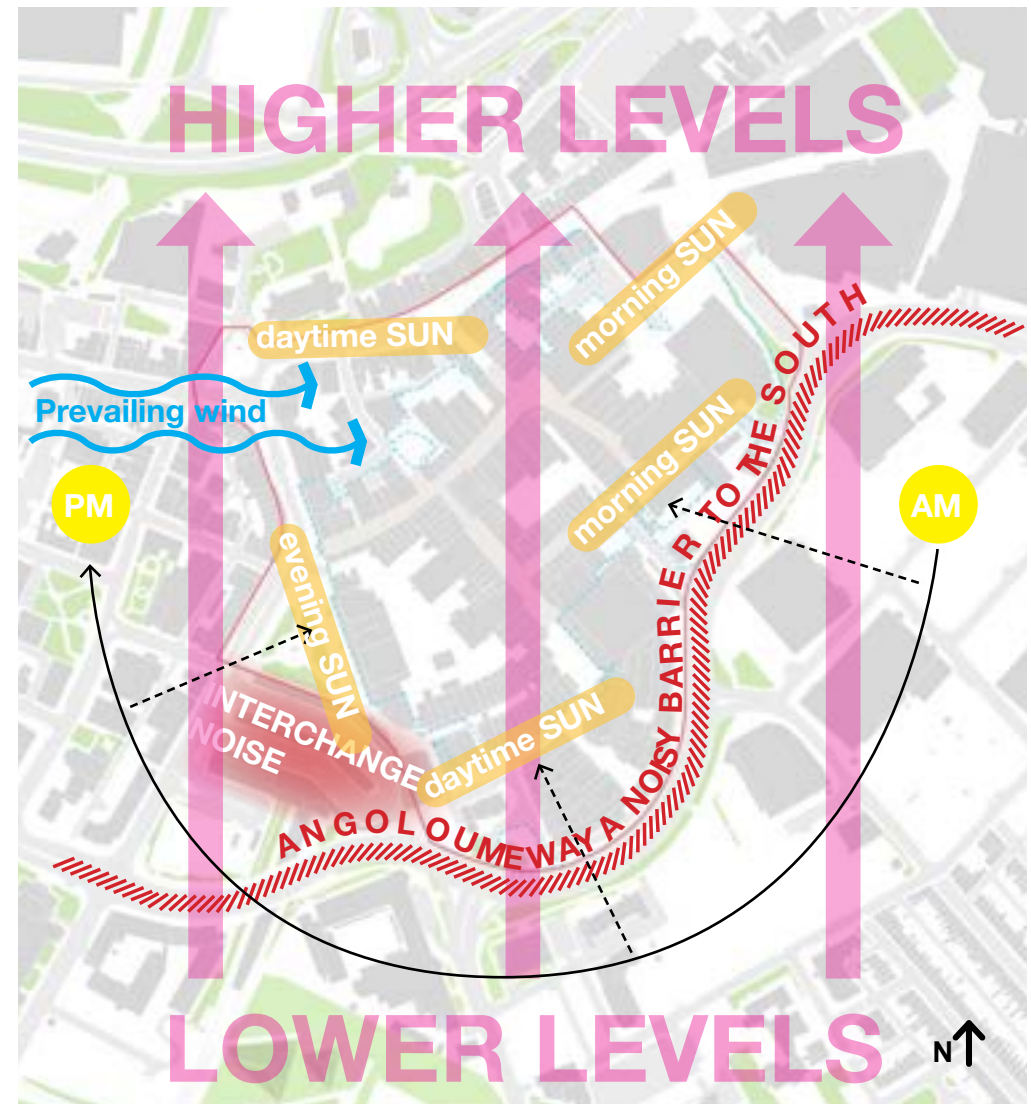
Street Scene Location Plan

Environmental Considerations

Analysis of the site's micro-climate is important to ensure maximum daylight is provided to both the external public spaces and the new buildings that are being proposed. The Mill Gate has areas that are very noisy and busy such as Angouleme Way, however the further north and east you travel into the site, it is much quieter – which is ideal for residential buildings. Wind analysis is important to ensure that any new tall buildings that are proposed do not have a detrimental effect on the pedestrian comfort due to increased wind speeds.

The key principles have been:

- Maximise views to the Church of St Mary the Virgin from Rochdale Road + Bury Market.
- Frame new public realm and squares from The Rock Development.
- Maximise South facing units.
- Balance the need for views with the need for shading and voiding solar gain.
- At high level maximise views to Kay Gardens and high-quality views of the Lancashire Hillside.
- Minimise north facing single aspect units to improve daylight.



3.3

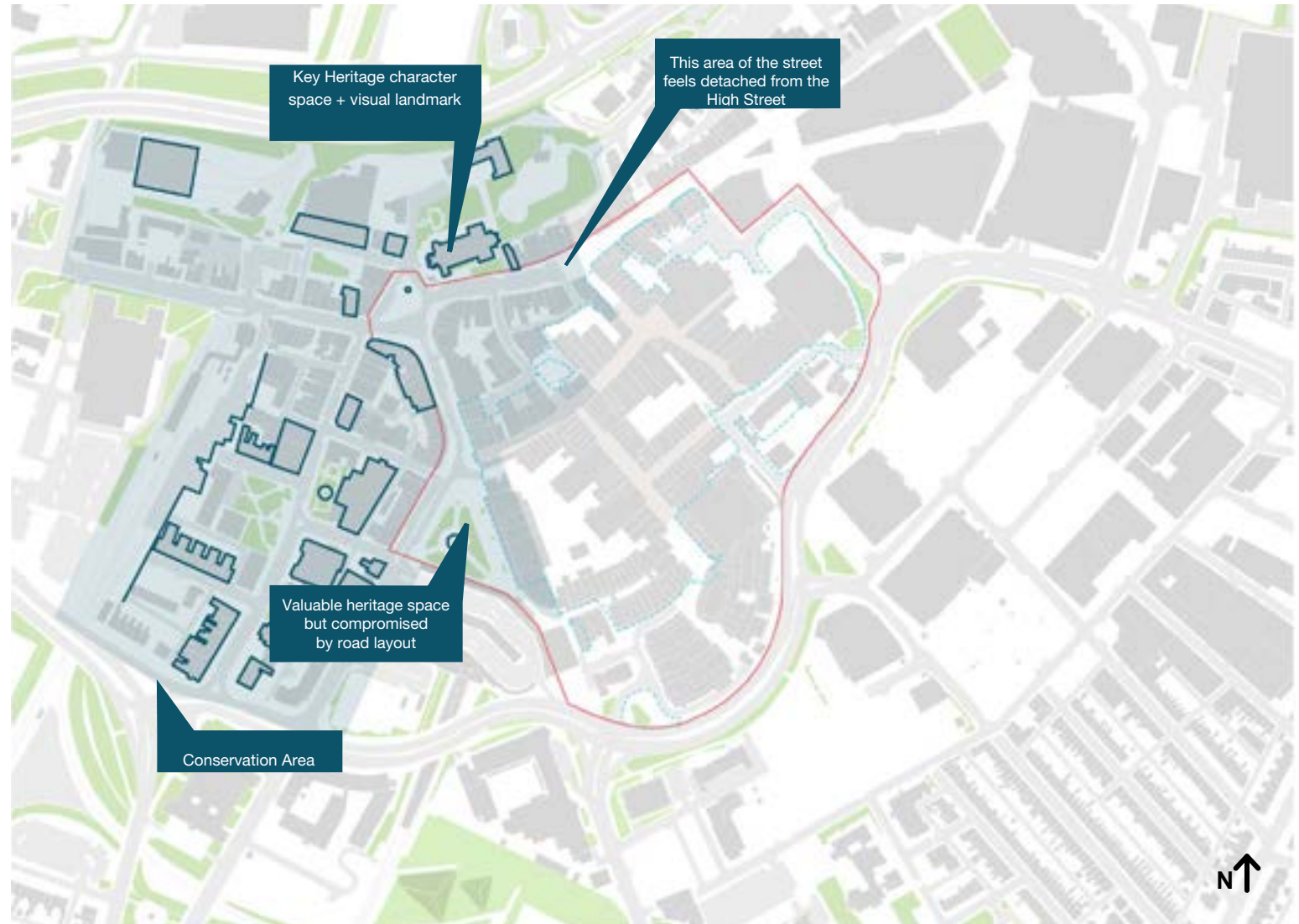
Heritage, Landmarks + Key Views

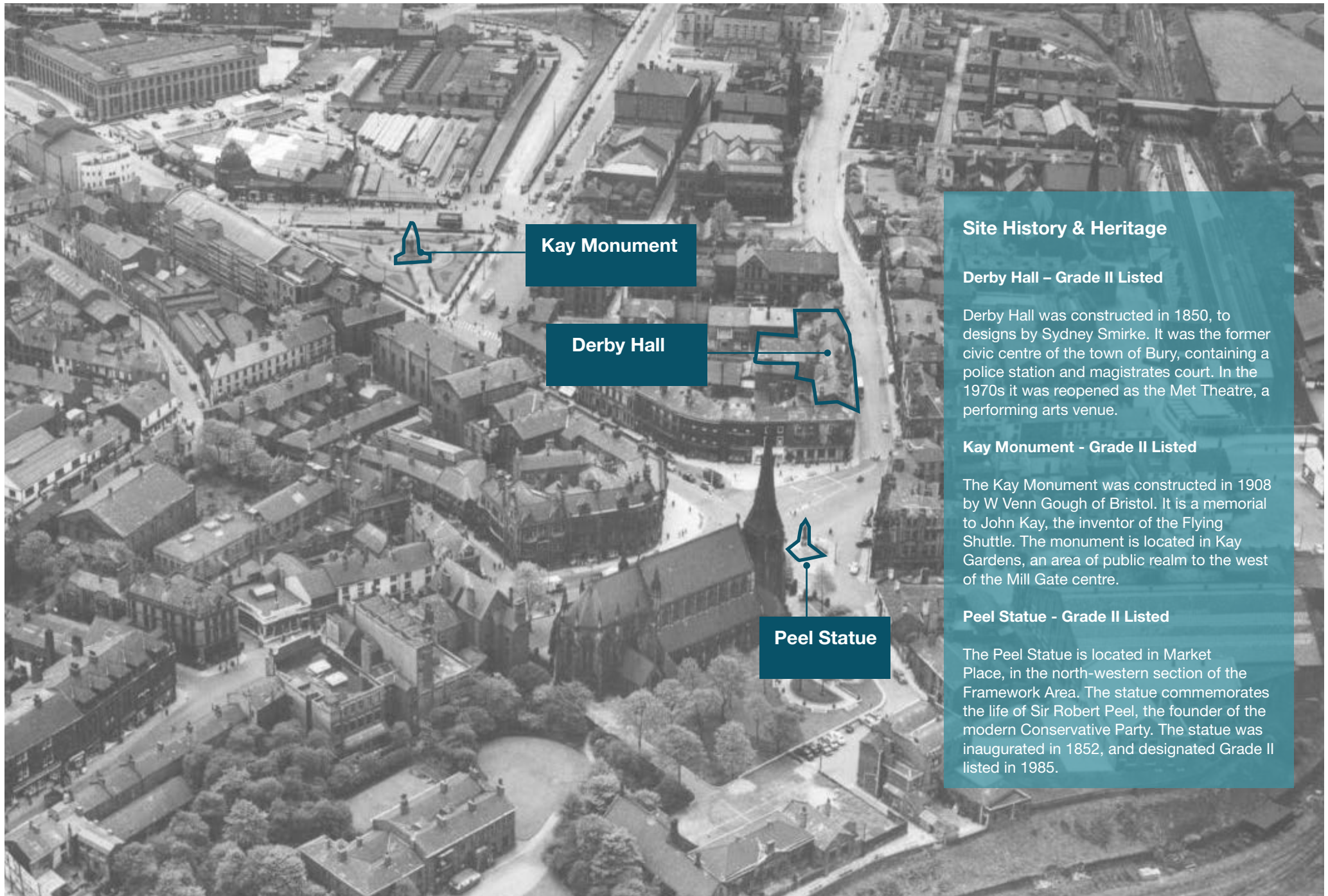
Listed Buildings +
Conservation Areas

The Framework Area is partially located with Bury Town Centre Conservation Area, including sections of the Rock, Kay Gardens and Market Place.

A testament to the town centre's industrial and military heritage, there are 30 Listed Assets (comprising 2 Grade II*, 26 Grade II, 1 Grade I and a Scheduled Monument) within 200m of the Framework Area.

Derby Hall, the Peel Memorial and Kay Monument are located wholly within the Framework Area.





Kay Monument

Derby Hall

Peel Statue

Site History & Heritage

Derby Hall – Grade II Listed

Derby Hall was constructed in 1850, to designs by Sydney Smirke. It was the former civic centre of the town of Bury, containing a police station and magistrates court. In the 1970s it was reopened as the Met Theatre, a performing arts venue.

Kay Monument - Grade II Listed

The Kay Monument was constructed in 1908 by W Venn Gough of Bristol. It is a memorial to John Kay, the inventor of the Flying Shuttle. The monument is located in Kay Gardens, an area of public realm to the west of the Mill Gate centre.

Peel Statue - Grade II Listed

The Peel Statue is located in Market Place, in the north-western section of the Framework Area. The statue commemorates the life of Sir Robert Peel, the founder of the modern Conservative Party. The statue was inaugurated in 1852, and designated Grade II listed in 1985.

Landmarks

The Framework Area is partially located with Bury Town Centre Conservation Area, including sections of the Rock, Kay Gardens and Market Place.

A testament to the town centre's industrial and military heritage, there are 30 Listed Assets (comprising 2 Grade II*, 26 Grade II, 1 Grade I and a Scheduled Monument) within 200m of the Framework Area.

Derby Hall, the Peel Memorial and Kay Monument are located wholly within the Framework Area.

Derby Hall

Derby Hall is a Victorian neo-classical building situated on Market Street, and forms part of the Framework Area. The hall is a testament to Bury's industrial success, and is an example of the town's 19th century civic grandeur. However, the hall is flanked to its north and south by late 20th century extensions which attempted to architecturally replicate the scale and regular facade symmetry of Derby Hall, to varying levels of success.

Bury Market

Bury Market, which first opened in 1971, is a nationally-renowned, award winning open-air market, and is a key aspect of Bury's character. Whilst the market is not under any statutory protected status, it is covered by Bury UDP Policy S3/4, which supports proposals to seek to consolidate and enhance market facilities in Bury through environmental and physical improvements.

Despite its significance to the culture and economy of Bury, the market's last refurbishment came in 1999, and as a result the physical infrastructure is in vital need of investment. This includes the quality of public realm and its interface with the Interchange and Mill Gate shopping centre. In its current configuration, visitors must enter the Mill Gate and then cross an area of characterless, hard landscaping before entering the market through an unmarked entrance.

To facilitate improvements, £20m of the Levelling Up fund was allocated to Bury Market for the delivery of a new "flexi hall", a new oversailing canopy and improvements to access routes from Bury Interchange.

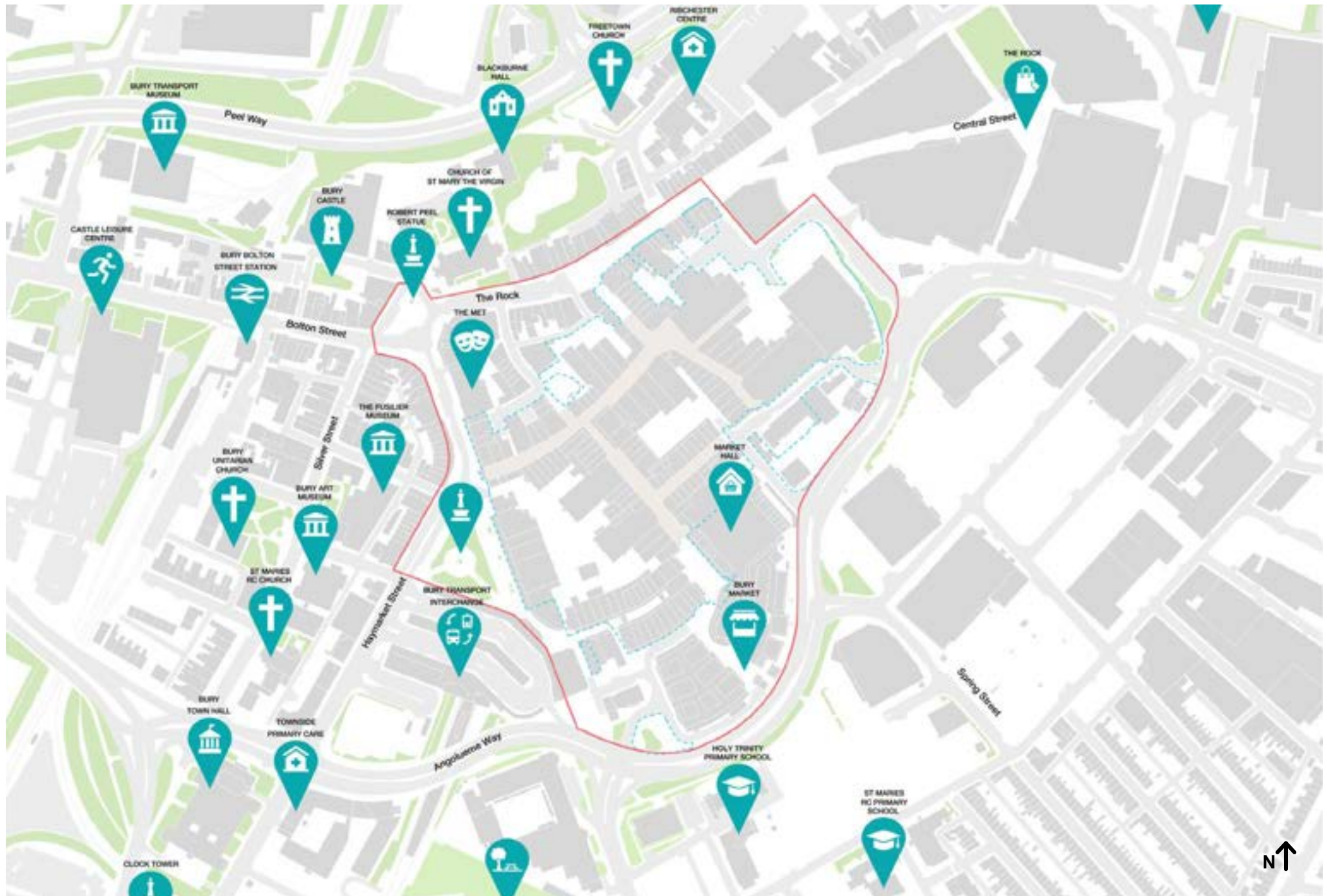
St Mary's Church

The Spire of St Mary's is a Grade I listed building and the highest point of the town centre. It has been the main ecclesiastic centre of the town since the 18th century, and is considered one of the main viewpoints for the town. Due to its location in the west of the town centre, it is mostly surrounded by 19th century buildings which respond well and complement the church's setting. However, as is common across a lot of the town centre, the Rock is characterised by 20th century buildings designed to recreate the patterns and symmetry of the older buildings but overall detract from the visual amenity of the historic buildings.

Bury Interchange

Bury Interchange is the major transport hub for the town, acting as a Metrolink, bus, taxi and bicycle interchange, facilitating access to wider Greater Manchester region and the rest of the country. However, in its current configuration the layout requires users to cross four lanes of bus traffic prior to entering the town centre, resulting in a poor visitor arrival experience. This is further exacerbated by the harsh, hard landscaped area of public realm by Kay Gardens, which is the first image visitors see of Bury after fully exiting the interchange.

This experience will be remedied with funding from the City Regional Sustainable Transport Fund. In 2023, a £45m redevelopment of the Interchange was announced which will improve the configuration and include full multi-modal integration for the station, including capacity for bus, cycle and active travel parking, Metrolink and vertical circulation upgrades.





1



2

- 1// The Met
- 2// Church of St Mary
- 3// Bury Transport interchange
- 4// Bury Art Gallery
- 5// Kay Gardens
- 6// Bury Market
- 7// Bury Bolton Street Station
- 8// Robert Peel Statue



3



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5



6



7



8

Key Views

There are a number of key views around the Framework Area, relating to the Spire of St Mary's Church and the hills of the Pennines. These are:

The view to the Spire of St Mary and Kays Garden from:

- Knowsley Street;
- Foundry Street; and
- Rochdale Road.

The view to the hills from Bolton Street.

The view to the hills from The Rock.



KEY

- X - Views to hills
- X - Views within site

3.4

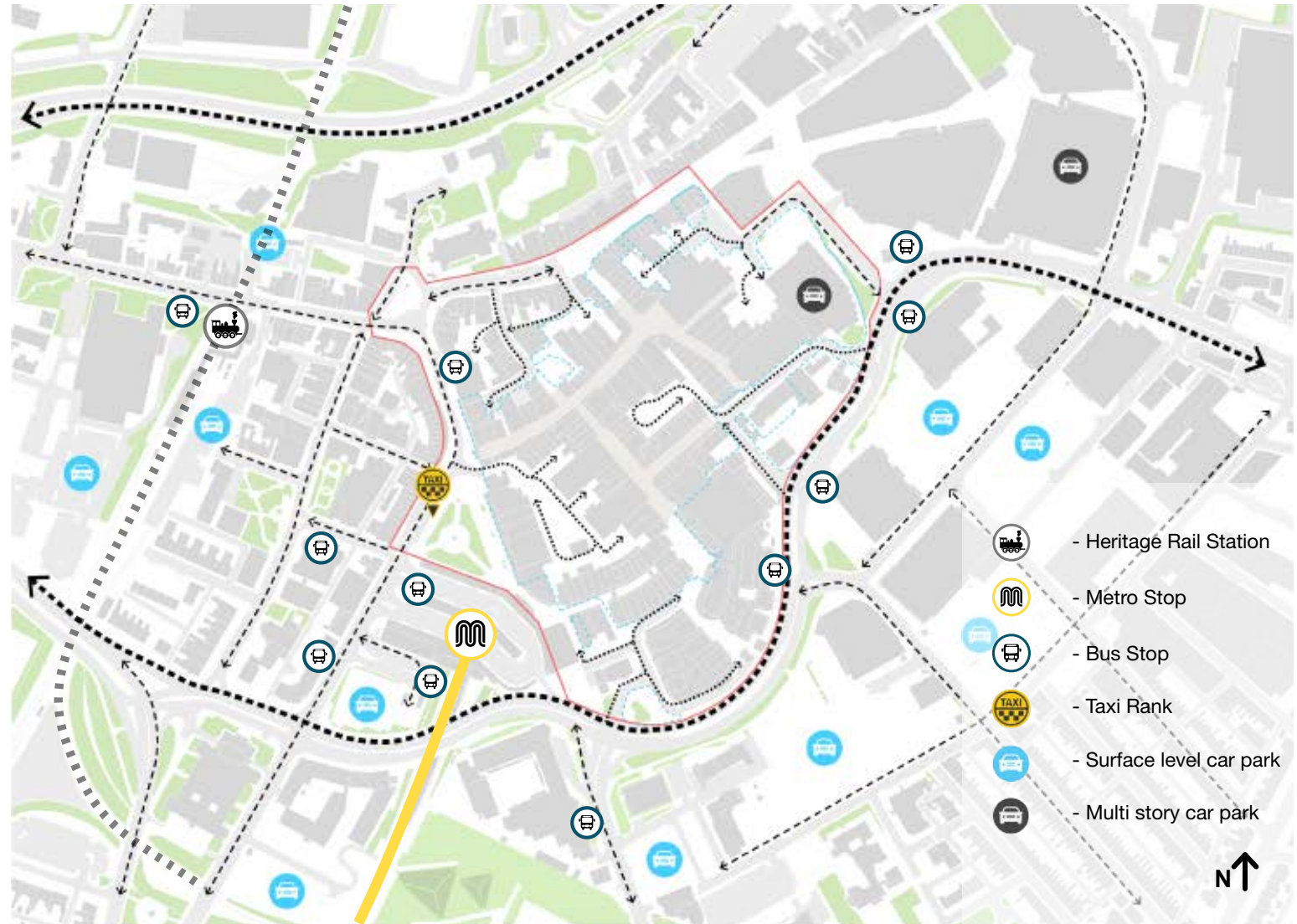
Connectivity + Public Realm



Existing Connectivity - The Framework Area benefits from excellent bus and Metrolink transport links. To the south-west of the Framework Area is Bury Interchange, an integrated bus and Metrolink transport hub. Additional bus stops to serve the Framework Area exist on Heymarket Street, the A58 and Bolton Street.

Vehicular Access - The Framework Area benefits from good vehicular access around the Mill Gate centre, with access to the multistorey car park from the A58. There are also surface level car parks south of the A58, which serve the Mill Gate shopping centre and Bury Market.

Taxi Ranks - Taxi ranks provide an invaluable function for those wanting to visit the town centre who may not be able to drive, or indeed afford a car; which is especially pertinent considering the demographic of visitors to the Framework Area (particularly the Mill Gate and Bury Market).



Service Yards

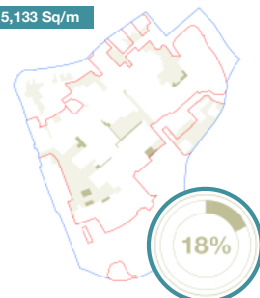
The Mill Gate is dominated by Service Yards, making up in the region of 18% of the site area. Some of these are very large designed to accommodate a higher frequency and demand by tenants on vehicle type that does not match modern retailer requirements.

The Mill Gate includes an over-concentration of service yards and areas which detract from the quality of the environment. The extent of service areas impacts connectivity throughout the Mill Gate and hinders wayfinding and legibility.

The Market is served by the entrance to Market Parade from Angolumbe Way and is a key asset to ensure deliveries are not impacted by any redevelopment works. The 1960's Market Hall houses a large basement that is accessed via lift, one to the north as indicated on the plan, and the other within the market hall aligned to Market Parade access.

Existing Vehicle Service Zones


15,133 Sq/m




Key

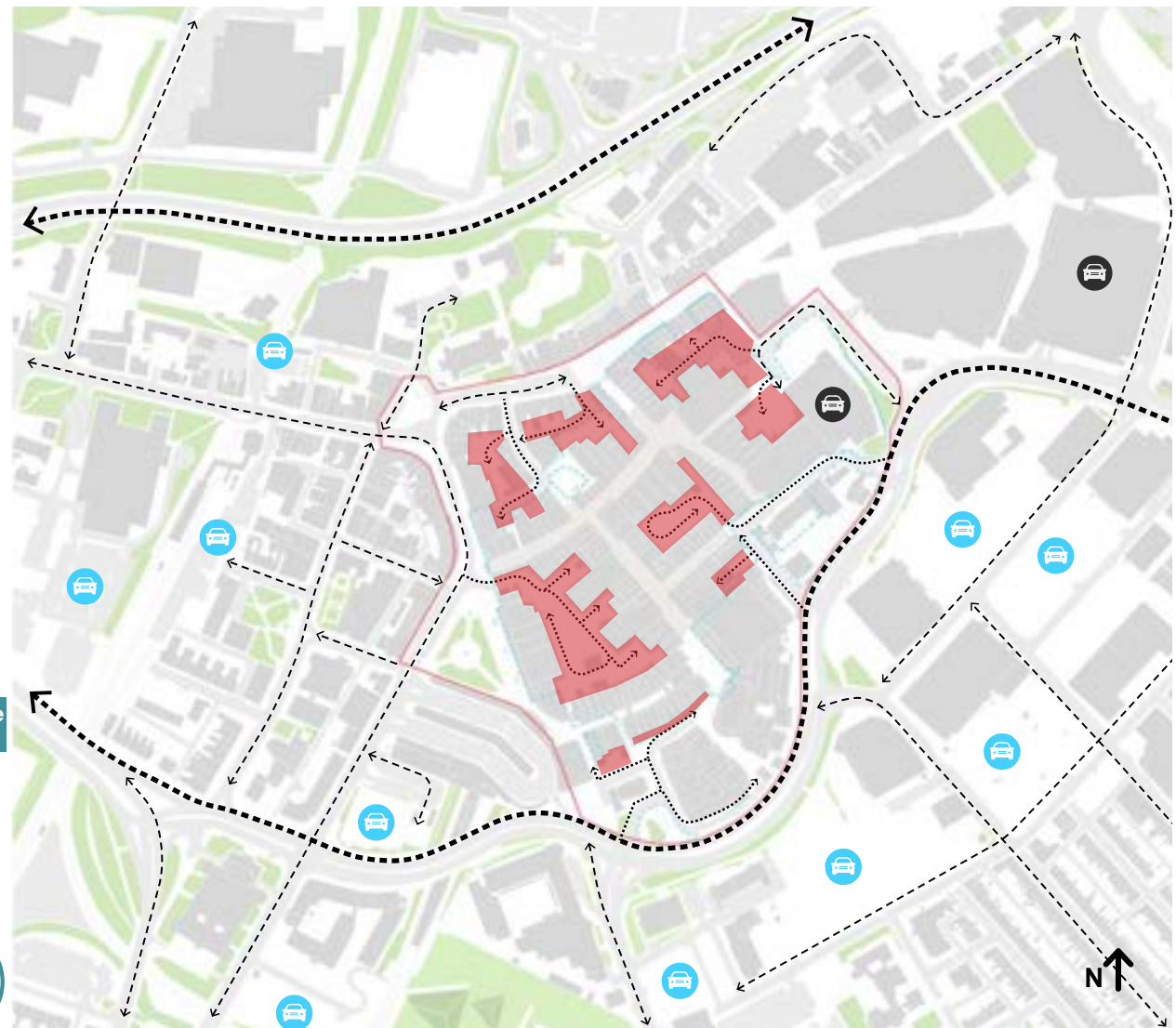
----- - Service Vehicle Movement

■ - Service Yard

 - MSCP

 - Surface carpark

— — - Primary Vehicle Movement



Service Movement and Parking Plan

Pedestrian Permeability

Pedestrian permeability through the Framework Area is poor. Multiple entrances and exits into similarly looking arcades results in poor orientation for visitors who are not familiar with the shopping centre.

Cyclists and dog walkers cannot enter the Mill Gate, therefore for these visitors the Framework Area presents a significant barrier to movement through the town centre.

Cycle Infrastructure

There is no dedicated cycle infrastructure around the Framework Area. Market and Heymarket Streets do not have separate cycle and pedestrian paths, resulting in a mix of users on the footpaths.

Whilst the Rock, to the north of the Framework Area, is largely pedestrianised, there is currently no separation for pedestrians and cyclists. The public realm is also used by servicing vehicles for the Mill Gate, resulting in an unpleasant visitor experience.

The Mill Gate does not permit bicycles within the shopping centre, further restricting the cycling accessibility and permeability through the

Framework Area. There is, however, a dedicated cycle parking hub at the Interchange, containing 39 secure cycle spaces.

Opening Hours

The Framework Area makes up a significant proportion of Bury town centre, particularly the Mill Gate and Market. However, these locations are constrained by relatively old-fashioned opening hours.

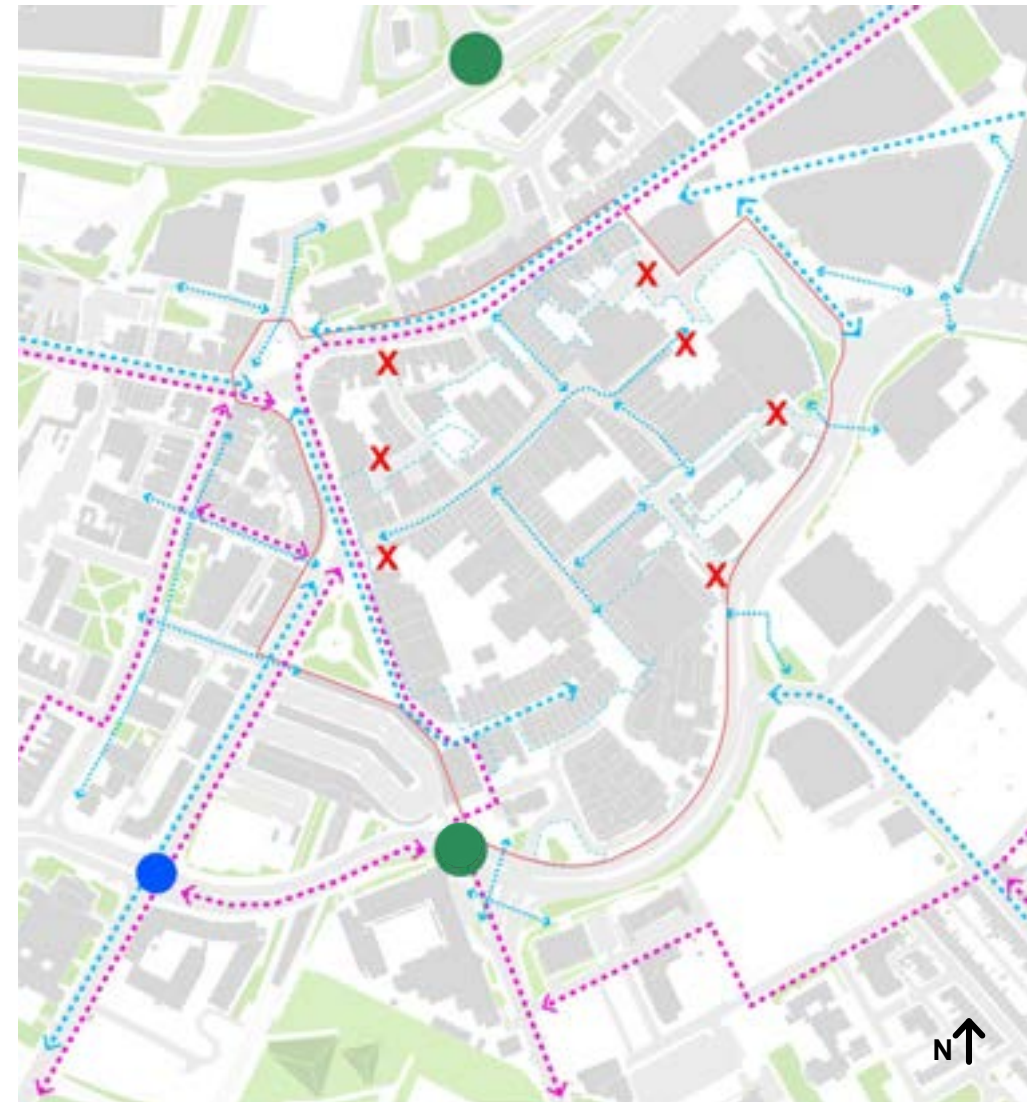
The Mill Gate is open between 09:00 and 17:30, which limits the leisure and food & beverage offerings which can be operated successfully within those fixed parameters. This opening time is shortened by a further hour on Sundays and Bank Holidays.

The Bury Market Hall is open for a similar length of time; between 09:00 and 17:00 on Monday to Saturday. The open-air market, which operates on Wednesday, Friday and Saturday, operates the same hours. All functions in the Market are closed on the Sunday.

These opening hours constrict the proportion of the town centre which can be visited following 17:00, and results in large portions of the town centre being impassable in the early mornings and evenings.

Key

- - Opportunity to improve junction
- - Plans to improve junction
- X - Weak Entrance to Mill Gate
- - Pedestrian Route
- - Future Bee Way Route



Key



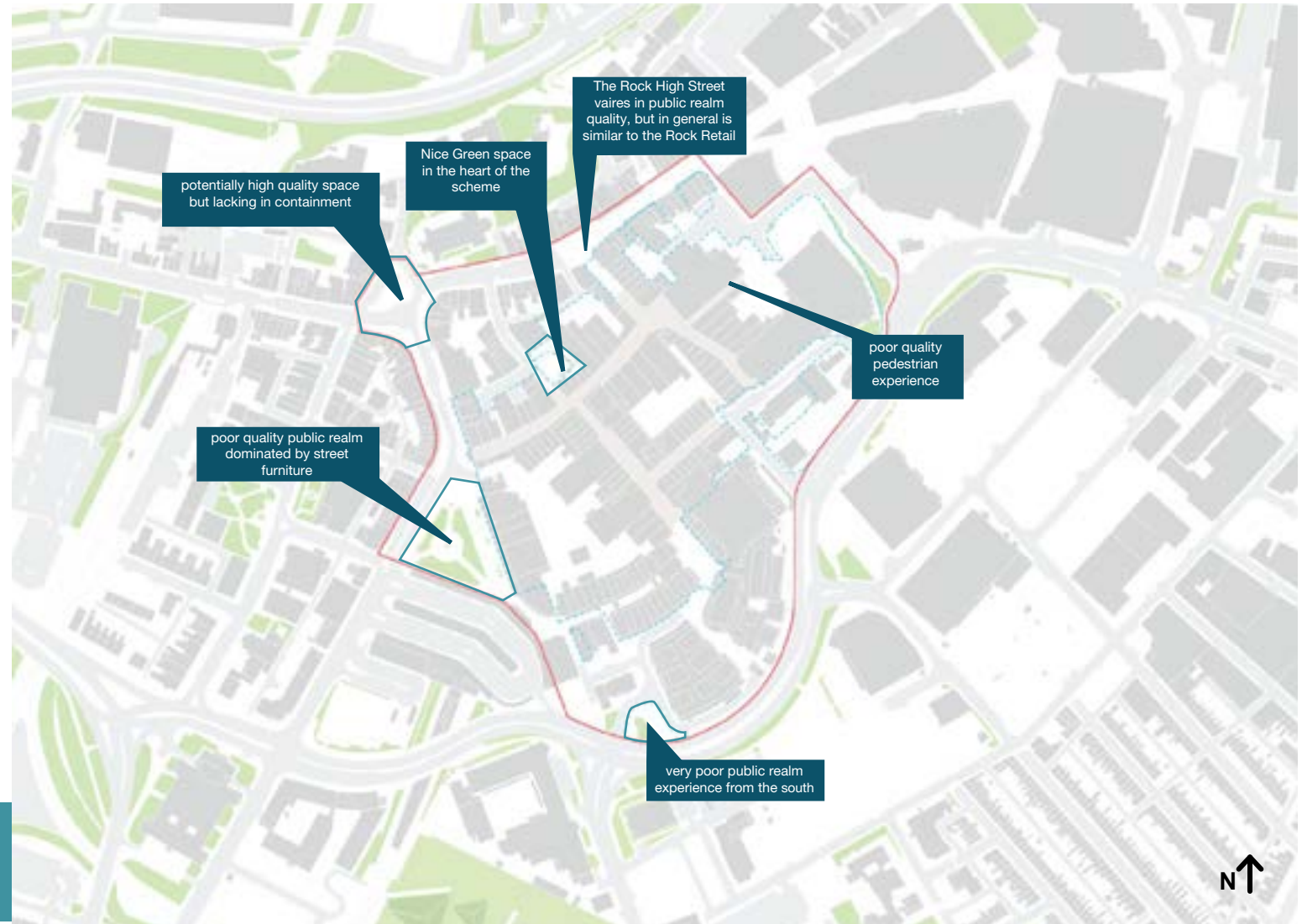
- Key Public Space

Public Realm

To date, the Framework Area has limited high-quality public realm.

- **Kay Gardens**, to the west of the Mill Gate centre, features an over-provision of seat furniture and highway infrastructure with limited shelter for visitors. In its current configuration, the space lacks animation and is not regularly used. Antisocial behaviour is common in Kay Gardens.
- **Lions Gardens** is a small area of public realm in the north-west of the Mill Gate, however this comprises only of two low-quality trees and two benches on a hard landscaped platform, and is adjacent to a servicing yard and high walls containing plant machinery.
- **The Rock**, to the north east of the Framework Area, is pedestrianised and features a consistent architectural design with the Rock High Street, however this area is intercepted by vehicular access to the Mill Gate multistorey car park and does not permit access around the south-eastern perimeter of the Framework Area.

Overall, the public realm around the Framework Area results in a poor quality pedestrian experience.



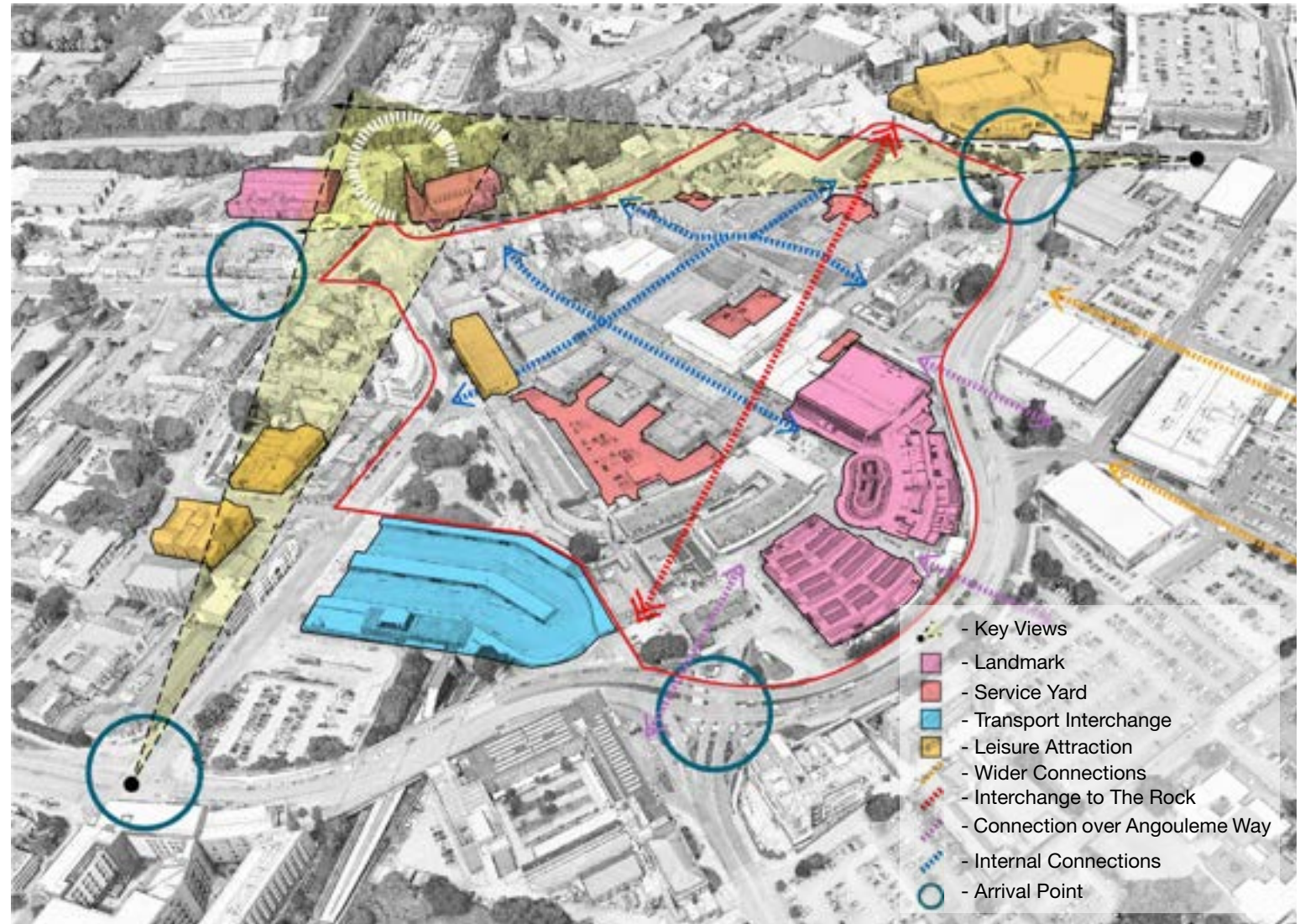
Site Opportunities

3.5



The following opportunities have been identified:

- Enhance link to The Rock and pedestrian experience.
- Address the overprovision of retail space, and introverted nature to connect with the wider streets.
- Reduce the extent of service delivery yards
- Enhance the unique Mill Gate identity with links to Bury landmarks.
- Diversify retail and small provision of leisure.
- Create unique interface with the 'creative quarter' and independent market traders.
- Create a link to the college and education.
- Reduce the dominance of highways infrastructure to Kay Gardens and town centre.
- Enhanced connections across Angouleme Way.
- Enhance connections to wider communities drawing them into the centre.
- Address the poor arrival experience from the Interchange into the town centre.
- Diversify the evening and night-time economy – bringing in family orientated experiences.
- Address the dominance of hard public realm and lack of provision of open space to encourage people to dwell.





Development Principles.

4

4.1

Vision



Key Development Principles

The Framework is underpinned by an illustrative masterplan, which does not seek to prescribe the exact scale and quantum of future development and interventions.

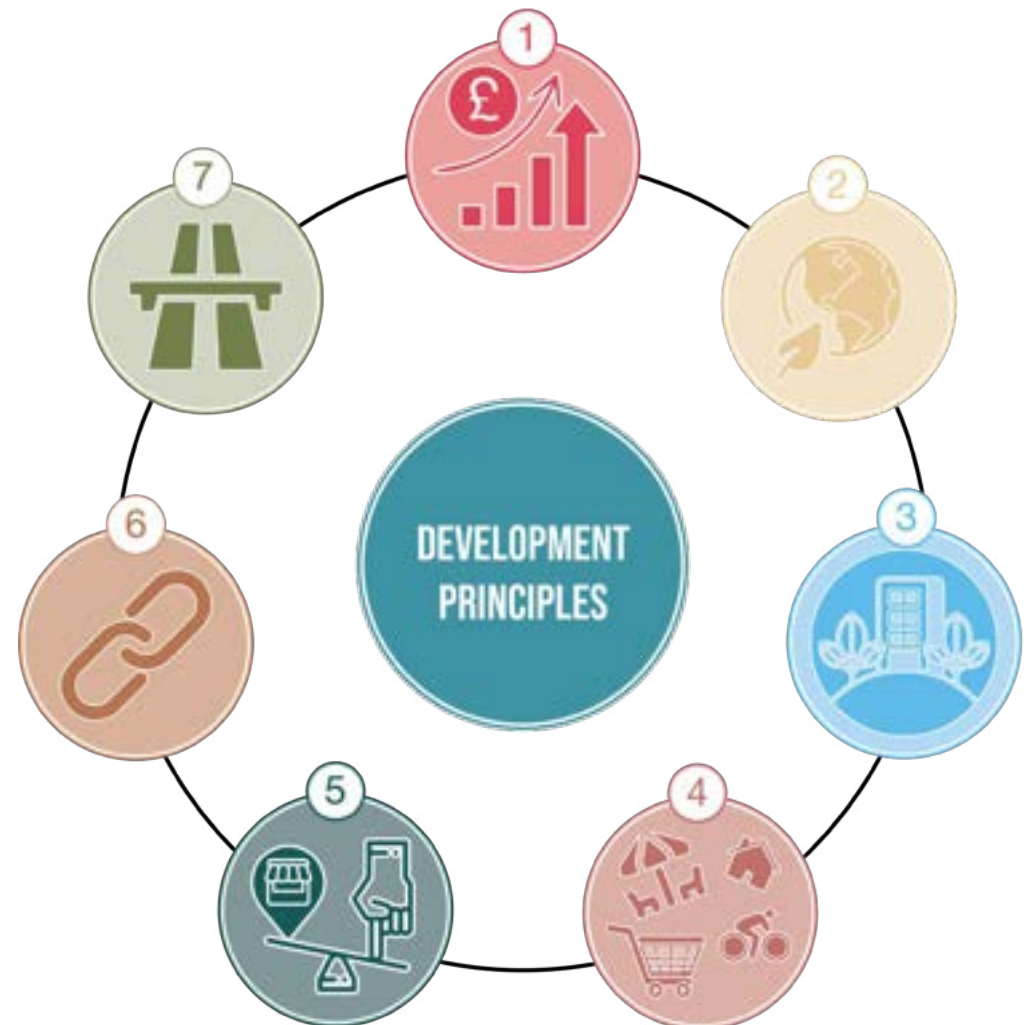
The illustrative masterplan is presented in the context of an overarching vision, key objectives and associated outcomes. The development principles seek to guide future proposals whilst providing sufficient flexibility to respond to the current and future market context and trends.

Development Principles fall within the following priority considerations:

1. Catalytic Regeneration Investment and Inclusive Growth
2. Embedding Environmental Sustainability
3. A Sustainable Residential Community
4. Diverse Town Centre Offer
5. Leveraging the market
6. Key Connections, Public Realm and Placemaking
7. Transport and Highways

Mill Gate.

Future proposals will need to consider and respond to development principles at an early stage in the planning process. Where there is a need to depart from these components, it will be necessary to justify why this is expected or appropriate, and how the proposed approach maintains or enhances the Framework's overall vision and objectives.



4.2

Catalytic Regeneration Investment + Inclusive Growth



The Mill Gate has and will continue to be a significant asset for the local community. The evolution of the Mill Gate and future investment represents a key opportunity for future proposals to unlock inclusive growth and support the broader regeneration, economic and social ambitions and opportunities for Bury Town Centre.

Opportunities to maximise inclusive growth should respond to Bury's Let's Do it! Strategy which establishes Bury's 2030 Vision to achieve rapid economic growth and reduce levels of deprivation. Future proposals should seek to maximise socio-economic benefits for the whole community, including enhancing the quality of life for existing and future residents and workers.

The Framework seeks to enhance Bury's strategic role within Greater Manchester by creating an attractive and vibrant town centre hub through the delivery of sustainable development that blends a dynamic retail, leisure and residential offer. The evolution of the Mill Gate will support future growth by strengthening the town centre's reputation as sustainable and attractive place for future investment within and beyond the Framework boundary.

To maximise inclusive growth and deliver catalytic regeneration, future proposals must consider and contribute to the following:



RESPONDING TO LOCAL NEED

- Future proposals should build upon the success of the existing town centre and established local community, informed by local voices and evidence. Proposed uses will need to complement and not compete with existing town centre uses to ensure the continued success of the wider town centre.
- Opportunities should be maximised to provide flexible buildings and public spaces that adapt to the changing needs of the community over time.
- Future proposals will be expected to demonstrate how they will support the Council's 'Let's Do It Strategy 2030'. Proposals will be encouraged to identify opportunities to address identified socio economic needs of the existing and future community through appropriate provision of social infrastructure on-site, or exploring options to work with social infrastructure providers.

Opportunities for positively addressing social infrastructure needs may include:

- Provision of new high quality homes;
- Expanded retail offer that appeals to all members of our community;
- Supported pathways to education and employment;
- Facilities to improve community health and wellbeing; and
- Integrating with an accessible sustainable transport network within the site and beyond the Framework's boundaries.





QUANTUM AND UPLIFT

- Future proposals should be designed to support the delivery of other development plots, and future investment opportunities, with careful consideration given to: building orientation; location of entrances; introduction of active frontages; and the role and function of the public realm.
 - Explore opportunities to strengthen permeability and connectivity with existing and future communities, by ensuring key routes, connections and entrances are appropriately designed and located. This includes needing to ensure that as part of future proposals connections are future-proofed to support the continued regeneration of the town centre across all phases of the Framework, and wider future phases beyond the Framework area.
 - A critical mass of uses is expected to ensure the beneficial impacts of the regeneration proposals can be maximised across the Framework area and the wider town centre. Current target quantum per use for the masterplan are as set out as follows - these quantum are based on the indicative (illustrative) masterplan and associated analysis, and this amount of floorspace and mix of uses is overarching vision and objectives underpinning the Framework.
 - Residential Units: 700 units
 - Ground Floor Commercial: 7,000 sqm
- N.B. existing commercial floorspace: 20,000 sqm*
- Please note these quantum are indicative targets.*
- Whilst the quantum per use may flex over the long term delivery of the masterplan to respond to evolving demands, market trends and site specific considerations (including townscape), the proposed quantum reflects the current optimum based on strategic context and market dynamics to support the vision and objectives whilst ensuring viability and deliverability.



HEALTH AND WELLBEING

- Prioritise health and well-being by providing opportunities for recreation, promoting active travel and enhancing connections with nature. This should be achieved via a network of defined high quality public realm and amenity spaces, delivering key pedestrian and cycle routes and natural landscaping.
- Residential proposals should support the delivery of a range of safe and accessible spaces that encourage play, physical activity and social interactions, whilst responding to the needs of all current and future members of the community.
- Ensure that the needs of the future residential community can be met through a clear understanding of existing social infrastructure (health care and education) capacity and delivering additional provision, where there is an identified need and where feasible to provide- recognising the importance of a healthy community in underpinning a sustainable, successful and vibrant place.
- Future proposals will seek to recognise the need to support improved health outcomes for the local community to overall health and wellbeing. Future proposals therefore should explore opportunities to deliver innovative, creative solutions and infrastructure to improve the physical health of the local community e.g. public spaces designed to encourage physical activity.



DIGITAL INFRASTRUCTURE

- Consideration should be given to incorporating digital infrastructure into the public realm, to improve the function and management of these spaces.
- Where possible, proposals should seek to support and enable the upfront delivery of digital infrastructure, such as fibre optics, electric vehicle charging and Wi-Fi and 5G services for public spaces.



CONNECTIVITY - INTEGRATED AND FUTURE PROOFED

- Future proposals should show how they will help achieve the objectives of the Town Centre masterplan. This means that proposals should be designed in a way that considers future development sites and opportunities both within the Framework Area and the wider town centre. The Mill Gate masterplan should seek to make best use of existing assets and high quality development within the Framework Area, to enhance the town centre's reputation as the most attractive, accessible and vibrant town centre in North Manchester. In this context, proposals will need to:
 - » Explore opportunities to strengthen physical and visual connectivity to surround communities to ensure proposals integrate with the existing town centre and surrounding communities by exploring opportunities to strengthen physical and visual connectivity.
 - » Increase connectivity and permeability across the Framework Area to strengthen links with other parts of the town centre. Where connections are not possible in the short term, proposals should demonstrate how they have been designed to facilitate future strategic connections when these opportunities come forward; such as improving permeable connections across Angouleme Way to communities to the south and east of the Framework boundary.
- Ensure proposals integrate with the existing town centre and surrounding communities by exploring opportunities to strengthen physical and visual connectivity.
- Future proposals should carefully consider the incorporation of active frontages, building entrances and orientations to ensure an integrated and future-proofed approach is taken. Proposals should seek to explore opportunities to address the following challenges:



CONNECTIVITY - INTERGRATED AND FUTUREPROOFED

- » Enhance the arrival experience around Kay Gardens and the Interchange.
- » Increase pedestrian and cycle infrastructure between the Interchange / western parts of the town centre and the Rock in the east.
- » Improve the arrival experience and entrances to the south of the Framework to soften the existing hard boundary resulting from the dominance of Angouleme Way.
- » Rationalise servicing yard and surface car parking provision, where possible, and improve access arrangements into the Mill Gate multi-storey car park, to encourage reduced vehicle movements within the town centre



EDUCATION AND TRAINING OPPORTUNITIES

- Provide ongoing opportunities for community engagement, to deliver active participation that positively shapes and the masterplan and future proposals. Active local engagement and collaboration should be promoted throughout all stages of the planning process, including early design development
- Accessible and inclusive engagement opportunities should be provided to maximise participation, to allow and encourage all members of society. This approach should seek to ensure a fair and accurate representative of local voices.



ENGAGING LOCAL VOICES

- Proposals should enhance the relationship where possible with the existing community, whilst responding to future redevelopment and regeneration opportunities. Future proposals should carefully consider the incorporation of active frontages, building entrances and orientations to ensure an integrated and future-proofed approach is taken.
- Proposals should seek to explore opportunities to address the following challenges:
- Enhance arrival experience around Kay Gardens and the Interchange.
 - Increase pedestrian and cycle infrastructure between the Interchange / western parts of the town centre and the Rock in the east.



DELIVERING SOCIAL IMPACT

- Proposals should adhere to an overarching social impact strategy to be produced for the Mill Gate, which will provide a focus on social outcomes, that is focused on the following values: environmental sustainability, a fair society, cultural vibrancies and, health and well-being.
- Future proposals should demonstrate measurable outputs against the Mill Gate's social impact strategy. This should include drawing out how future proposals respond to the following development principles: responding to local need, health and wellbeing, connectivity (integrated and future proofed), education and training opportunities, engaging local voices, homes of choice, supporting infrastructure, function of the public realm, connectivity and permeability, sustainable and active travel.

4.3

Embedding Environmental Sustainability



Bury Council has set a target for the Borough to be carbon neutral by 2038. To help, Bury's Climate Action Strategy, identified a number of actions required to achieve its targets, including:

- Generating and sourcing all our local energy needs from zero-carbon and renewable sources.
- Ensuring all our buildings are carbon neutral
- Facilitating a complete transition to fossil fuel free local travel.
- Buying, using and disposing of goods in a sustainable way.
- Increasing woodland cover and protecting and enhancing soil environments and natural habitats.
- Helping our businesses to transition to carbon neutrality.



KEY PRINCIPLES

Future proposals must consider and comply, as encouraged, with the following sustainability principles:

- Connections to surrounding green spaces and waterways should be maximised.
- Ensure the built environment and open spaces are future proofed by delivering durable and flexible solutions that can respond to changing behaviour patterns and market demands.
- All development should be carbon neutral.
- Opportunities to retain the existing built form should be explored. Proposals should support the decarbonisation and adaptive reuse of existing buildings. This should include installing renewable technologies to enhance energy efficiencies.
- Renewable energy and low carbon technologies must be assessed and incorporated as feasible – this should include exploring opportunities to

introduce solar panels, solar water heating, air, water and ground source heat pumps and hybrid /dual energy use heating systems.

- Electric vehicle parking spaces must be included in all new developments that include car parking.
- All proposals must consider future climate change challenges and impacts, including those associated with more extreme weather events to ensure climate resilience.
- In the interest of resilience, the public realm must have longevity and be flexible enough to change with habits of users whilst responding to climate crisis.
- Landscaping and building materials must be durable and carbon-conscious.
- Explore opportunities to maximise the functionality and use of digital infrastructure to optimise building efficiencies and reduce operational emissions from the built form.

- Future proposals must deliver a robust and future proofed sustainable drainage strategy, that responds to flood risk and drainage issues. The strategy should ensure that a coordinated approach is taken across the Framework area, which must ensure that the requirements and opportunities within future plots are suitably considered and accounted for.
- The hierarchy of attenuation should be applied with opportunities to incorporate rain gardens, swales and permeable paving being supported. The incorporation of attenuation tanks should be limited to where absolutely necessary.



HABITAT ENHANCEMENTS + BIODIVERSITY

- Proposals will demonstrate a minimum 10% biodiversity net gain ('BNG') from January 2024 as a requirement of the Environment Act 2021 which PfE includes a policy. It is anticipated that the different phases will have varying levels of opportunity to deliver a greater or lesser BNG. When considered overall, it is considered that the masterplan will deliver a betterment of the regulatory requirement for 10% BNG.
- Proposals to enhance the public realm at Kay Gardens, Market Place and Market Square should explore opportunities for urban greening to enhance biodiversity and ecological value. The planting of trees and soft landscaping should be carefully considering, recognising the potential to provide shade and shelter from the sun, wind and rain.



4.4

A Sustainable Residential Community



HOMES OF CHOICE

- Future residential developments should seek to provide the mix, tenure and amenities to create a multi-generational community and become home to members of the existing community, as well as people seeking to relocate from the city centre and other parts of the conurbation. This should seek to provide homes that are attractive to those at different stages of life and affordable to a range of incomes, by delivering a variety of homes including different types, sizes and layouts.
- Proposals should deliver multi-generational community housing, including provision to support the working population, young professionals and families to attract a more diverse residential population.
- Flexible, adaptable homes should be delivered to ensure accommodation is accessible to all, and resilient over time.



QUALITY

- Residential uses will be a core component of creating a sustainable mixed use town centre hub. Residential developments should optimise the use of development plots in order to make best use of the town centre's finite land supply, deliver new high quality homes, maximise their potential contribution to placemaking and help ensure proposals are deliverable.
- Higher density residential development will be encouraged within the framework. The scale and massing of residential development should enhance legibility, whilst protecting key views.
- New residential developments should be designed to raise the standard of new homes within Bury and serve to create one of the most attractive new residential areas in Greater Manchester. New residential development should demonstrate that the scheme will deliver high quality homes, as required by the local policy and guidance. To ensure the delivery of high quality residential development future proposals should have regard to the following key considerations:
 - » Optimal separation distances
 - » Building footprints
 - » Limiting continual building frontages
 - » Internal plot space for communal / shared amenity uses
 - » Building orientation to limit environmental impact – wind microclimate, daylight and sunlight, overshadowing (of public realm / public spaces)
 - » Building entrances
- Proposals should directly support the delivery of placemaking objectives through high quality landscaping, active frontages, outdoor amenity and playspaces.
- New homes should strive to be at the forefront of low carbon energy efficient design to reduce environmental impacts through both construction and occupation. Innovative design solutions and construction methods will be encouraged.
- High architectural quality and expression should support local identity and legibility, whilst responding to site specific environmental considerations.

Proposals should seek to diversify the offer in Bury Town Centre, including through the introduction of new residential accommodation.

Future proposals should seek to ensure, where encouraged, that an appropriate quantum, mix and proportion of new residential accommodation is provided. This should include demonstrating clear consideration of the proposed residential offer's positioning within the Framework area.

As plots come forward within the Framework area, there should be an ongoing review of residential accommodation to be delivered or delivered to date. This should seek to ensure that the overarching vision and objectives, to deliver a mixed use town centre hub, are met. Consideration should also be given the proportion and quantum of residential development identified as part of the indicative masterplanning exercise, whilst recognising the illustrative nature of the Masterplan.





AMENITY

- Future residential proposals should be considered in the context of delivering a cohesive masterplan, where residential streets successfully integrate with the wider retail and commercial function of the town centre, whilst preserving residential amenity and character. Careful consideration should also be given to the proximity of residential uses with other non-residential uses and infrastructure to protect the amenity of future residents.
- New development should have regard to privacy, microclimate (wind, sunlight, daylight, overshadowing), noise, refuse management, safety and vehicular movement to ensure residential amenity is maintained. Future proposals should also achieve appropriate separation distances and seek to avoid north facing single aspect units to protect amenity, ensure privacy and enhance sunlight and daylight penetration.
- Where active uses are proposed, careful consideration should be given to the location of any noise generating uses and occupiers to minimise amenity impacts on nearby sensitive receptors (including residents). This should be carefully considered alongside the benefits of promoting and maintaining a vibrant streetscape during the day and evening.



RESIDENTIAL STREETS AND SPACES

- Key routes and spaces around existing and new residential-led plots should be supported by ground floor uses that activate streets to encourage footfall and provide natural surveillance. Where active ground floor uses such as convenience retail and food and beverage uses are not appropriate, active frontage should be maximised through good design e.g. positioning of entrances and windows. This may include exploring opportunities to deliver duplexes and town houses to generation activation at the ground floor level.
- Residential proposals should ensure that future residents have access to sufficient provision of dedicated open space. Access should be provided to a range of safe and inclusive spaces that respond to the needs of a diverse residential community. This should provide opportunities for local residents to stay, play and interact, fostering social interactions and community cohesion.



SUPPORTING INFRASTRUCTURE

- Residential developments should be designed to maximise benefits of key connections, such as active travel routes, access to public realm and outdoor amenity spaces, as well as the close proximity to a range of facilities and services.
- Proposals for residential development should ensure adequate provision of convenience retail and social infrastructure is provided to respond the daily needs of the local resident community.



5.5

A Diverse Town Centre Offer



Proposals should seek to diversify Bury Town Centre's offer, by supporting the consolidation of retail provision and introducing new uses such as residential, food and beverage, leisure, local amenities and workspace. Opportunities should be explored to create spaces that respond to the needs of local residents, workers and visitors, whilst providing opportunities for different groups to come together, to support social interactions and foster community cohesion.

Proposals should seek to enhance Bury Town Centre's reputation as a local and regional attractor as a key cultural, leisure and shopping destination, supported by existing anchors including Bury Market and the East Lancashire Railway.



SUSTAINABLE RETAIL AND LEISURE STRATEGY

Bury Town Centre is an established cultural, leisure and shopping destination, at a local and regional level. Future proposals within the Framework Area should seek to enhance this aspect of the Mill Gate Centre and Market, and bring forward regeneration that will help to underpin the long term vitality of the town centre.

Curated mix of uses //

- An overarching sustainable retail and leisure strategy should be prepared to ensure an appropriate quantum, mix and proportion of different retail and leisure uses within Mill Gate.
- Future units and spaces should carefully consider their positioning within an overall commercial occupier and lease strategy for the Mill Gate. The strategy should seek to attract a diverse range of occupiers which positively contribute to the vibrancy and identity of the local area.
- This should be reviewed periodically to ensure provision responds to changing demands and market trends.

Complementary offer //

- Future retail provision within the Mill Gate should seek to provide uses and services that are not readily available on the internet, such as specialist stores which are more experience driven to support the diversity, vibrancy and attractiveness of the town centre.
- Future retail provision should suitably respond and recognise the role and function of The Rock which is occupied by a number of chain high street brands.
- Future proposals should carefully consider existing leisure and food and beverage occupiers and how they will complement other leisure and retail areas within the town centre, such as The Rock and the Market.
- Proposals should acknowledge the need to retain existing occupiers and service providers that support the civic function and needs of the local community.

Daytime + night-time economy //

- A successful evening and night-time economy will enhance Bury Town Centre, helping to create a stimulating destination which will provide a safe, secure environment, with a vibrant choice and rich mix of entertainment and activities. Proposals should ensure that the introduction of evening and night-time uses are appropriately located and are attractive to a range of age groups, including families.
- Proposals should seek to contribute to a carefully curated mix of uses that enhances the existing daytime function of Mill Gate and introduces new uses and occupiers that support a vibrant evening and night time economy. These uses should seek to increase dwell time within the Mill Gate by introducing food and beverage and leisure uses that encourage activity at different times of day.



SUSTAINABLE RETAIL AND LEISURE STRATEGY

Flexible / accessible + affordable spaces

- Proposals should support a sustainable and inclusive economy by providing a range of floorspaces and unit types that are affordable and attractive to local start-ups and businesses.
- The design and flexibility of retail units should seek to maximise the potential to attract independents and ensure the long-term occupancy of spaces.



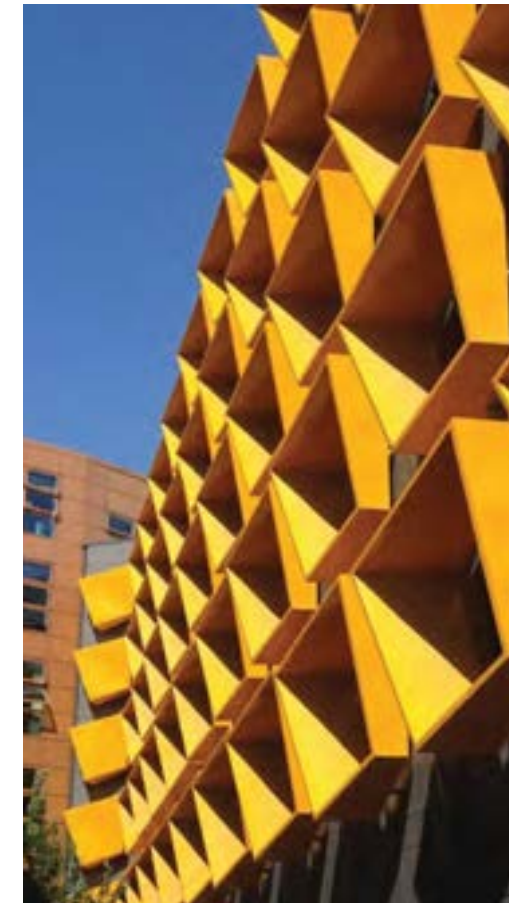
ACTIVE FRONTAGES

- Proposals should deliver ground floor uses that promote activity and vibrancy to draw people through the area at different times of the day.
- The provision of active street frontages should positively respond to the urban design principles, objectives of the Illustrative Masterplan and Public Realm and Landscaping Strategy. This should include aligning to the hierarchy of streets set out in this Framework.
- Proposals should ensure that streets and public spaces benefit from passive overlooking and incorporate active frontages to increase natural surveillance, deter crime and anti-social behaviour, and promote vibrancy at the ground floor level.
- This should include retaining existing areas of active frontage and maximising active frontages onto key routes and public spaces. Spill out space within key areas of the public realm (will be encouraged where this supports ground floor uses and the function of the public realm).
- Proposals will need to consider and respond to the hierarchy of streets and role and function of the public realm to ensure that active frontages are appropriately located.
- Proposals should ensure that adequate, curated lighting is provided to improve perceptions and feelings of safety by creating a welcoming, attractive environment for all.



VITALITY AND FOOTFALL

- Proposals should explore opportunities to attract new retailers and leisure occupiers, that will support the vibrancy and vitality of the town centre.
- Pop-up events and temporary meanwhile uses will be supported where these will enhance activation within the public realm. These should seek to positively contribute to local identity, social cohesion, inclusive growth and the health and wellbeing of the wider community. Pop up events and temporary uses provide low cost opportunities for local enterprises, businesses and community groups to engage with the wider public, creating an accessible and inclusive range of uses.
- Opportunities to activate key spaces and routes may include cultural / art installations to enhance the vibrancy and vitality of these spaces all year round.
- The Flexi-Hall will be a key asset for the local community, by providing a multi-functional event space that supports market stalls, pop up trading, live performance and community events. Proposals should recognise this and ensure opportunities to utilise the Flexi-Hall are maximised, for example by delivering complementary ground floor uses, and an enhanced area of public realm to maximise vibrancy and footfall in the surrounding area.



4.6

Leveraging the Market



There is an opportunity to build upon the success of the iconic Bury Market and strengthen Bury Town Centre's reputation as a local and regional destination for culture, leisure and shopping. The market plays a key role in the local economy, providing a space for local traders and start-ups to operate. Bury Market is a unique iconic part of the town centre's heritage. Future proposals should seek to enhance the role and function of the market by taking into account feedback from Mill Gate retailers, market traders, shoppers and visitors. This includes feedback received during the consultation of this document and further consultation to be undertaken as part of future detailed planning applications



ENHANCE FUNCTION

- The Market is an iconic part of Bury's heritage and identity, serving as a key attractor for locals. Future proposals should seek to enhance the role and function of the market through identifying the immediate and long term needs of traders, shoppers and visitors.
- The future retail strategy for the Framework Area will consider how best to support the market as a central component of the long-term success of the town centre, identifying key areas for investment to improve servicing and operational infrastructure, as well as ways in which the market's role in the town centre can be expanded through a more diverse offer and providing opportunities for home-grown businesses and entrepreneurs. In doing this proposals should seek to maximise opportunities to develop and grow Bury Market to increase wider footfall and diversify the potential customer base.
- Proposals should maximise opportunities to deliver active ground floor uses around Market Square; for example introducing food and beverage uses with associated spill out space in the public realm.
- Opportunities should be explored to promote increased activity on market and non-market days, capitalising on the strength of Bury Market's vibrant reputation. This may include a number of activation initiative to drive footfall, including pop-up events and meanwhile uses. This should seek to increase the days and hours of opening to expand the attractiveness and positive contribution to the vibrancy of streets during the week.
- Meanwhile uses and pop-up events should ensure that opportunities to utilise the Flexi-Hall are maximised. The Flexi-Hall will provide a key asset for the local community, by providing a multi-functional event space that supports market stalls, pop up trading, live performance and community events.
- Proposals should seek to enhance the function and identity of the market and its surroundings through public realm enhancements (e.g. soft landscaping) and other light touch interventions that create a more visible, prominent gateway into the town centre.
- Proposals should seek to improve the attractiveness and functionality of the public realm and ground floor uses around the indoor market, to unlock (potential) future investment to enhance the role and function of the indoor market.



LOCAL TRADERS AND START - UPS

- Proposals should support existing market uses and traders, whilst providing new opportunities for local traders and start-ups to operate. This may include the installation of new kiosks and stalls within the public realm to increase the provision of affordable and attractive trading spaces.
- Recognising the important role existing traders and stall holders play in reinforcing Bury Market's iconic reputation, future proposals will need to proactively engage with and consider the needs of this group.
- Proposals will need to recognise the importance of maintaining the existing market to support continued operations and minimise impact. Where proposals have potential to impact operations, there will be a need for proposals to demonstrate how they will maintain or enhance the function, accessibility and quality of the market – this should form part of detailed future planning applications.
- Where phased delivery results in direct impacts on the market proposals should provide temporary facilities to minimise impacts and maintain on-going operations.





4.7

Key Connections, Public Realm + Placemaking



The creation of a successful place is supported by a foundation of a well-connected network of public spaces, and a strong sense of local identity and character. The public realm plays a key role in enhancing local character and distinctiveness, providing health and wellbeing benefits and responding to environmental and climate change challenges. To harness local identity and distinctiveness there is an opportunity to celebrate local heritage by leveraging key assets and views.



HIGH QUALITY ARCHITECTURE

- Future development should be of high quality design, and positively contribute towards local character and identity. Design should support the re-establishment of a rich urban grain and provide visual interest to the townscape to further reinforce a strong, attractive identity for the area.
- Proposals should avoid large areas of inactive, uniform frontages at the ground floor level.
- Proposals should be designed to provide a human scale and welcoming, intimate streetscape for residents, workers and visitors.
- Proposals should seek to ensure that a complimentary palette of materials is used, by undertaking detailed design studies as part of future planning applications. These design studies and supporting analysis should provide a contextual response on the site-specific proposals, in order to deliver sufficient diversity and local distinctiveness. This should be undertaken further to precedents shown in Section 5 (Illustrative Masterplan – Development Areas) of this Framework.
- Proposed materials palettes will need to carefully consider the historic environment, namely the relationship with the town centre conservation area and Listed Buildings.
- Proposals should support the establishment of a shopfront design guide or key design principles to ensure a sense of cohesion and strengthen local identity.
- As part of the design development process, future proposals should explore opportunities to deliver distinctive architectural styles that positively contribute to the quality and identity of the townscape. This could include providing variety in architectural rhythm and block form to vary the streetscape, and support the creation of well-connected high quality spaces for pedestrians and cyclists.
- The design of future proposals should respond to the function of spaces at the ground floor, with careful consideration should be given to building layouts and orientations. This should include appropriately positioning primary entrances, active frontages and back of house areas

6. Key Connections, Public Realm + Placemaking



CELEBRATE LOCAL HERITAGE

- Future development should be designed to integrate with, correspond and complement the historic elements of the town centre.
- The Framework presents an opportunity to create a key east-west route between Bury's historic quarter and the Mill Gate centre, allowing more accessible pedestrian permeability between historic assets such as the East Lancashire Railway to the west of the town centre and the more recent retail development at The Rock, to the east of the town centre.
- There is an opportunity to celebrate Bury Market, as well as its history and contribution to the town of Bury, through phased redevelopment of the Framework Area, including the revitalisation of its public realm to encourage visitors and traders to spill out and animate the space.
- The design of future development should demonstrate that it contributes to the varied architectural character of Bury Town Centre, and should be specifically adapted to its context and setting



LEGIBILITY AND WAYFINDING

- Proposals should seek to celebrate key views and frame local landmarks and landmarks to aid legibility and enhance local identity.
- Architectural design should deliver a rich urban grain and townscape interest to provide a strong and attractive identity for the area. This should aid permeability and legibility within the area.
- Future proposals should explore opportunities to deliver new landmark buildings that support strong townscape principles and make a positive contribution to local character and identity.
- Any new landmark buildings should be located at gateway locations, key junctions or to terminate key views or vistas, to support wayfinding and legibility. Some buildings may be distinctive in their own right, for example through architectural design or scale, to support the creation of new local landmarks.
- Appropriate signage and wayfinding infrastructure should be located at key nodes and around key routes and spaces to support wayfinding and legibility. An overarching wayfinding and signage strategy should be prepared for the Framework area to ensure future proposals deliver a holistic and consistent approach.
- The incorporation of public art within the public realm will be promoted to animate spaces, whilst supporting legibility and wayfinding. Landscaping features should also be included to support wayfinding and positively contribute to local identity



HIERARCHY OF STREETS AND SPACES

- A clear hierarchy of streets and spaces should be established to improve wayfinding and connectivity, and to encourage increased pedestrian and cycle movements. This may include exploring opportunities to deliver duplexes and town houses to generation activation at the ground floor level.
- The hierarchy should manage vehicle movements within the pedestrian realm whilst acknowledging the requirements of the emergency services, taxis and commercial service operators.
- Opportunities to rationalise service "loops" should be sought to minimise the frequency of vehicles within the public realm and create greater opportunity for traditional streets where "carriageway is king", to be replaced by servicing solutions that are subtly incorporated into the street scene. Beyond these service routes, future proposals should seek to ensure that access is limited to emergency vehicles only. This includes public realm in the vicinity of the market where creating a safe place for pedestrians is a priority.

6. Key Connections, Public Realm + Placemaking



HIERARCHY OF STREETS AND SPACES

- The hierarchy of streets should provide a range of active travel routes whilst other key roles and functions of streets and spaces. Proposals should seek to prioritise pedestrian and cycle movements, in the context of supporting active and sustainable travel.
- Future proposals should seek to promote residential streets as being more compact than those with commercial frontage. Pedestrian amenity, including ground floor defensible space, should be prioritised in locations where residential uses are concentrated.
- In busy peripheral areas, the street hierarchy should embrace long term connectivity. Where proposals are located adjacent to Angouleme Way, opportunities should be explored to deliver well considered pedestrian nodes to support permeability with adjoining areas to create a welcoming arrival to the Mill Gate. At Market Street and Haymarket Street, a shift in priority should be sought to see the passage of vehicles through pedestrian realm rather than vice versa.



FUNCTION OF THE PUBLIC REALM

- Regardless of the mode of travel, the public realm should create a welcoming arrival and legibly guide visitors around the town centre.
- Urban greening should be a priority for all streets and spaces, ranging from individual specimen trees in constrained locations to strategic corridors of ecologically rich soft landscape where possible.
- Establish a well-defined and accessible pedestrian route connecting four pivotal anchors: The Interchange, The Rock, The Market and Mill Gate Shopping Centre.
- The public realm should relate to the identity and place characteristics of Bury and ground floor uses should be coordinated and complementary to the external environment.
- Proposals should ensure that the public realm is welcoming, accessible and inclusive by addressing the needs of all of the diverse community. This should include provision of play space, suitable seating and adequate lighting to create a comfortable and attractive environment.
- Develop proposals that prioritise inclusivity, catering to the diverse needs of the community. This includes the provision of play spaces, comfortable seating, and adequate lighting to create an inviting and attractive environment.
- Explore opportunities in the public realm design to encourage community engagement with green and blue infrastructure, thereby contributing to the well-being and health of residents.
- Design of the external environment should embrace opportunities to increase biodiversity across the Mill Gate.
- Meanwhile and temporary uses should utilise public spaces that are suitably designed to accommodate the short, mid and long term aspirations for the proposals.
- Create a public realm that encourages both visitors and residents to spend extended periods in the town, offering a diverse array of attractions, opportunities for shopping, socializing, play, and recreation.
- Seamlessly integrate the market within any new development proposals while allowing flexibility for the market to expand into outdoor spaces as needed.
- Create residential streets that are green spaces with a strong pedestrian focus, fostering opportunities for play and social interaction. These streets should maintain proximity to primary pedestrian thoroughfares while promoting a tranquil environment.

6. Key Connections, Public Realm + Placemaking



GREEN AND BLUE INFRASTRUCTURE

green infrastructure + the public realm //

- Future proposals should maximise the relationship with nature, wildlife and the outdoors, by providing opportunities for the local community to access and interact with existing green spaces beyond the Framework Area and through the creation of a series of well-connected green spaces.
- Proposals should explore opportunities to deliver natural play areas, outdoor education, growing spaces and outdoor events to maximise engagement and interaction with the natural environment.
- Proposals should ensure that the public realm is a comfortable and attractive place for local residents, workers and visitors to stay, play and interact. Microclimate (sunlight, daylight, overshadowing, wind) consideration should therefore be considered when determining building orientations and / or developing detailed landscape proposals.
- To maintain the quality of the public realm a long term management strategy should be prepared for the Mill Gate. Future proposals should ensure that the hard landscaping treatments are robust and durable, and that soft landscaping makes a positive contribution the space all year round.



CONNECTIVITY AND PERMEABILITY

- Proposals should seek to enhance connectivity and accessibility across the town centre and beyond in to communities beyond the boundary by integrating into the existing movement network, exploring opportunities to delivery more crossings and connections into Mill Gate.
- Proposals should seek to enhance pedestrian and cycle permeability by addressing existing barriers to access, which should include exploring opportunities to reduce street clutter and de-engineering of highway infrastructure.
- Vehicle movements into the Mill Gate should be limited and opportunities should be sought to actively remove vehicles from the Framework Area by appraising the width of streets, rationalising on-street parking, limiting the number, size and frequency of servicing vehicles, rebalancing the existing highways infrastructure (where appropriate) and creating a consistent and distinguished streetscape language and identity, where pedestrian movement is prioritised.



4.8

Transport and Highways



SUSTAINABLE AND ACTIVE TRAVEL

To promote a well-connected, attractive town centre it will be important to concentrate vehicle movements around the edge of the town centre. Vehicle movements associated with servicing and waste and private vehicle usage therefore require careful consideration. The design and operation of proposals is therefore of fundamental importance to the success of the Mill Gate, in creating an improved environment that maximises permeability and connectivity. Interventions to de-engineer the highway network will also play a key role in maximising the quality and function of key public spaces and supporting connections between existing surround communities and the town centre.



- Future proposals should seek promote multi-modal sustainable travel by integrating into the public transport network, including by leveraging the benefits associated with the Interchange. Strong connections to tram stops and bus services should therefore be prioritised to encourage active travel and public transport usage. This will be important to promote low carbon movement and reduce reliance on private vehicle use.
- Future proposals should seek to ensure alignment with planned infrastructure by Bury Council and TfGM, including the new Interchange, segregated cycle ways, Quality Bus Corridors, Active Travel and Streets for All proposals.
- Future proposals should seek to enhance the active travel network by delivering pedestrian and cycle friendly routes that are accessible and attractive. This should include delivering increased cycle parking provision and infrastructure which should integrate into the Greater Manchester Bee Network and National Cycle Routes.

Future proposals should adhere to the following:

1. Provide high levels of sufficient, secure cycle parking provision for residents and workers.
 2. Provide visitor cycle parking, which should be carefully integrated into the design of the public realm. All cycle parking provision within the public realm should be appropriately located to maximise passive surveillance.
 3. Cycle parking should include provision for non-standard cycles (such as adapted cycles, trailer, tricycles, tandem bikes, cargo bikes etc.) and for charging e-bikes.
- Opportunities to deliver a mobility hub within the Framework should be explored. This should include dedicated secure cycle parking and parcel delivery function that serves local residents and workers.



HIGHWAYS

- Opportunities to de-engineer the highway within key public square should be explored to enhance the quality of these spaces. In particular, this should be explored as part of any public realm enhancements to Kay Garden and Market Place.
- Proposals to de-engineer the highway network should create improved gateways and connections into the town centre.
- Future proposals should explore opportunities to proactively engage and work with Bury Council and TfGM to fully explore the possible reprofiling of Market Street to provide a new access into George Yard and an enhanced pedestrian experience at Kay Gardens, Market Street and Market Place.
- Future proposals should seek to support and advocate future opportunities to reprofile Angouleme Way in order to significantly improve pedestrian and cyclist connections in the long-term.

7. Transport and Highways



SERVICING AND WASTE

- A new servicing and refuse strategy shall be produced and implemented for the Mill Gate. The strategy should maximise opportunities to reduce the amount of servicing space, restrict servicing and waste vehicle movements at certain times of the day, and simplify associated routing.
- Proposals should seek to ensure that servicing and waste arrangements not compromise the quality and function of public spaces.
- Opportunities should be explored to rationalise provision of servicing yards within the Framework area to improve permeability and connectivity, whilst also maintaining the function of servicing areas for retailers and traders. This should support the establishment of a clear of routes whilst providing a more pedestrian and cycle friendly environment.
- Main building entrances should usually be located on primary routes, with servicing and waste activities being directed to more secondary routes. This should promote the vibrancy of key streets and spaces.
- Where possible, servicing and waste arrangement should be focused at the peripheries of the Framework area, close to key arterial routes, such as Angouleme Way. This should seek to minimise servicing and waste vehicle movements within the Framework area and reduce conflict with pedestrian and cycle movement. Where necessary, servicing and waste activities should be directed to more secondary routes, away from primary routes to promote the vibrancy of key streets and spaces.



CAR PARKING

- It is expected that the existing MSCP will be retained to ensure accessibility and inclusivity where individuals may be unable to rely on more sustainable modes of travel. This approach recognises the key role Mill Gate and Bury Town Centre will continue to play as a central hub for surrounding communities.
- Opportunities should be explored to improve the quality of the environment around the existing MSCP. Proposals should seek to maximise opportunities to improve access and egress from the MSCP and minimise the impact of existing vehicle routes within the centre of the Framework area.
- Future proposals should demonstrate the parking demand and how alternative provision or solutions can be delivered that reduces reliance on private vehicles within the area over time. This may include retaining existing levels of car parking within the Mill Gate MSCP, reduce car parking provision within service yards should be and redirecting this to the MSCP.
- Any additional demand for car parking provision should be managed via management of existing assets and ambitious Sustainable Travel Plans. Where there is a clear identified, evidenced need for additional car parking this should be integrated into the design of buildings to limit visibility or visual impact from key routes and spaces.
- Parking provision should include appropriate accessible parking provision.
- Opportunities should be sought to provide of electric vehicle charging points within the Mill Gate MSCP.
- The potential to develop a Framework-wide parking strategy should be explored. This should present opportunities to reduce parking usage within the town centre and promote more sustainable travel. This may include the introduction of a car club which provides an effective way of reducing private car ownership and limiting associated parking.





Illustrative Masterplan.

5

5.1

Work to Date



Baseline Analysis

The Framework provides the foundation for regeneration proposals, whilst ensuring that the necessary flexibility is provided to enable the detailed design of each plot to be refined. The flexibility of the Framework is important to allow future development to respond to changing market conditions, technological advancements, design innovation, technical analysis and environmental considerations, throughout the long-term delivery phase.

This chapter summaries how key constraints, opportunities and how surrounding developments have informed the masterplanning process. This has accumulated in identifying the possible forms and functions across the Framework area.



5.2

Understanding the Opportunity

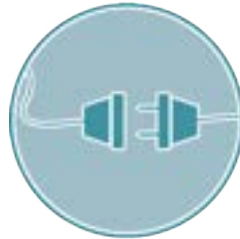


Key Considerations

The Framework has been developed to accord with national, regional and local planning policy and guidance.

This Framework has been published for public consultation. Following the conclusion of the consultation period, responses will be reviewed and considered. The illustrative masterplan will be updated, where required, to respond to public consultation comments.

The illustrative masterplan is one interpretation of how the vision, objectives and development principles detailed within the Regeneration Framework may come forward. On that basis, the illustrative masterplan does not represent a fixed or prescriptive position for future development proposals to accord with.



Disjointed town centre



Lacking sense of arrival



Poor pedestrian experience



Limited choice for pedestrians and cyclists



Vehicle dominated environment / dominance of service yards



Lack of sense of place to support wayfinding



Pre-dominant value retail led offer in the town centre and Mill Gate



Lack of engaging F&B, experience-led retail & Leisure



poor evening offer - lack of diverse evening activities

5.3

Developing the Masterplan



RF Evolution

Throughout the preparation of The Framework has been through an iterative design process which has been informed by a range of technical studies and engagement with key stakeholders. The illustrative masterplan has sought to respond to detailed site analysis and stakeholder feedback whilst according with The Framework's vision, objectives and development principles.

As part of the ongoing design development process for the illustrative masterplan, the following considerations have been worked through by the JV, design team and key stakeholders (including Bury Council officers):

- Retention and demolition of the existing Mill Gate shopping centre.
- Diversification and consolidation of the existing Mill Gate offer.
- Massing of the proposed residential offer.
- Refinement of the key block forms and layouts, around the existing service yards.
- Existing operational servicing and access arrangements and requirements for commercial occupiers within the Mill Gate.
- The servicing strategy and associated requirements for Bury Market (indoor) and Market Hall (indoor).



5.4

Illustrative Masterplan



Approach

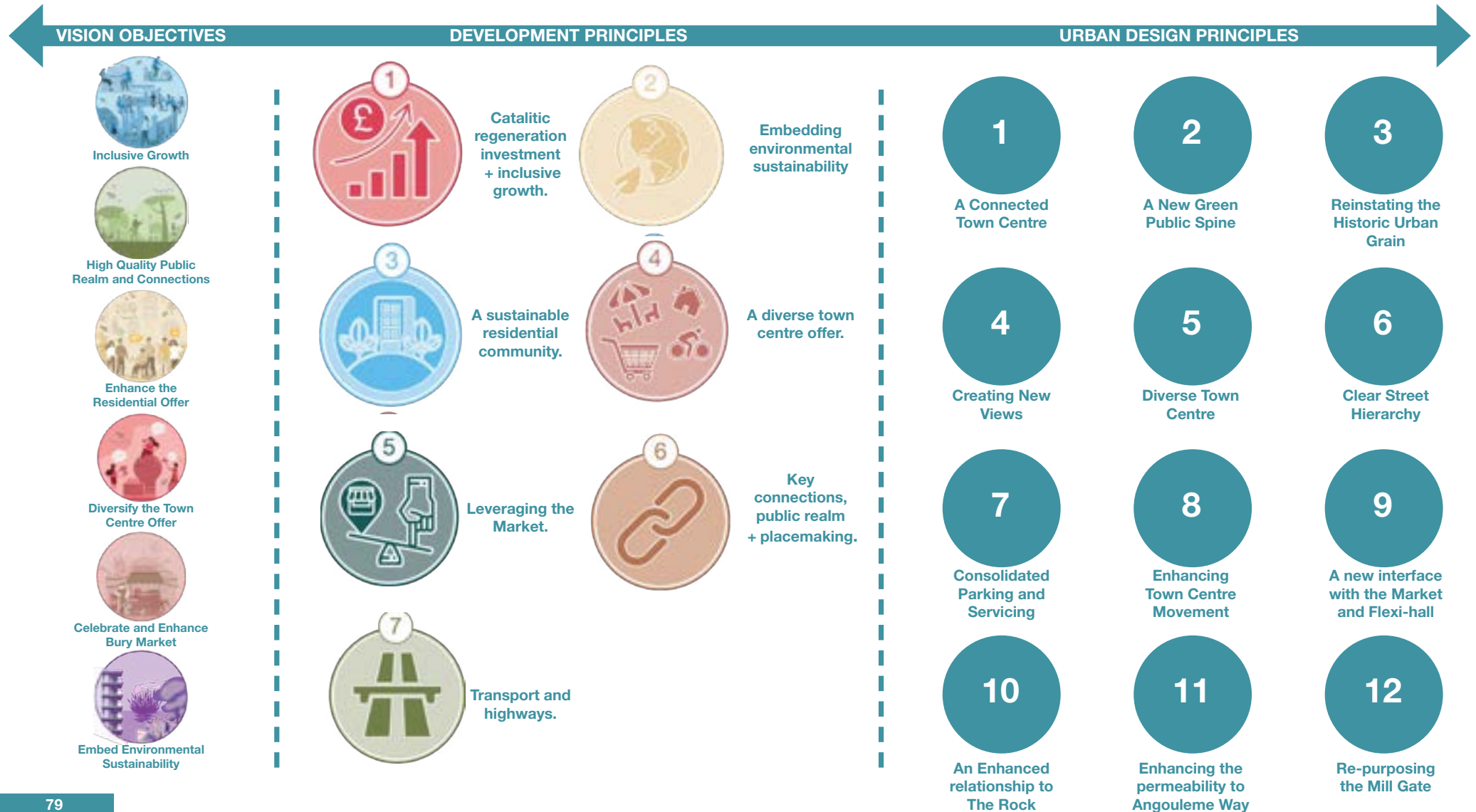
The illustrative masterplan for the Mill Gate brings together important existing characteristics of the Framework Area alongside new considered design strategies that respond to key existing site problems. The proposed masterplan significantly enhances the area and helps it achieve high potential - contributing positively to Bury's 2030 Let's Do it! strategy place making aspirations.

The illustrative masterplan represents an approach to delivering the requirements of the JV, responding to the principles set out in the Bury Town Centre masterplan in 2022 and in response to community and stakeholder engagement throughout the Framework design process.



5.5

Urban Design Principles



Key Interventions



1. A connected TOWN CENTRE

Mill Gate is at the heart of Bury but today is somewhere that doesn't feel like a part of the town rather a shopping centre which opens and closes - a key urban design principal is to make this part of the town act as a connector, drawing in surrounding streets and character areas, and become part of the town centre 24/7 365 days a year.



2. A NEW GREEN public spine

As part of this connected town centre a key design principal is to establish a new public route from the Rock to the Interchange creating new permeability and new circuits of movement. This is intended to offer a new green route in a place that today is dominated by buildings and service yards, creating a new public asset for the town and a connection from the hills to the market.

DEVELOPMENT PRINCIPLES



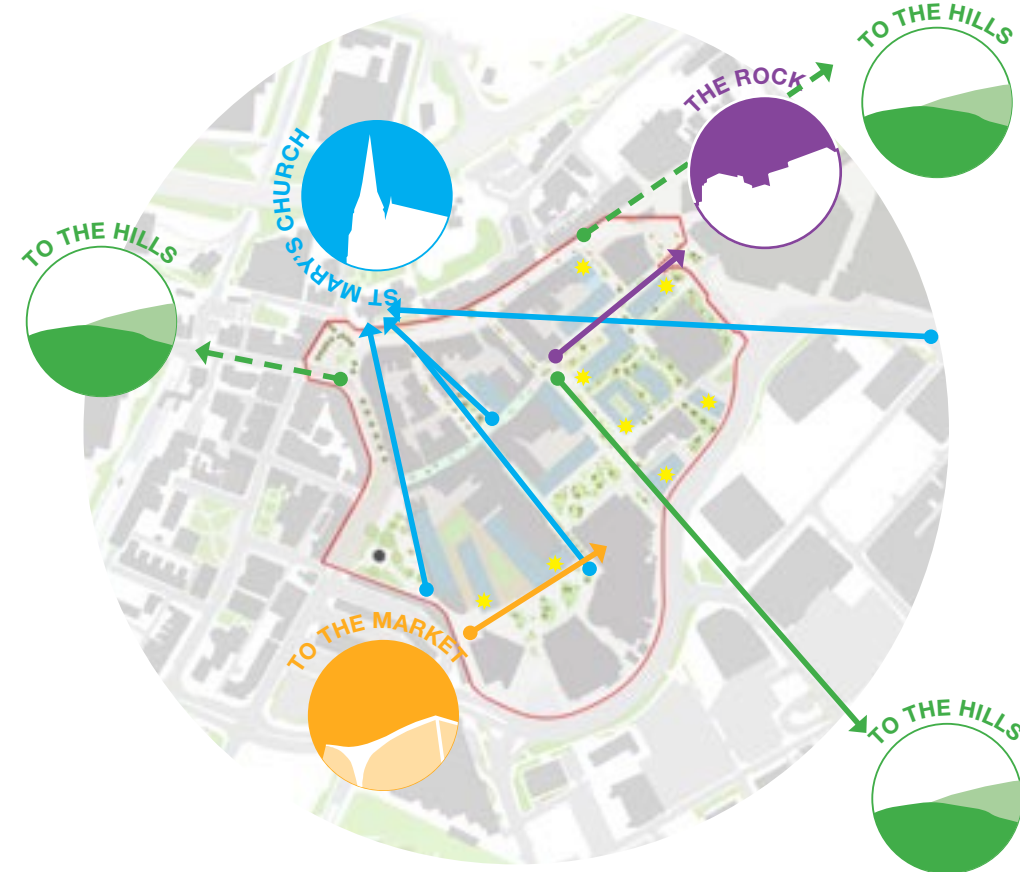
DEVELOPMENT PRINCIPLES





3. Reinstating the HISTORIC urban grain

The Mill Gate still holds some of the historic street pattern that connects to the wider surrounding streets. Through establishing a series of streets and squares, and reduction in the internal glazed mall and service yards, it is intended that these connections are re-established and a old piece of the town is reinstated.



4. Creating NEW VIEWS & protecting others

Key views have been identified to transform the Mill Gate from internal shopping centre, to somewhere that could only be in Bury. These include to the surrounding hills and key visual landmarks such as St Mary's Church, the 1960's Market Hall and Market, The Rock and Kay Gardens and the Town Hall. New Landmarks offer the ability to transform the sense of arrival at the Mill Gate and Bury Town Centre

* LANDMARK

DEVELOPMENT PRINCIPLES



DEVELOPMENT PRINCIPLES





5. A New DIVERSE TOWN CENTRE

A key element of the proposals is to diversify the uses within the Mill Gate, with potential for new homes, workspace, and hotel over ground floor active uses including; fashion, lifestyle, convenience and leisure alongside new restaurants, cafe's and bars and other town centre amenities supporting sustainable life styles, health and well-being.



6. CLEAR street hierarchy

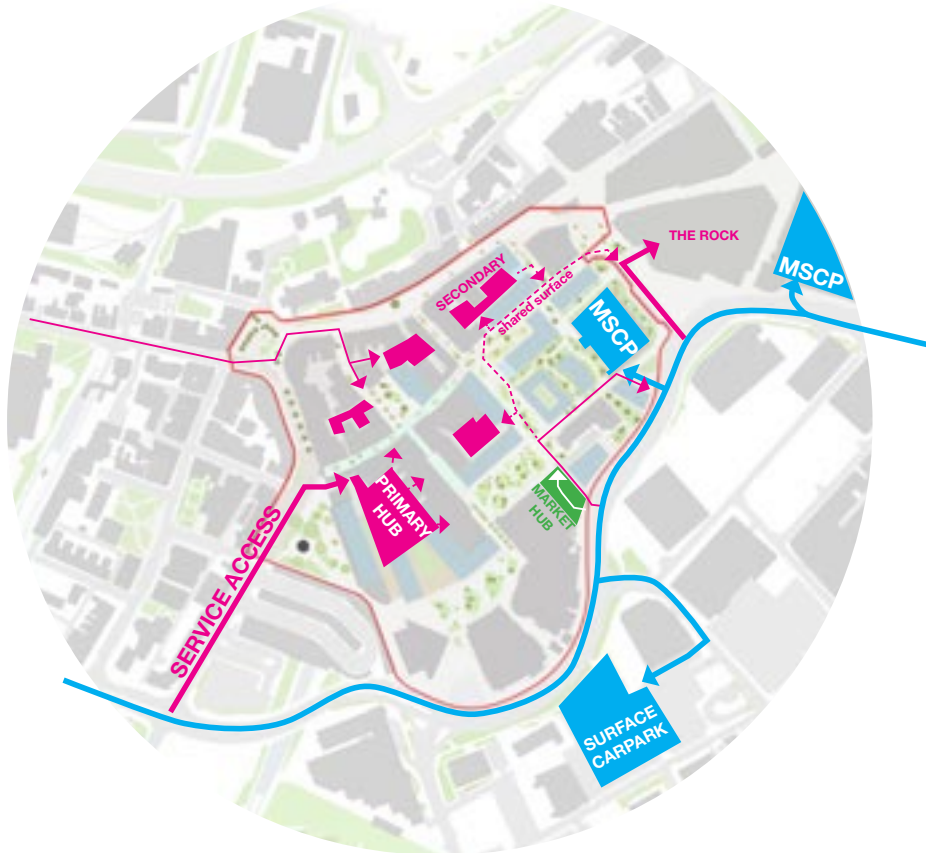
Creating a street pattern that is clear for users is a key principal. Primary streets will focus on public facing high street uses with retail, restaurants and leisure as a focus creating streets that feel vibrant and active. Secondary streets will continue this public facing activity, but be focused on smaller scale users and streets that connect. Tertiary streets will be focused on being active but quieter with a residential focus. As the Mill Gate is today the intention is that the streets will retain their pedestrianised nature, but with limited vehicle use.

DEVELOPMENT PRINCIPLES



DEVELOPMENT PRINCIPLES





7. CONSOLIDATED parking and servicing

The existing Mill Gate Centre is dominated by servicing access, and the consolidation of this is a key aspect of the proposals to enable a more permeable and pedestrian focused setting. With the opening of streets shared surface access is intended to secondary service yards. Parking access to the Mill Gate carpark is intended to be amended to be accessed from Angouleme Way allowing space to the key interface with The Rock to be transformed into pedestrianised landscaping.



8. ENHANCING town centre MOVEMENT

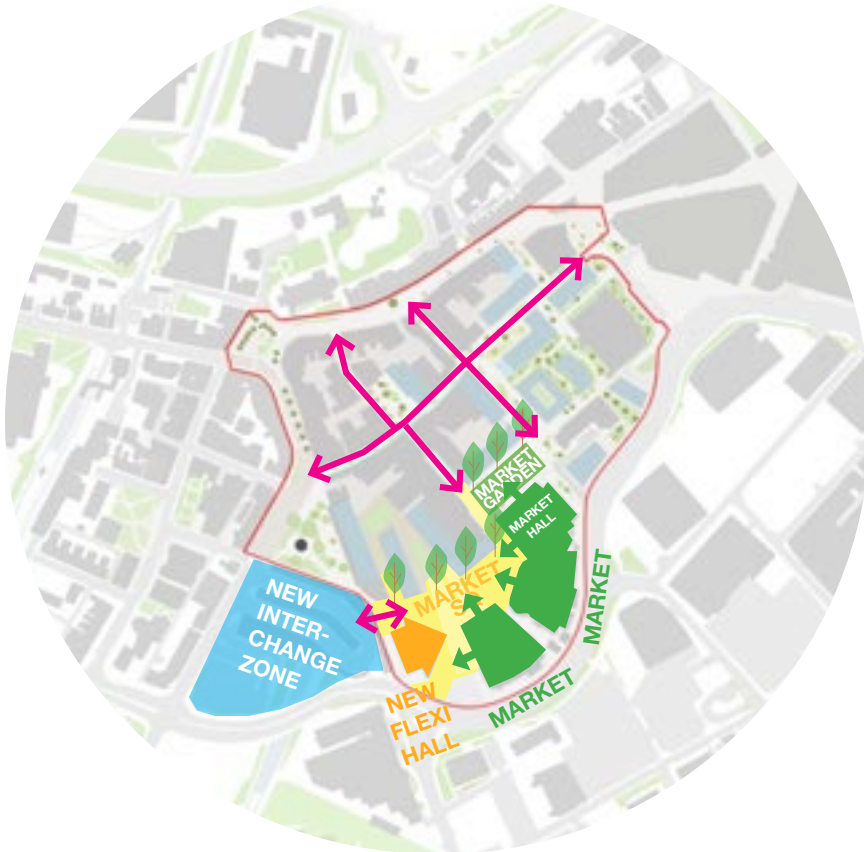
Part of reconnecting Mill Gate back into the town centre is enhancing movement along existing routes. Kay Gardens is a key arrival space in the town and one that is negatively impacted by highways and street furniture creating a space that feels unloved. Market Place is seen as a key opportunity to capitalise on heritage architecture and views to the hills, and also to enhance the connection to the traditional Rock high street which is today subdivided by parking and planting.

DEVELOPMENT PRINCIPLES



DEVELOPMENT PRINCIPLES





9. A NEW INTERFACE with the market and flexihall

The Market is a key asset to the Town Centre and with the proposed new Flexi Hall and future improved Interchange this area is more important than ever to ensure the front door to Bury is looking its best and providing the benefits to the town centre as a whole. A new Market Square is proposed to act as a more flexible space for market days and a new Market Garden to the north of the Market Hall to allow new public space that can be green and welcoming to all no matter what day of the week.



10. An ENHANCED RELATIONSHIP TO THE ROCK

The Rock is a key neighbour, but today is connected by service yards and highways to Mill Gate. By consolidating servicing strategy to the Mill Gate and relocating the carpark entrance to the current exit, this allows a new relationship to be formed where enhanced footfall and new routes can be created connecting two key town centre assets together.

DEVELOPMENT PRINCIPLES



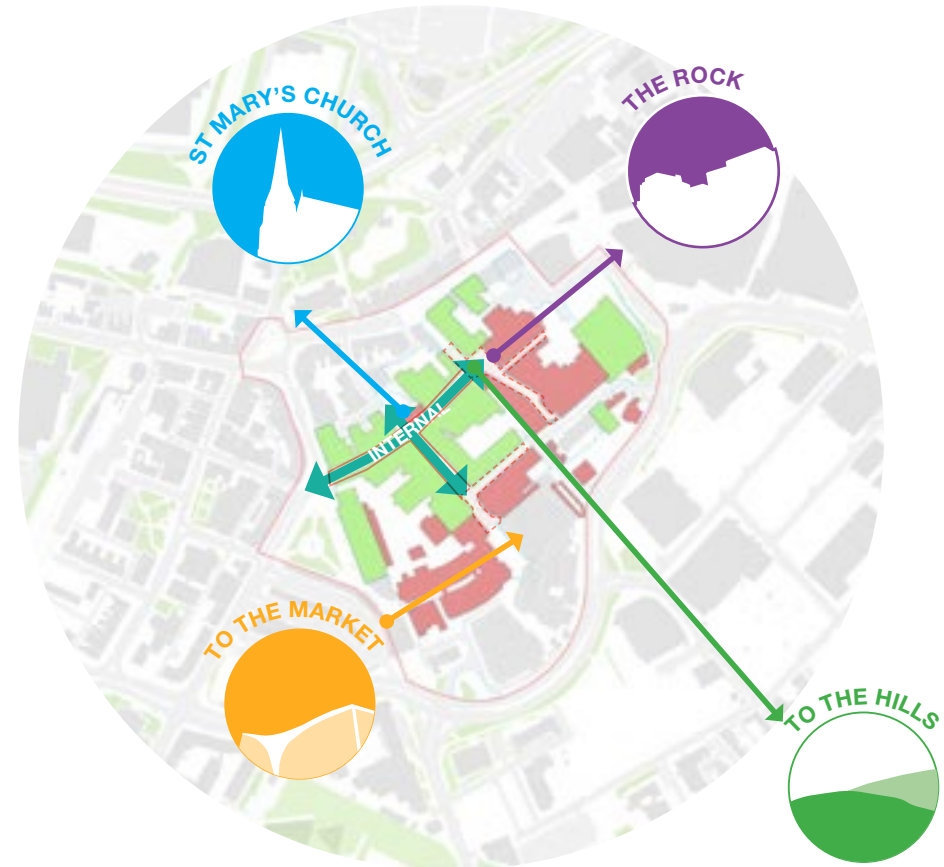
DEVELOPMENT PRINCIPLES





11. Enhancing the PERMEABILITY across Angoulême way

Angoulême Way is a bypass style piece of highways infrastructure rather than one of placemaking and drawing people into the town. Creating enhanced connections across Angoulême Way is a key design principal including new footpaths and reworked carparking entrance.



12. RE-PURPOSING the Mill Gate

A large area of demolition is planned as part of the redevelopment of the Mill Gate, this is indicated on the diagram as a red tone and illustrates the level of change proposed to help deliver the vision and design principals set out within these diagrams. The internal glazed mall is reduced from its current form recognising it has value as a unique all weather space. It is proposed to be reduced to a T form from its current circuit to enable wider streets to be connected with and new permeable public routes created whilst opening new views to existing Bury landmarks making the Mill Gate part of Bury's unique townscape.

DEVELOPMENT PRINCIPLES



DEVELOPMENT PRINCIPLES



5.6

Development Areas



The Mill Gate presents an opportunity to deliver a **mixed-use hub** in the heart of Bury Town Centre. A number of key development areas have been identified within the Mill Gate Framework area, which are based on land use, activities and characteristics. It is not intended that each development area is considered in isolation. All development areas should seek to positively contribute to a collective, distinctive identity for the Mill Gate and Bury Town Centre, reinforcing the town centre as an integrated, connected, mixed use hub.



Within the Mill Gate SRF Area, 5 distinct character zones are to be encouraged – emerging from distinct combinations of density, massing, street characters and public realm proposals to create a sense of identity and legibility while providing a practical framework for implementing the 'vision'.

Market / Civic / Independent

- To the south of the Framework Area, has the potential to enhance the environment around the outdoor and indoor markets and the Interchange through reconfiguration of spaces and routes. To promote a sense of arrival in this gateway location.
- Opportunity to provide a community hub, linking in with the Flexi-Hall offer and to deliver affordable flexible workspace.
- Seeking to create a front door location for public services and civic functions within the town centre.
- Opportunity, where appropriate, to provide residential accommodation at upper levels, with ground floor social and community uses.



Precedents

CONTEXT
PRECEDENTS
PAGE 33

BURY MARKET

MATERIALITY //
Metal / Curtain Walling

ROOFSCAPE //
Single Pitched / 'Bird - Wing'

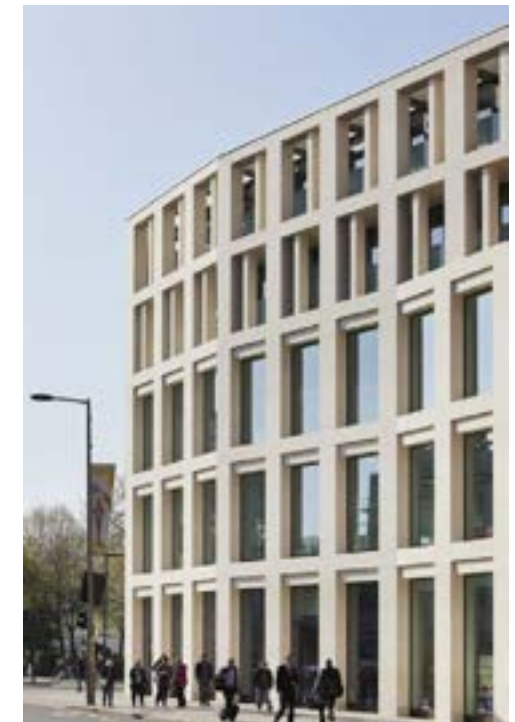
ARCHITECTURAL STYLE //
Open Air / Arcade / Brutalist

KAY GARDENS

MATERIALITY //
Sandstone / Limestone / Brick (historic)

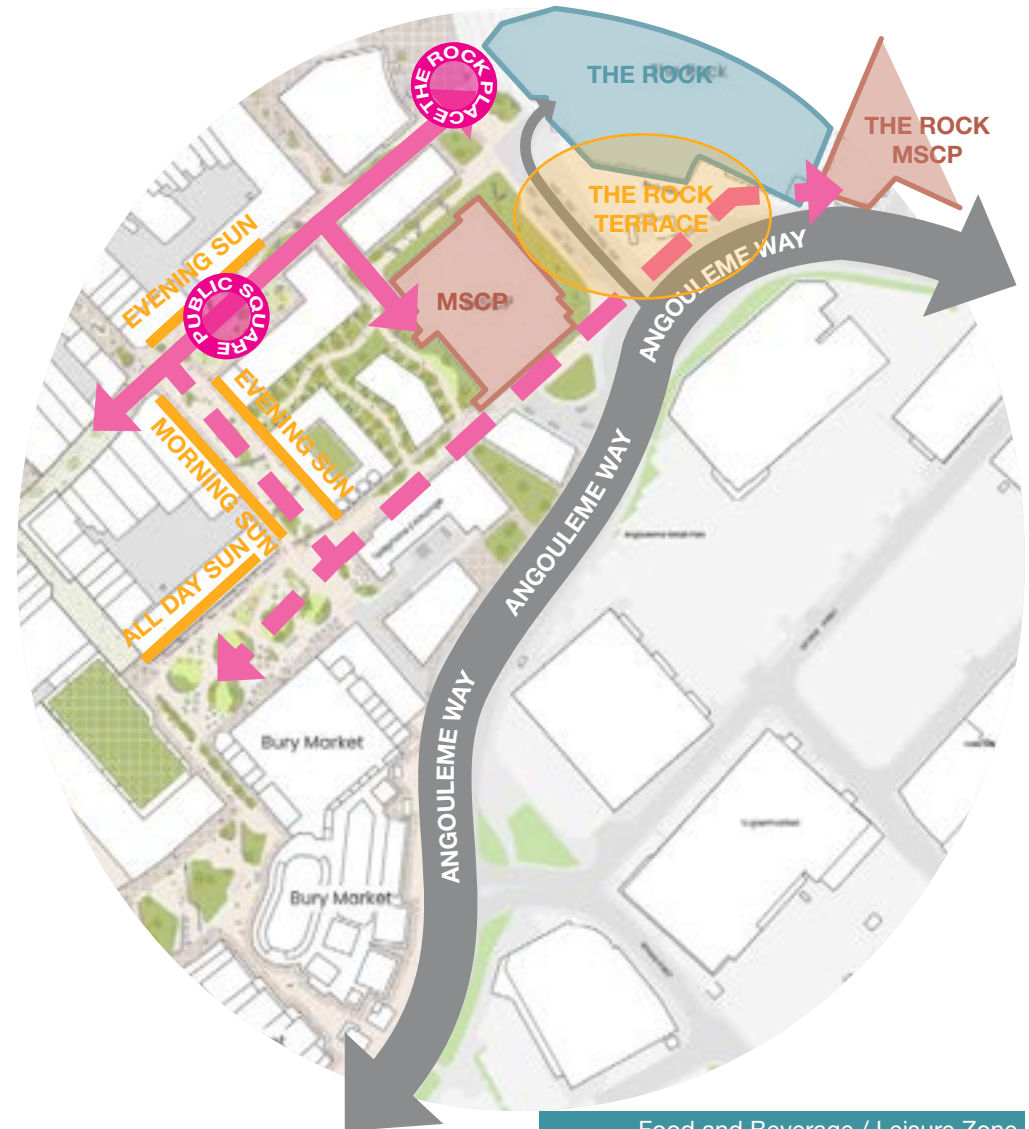
ROOFSCAPE //
Flat / Single Pitched / Punctuating Chimneys

ARCHITECTURAL STYLE //
Mixture of late Victorian / Nineteenth Century /
Ornamented / Contemporary



Food and Beverage / Leisure

- To the north-east of the Framework Area, has the potential to deliver a mix of leisure and food and beverage uses whilst benefiting from a number of existing cultural assets across the site, such as the MET Theatre.



Precedents

CONTEXT
PRECEDENTS
PAGE 33

THE ROCK HIGH STREET

MATERIALITY //
Sandstone / brick (modern + historic)

ROOFSCAPE //
Ridged / Multi-Gable / Hip / Half Hip

ARCHITECTURAL STYLE //
Contemporary / Victorian / Edwardian /
Art Deco / Tudor

THE ROCK

MATERIALITY //
Brick / Metal / Timber / Curtain Walling

ROOFSCAPE //
Flat

ARCHITECTURAL STYLE //
Contemporary



Retail

- At the centre of the Framework Area, supporting the Framework's ambitions to consolidate and diversify the Mill Gate's current retail offer.
- This central zone is a transitional zone between the proposed market / civic and leisure / food and beverage zones to the west and the residential zone to the east.
- Includes the opportunity to consolidate the internal shopping mall, by removing the mall roof along Union Street and TJ Hughes, whilst retaining the mall roof along The Mall and Haymarket Street to maintain an area of weather-proofed, sheltered within the Mill Gate.
- Opportunities to reuse existing under-utilised upper floors.



Precedents

CONTEXT
PRECEDENTS
PAGE 33

BURY MARKET

MATERIALITY //
Metal / Curtain Walling

ROOFSCAPE //
Single Pitched / 'Bird - Wing'

ARCHITECTURAL STYLE //
Open Air / Arcade / Brutalist

CIVIC QUARTER

MATERIALITY //
Sandstone + brick (modern + historic)

ROOFSCAPE //
Ridged / Multi-Gable / Hip

ARCHITECTURAL STYLE //
Mixture of late Victorian / Nineteenth Century /
Ornamented

THE ROCK HIGH STREET

MATERIALITY //
Sandstone / brick (modern + historic)

ROOFSCAPE //
Ridged / Multi-Gable / Hip / Half Hip

ARCHITECTURAL STYLE //
Contemporary / Victorian / Edwardian /
Art Deco / Tudor



Residential

- The east of the Framework Area, has the potential to deliver residential development with ground floor commercial, as appropriate (such as convenience retail, social infrastructure).
- Opportunities for higher density residential development to the west. Higher density development is considered appropriate, creating a transition to the established medium density at The Rock development to the east.



Precedents

CONTEXT
PRECEDENTS
PAGE 33

THE ROCK HIGH STREET

MATERIALITY //
Sandstone / brick (modern + historic)

ROOFSCAPE //
Ridged / Multi-Gable / Hip / Half Hip

ARCHITECTURAL STYLE //
Contemporary / Victorian / Edwardian /
Art Deco / Tudor

THE ROCK

MATERIALITY //
Brick / Metal / Timber / Curtain Walling

ROOFSCAPE //
Flat

ARCHITECTURAL STYLE //
Contemporary



Community Spine

Elements of Bury Town Centre have long been disconnected because of the existing Mall. The community spine looks to create a new energy and optimism in the area by allowing both existing and future communities of visitors and residents to mix through the use of public open spaces, food and beverage spaces, retail and other social opportunities established on the site.

The ground floor of many buildings in this neighbourhood will offer flexible future units to provide important active frontages to the area. All of this area will not be filled in with non-residential land uses so consideration will be given to appropriate locations for ground level residential units with non-residential units potentially being clustered around corners and open spaces to create a small activity hubs.



Community Spine

CONTEXT
PRECEDENTS
PAGE 33

BURY MARKET

MATERIALITY //
Metal / Curtain Walling

ROOFSCAPE //
Single Pitched / 'Bird - Wing'

ARCHITECTURAL STYLE //
Open Air / Arcade / Brutalist

THE ROCK HIGH STREET

MATERIALITY //
Sandstone / brick (modern + historic)

ROOFSCAPE //
Ridged / Multi-Gable / Hip / Half Hip

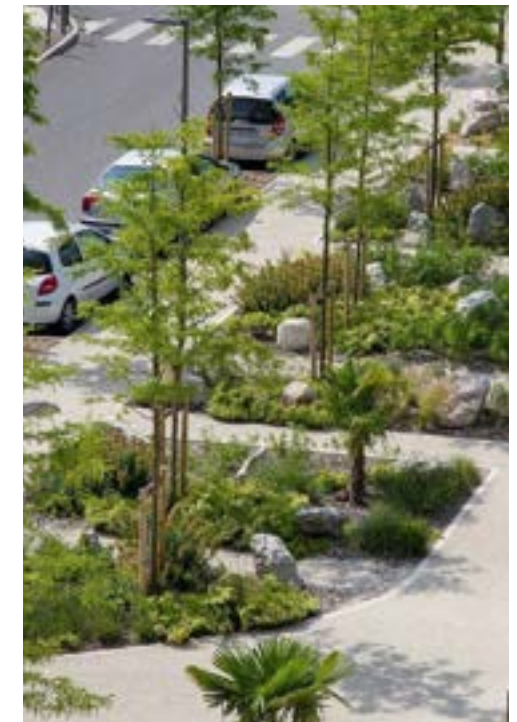
ARCHITECTURAL STYLE //
Contemporary / Victorian / Edwardian /
Art Deco / Tudor

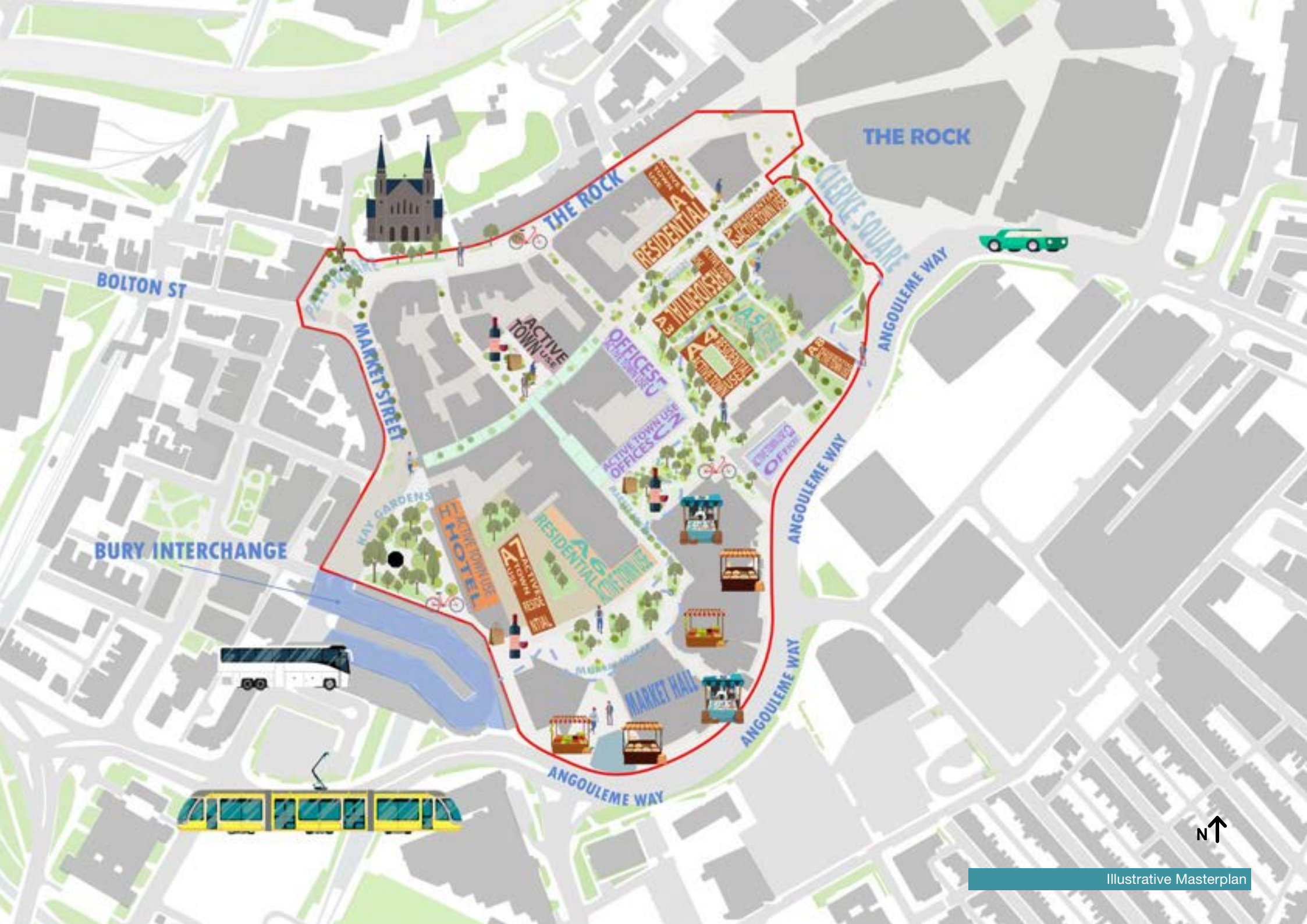
THE ROCK

MATERIALITY //
Brick / Metal / Timber / Curtain Walling

ROOFSCAPE //
Flat

ARCHITECTURAL STYLE //
Contemporary





Indicative Land Uses

5.7



A Diverse Mix

Mill Gate will be predominantly residential led, the area will accommodate a mix of commercial, civic and residential uses, particularly along the Market and existing shopping centre frontage, to reflect the existing character of the area.

-  - Gf - Active Town Use
Upper - Residential
-  - Residential
-  - GF - Active Town Use
Upper - Work
-  - Work
-  - GF - Active Town Use
Upper - Hotel
-  - Food & Beverage



5.8

Indicative Ground Floor Uses



Ground Floor Uses

The masterplan provides both residential and non-residential uses at ground floor to create an engaged and activated public realm around the Framework Area. The Flexible Future Zones are areas identified on the ground floor that would be suitable to accommodate different uses classes in the future as the masterplan becomes more realised. For instance, the Community Spine is a great location to include cafes, community uses and independent traders in the future as it becomes more used.



- ① - Ground floor active use below residential deck
- - Active town centre use
- - Residential

5.9

Scale and Massing



To identify and complement the local 'Bury' character, pockets of massing have been articulated to help inform the creation of a language to be used in The Framework. While the scale and massing of new development will depend upon the proposed end use a combination of bold and subtle responses to both the surrounding architectural character and town centre urban form will enhance and reinforce the changes in character across the site.

The massing across the site has been designed to transition with the existing civic context to the west, the more recent development of The Rock to the east and the emerging context to the south that will come forward as part of the wider town centre regeneration. This defines three distinct areas, the boundary facing the active frontages of The Rock development, the 'Middle of Mill Gate' and the area to the west that transitions to the existing historical fabric of Market Place / Market Street and the neighbouring town centre conservation area.





5.10

Active Frontages and Interface Distances



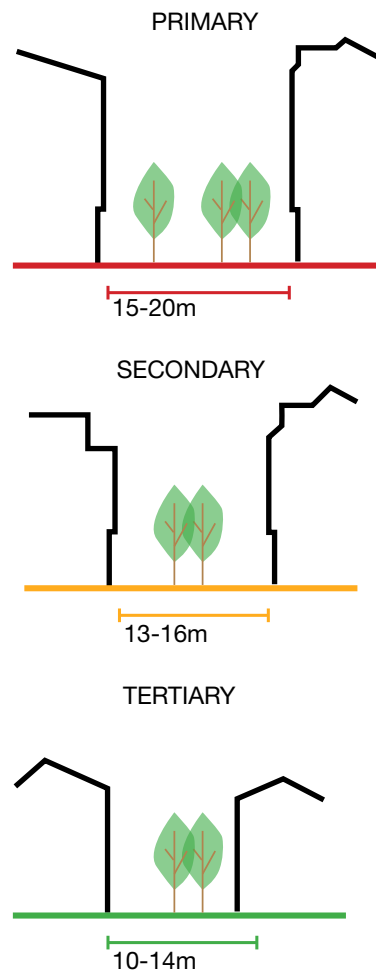
Active Frontages

Active frontages, offering a range of local amenities, can be provided in the Mill Gate Framework along the Community Spine, as part of a linking retail and service hub, and adjacent to the re-purposed Mill Gate facades, to activate key routes and connections to neighbouring areas. In other locations, residential active frontages will be required to ensure that quieter streets have activation and surveillance. The newly pedestrianised routes of Minden Parade, S Back Rock Street and routes surrounding the perimeter of the existing multi-storey are examples of where ground floor active frontages can add to the success of the Mill Gate, providing vibrancy throughout the day and evening.



- Existing Active Frontage
- Proposed / enhanced Active Frontage
- Active Residential Frontage

Interface Distances.



Key

- Primary Streets
- Secondary Streets
- Tertiary Streets



5.11

Servicing



Commercial Servicing + Access

Due to the layout of the retained shopping centre and the well-established habits of retailers the development seeks to retain and consolidate the existing service areas. The landscape, external areas and routes which link the service yards to the wider road network have been designed to provide suitable access for servicing, refuse and emergency vehicles. All servicing for the Framework Area is off road and contained within the site.

In addition to the modification of the existing service yards a new service loop road through the east of The Framework Area will pass through key neighbourhoods from Rochdale Road to Angouleme Way, allowing for greater permeability and continuous, easy access to existing and proposed commercial units.

Deliveries will be front and rear accessible and managed during agreed times with the Mill Gate management team. The servicing will be generally time limited to cause minimum conflict with the proposed residential zone.

- 1 - Consolidated market delivery yard
- - Service Vehicle Movement
- Service Yards





Landscaping & Public Realm.

6

6.1

Importance of Landscape & Public Realm



Importance of Landscape & Public Realm.

THE IMPORTANCE OF LANDSCAPE

Integral to the sustainable future of Bury Town Centre is the creation of welcoming and functional public realm that supports the objectives of the Mill Gate Strategic Regeneration Framework (SRF). In order for Bury to become an aspirational place where people choose to live, work and play, its outdoor environment should:

- Be inspirational and of the place.
- Practically and aesthetically support existing and proposed businesses.
- Include a network of streets and spaces that are easy to navigate.
- Offer a varied selection of linked spaces, each of which has a defined purpose.
- Relate to its context, be greener, both in the interest of visual amenity and biodiversity.
- Offer opportunity for people to engage with nature.
- Provide infrastructure to promote community health and well being.

PUBLIC REALM OBJECTIVES

Improvements to public realm through the SRF seek to:

- Stitch together existing and new built form to make the Mill Gate Shopping Centre well connected by high quality public realm.
- Create places that people want to visit as part of a day out to Bury.
- Make green, residential streets in which to live and play.
- Make a place that's easy to navigate.
- Put pedestrians first.
- Establish contemporary streets as a setting for business and leisure.
- Increase biodiversity through new green and blue infrastructure.
- Create flexible spaces to support the changing dynamics of the indoor and outdoor market.
- Make green, residential streets in which to live and play.
- Support multi modal travel by creating a welcoming arrival for those on foot or using public transport.
- Subtly integrate service routes into the street scene.



6.2

Illustrative Landscape Masterplan



ILLUSTRATIVE LANDSCAPE MASTERPLAN

GENERAL INFORMATION

SRF CORE AREA - 10.9ha

MILL GATE ESTATE BOUNDARY

SRF BURY COUNCIL / BRUNTWOOD JV BOUNDARY

HARDWORKS

PAVING TYPE A
PEDESTRIAN PAVING 1

PAVING TYPE B
PEDESTRIAN PAVING 2

PAVING TYPE C
VEHICULAR BUILD UP PAVING

PAVING TYPE D
GREEN GAP PAVING

PAVING TYPE E
CROSSING POINT 'DECK'

MACADAM
TO VEHICULAR AREAS
TO ENGINEER'S DETAIL & SPECIFICATION

MACADAM
TO PEDESTRIAN AREAS
TO ENGINEER'S DETAIL & SPECIFICATION

RAISED TABLE
TRANSITION MARKER

SOFTWORKS

PROPOSED TREE PLANTING

PROPOSED SHRUBS & GRASSES

LAWN



6.3

Street Hierarchy



STREET HIERARCHY

To make the future street network operate efficiently, a hierarchy is applied to the Landscape Masterplan. This responds to the way streets are used, informed by the adjoining use, neighbouring building scale, servicing strategy and emergency vehicle access.



6.4

Connected Public Realm



A NETWORK OF CONNECTED PUBLIC REALM

Alongside rationalised streets, a series of new spaces will enhance the living landscape and unlock connectivity and permeability for visitors thus making Bury a more welcoming a stimulating place to live, work and visit.

Anchored on the concept of a green spine, new public realm stitches together the interface between existing and proposed built form, strategically connecting the Mill Gate with the transport interchange and The Rock. This re-imagining of the town centre will see the creation of new public spaces, as illustrated on the next page.



- Spaces
- Influencing factor
- ↔ Built form & External Space Interface
- Green route

6.5

Key Public Realm Spaces



KEY PUBLIC REALM SPACES

Each of these new and enhanced spaces has an important role to play in creating a network of connected public realm.

06) Market Place

A gateway into Bury from the north west, set within the conservation area.

04) Mill Gate NORTH

A pocket of green as a gateway to The Mill Gate, in proximity to the conservation area. Activated by new facades to the shopping centre

07) KAY GARDENS

Long established civic gardens with an important interface with the transport interchange and the Mill Gate Shopping Centre. Contemporary refresh to the arrangement and soft landscape style.

**05) THE ROCK**

A transitional space that links the proposed green spine to shopping streets of The Rock.

03) Mill Gate EAST

The confluence of key pedestrian links from the retail areas of The Mill Gate and The Rock, overlooked by residential neighbours. To include play area set amongst soft landscape.

02) CENTRAL MARKET PLACE

A new central green space embraced by a new market facade, commercial and retail development. Plenty of opportunity to relax and socialise within a green setting. Outdoor market to spill outdoors.

01) INTERCHANGE

The first impression when arriving by public transport, a flexible setting for the market and new Flexi Hall.



Delivery + Phasing.

7

7.1

Introduction



The principles within this Framework establish a versatile approach which aims to establish the basis upon which economically, environmentally and socially sustainable development can be delivered to meet the range of needs for a growing Bury town centre. The guiding principles of this framework also provide flexibility for the masterplan to evolve and adjust to changes in demand, design and technology over time.

The Framework details a long-term ambition for Bury Town Centre, and the Illustrative Masterplan presents an indication of what the regenerated town centre could look like. Given the scale of the Framework Area, the phases are anticipated to be delivered over a 10-15 year period. The final detailed design, configuration and phasing of the masterplan will therefore be influenced by a range of variables, which may include changing demands for each of the proposed uses, coordination with neighbouring landowners and the Council's strategic objectives and policies.

DELIVERY CONSIDERATIONS //

- Occupiers:** The Framework Area is home to one of Bury's most prized assets, the nationally renowned Bury Market. Therefore, it will be essential that the Market, its operators, and its visitors, are carefully considered during the future sequencing of schemes and phases, to ensure that any development impacts can be minimised so far as possible. It is also vital that any future development minimises disruption to the retail function of the area.
- Highways:** The Framework presents the opportunity to consolidate land uses across the Framework Area, including a range of positive interventions on the local highway network, which seek to improve the quality of streetscape, public realm, improve air quality and provide a more cohesive and integrated town centre. The highway interventions illustrated within this masterplan have been subject to technical analysis and are therefore considered achievable at the current time. However, when detailed plans emerge for future phases, further technical analysis and costing will be required to support final plans.
- Service Routes:** Changes to the servicing arrangements are identified as an important step to improve the way in which the market, retail and wider framework area functions. It is critical that continued delivery and servicing access for the Market and Mill Gate retailers is maintained during the delivery of future phases and a Service Management Strategy will be developed, in consultation with occupiers, as part of future detailed proposals.
- Public Realm:** Whilst the majority of the Framework Area is under a single ownership, there are sections of public realm which fall outside Mill Gate's ownership. Therefore, it will be crucial that the first phase of development is supported by a clear Public Realm Strategy, which will be prepared in consultation with any third party land owners.
- Relocation of Retailers:** Where it is necessary to relocate existing businesses to enable the delivery of a development phase, affected occupiers will be consulted early on and provided with support to find a new premises.
- Securing Planning Permissions:** Each phase of the masterplan will need to be designed in detail and subject to further statutory and public consultation prior to submission of a planning application. As part of the planning process, all future planning applications within the masterplan redline boundary will be required to demonstrate how they have addressed the key components of the Framework.
- Changes in Demand:** In order to ensure the successful delivery of the Masterplan, there is a need to maximise the beneficial outcomes from investment and drive the continued economic growth in the town centre. The indicative phasing strategy seeks to generate initial placemaking benefits including improved connectivity between the Mill Gate and Rock and the creation of a residential community, whilst later phases seek to integrate with Bury Council's long-term ambitions for the Interchange. However, changes in demand which may influence the most appropriate first phase of development and this will need to be kept under review.
- Funding:** Due to the scale and complexity of the regeneration opportunity, it may be necessary to secure public funding to support overall viability of future phases and maximise wider socio-economic benefits.

- **Changes in Demand:** In order to ensure the successful delivery of the Masterplan, there is a need to maximise the beneficial outcomes from investment and drive the continued economic growth in the town centre. The indicative phasing strategy seeks to generate initial placemaking benefits including improved connectivity between the Mill Gate and The Rock and the creation of a residential community, whilst later phases seek to integrate with Bury Council's long-term ambitions for the Interchange. However, changes in demand which may influence the most appropriate first phase of development and this will need to be kept under review.
- **Funding:** Due to the scale and complexity of the regeneration opportunity, it may be necessary to secure public funding to support overall viability of future phases and maximise wider socio-economic benefits.

Temporary Arrangements

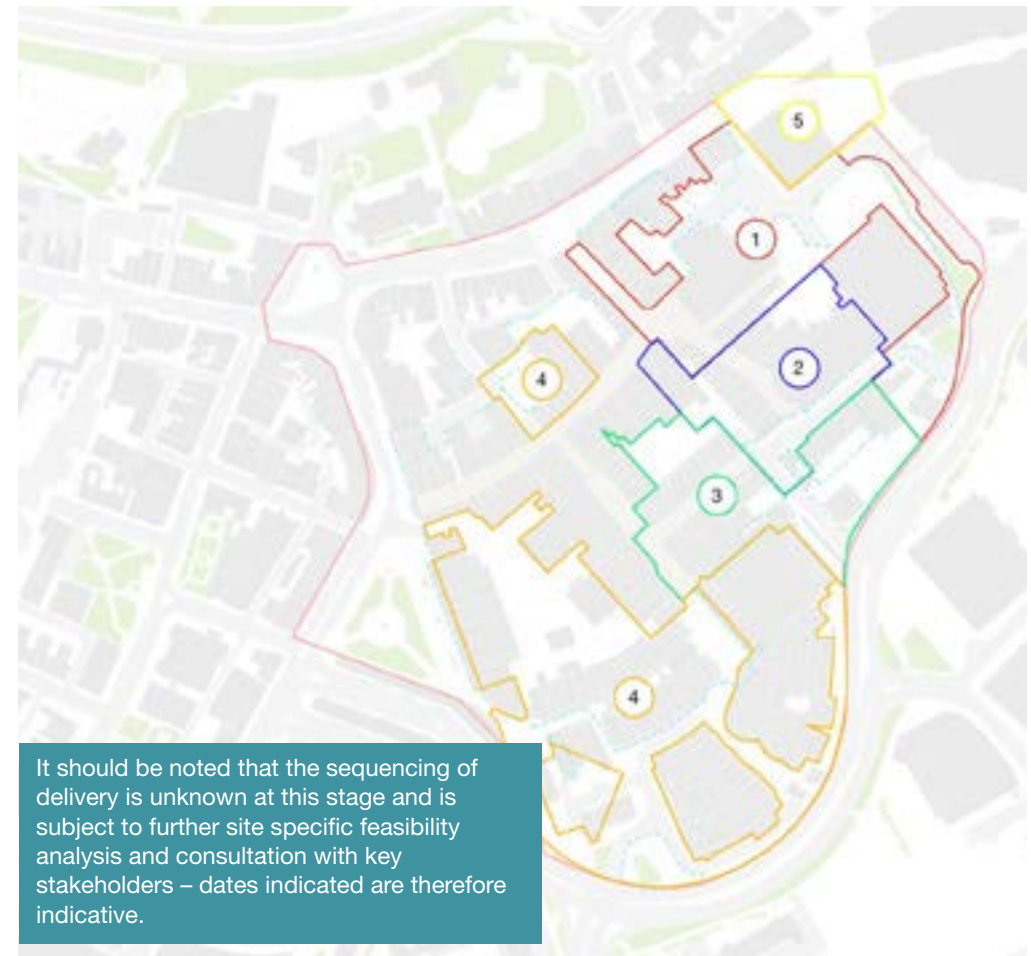
During the construction of each phase, temporary arrangements will be put in place to minimise disruption to the highway network and retained occupiers.

Market Operations

In committing to the delivery of the regeneration programme, the JV recognises the need to maintain the market's existing operations and minimise any potential impacts. Future proposals will recognise the importance of continuing to support the continued operations of the market – details of this will form part of future detailed planning applications.

The following provides an indication of how the masterplan could be delivered across multiple phases. Before the masterplan sequence can be established, there will be a need for further detailed technical and commercial analysis, as well as additional stakeholder engagement.

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5

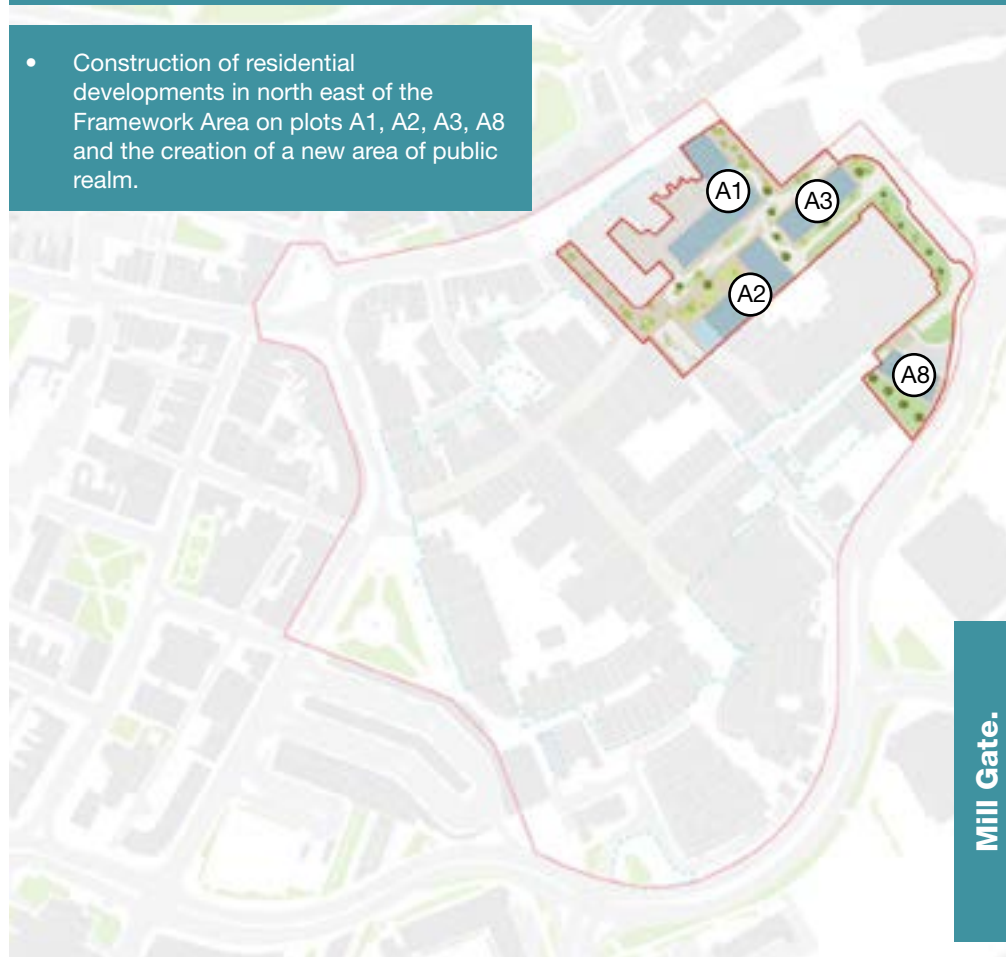


Mill Gate.

It should be noted that the sequencing of delivery is unknown at this stage and is subject to further site specific feasibility analysis and consultation with key stakeholders – dates indicated are therefore indicative.

PHASE 1 - 'Residential Quarter': 2024 - 2028

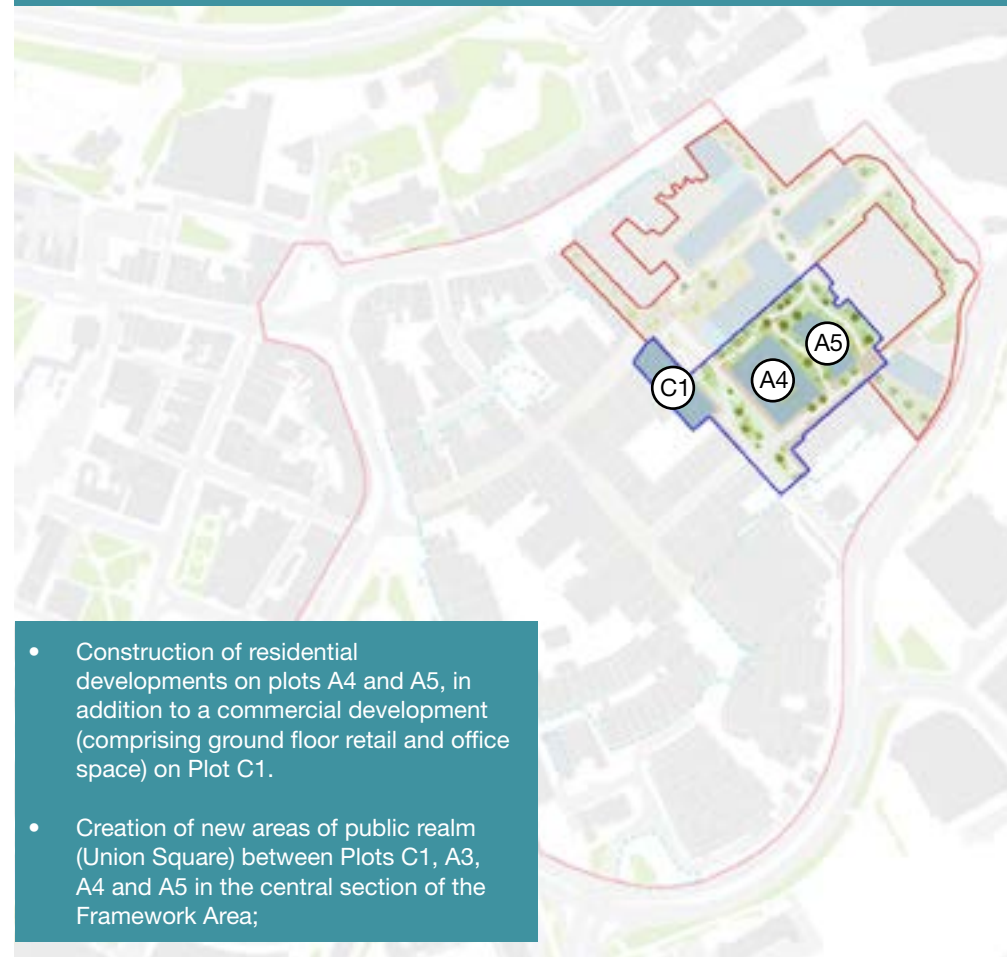
- Construction of residential developments in north east of the Framework Area on plots A1, A2, A3, A8 and the creation of a new area of public realm.



Mill Gate.

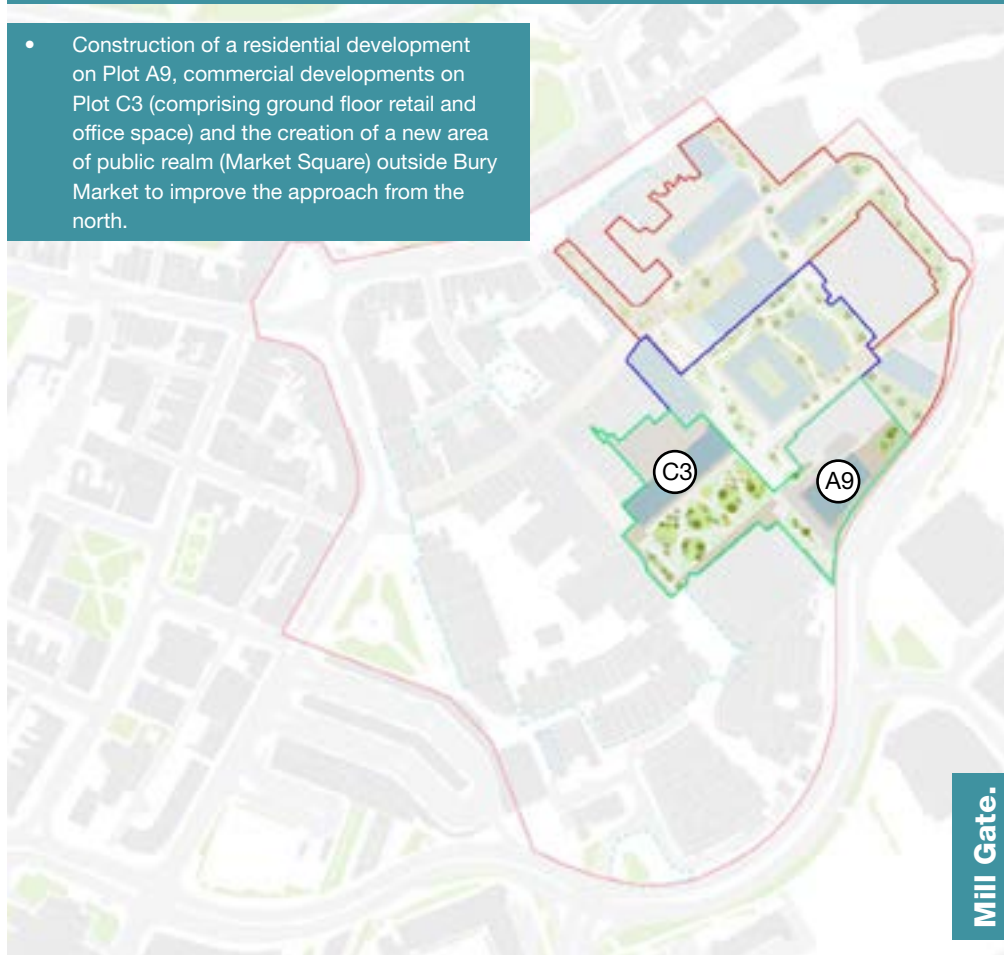
PHASE 2 - 'Retail Quarter': 2025 - 2029

- Construction of residential developments on plots A4 and A5, in addition to a commercial development (comprising ground floor retail and office space) on Plot C1.
- Creation of new areas of public realm (Union Square) between Plots C1, A3, A4 and A5 in the central section of the Framework Area;



PHASE 3 - 'Residential Quarter': 2026 - 2031

- Construction of a residential development on Plot A9, commercial developments on Plot C3 (comprising ground floor retail and office space) and the creation of a new area of public realm (Market Square) outside Bury Market to improve the approach from the north.



Mill Gate.

PHASE 4 'Leisure Quarter': 2028 - 2033

- Construction of residential developments on Plots A6 and A7, a commercial development on Plot C2, a hotel development on plot H1.



COMPLETE



Mill Gate.

- A mixed-use hub, which:
- Strengthens local identity,
- Meets the needs of the local community,
- Delivers attractive and well connected spaces supports future investment to deliver sustainable and inclusive growth.

7.2

Planning Obligations



The provision of key infrastructure should be considered as part of future planning applications in order to support the amount of development proposed and the success of the regeneration project. As such, it should also be considered in relation to mitigating or offsetting any identified and otherwise unacceptable additional pressure on existing social, physical and economic infrastructure. In accordance with national planning policy, this key infrastructure will be secured via the planning process through planning conditions, and where that is not possible, through the use of planning obligations.

The negotiation of planning conditions and planning obligations will be an integral part of the process for determining planning applications at Mill Gate. Planning obligations will be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.

With regard to the saved policies of Bury's adopted Development Plan, Policy RT2/2 Recreation Provision in New Housing Development and Policy H4/1 Affordable Housing of Bury's UDP (1997) and Bury planning guidance documents SPD1 (Open Space, Sport and Recreation Provision) are relevant. Along with SPG5 (DC Policy Guidance Note 5: Affordable Housing), they outline the potential use of planning obligations relating to affordable housing provision and

recreation provision.

With regard to the regeneration of Mill Gate, Policy H4/1 and SPG5 should be addressed and it is anticipated that affordable housing provision will be secured through a Section 106 Agreement. To support the ultimately delivery of the project and its ambitious regeneration outcomes, viability appraisals will be prepared to identify the levels of infrastructure contributions that the project can sustain, without impairing its viability. Viability appraisals issued in support of planning proposals will be prepared in accordance with national policy and guidance.

Greater Manchester's Places for Everyone Plan (Main Modifications Draft) reiterates the importance of infrastructure implementation, with Policy JP-D 1 (Infrastructure Implementation) outlining that the Combined Authority will establish a long-term funding mechanism to support transport and site specific infrastructure and ensure the timely delivery and capture of developer contributions. It also highlights the importance of early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development, and ensuring that these are addressed through building design, utility networks and connections in time to serve developments. Policy JP-D 2 (Developer Contributions) also outlines the requirement for developers to provide or contribute towards, the provision of mitigation measures to make the development in planning terms, via the most appropriate mechanism e.g.

planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended).

Due to the phased approach across the Framework Area, there will be forward consideration for what infrastructure improvements and any other planning obligations should be made during the initial phases in order to support the delivery of later phases.





Appendices.

8

8.1

Appendix 01:

Planning Policy and Guidance



National Context

NATIONAL PLANNING POLICY FRAMEWORK 2023) //

The National Planning Policy Framework (NPPF) was first published in March 2012 and updated in 2018, 2019, 2021 and most recently in September 2023. The NPPF is a material consideration in the determination of planning applications and underpins the government's planning policies for England, and how these should be applied. NPPF paragraph 11 introduces the "Presumption in favour of sustainable development" and supports proposals that are in accordance with an up-to-date Development Plan. Sustainable development can be understood as positive growth which supports economic, environmental and social progress for existing and future generations.

NATIONAL PLANNING PRACTICE GUIDANCE //

The National Planning Policy Guidance ('NPPG') was first published in November 2016 and last updated in June 2021. It sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which is maintained as a live resource. The NPPG stresses the importance of well-designed places and good design that takes the

opportunity to improve the character and quality of an area and the way it functions.

NATIONAL DESIGN GUIDE //

The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019 (and last updated in January 2021). This document forms part of the government's planning practice guidance and was created to outline key characteristics that make well-designed places.

THE ENVIRONMENT ACT (2021) //

The Environment Act received Royal Assent in 2021, and aims to improve air and water quality, protect wildlife, increase recycling and reduce plastic waste. Most pertinently to Planning, the Act enshrines the obligation for developers to ensure that all new proposals feature at least a 10% improvement to biodiversity; grants of planning permission are to be accompanied by a condition stipulating biodiversity gain is to be managed for at least 30 years to ensure that all created and improved habitats stay healthy and flourishing for decades to come.

Regional Context

THE GREATER MANCHESTER STRATEGY (2021 - 2031) //

The Greater Manchester Strategy (GMS) is Greater Manchester's overarching strategy which has set the framework for policy development across Greater Manchester since 2009. It was updated in 2021 for the period until 2031, and is the fourth iteration of the strategy. It builds on the substantial progress made since the first Greater Manchester Strategy was published in 2009.

The Strategy sets out a route, over the next decade, to deliver a vision for the benefit of residents of Greater Manchester and its places. Overall, the Strategy puts economic prosperity, the climate and Levelling Up at the heart of Greater Manchester's priorities.

The Strategy outlines the following industries which are critical to creating a fairer, more sustainable Greater Manchester, these are:

- **Health Innovation** – building on the success of the life sciences cluster in Greater Manchester to improve the health and wellbeing of residents of Greater Manchester;

- **Advanced Materials and Manufacturing** - expanding the City Region's successful Graphene research and industry;
- **Digital, Creative and Media** - build on the significant clusters in cyber security, broadcasting, culture, content creation and media;
- **Clean Growth** – continue working toward Greater Manchester's Clean Growth Mission.

The GMS Strategy is also the blueprint for the future of public services in the City region, setting out how public bodies – including the ten councils and the Mayor, the NHS, transport, police and the fire service – will collaborate with local people to take charge of the future. It addresses education and skills, health, wellbeing, environment, work and economic growth simultaneously in the belief that this is the best way to bring about change, and make a real difference to the lives of real people.

Regional Context

PLACES FOR EVERYONE JOINT DEVELOPMENT PLAN - PUBLICATION DRAFT (2021) //

The Places for Everyone Joint Development Plan (PfE) for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan sets out the region's plan for homes, jobs and the environment for the city region. It will enable an informed, integrated approach is taken to strategic development planning across the region.

The purpose of the PfE Joint Development Plan is to enable Greater Manchester to manage land supply across the city region in the most effective way to achieve the vision set out in the Greater Manchester Strategy, based on a clear understanding of the role of places and the connections between them. Built on a robust analysis of projected employment growth, including a sectorial analysis of key growth sectors, and an assessment of demographic change and housing requirements arising from such changes, the PfE Joint Development Plan will provide a clear prospective of land requirements, along with the critical infrastructure – transport, digital, energy, water and waste – required to support such development.

The Draft Plan outlines a target for 175,185 homes to be built within the 9 relevant Local

Authorities of Greater Manchester between 2022-2039. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan.

The PfE is covered by Draft Policy JP-Strat 6 (Northern Areas) which seeks to ensure a significant increase in the competitiveness of the northern part of the conurbation. A strong focus on prioritising the re-use of brownfield land through urban regeneration, enhancing the role of town centres, and increasing the range, mix, type and quality of homes. It also seeks to improve public transport and active travel.

The plan has been submitted together with all the supporting documents, background evidence, and representations received during the final stage of public consultation, which took place from 9 August to 3 October 2021. The Plan was submitted to the Secretary of State for Examination on 14 February 2022, with the Examination ongoing.

GREATER MANCHESTER TRANSPORT STRATEGY (2040) //

Greater Manchester's Transport Strategy 2040 sets out a vision for: "World class connections

that support long-term, sustainable economic growth and access to opportunity for all" and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region.

The strategy is organised by spatial themes and takes a long term view of transport requirements across Greater Manchester and the priority requirements to meet those needs and support the development of a 'world class' transport system with the City as it aims improve connectivity between the innovation district and surrounding neighbourhoods, as part of the 'connected, permeable and accessible' design principle. This will be achieved through a combination of opening up key connective key routes through the neighbourhood and creating a series of well-connected public spaces.

GREATER MANCHESTER'S WALKING + CYCLING INVESTMENT PLAN (BEE NETWORK) 2020 //

This plan is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, an 1,800 mile network of walking and cycling routes across Greater Manchester will be delivered.

The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have London-style cap across all modes. This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040 which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling or public transport by 2040.

GREATER MANCHESTER WORK + SKILLS STRATEGY //

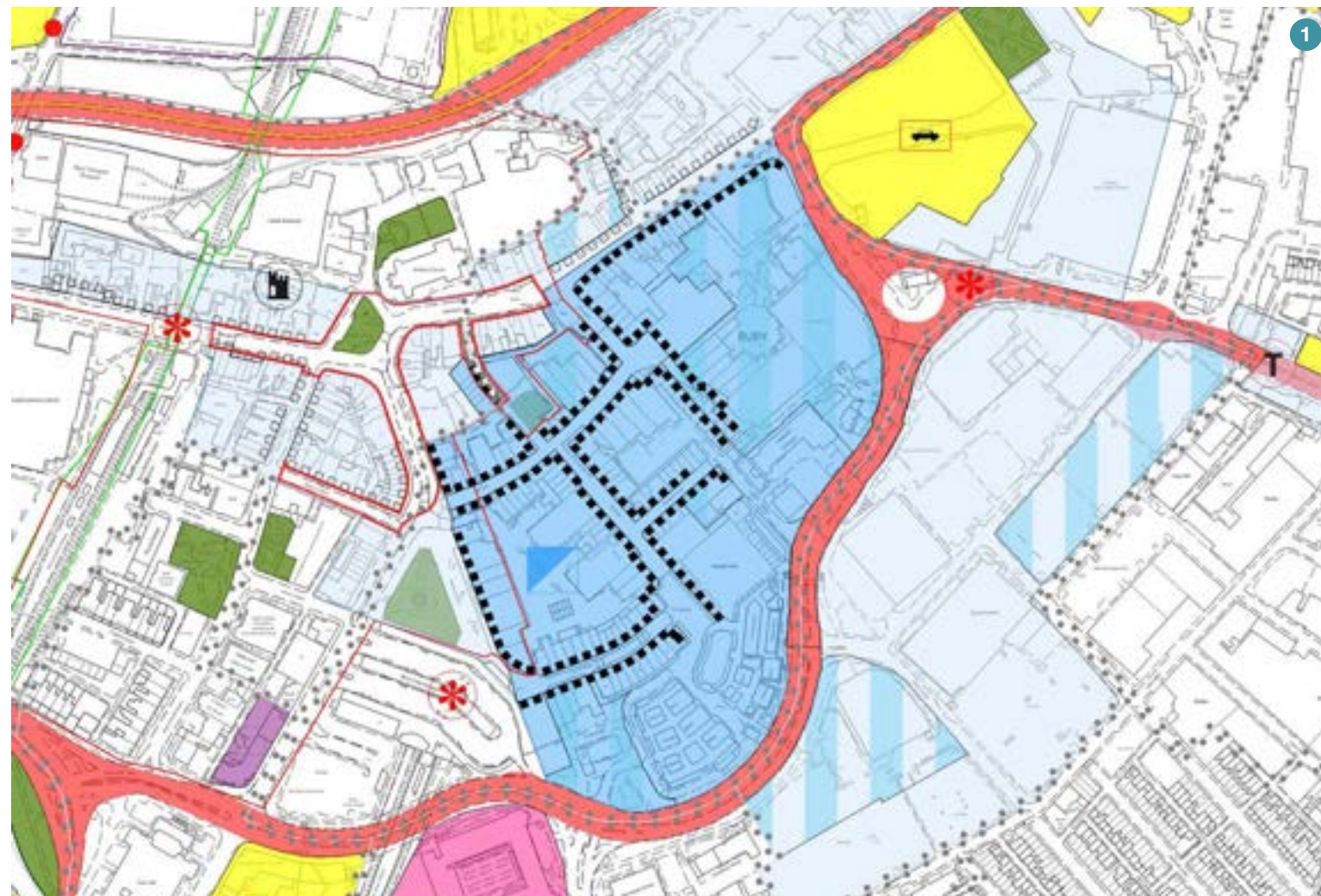
This Strategy sets out Greater Manchester's approach to delivering a work and skills system that meets the needs of Greater Manchester employers and residents. The Strategy aims to create an integrated employment and skills ecosystem which has the individual and employer at its heart, and that better responds to the needs of residents and businesses and contributes to the growth and productivity of the Greater Manchester economy.

Local Context

ADOPTED UNITARY DEVELOPMENT PLAN (1997) //

The adopted Unitary Development Plan is Bury Metropolitan Borough Council's primary decision making document. It was adopted in August 1997, and is supported by a series of Supplementary Planning Documents and Supplementary Planning Guidance published between 2001 and 2021. The Unitary Development Plan is currently being reviewed as BMBC prepare their New Local Plan. The following UDP policies are of particular importance to the Framework:

Policy Ref	Overview	Requirement for Framework Area
S1/1: Shopping in Bury Town Centre	States that the Council will protect, maintain and enhance the role of Bury Town Centre as a sub-regional shopping centre and promote the centre as a focal point for further development. In particular, the Council will support the expansion of the centre through the development of additional comparison shopping floorspace, complementary non-food retail warehousing and speciality shopping.	Future proposals at the Mill Gate centre will be required to continue to provide a range of retail and shopping uses.
S2/2: Prime Shopping Areas		
S3/1: Shopping Development		
S3/4 Markets of the UDP	References that the Council will encourage and support proposals which seek to consolidate and enhance existing market facilities in Bury, Ramsbottom and Radcliffe Town Centres through environmental and physical improvements.	The Framework will consider its interface with Bury Market (and emerging Flexi Hall).
TC1/1 Open Space in Town Centres	<p>Outlines within the Town Centres the Council will protect identified areas of open space which provide:</p> <ul style="list-style-type: none"> • an essential element in civic design; • valuable visual amenity; • important outlets for recreation; • valuable wildlife habitats; or • function as buffers between incompatible uses or provide links between other open land areas. 	This Framework promotes improvements to existing areas of open space and public realm, and the integration of these areas better to allow a seamless, vehicle free experience within large sections of the town centre.
TC1/2 Pedestrian/Vehicular Conflict in Town Centres	States that the Council will undertake appropriate schemes to reduce the conflict between pedestrians and vehicles in the Borough's Town Centres.	This Framework promotes the segregation of cars and pedestrians / cyclists, by downgrading roads exploring opportunities to reduce pedestrian / vehicular conflict in the Framework area.
TC2/2 Mixed Use Development	States the Borough's town centres will be encouraged to develop as the principal focal points for cultural, leisure, business, professional services, commercial and retailing activities. Development proposals which would have a detrimental effect on the vitality and viability of these centres will not be permitted.	In addition to the improved provision of retail, the Framework encourages the provision of cultural, leisure and professional services within the Framework Area.
Policy TC2/1 – Upper Floors	States that within the town centres, the Council will support proposals which bring underused and vacant space of upper floors of premises into beneficial use.	This Framework encourages future developers to consider the refurbishment and reuse of existing buildings, including upper floors.
Policy TC2/2 – Mixed Use Development	States the Council will encourage and support compatible mixed use development within the town centres.	The Framework encourages the provision of mixed-use development within the Mill Gate, including residential apartments of a mix of types and tenures.



1//

Bury Unitary Development Plan
Adopted Policies Map (1997)

2//

The Fusilier Museum

3//

The Rock - Retail High Street

4//

Angouleme Way Retail Park



Local Planning Guidance

BURY FIRST HOMES + AFFORDABLE HOUSING POLICY POSITION (2021) //

First Homes was introduced by the Government in 2021, and is a directive to improve the provision of affordable housing in towns and cities. Bury adopted their Policy Position in 2021, and it outlines the key targets which BMBC will typically apply. These are:

- 25% of all homes on developments of 25 (or more) dwellings and 10% of homes on developments of 10-25 dwellings should be provided as affordable housing;
- 25% of new affordable housing should be provided as First Homes;
- First Homes must be sold with a minimum discount of 30% of the market value;
- First sale price of First Homes must be no higher than £250,000, sold to first-time buyers with a combined household income of no less than £80,000.

EMERGING BURY LOCAL PLAN (TBC) //

Bury Local Plan is currently under development by Bury Council, and will provide a framework for future growth and development within the Borough. The plan will outline the challenges that Bury is facing, including the need for ongoing regeneration within its town centres. The Bury Local Plan will seek to drive forward the creation of new jobs, ensuring that there is a supply of good quality, affordable housing whilst also balancing the requirement to fight climate change.

SUPPLEMENTARY PLANNING ADVICE

Bury has a number of supplementary planning advice documents. The following key supplementary planning advice documents are pertinent to the preparation of this Framework.

No.	SPG	Relevance to Framework
SPD 1	Open Space, Sport and Recreation Provision in New Housing Development (adopted 2015)	<ul style="list-style-type: none"> • Provides advice in relation to developer contribution towards the provision, enhancement and maintenance of open spaces in Bury. • Developers of new housing developments involving 10 or more dwellings are required to make off-site provision for new open space and recreation facilities by way of a one-off payment
SPG 3	Planning Out Crime (adopted 2001)	<ul style="list-style-type: none"> • Outlines measures which new development should utilise to reduce opportunities for crime and anti-social behaviour.
SPG 5	Affordable Housing in new residential developments	<ul style="list-style-type: none"> • Provides advice on the implementation of affordable housing provision in Bury. This includes setting out details of the types of affordable housing that may be required, and underlines the locational and procedural issues that will be taken into account when negotiating and implementing provision.
SPD 11	Parking Standards in Bury	<ul style="list-style-type: none"> • Sets out the minimum and maximum parking standards for different uses across Bury.
SPD 16	Design and Layout of New Development (adopted 2008)	<ul style="list-style-type: none"> • Outlines the need for sustainable development that is more environmentally responsible. It also highlights the need for community development that provides for a greater sense of involvement in the planning and development processes, and also the need for inclusive and safe developments for all residents.

BURY 2030: LET'S DO IT! STRATEGY //

The vision aims to achieve a series of overarching objectives, including being a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation. The strategy also aims to achieve the following targets for its residents:



BURY TOWN CENTRE MASTERPLAN (2022) //

The Bury Town Centre Masterplan, approved in March 2022, outlines the strategy to facilitate transformative change for the town centre over the next 20 years, and buildings on the positive change that is already taking place in the town (including the redeveloped Interchange and recently approved Flexi Hall).

The Masterplan sets out proposals to transform the Mill Gate shopping centre, including new hops, leisure, residential and business opportunities. This Framework will build on the broad principles outlined in the Masterplan, and outline a framework for the regeneration of the Mill Gate and surrounding area.

BURY HOUSING STRATEGY 2021-2026 //

To support the Bury 2030 "Let's Do It!" strategy, Bury adopted their Housing Strategy in April 2021. The Housing Strategy is underpinned by five themes: Healthy People, Thriving Green Spaces, Co-designed Ideas, Future-proofed Infrastructure and Inclusive Growth. The targets for the Housing Strategy include:

- More homes in the Borough;
- Increased affordability;
- A more dynamic housing market enabling access to suitable homes;

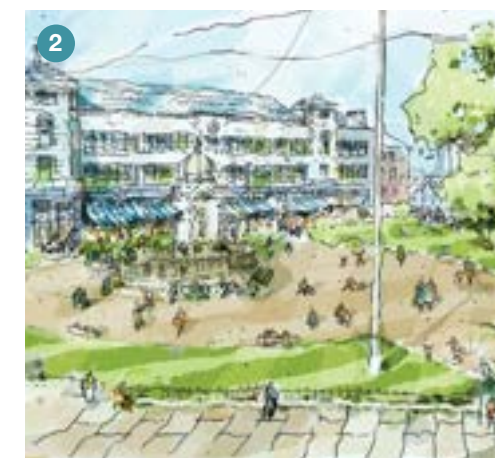
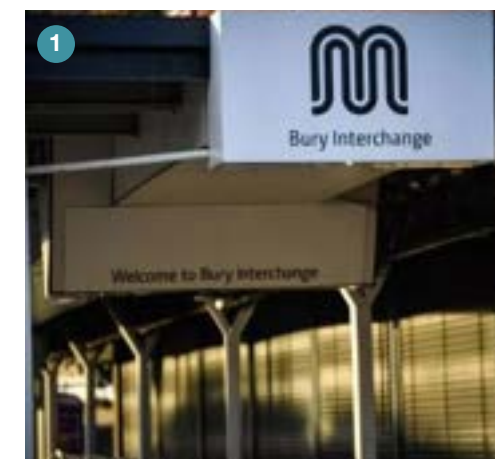
- Good quality, healthy homes;
- To eliminate rough sleeping by 2025; and
- Rapid movement toward low carbon housing.

BURY 2040 TRANSPORT STRATEGY (MARCH 2023) //

The Bury Local Transport Strategy outlines six strategic objectives to enable Bury to be well integrated into the Greater Manchester transport network, and to achieve the targets set out in the "Let's Do It!" strategy. These objectives are:

- **Objective 1** – Support sustainable economic growth and regeneration;
- **Objective 2** – Reduce carbon emissions;
- **Objective 3** – Encourage healthy and active lifestyles;
- **Objective 4** – Improve connectivity;
- **Objective 5** – Improve maintenance and management of the transport network;
- **Objective 6** – Improve road safety.

To achieve these objectives, Bury MBC and Transport for Greater Manchester are exploring a range of solutions, including a new transport interchange in Bury, a Borough-wide active travel network, expanding the network of EV charging points and improved bus services throughout the Borough with the introduction of the Bee Network.



Sustainability and Climate Change

Greater Manchester Combined Authority's (GMCA) 5 year Environment Plan, launched in 2019, sets out the city regions strategy for progressing to carbon neutrality by 2038. The 5-year Environment Plan sets out ambitions for Greater Manchester to be clean, carbon neutral, climate resilient city region with a thriving natural environment and circular net zero waste economy.

In supporting Greater Manchester's ambitions, climate change is a golden thread throughout PfE, recognising that a combination of actions are encouraged to suitably address and adapt to climate change. This includes, setting out:

- Methods to de-carbonise the city region – Policy JS-S 2 Carbon and Energy
- The delivery of renewable and low carbon energy schemes – Policy JP-S 3 Heat and Energy Networks
- Measures to future proof the city region to mitigate environmental challenges – Policy JP-S 4 Resilience
- Water based measures to adapt and reduce the impacts of climate change - Policy JP-S 5 Flood Risk and the Water Environment
- Measures to help achieve a circular and zero-waste economy - Policy JP-S 7 Resource Efficiency

PfE sets out a number of carbon and energy targets and expectations for new development to support the 2038 carbon neutrality ambitions, including:

- Be net zero carbon from 2028 by following the energy hierarchy.
- For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) rising to 'BREEAM outstanding' (or equivalent) from 2028.
- All new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations (or until such time that this level is superseded by changes to national building regulations)

Bury Council declared a Climate Emergency in 2019, in response to the undeniable scientific evidence that the actions of humans are having a negative impact on the planet. In response, Bury Council produced their Climate Action Strategy (2021) and Action Plan (2023).

The Bury Climate Action Strategy (2021) provides information on climate change science, background, place-setting, details the key action areas and the thinking behind Bury's decisions. The Bury Climate Action Plan (2023) shows Bury's progress towards being carbon neutral by 2038 and where more work is required. The action plan is updated every year to account for new issues,

ideas, and technology.

Carbon neutrality, for Bury, means reducing carbon emissions resulting from gas, electricity and vehicles used in the town. To achieve this, opportunities should be explored to:

- Source electricity from alternative and renewable energy, for example the installation of heat pumps and solar PV systems; Maximise energy efficiency of buildings through insulation and energy-efficient lighting, heating and cooking facilities;
- Provide opportunities to move away from fuel-based transport, including the provision of EV charging facilities, dedicated cycle routes, and reliable, cost-effective public transport;
- Encourage suppliers and real estate professionals to source materials and goods from a more circular, sustainable and resource-efficient business models;
- Capture carbon naturally by increasing woodland cover and by protecting and enhancing soil environments and natural habitats;
- Prevent fuel poverty and encourage environmental justice by ensuring that all new properties, regardless of the end-user, are efficient and cost-effective to run;
- Ensuring new developments are adaptable to new technologies.

Bury's Climate Action March 2023 update shows that Bury as a borough is moving in the right direction with a lot of the metrics of success, including Carbon Emissions, Air Quality, Energy Consumption and electric vehicle ownership. To date, Bury has achieved a 63% reduction in greenhouse gas emissions (compared to 2008/2009 levels).

This reduction will continue to decline with the introduction of a number of measures:

- The employment of a Climate Action Officer, a Climate Action intern and a Move More Officer at Bury BMC to promote action across the Borough;
- £2.5m of Government funding to decarbonise a number of Bury buildings, including the Market Hall and Bury Town Hall; and
- The introduction of 12,181 low energy LED streetlights – bringing the total number of LED streetlights in Bury to 60%.

The NPPF and Greater Manchester PfE recognises the importance of the natural environment in promoting inclusive growth by contributing to the creation of sustainable and healthy communities. This includes the protection and enhancement of the natural environment, such as green spaces, biodiversity, and green infrastructure.

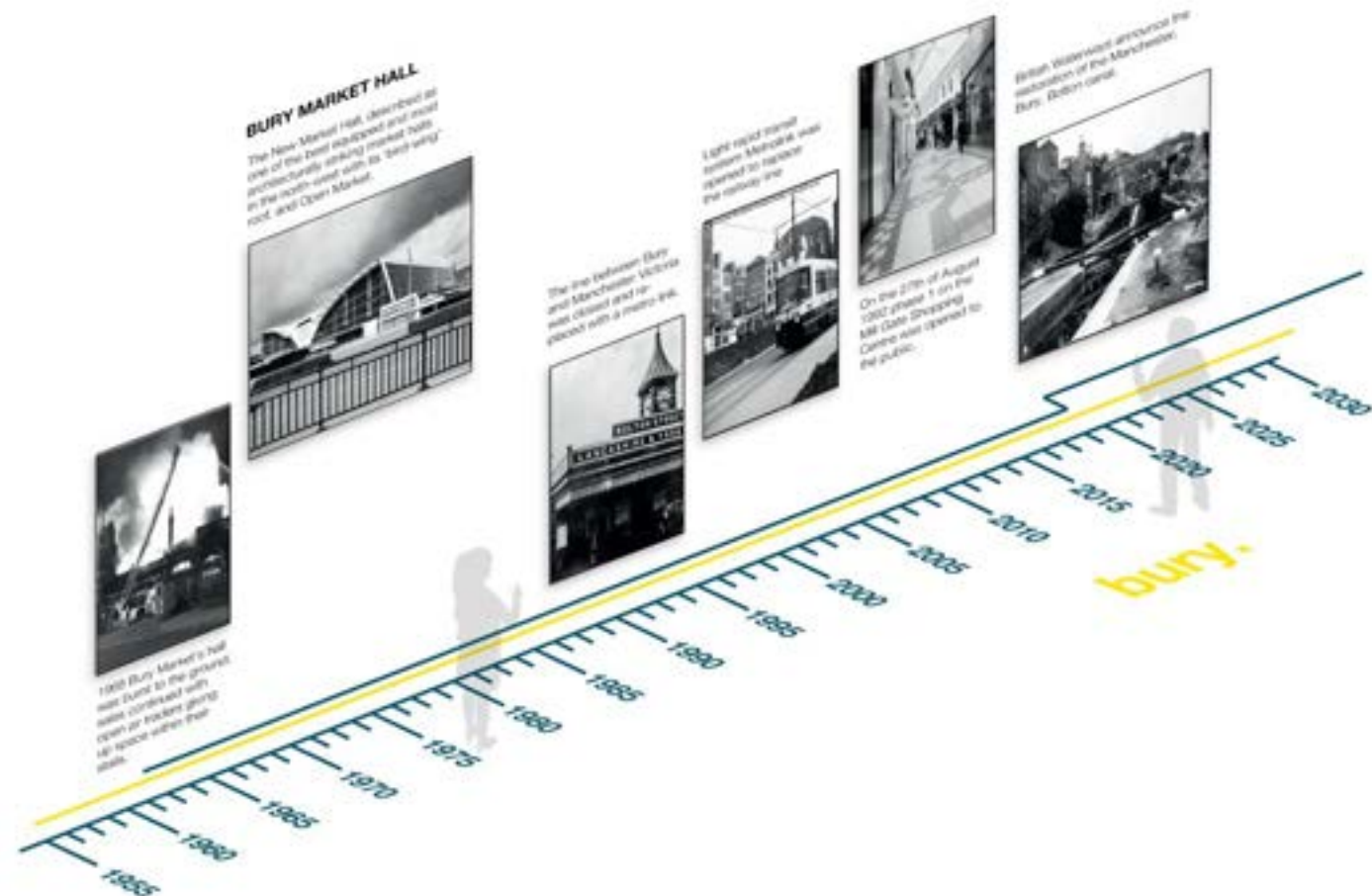
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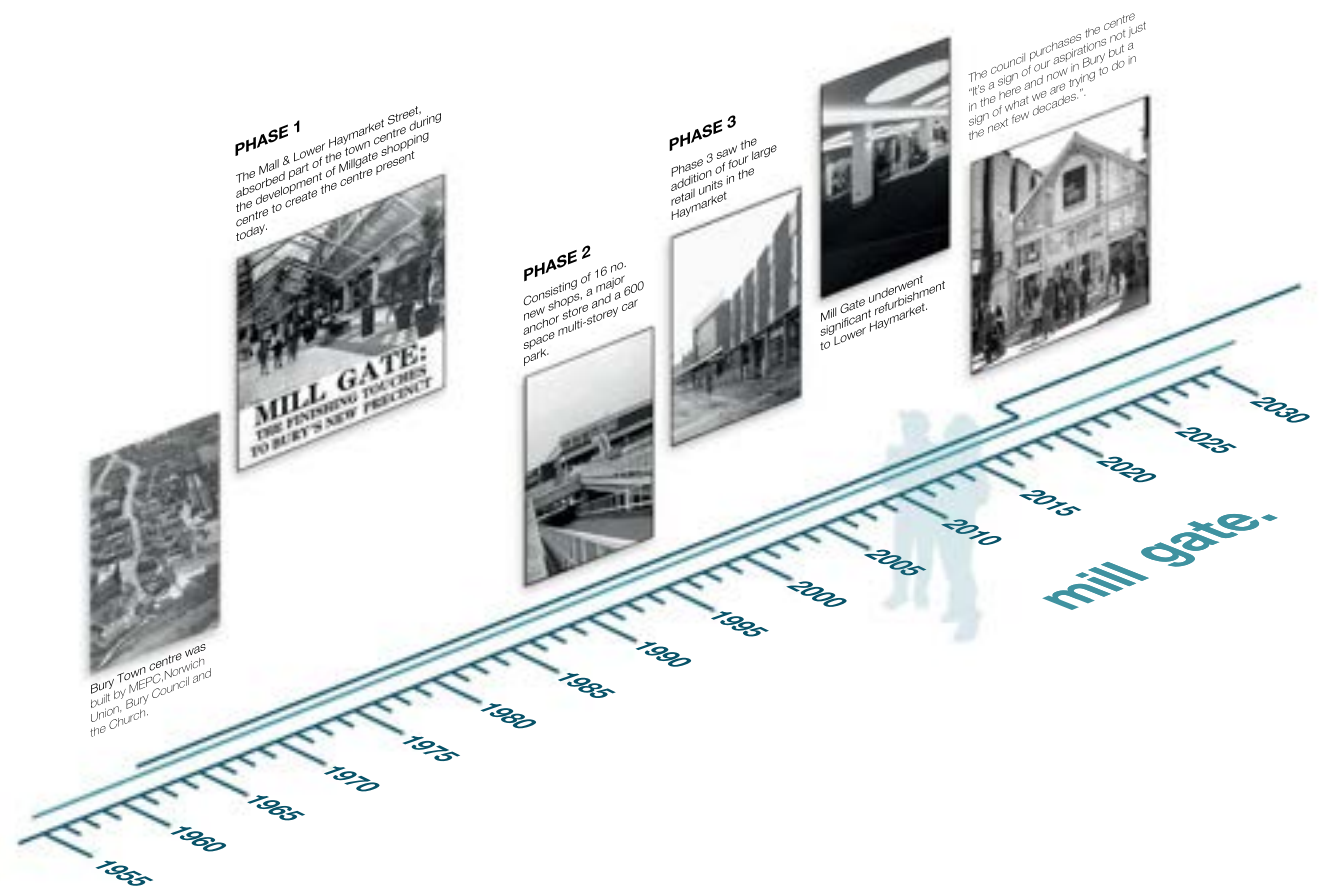
Appendix 02: Site History and Surrounding Context



Site History

Bury emerged during the Industrial Revolution as a mill town manufacturing cotton, a trade which was spearheaded by the Peel family through the 18th and 19th century. This trade continued until the post-war period, which saw a major decline in the cotton industry. As a result of the economic decline, the old shopping area centred around Princess Street and Union Square was demolished in the 1960s – the site of which would eventually become the Mill Gate Shopping Centre in the latter half of the 20th century. The 1960s also saw the original Bury Market burn down, with the existing “New” Bury Market Hall completed in 1971.





Historic Mapping - Site Ownership overlay

1884



1897



1908



1947



1967



2022



TODAY



Historic Street Pattern Overlay

Key

 Historic Street Grid



Surrounding Context

The Framework Area is surrounded by a range of uses of varying scale and configurations. To the north of the Framework Area is the Church of St Mary the Virgin and the Rock, Bury's historic high street. Further north, beyond the Rock and Peel Way there are a number of modern industrial estates and surface level car parking. To the north-east of the Framework Area there is a concentration of Victorian-era terrace around the A56, which passes through Bury toward Burnley.

To the west of the Framework Area is Bury's historic quarter, featuring the highest proportion of the town's Listed Buildings, and the Bury Bolton Street Heritage Railway. Further west is the Bury Leisure and A56, linking Bury to Bolton. To the east of the Framework Area is a number of retail parks and supermarket superstores, and their associated car parking. Further east is a high concentration of Victorian terraced housing, Openshaw Park and eventually the Bury Easterly Bypass (M66), linking Bury to other regional towns and cities.

To the immediate south of the Framework Area is Bury Market, a key asset to the town and wider Borough. Further south, beyond Angouleme Way is the main campuses for Bury College, including their new campuses and sports fields. Fishpool, a historic area of grid-patterned Victorian terrace housing is

located beyond Bury College campus, which is one of Bury's most deprived areas in the whole Borough.

The Framework Area is largely cut off from the rest of the town on all sides by busy A-roads, with Peel Way cutting off pedestrian access to the north, Jubilee Way reducing permeability to the west, Angouleme Way to the south and Derby Way to the east.



8.3

Appendix 03: Strategic Regeneration



Introduction

The following section identifies the key drivers that underpin why investment and regeneration in the Framework Area is necessary to support the long term sustainable future of Bury Town Centre, as well as to maximise the beneficial outcomes and opportunities for local residents.

Levelling Up Agenda

There is a recognised geographical inequality across the UK, with northern towns and cities falling behind its southern counterparts, particularly when compared to the south east. The Government's Levelling Up agenda seeks to transform places and boost local growth in locations across the UK that have stalled, to ensure that the UK's success is shared equally. The Levelling Up agenda seeks to challenge and change the recognised imbalance by improving regional productivity, boosting economic growth, encouraging innovation, creating good jobs, enhancing educational attainment and increasing the standard of living and wellbeing of local communities. It seeks to build upon the strengths of each location, spreading opportunities for individuals and business to make the UK economy stronger, more equal and resilient.

GMCA Devolution

To support levelling up ambitions the UK Government recognises the need to rely on the empowerment of local leaders to develop local solutions to local problems. The first local devolution deal, which included the introduction of a metro mayor, was between the UK Government and Greater Manchester Combined Authority (GMCA) in 2014.

Devolution provides GMCA with new policy levers, functions and responsibilities, as well as enhanced accountability. This includes providing GMCA with powers covering transport, business support, employment and skills support, policing, spatial planning and housing investment. GMCA has and continues to use these powers to drive growth and deliver improvements to the local economy, services and infrastructure.

Bury Town Centre is benefiting from the Government's Levelling Up Fund, with the Council having secured £20m to support transformational improvements at Bury Market, the development of a new Flexi Hall and enhanced public realm improvements.

1//
2//

Bury Market Roof - Levelling Up Funded
Flexi-Hall - Levelling Up Funded



1//
2//
3//

Bury Interchange - Metrolink
Manchester Piccadilly Station
The Rock - Northern Powerhouse Study

Connectivity

Connectivity is a key aspect of generating economic growth and establishing Greater Manchester as a top global city region. The UK Government is seeking to deliver priority rail projects across the north that can drive local economic growth. This large scale investment represents indicant opportunities for regeneration and levelling up.

Improved connectivity and transport infrastructure can boost productivity by connecting people to jobs, businesses, education and wider opportunities. It also supports wider quality of life, positive health outcomes and local pride by helping to regenerate high streets and towns, supporting local communities to increase physical activity, socialising and access to services. There is a significant variation in the quality of transport connectivity across the UK which impacts local economic and social outcomes.

The region already benefits from good connectivity to London with direct rail links. Proposals for improved rail infrastructure will reduce journey times between regional cities, helping to deliver a more integrated national economy and support greater opportunities to deliver balanced economic growth.

Northern Powerhouse

Northern Powerhouse seeks to counterbalance the dominance of economic growth in London and the South East by delivering more even, inclusive growth across the UK. Northern Powerhouse seeks to join up Northern towns, cities and counties by pulling together strengths and tackling barriers to productivity to unlock the economic potential of the North.

Mill Gate.

The commitment to promoting equality of opportunity and driving investment across the North has been key priority for successive Governments, and serves as a golden thread that runs through all Levelling Up initiatives.



Greater Manchester's Economic Growth

Greater Manchester seeks to establish itself as a top global city and in order to achieve this it will require a number of characteristics, such as a strong economy, skilled residents, high quality place and environment and a diverse portfolio of investment and development opportunities.

Greater Manchester's has seen unprecedented growth over the past two decades. The Greater Manchester region has a resident population of over 2.8 million and a combined GVA of over £62.7 billion. Greater Manchester has seen significant economic growth, supported by the region's expanding international connections and centres of excellence in research and higher education, which has diversified labour markets and necessitated investment in Greater Manchester's transport infrastructure. Greater Manchester currently benefits from a thriving globally competitive manufacturing sector, an internationally renowned cultural and sporting economy, and a vibrant digital sector.

Greater Manchester's economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors.

The regional centre has seen unprecedented growth over the past two decades. Investment in new homes, businesses, infrastructure and

the public realm has positively impacted on the city region's economy and profile.

Northern Greater Manchester Opportunity

Overall, the northern areas of Greater Manchester, have struggled to compete with boroughs in the south of the conurbation, when considered against socio-economic performance. In light of this, Greater Manchester's Places for Everyone ('PfE') Plan identifies the need to deliver high levels of economic growth to support the prosperity of Greater Manchester, whilst ensuring that all boroughs and residents share the benefits. It also recognises that there is a need to deliver high quality of life for *all* residents and address existing issues, such as health inequality and air quality that currently detract from this.

Given the relatively low levels of growth in northern areas of Greater Manchester when compared to other parts of the city region, there is an identified need to address the disparities between the north and the south. Two key locations have been identified within PfE, as having the potential to deliver significant benefits to the wider area and increase prosperity for the northern areas as a whole – namely the North-East Growth Corridor and the Wigan-Bolton growth corridor.

North-East Growth Corridor

Within Greater Manchester, one of the most significant proposed interventions in the northern areas is focused on the M62 corridor extending across part of Bury, Rochdale and Oldham. This includes the Northern Gateway site which is an extensive area located around junctions 18 and 19 of the M62 underpinned by two key sites straddling Bury and Rochdale.

The Northern Gateway represents a significant opportunity within the North-East Growth Corridor to deliver extensive economic growth for the wider area. This scalable opportunity is identified within Places for Everyone Joint Plan. This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.

The Northern Gateway will provide a massive expansion of the existing employment areas, helping to deliver a better distribution of growth across Greater Manchester, boosting the economy and unlocking inclusive growth in the north of the region. Across the two site allocation, 2,750 new homes and 1.2M sqm of industrial employment space is proposed, set to deliver significant socio-economic benefits for the area, including Bury Town Centre. The allocation recognises the need to enhance

public transport provision, with significant interventions required to promote sustainable travel and ensure that the employment opportunities are more accessible to the wider local labour pool. In light of this, there is the identified potential to deliver a tram-train on the East Lancashire rail link between the boroughs of Bury and Rochdale



Role of the Town Centre Regeneration

Whilst growth to date has been centred around Greater Manchester's Regional Centres, there is a recognised need to strengthen the role of town centres at a national and regional level. At a national level this is evidenced by various Government funding initiatives such as Future High Street Fund and Towns Fund. Whilst different funding initiatives continue to emerge under different names, there will remain a continued focus on the role of the town centre and high street.

Ensuring the vitality of town centres is further supported at the national level, within Section 7 of the National Planning Policy Framework (NPPF). The NPPF recognises the role town centres play at the heart of local communities and the need to positively approach their growth, management and adaptation, including by promoting the long-term vitality and viability of town centres by allowing them to grow and diversify by responding to changes in the retail and leisure market, allowing a suitable mix of uses (including housing) and reflecting local distinctiveness.

Prospects for further economic growth for Bury are closely tied to the Borough's ability to attract and retain professional services and the best talent. It is therefore critical to focus efforts on improving the town's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority for this Framework is the delivery of high-quality homes and the introduction of more diverse uses, located within a well-connected, attractive neighbourhood of choice.

1//
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High Street Amenity Spaces
High Quality Homes
Places to Work
Town Centre Regeneration



Catalytic Component of Bury Town Centre Masterplan

The Framework seeks to enhance Bury's strategic role within Greater Manchester by creating an attractive and vibrant town centre hub through the delivery of sustainable development that blends a dynamic retail, leisure and residential offer. The evolution of the Mill Gate will support future growth by strengthening the town centre's reputation as sustainable and attractive place for future investment within and beyond the Framework boundary.

The Mill Gate represents a significant component of Bury Town Centre's Masterplan which sets out the opportunity for transformative change over the next 20 years in the town centre. The Masterplan recognises the need for Bury to adapt to the changes in the UK's retail market, be attractive and open to inward investment and encourage high quality, mixed use development that supports the long term vibrancy of the town.

The evolution of the Mill Gate and future investment represents a key opportunity for future proposals to unlock inclusive growth and support the broader regeneration, economic and social ambitions and opportunities for Bury Town Centre. Future strategic considerations and opportunities outside of the Framework area will be drawn out and supported by the successful delivering of the Framework's

regeneration programme – supporting potential longer term major infrastructure, funding and land assembly requirements, including catalysing future investment to deliver the ambitions of the Bury Town Centre Masterplan.



1//
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Mill Gate
UK High Street - Decline in Demand
The Future High Street is a more diverse
place to be, and must respond to a wider use

Decline of Traditional Retail

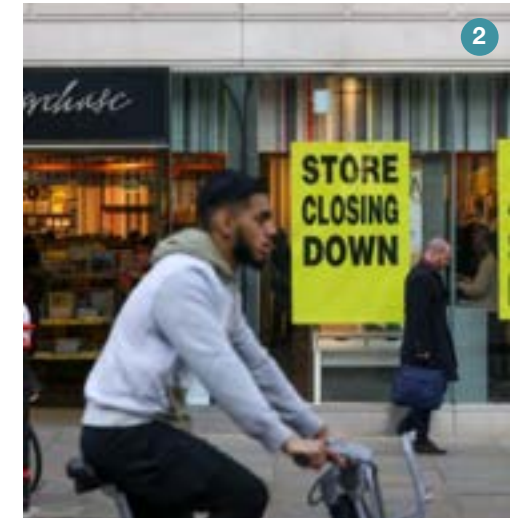
The high street retail market has already seen significant downturn in recent years. The industry has faced large-scale business restructuring with significant job losses and store closers on the high street, whilst online sales have continued to grow. This expansion in the online market share has drawn customers away from traditional high street shops and department stores.

The UK Government launched its long-term plan to support the evolution and regeneration of high streets in 2021. The Government's Future High Streets Fund aims to renew and reshape town centres and high streets to deliver growth and ensure future sustainability and its Build Back Better (July 2021) policy strategy document recognised the importance of the high street in support the UK's post Covid-19 recovery.

Changes in the retail market are reflective of a changing pattern of consumer behaviour as it adapts to take advantage of lower pricing and ease of comparison, flexibility and the convenience of click & collect and home delivery. An accelerating reduction in revenues through physical stores plus a general improvement in supply chains has, in most towns and cities, led to a rapid decline in sales densities and a reduced need for expensive retail floor space. These trends and the resulting oversupply of retail has

simultaneously been reflected in reduced rents and other occupational overheads. As a result, where rents and costs remain high, this has had an increasingly significant drag on retailer performance, particularly on larger format stores. This has resulted in the loss of major high street retailers, such as British Homes Stores and Debenhams.

Town centres therefore need to adapt and respond to changing circumstances to support their long-term vitality and to successfully meet the needs of local and surrounding communities. Whilst the more established retail, leisure, cultural and community functions of town centres will remain key, this provision will need to evolve. This may include the rationalisation of traditional retail floorspace to respond to identified growth in more 'experience-driven' retail offerings, which is considered more resilient, better able to respond to changing trends, and something which cannot be replicated online. This includes the growing popularity of organic, wellbeing and health-focused retailers, which offer an experience more comparable to a service than a typical shopping experience.



1//

Princess Parade - Evening Retail Closed

2//

'Birdies'- Crazy Golf Amenity

3//

Silver Street - Bury Town Centre

Town Centre Investment and the Evening and Night-time Economy

Evening and night-time activity has the potential to generate increased economic activity within town centres whilst also providing additional employment opportunities. The introduction of evening and night time uses with town centres also supports the diversification of uses and helps town centres to develop their reputation and identity as an attractive leisure destination.

Bury, as the sub-regional centre for the Borough, has attracted some investment in the last 15 years, most notably with the Rock development which opened in 2010. Bury town centre also has Purple Flag status in recognition of the management of the evening and night-time economy – however, despite this accolade, there is an acknowledgment that more opportunities should be explored to grow the night-time economy and activate the town centre in the evenings. To cater to Bury's diverse demographic, it's crucial to offer spaces and places that appeal to different cultures. Providing a range of attractive opportunities, beyond alcohol consumption and competitive socialising is key to meeting the needs of a mixed community.



Needs of Wider Community

Town Centre Catchment

The Bury Town Centre area has a population of 47,000 people – accounting for just under a quarter (24%) of the Borough's total population. The town's working age population accounts for 64% of the total population – a slightly higher proportion to the Borough (reflecting a slighter younger population and location for families).

The town centre population has risen by 3.8% since 2015, which is higher than the Borough average and North West, where it rose by 3.2% and 3.4%, respectively. Overall, the population within the town is younger and more ethnically diverse than the Borough in general. Based on current predictions this is likely to evolve, and change as the Borough's overall population is forecast to age, the opportunities offered by the redevelopment of the Mill Gate, as well as the town's wider regeneration ambitions, should consider the needs of a diverse population.

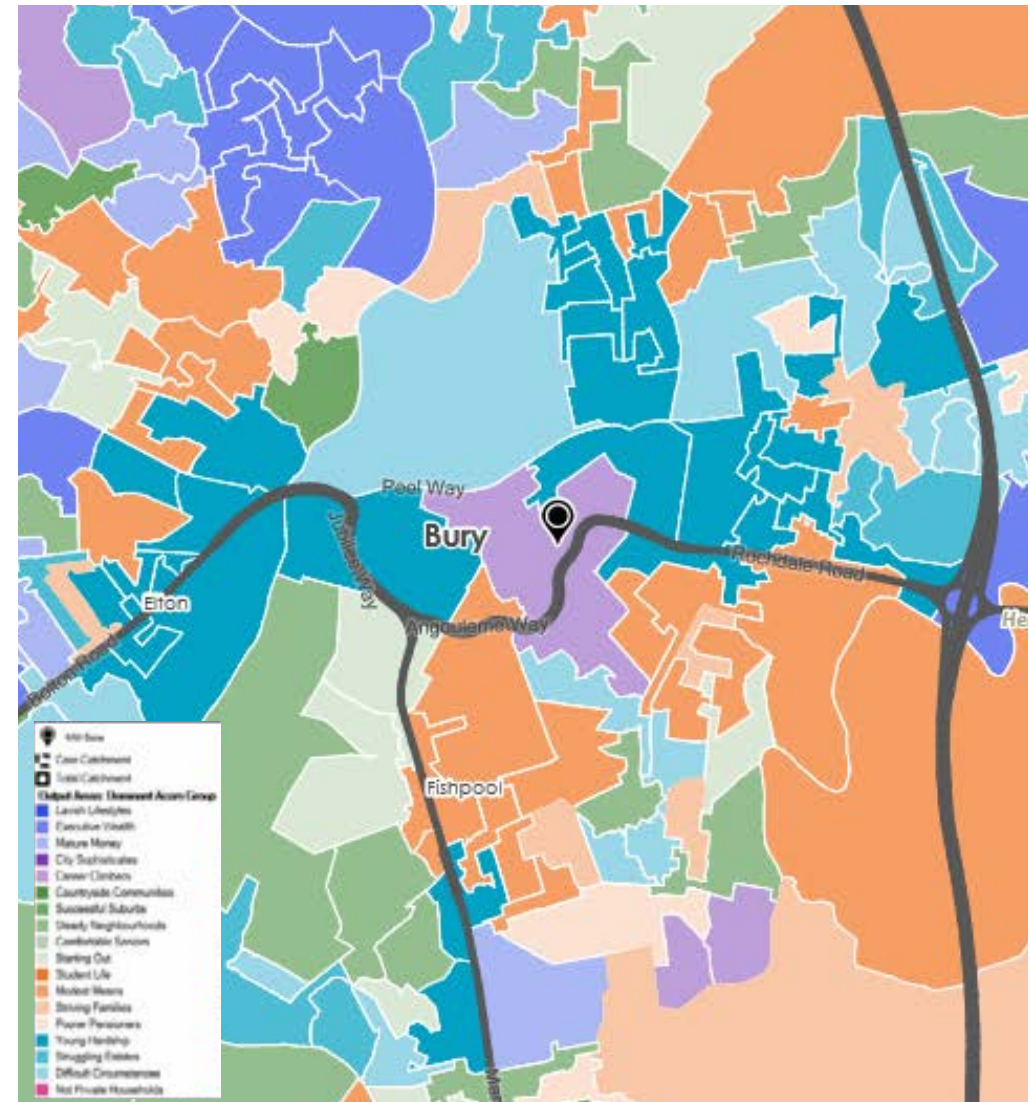
Bury Town Centre's principal catchments consists of 329,000 residents, with 1 in 3 residents (34%) treating Bury as their primary shopping destinations. When benchmarked with other town centre locations, there is an identified potential for this to rise to 40% with improvements to the town centre offer and visitor experience.

The existing value-led offer of the town centre, including the Mill Gate, largely serves the retail

needs of a quarter of Bury's residents and expected shoppers. Data suggests Bury Town Centre is a location where visits are due to convenience rather than somewhere for people to enjoy and dwell for longer periods of time at the weekend.

Bury College and nearby schools likely play an important contribution to the 23% visitors aged 0-17 years old. Visitor insight data however shows that 0-14 age group and 65+ make up the highest proportions of Bury Town Centre and Mill Gate Shopping Centre visitors. This suggest that young people are leaving Bury when they reach late teens, and so there is an identified need to reverse this trend by providing appropriate and attractive housing, employment opportunities and leisure activities that addresses the needs of this demographic.

Overall, there is an opportunity to diversify the town centre offer and enhance the physical environment to deliver a more mixed, accessible and inclusive town centre to attract a broader cross section of the community, from Bury and across Greater Manchester.



- 1// Mill Gate Shopping Centre
- 2// Angouleme Way Retail Park
- 3// Silver Street
- 4// The Rock Shopping Centre
- 5// Moorgate Retail Park
- 6// The Rock High Street

Bury's Retail Offer

Bury is the sub-regional centre for the Borough and main retail and commercial centre. The town centre continues to be the key retail destination in the Borough and, particularly since the opening of the Rock in 2010 to complement the Mill Gate centre and Market, the town centre has raised its sub-regional profile and attractiveness. The Rock development resulted in a shift in retail activity within Bury town centre, with multiple retailers relocating from the Mill Gate. The Mill Gate operations team have sought to maintain occupancy levels in challenging conditions. In particular, in the context of changing consumer habits, such as online retail, as well as the increasing demand for leisure and experience driven uses, independent retails and food and beverage provision.





- 1// Princess Parade
- 2// Street Performance - Union Street
- 3// Union Arcade
- 4// CACI Demographics information

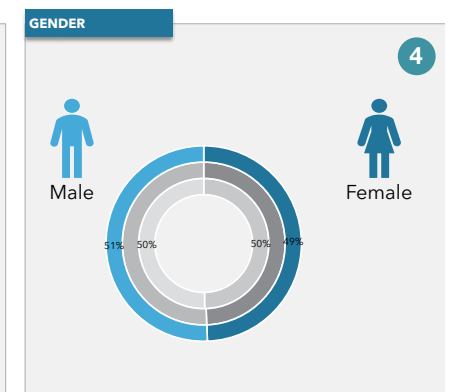
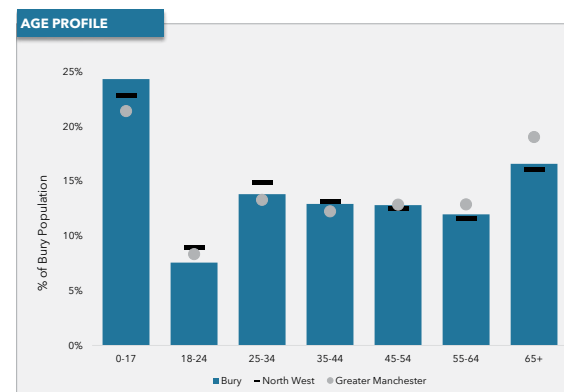
The Mill Gate Shopping Centre

The Mill Gate shopping centre opened in 1992 and was Bury's premier shopping centre until the opening of the Rock in 2010, which attracted many of the popular high street retailers away from the Mill Gate. Over the last 10 years, the Mill Gate has since become the home to smaller, more local retailers as well as budget, low-value retailers.

The Mill Gate Shopping Centre exhibits a significant amount of retail duplication, particularly in the value offer. There is an opportunity to reduce duplication and vacancy by introducing more mid-range national brands and expanding dine-in food & beverage options to enhance the appeal of Mill Gate to a broader customer base. The introduction of more casual dine in options could for example create opportunities for the local community and visitors to dwell. There is also an opportunity to enhance the Mill Gate environment and visitor experience by seeking to attract brands with a strong local presence to uplift the quality of the retail offer and its attractiveness to the local audience. There is an identified need within the Mill Gate to attract good stable tenants to support the long-term viability and vitality of the Mill Gate.

Whilst Mill Gate has a strong local shopper base, there is opportunity to drive visits from further afield. A survey undertaken by CACI in 2022 established insight into the demographic of Mill Gate visitors. The Mill Gate appeals to an older demographic, with over half of respondents aged over 55. This presents an opportunity to drive more family visits, as parties with children fall below the benchmark average, as well as lower visits from 25-54 year olds who are most likely to have children. It remains important to maintain the loyalty of Mill Gate's existing local customer based to support their continued use and interaction with the Mill Gate.

As identified in the Bury Town Centre Masterplan (2022), retail and the high street has a significant role to play in the regeneration of the Mill Gate. Whilst the popularity of e-commerce cannot be denied, there has been an identified growth in more 'experience-driven' retail offerings which is more resilient and better able to respond to changing trends and cannot be replicated online. This includes the growing popularity of organic, wellbeing and health-focused retailers, which offer an experience more akin to a service than a typical shopping experience. There is a recognised need for retail offerings in the Mill Gate to diversify to support the long-term vitality and vibrancy of the high street and town centre.





Bury Market

Bury Market, which has secured £20m of funding from the Government's Levelling Up Fund, is a nationally renowned cornerstone of Bury heritage and identity. Having been voted Britain's favourite market in 2019 and 2023 by The National Association of British Markets, it plays a vital role in Bury's local economy, providing hundreds of jobs, bringing in large amounts of revenue for the town and supporting a loyal customer base – with the market being particularly well-used by households living in deprived neighbourhoods and older people living alone.

Despite the market's popularity, a number of deeply ingrained issues threaten its long-term vitality, including the growth of international corporate retailers and the popularity of budget supermarkets. The rise of online shopping, outdated infrastructure, and a narrowing base of traders and customers exacerbate these problems.

Bury Market exhibits significant duplication in its offerings, particularly in the clothing and footwear. The Market would benefit from reducing lower-quality and duplicated offerings whilst preserving vendors of cultural significance, such as Bury black pudding. Introducing more local businesses and entrepreneurs selling quality products would enhance the market's cultural image and expand the customer base.

The last major investment in the Market Hall came in the 1990s, and the physical infrastructure is in desperate need of upkeep and investment. Since this last investment, the dynamics of the town centre has changed – with the development of The Rock shopping district reflecting the change in demands of local residents.

The market therefore faces challenges with the quality of the environment impacting the visitor experience. This presents an opportunity to promote more thoughtfully designed and neatly presented stalls whereby the market would benefit from enhanced fit outs to create a more appealing and attractive shopping environment. Given the extensive size of Bury Market, this also presents opportunities to improve the public realm for example introducing seating and greenery.

Drawing on the success of other markets across the UK, there is also a clear opportunity for Bury Market to establish a clearer zoning of food and retail, where F&B uses could be located in one area with some retail and another section for solely retail. This would further enhance the visitor experience by creating a more legible and functional space.

The Levelling Up funding will contribute to the delivery of a new, high-quality, multifunctional 'Flexi Hall' event venue at the town centre gateway to enhance the community, cultural and leisure offer of the town. This is not intended to replace the Market, instead being envisioned as a complementary offer to rejuvenate the success of the Market.

The funding will also provide new physical infrastructure to futureproof the Market, including new roof canopies, decarbonisation, maintenance and repairs. In addition to these improvements, the funding will also be used to provide public realm to better link Bury Market with the town centre, including Bury Interchange, Bury College and other civic infrastructure. These new areas of public realm will also provide spaces for shoppers, retailers and visitors to spill out into – creating a more active, engaging experience.



Bury Market - Angouleme Way Entrance

A Long Term Retail Strategy

Bury town centre has a loyal customer base and excellent connectivity via the transport interchange, whilst both the Mill Gate and The Rock offer a diverse range of leisure amenities.

However, the town centre's existing cost-conscious customer base poses challenges in attracting tenants, resulting in an oversupply of retail provision. The town centre faces challenges around vacant units and a high proportion of charity shops, temporary shops and smaller bargain brands, hindering its ability to attract high quality tenants and more prominent national brands.

There is an opportunity for Mill Gate to adapt and respond to support its vitality and long term success whilst responding to the needs of existing and future communities. By incorporating a diverse range of uses, including a diversification of the existing retail offer, new residential accommodation, a more diverse leisure and food and beverage the Mill Gate can look to retain its existing strong loyal customer base, whilst increasing its attractiveness to a wider audience.



City Region Productivity Gap

The Northern Powerhouse concept is underpinned by a need to tackle major barriers to productivity to unlock the full economic potential of the North. Greater Manchester has developed a Local Industrial Strategy (July 2019) which sets out how the region will harness its strengths and opportunities and the talent and creativity of its people to create a digitally enabled and green place. The Strategy is set around two key objectives: supporting the city region's globally competitive strengths and strengthening the foundations of the city region's economy. It recognises that Greater Manchester's productivity level is approximately 10% lower than the national average, whilst recognising the city region's key economic strengthens as its size and diversity.



Economic Performance

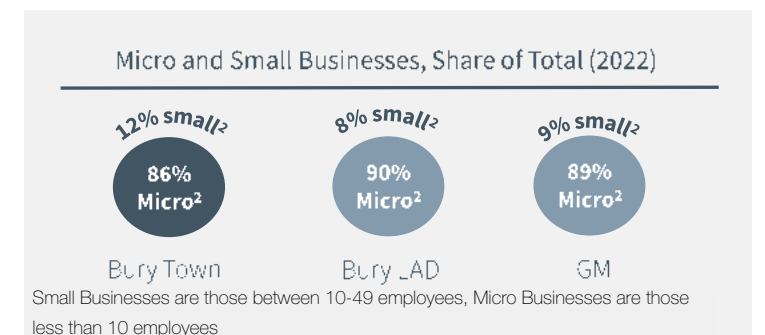
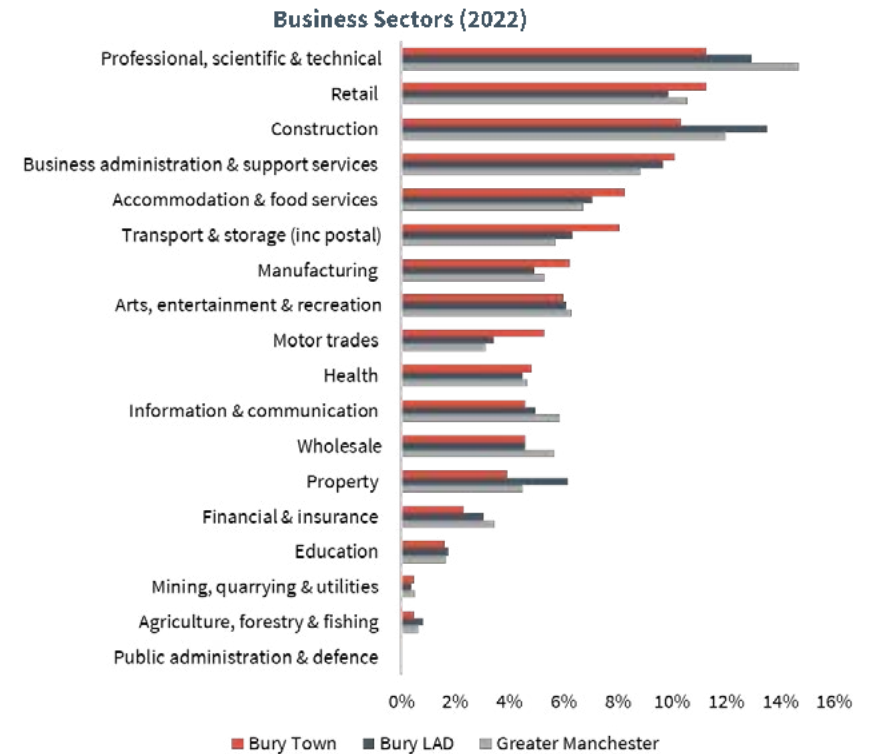
Measured by Gross Value Added (GVA), Bury contributed around £3.5 billion to the UK economy in 2019. Compared to its Greater Manchester counterparts, Bury is one of the lowest contributors of GVA. Alongside Rochdale and Oldham, Bury comprises the lowest share (5%) of Greater Manchester's total GVA. Over the past two decades Bury's GVA growth has steadily increased. However, Bury's economic growth continues to lag behind Greater Manchester as a whole, as well as regional and national comparators. This gap has widened since 2008.

Analysis at a smaller geographical scale reveals that Bury's GVA is largely driven by higher concentrations of output in and around the centre of Bury, whilst areas on the periphery around Ramsbottom and Prestwich have lower GVA output. This likely reflects the structure of Bury's economy with a larger number of businesses and employment located in the centre of Bury.

Wholesale and retail trade is the largest contributor to Bury's economic output - equivalent to £400m per annum and accounting for nearly a fifth (19%) of total GVA in 2019. Other important sectors include real estate (16%) and manufacturing (12%). Over the past decade, the professional, scientific and technical sector (+59%) and wholesale and retail trade

sector (+43%) have experienced the strongest productivity growth.

There are sectors in Bury which have seen a higher growth in GVA output compared to the England average. This includes public administration (41% versus 22%) and retail and wholesale (43% versus 33%). However, there has also been a notable decrease in GVA amongst sectors which have grown at an England level, particularly information and communication (-36% versus 55%), financial and insurance (-40% versus 6%), and transportation and storage (-16% versus 47%).



Pathways for Education, Skills, Training and Employment

Employment Hub

Bury town centre is a key employment hub for the borough with employment primarily driven by retail and food services, health and education and business administration and support sectors.

The town centre has approximately 27,000 people employed within the area, accounting for 38% of all employment in the Borough, reflecting the importance of the centre as a key employment hub. Since 2015, there has been a stable growth in the number of people employed in the area – however, the employment growth rates remain significantly lower than the growth experienced across Greater Manchester as a whole (8% compared to 13%) over the same period.

The most prominent employment sector in the town centre is retail– accounting for 13% of total employment in the area. When combined with the food services sector, this constitutes 20% of all employment in the town centre. The health sector is also a prominent sector within the town, accounting for 11% of employment, followed by education, business administration and support services (accounting for 9% respectively).

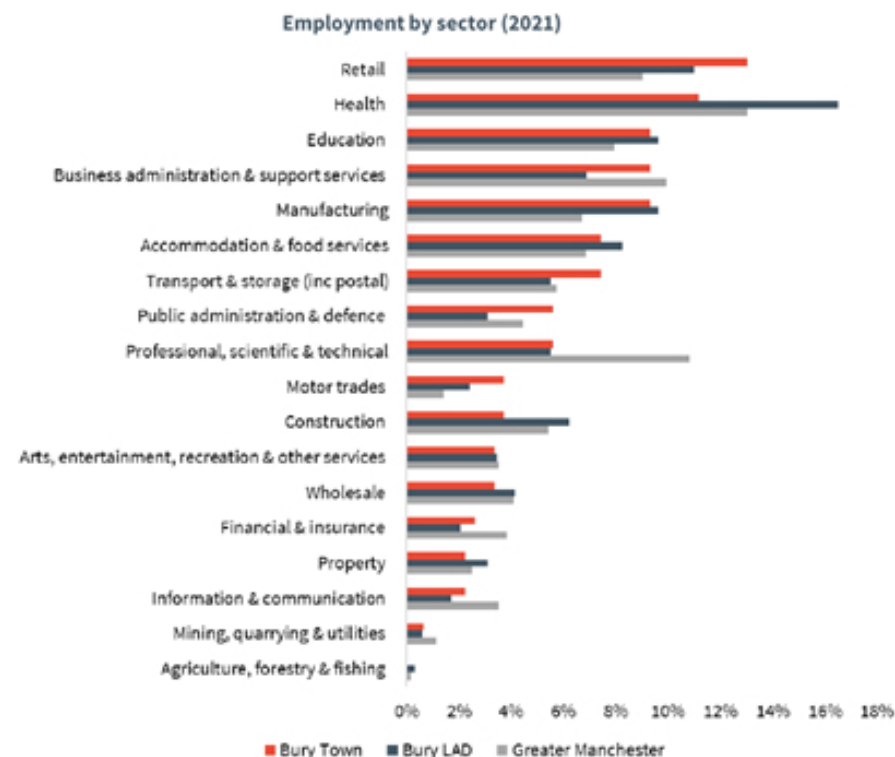
The healthcare and education sectors are significant sources of employment in the borough, but they are largely dependent on

public sector jobs. While this is not necessarily a disadvantage, it does mean that over 25% of workers in the borough are employed in the public sector, compared to just 22% in the wider North West region. This could make the borough more susceptible to future risks, such as budget cuts that could lead to job losses and reduced opportunities for residents.

Over 74,000 residents leave the borough for work. This contributes to a self-containment rate (the proportion of residents living and working in their place of residence) of 44%. This means that nearly two-thirds (66%) of residents leave the borough for work (mostly to other parts of Greater Manchester and Lancashire). Bury's lower than average job density reflects its proximity to larger regional centres such as Manchester and Salford, which supported by good road and public transport links enables residents to access these job opportunities outside of the town centre. While outflow commuting is not inherently a challenge, it does imply a lower degree of opportunity within the borough and therefore a reliance on surrounding areas for employment and prosperity.

There is an opportunity to increase the number of job opportunities within the town centre for local residents across a range of sectors and skills levels. Greater diversification in employment sectors within the town

centre would support the creation of a more sustainable and attractive employment market locally.



Sources: ONS BRES, 2022, ONS Jobs Density, 2021

- 1// Bury College HE teaching
- 2// Bury Mill Gate Job Centre Jobs Fair
- 3// Bury College
- 4// Demographics income information

Business Base

There are approximately 2,175 businesses located in the town centre. In addition to accounting for 38% of all jobs in the Borough, the town centre also accounts for over a quarter of all businesses, reflecting the importance of the town as a key hub for the Borough. Bury town centre has a higher-than-average proportion of small businesses, accounting for 12% of all businesses – slightly above the Borough average (8%) and Greater Manchester (9%).

The borough's businesses are predominantly in the micro businesses category, often self-employed businesses. Over 90% of the businesses in the borough employ fewer than 9 people. The borough has a higher-than-average business density rate of 68 businesses per 1,000 working age adults (GM business density of 59 businesses per 1,000 working age adults), highlighting the borough's entrepreneurial activity. However, it also indicates that the business base in the borough is typically made up of some of the most vulnerable types of businesses that may be highly exposed to economic shocks.

Education, Skills + Earnings

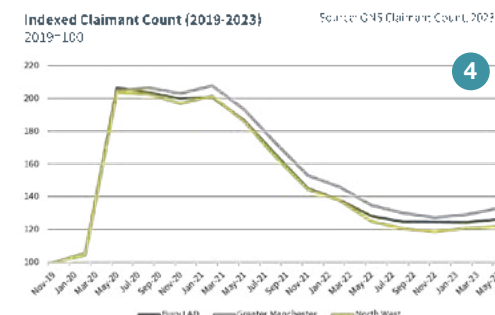
The borough's connections to Greater Manchester are a significant asset and provide job opportunities for residents, with these roles tending to be oriented around higher level skills. For the borough's residents to access and benefit from these jobs there is a need to invest in higher level skills to support them.

Overall Bury residents are highly qualified with high levels of employment amongst all demographic groups. The Borough's working age population is well qualified, with 43% of residents having higher education qualifications (NVQ4+) . This level of attainment is above both the Greater Manchester (39%). This rate is in line with the England level of 43% however lags behind other GM boroughs of Trafford (55%), Manchester (45%) and Stockport (47%). The borough must invest in the skills base of its workforce to ensure it can maintain and further develop a competitive skills supply offer in the Greater Manchester city region.

The latest ONS data highlights that residential based earnings in the borough are almost £4,000 higher than workplace based earnings (which in the borough are lower than those in Greater Manchester and the North West). This indicates and further reinforces the role of out-commuting in the borough.

Residents 16-64 with NVQ4+ qualifications 2021:

- 43% Bury Local Authority Area,
- 39% Greater Manchester,
- 39% North West



GDPI - Gross Disposable Household Income (2020)

£19.2k	£18.2k	£22k
Bury Local Authority Area	Greater Manchester	North West

Source: ONS GDPH, 2021

Average earnings 2021

	Bury Local Authority Area	Greater Manchester
Median Resident based Earnings	£32.3k	£30.1k
Median Workplace based Earnings	£28.1k	£30.7k

Source: ONS ASEM, 2022

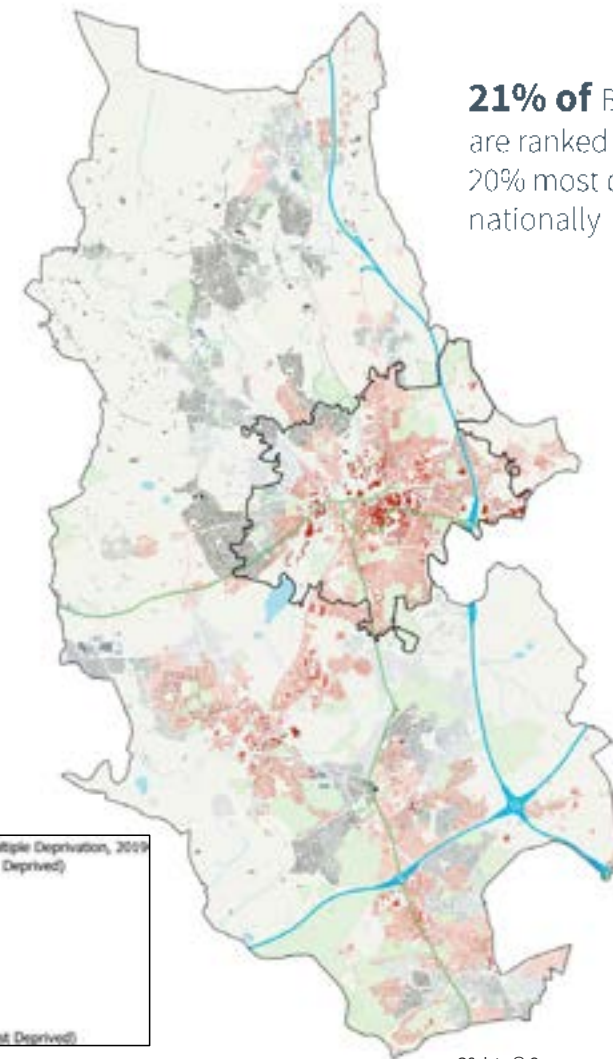
1// Bury Deprivation Illustration showing the potential the centre has to transform the town

Catalytic Investment – Creating Good Jobs for Locals + Supporting Small Businesses

This Framework provides the opportunity for Bury town centre to provide a mix of workspaces and units which meet the demands of such a varied employment sector. Whilst retail and leisure is key to achieving long-term success, Bury is also home to a thriving mix of micro and small businesses across a range of professional and technical sectors. This provides an opportunity to deliver flexible and affordable workspaces, attractive to the existing business base as well as a broader base of businesses.

The opportunity, through regeneration and future investment, to support and create more local employment opportunities. There is an important opportunity to attract a mix of new and potentially higher paying employment opportunities to the town centre which local residents could access and benefit from. A more diverse and improvement employment offer, alongside leisure and residential) could also play an important role in encouraging younger residents to stay or relocate to Bury. Attracting and retaining skilled local residents can stimulate wider economic growth through increased local expenditure.

A more vibrant Bury town centre with a diverse mix of housing types and tenures, employment opportunities, retail and leisure options, alongside strong connectivity, will play a key role in attracting and retaining skilled residents.



21% of Bury's I SOAs are ranked in the top 20% most deprived nationally

1

Source: M4CLG, English Indices of Deprivation, 2019

OS data © Crown copyright and database right 2022

Bury Deprivation Illustration showing the potential the centre has to transform

Housing Crisis

The UK is facing a housing crisis, where many people across the country are unable to access suitable, affordable housing. A lack of suitable housing options prevents many people from purchasing homes, including younger adults, whilst others have substandard or expensive rental accommodation. Whilst the majority of the UK population may have access to good housing, there is a need to address the housing shortage in order to deliver a more sustainable, balanced housing market. There remains a significant need to deliver a diverse range of new homes, including bolstering the supply of affordable homes.

In 2017 the UK Government's white paper "Fixing our broken housing market" set out a number of Government plans to help reform the housing market and increase the supply of new housing. Significantly boosting the supply of homes remains a key objective for the UK Government, including by ensuring that the right homes are provided in the right places, homes are built faster and that the housing market is diversified.

Brownfield First

At a national level, substantial weight is given to the value in utilising suitable brownfield land within settlements for homes and other identified needs to ensure an effective use of land. This is further reinforced at a regional level

within PfE which includes a clear brownfield preference policy, seeking to maximise the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development.

Residential development in Town centre

Within town centres a wide range of complimentary uses can help to support the vitality of town centres, including residential, employment, office, commercial, leisure, healthcare and education. Residential development in particular plays an important part in supporting the vitality of town centres. Residential development gives communities easy access to a range of services, including being located in close proximity to transport hubs, local shops and facilities. This principle is supported at both a national and regional level, within the NPPF, National Planning Policy Guidance and Places for Everyone Joint Plan.

In response to the challenges facing town centres and high streets, expanding the resident population in these central locations is recognised as being increasingly important in helping to generate the necessary footfall and vibrancy to sustain facilities and enhance the attractiveness of town centres. An increase in the number of residents living in town centre locations

also enables new residents to take advantage of transport connections, whilst prioritising brownfield land for development.



- 1// Bury Housing Strategy Needs Assessment
- 2// Pyramid Park Town Centre Masterplan
Housing Illustration
- 3// Housing Policy Target illustration

Housing Need and Affordability

Ongoing economic and population growth will continue to drive the short-term need for new, high-quality, affordable accommodation across Greater Manchester and within Bury. The delivery of new homes ensures that supply keeps up with demand and thus supports local businesses in attracting, and retaining, younger talent. The optimisation of town centre locations plays an important role in responding to Greater Manchester's housing delivery, providing a vital component of addressing housing need and under-delivery.

The Greater Manchester Housing Strategy sets out the region's vision for new homes and seeks to ensure that the right homes are delivered in the right places, providing an appropriate number and mix of new homes to address future need. This includes the ambition to deliver 50,000 additional affordable homes across Greater Manchester by 2037. A key objective of PfE is the need to meet the Local Housing Need, which equate to just over 175,000 homes over the plan period (2022-2039). Based on PfE between 2022 and 2039, the borough of Bury needs to create an additional 7,678 homes, equivalent to building 452 homes per year.

Population Growth and Future Housing Need

In 2020, there were 191,841 people living in over 81,000 homes in Bury MBC. The borough's population is projected to increase to 198,241 by 2030 and to 202,568 by 2037, an overall increase of 5.6% residents. The population aged 65 years and over is expected to increase disproportionately quickly, from 35,225 to 43,635 a rise of 8,410 or almost 24% over the same period. This population increase equates to 5,109 new households over the period from 2020-2031 with many more households expected in the older age groups. The projections also show a decline in the number of people between the ages of 20 and 54 living in the borough.

Population and household projections suggest that the population within the Borough is ageing and is not retaining or attracting working age residents. This therefore presents a need to drive an improved balance between younger and older residents in Bury, which will support the creation of mixed, sustainable communities.

1



Source: Arc4, August 2020 - Bury Housing Needs and Demand Assessment; Bury Council 2021 Bury Housing Strategy

2



3

Annual Net Dwellings Compared to Housing Policy Target



Sources:
 Completions: Bury MBC Planning Department
 Targets: North West RBS 2008, Bury Housing Need and Demand Assessment 2011/12, GMSF 2016 Draft, Bury MBC email communication

Bury's Housing Delivery

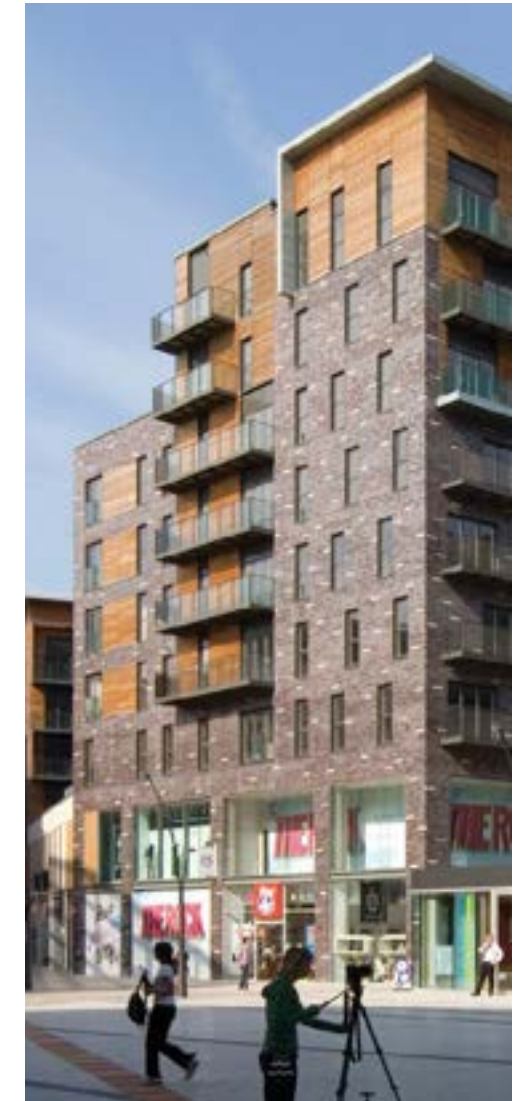
There remains a strong demand in the residential market in Bury over recent years. Across Greater Manchester, new housebuilding continues to recover from the reduction in delivery following the 2008 Global Financial Crisis, with 12,443 net additional dwellings built in the PfE Plan Area in 2019/20 – a net increase of 15% compared to 2018/19 delivery.

However, Bury has continued to struggle to bounce back from the 2008 Financial Crisis, and supply is behind the identified need. Currently, the Borough of Bury's Local Housing Need is 591 dwellings per year, however in the latest Bury Authority Monitoring Report (19/20), the Borough recorded 200 net conversions or completions – significantly below this target. The Bury Economic Performance Report (2020) highlights that as the Borough becomes a more popular place to live for those outside the Borough, affordability further confounds the availability of suitable housing for existing residents.

Bury is one of the less affordable boroughs of Greater Manchester, with slightly higher than average house prices when compared to the North West regionally. Whilst PfE includes housing allocations within the Borough of Bury which may improve these supply issues, this housing is largely located in the Northern Gateway and Elton Reservoir strategic

allocations, which seek to create contained, sustainable communities. The Bury Local Plan, which is currently being prepared, proposes to allocate further sites for housing development – however, this is not expected until the adoption of the PfE Plan.

There is an opportunity for the Mill Gate to deliver new homes, optimising the use of brownfield land, to support the delivery of a vibrant, mixed use town centre hub. The opportunity supports the long term vitality of the town centre by increasing activity and footfall, whilst responding to the needs of existing and future residents, including local housing pressure.



Asscher House - The Rock

Affordability

The Borough is facing significant housing demand and affordability challenges due to a combination of natural population growth and net internal migration from other parts of Greater Manchester and England. Over the last decade, house prices in Bury have increased by 57%, which is higher than the national average of 50%. The acute pressures are particularly evident in Prestwich and suburbs around Radcliffe, where house prices have risen by 100% in the last 5 years.

The strong housing market and limited supply of new high quality housing in Bury causes affordability challenges to residents, particularly among the young-first time buyers. A lack of affordability within the housing market has also contributed to fractious rental market, as supply is struggling to meet demand and forcing monthly rents up – further confounding access to high quality housing across the Borough. This limits the town's potential as a place of choice for people considering moving to the area, which also impacts the ability for the Borough to attract and retain skilled young people.

The Borough also features high-levels of outward migration, with many potential young professionals moving to other parts of Greater Manchester working in often higher-paid and more skilled jobs in Manchester and Salford.

There is an opportunity through future developments across the Mill Gate estate to contribute to a more balanced housing market for the town centre by delivering a mix of housing of diverse types and tenures, which are high-quality, futureproofed and affordable. Opportunities for tenures which are more characteristically seen in city centres, such as Build to Rent, should also be explored to cater for young professionals who may be struggling to find housing in the town centre.

Mixed tenure multi-generational housing presents the opportunity to positively contribute towards sustainable and inclusive communities. It promotes social and economic diversity by providing homes for people of different income levels and backgrounds. This provision plays an important role in reducing social segregation and promoting social mobility, interaction and cohesion. It is essential for creating communities that are accessible to all, regardless of their position or situation. Prioritising mixed tenure, multi-generational housing therefore supports the long terms sustainability of towns by creating an inclusive place that allows diverse, vibrant communities to thrive.



Sustainable Development

The purpose of the planning system, in line with legislation and the NPPF is to contribute to the achievement of sustainable development and to ensure a presumption in favour of sustainable development in plan making and decision making. Sustainable development seeks to ensure that current needs are met without compromising the ability of future generations to meet their needs. Sustainable development is underpinned by the delivery of economic, social and environmental benefits together, in a mutual way – this is key in achieving the UN's sustainable development goals.

Greater Manchester's PfE supports the overarching goal of sustainable development. PfE emphasises includes promoting the protection and enhancement of key environmental resources, adhering to the waste hierarchy and reducing waste generation, adopting sustainable construction techniques, addressing and adapting to climate change, and reducing carbon emissions to meet Greater Manchester 2038 target for carbon neutrality. PfE also promotes high levels of economic growth that benefits all residents and delivering sustainable development that minimises travel and reliance on private vehicle usage.

Climate Change and Carbon Neutrality

Greater Manchester Combined Authority's (GMCA) 5 year Environment Plan, launched in 2019, sets out the city region's strategy for progressing to carbon neutrality by 2038. The 5-year Environment Plan sets out ambitions for Greater Manchester to be clean, carbon neutral, climate resilient city region with a thriving natural environment and circular net zero waste economy.

In supporting Greater Manchester's ambitions, climate change is a golden thread throughout PFE, recognising that a combination of actions are required to suitably address and adapt to climate change.

A number of carbon and energy targets and expectations for new development support the 2038 carbon neutrality ambitions.

Bury Council declared a Climate Emergency in 2019, in response to the undeniable scientific evidence that the actions of humans are having a negative impact on the planet. In response, Bury Council produced their Climate Action Strategy (2021) and Action Plan (2023).

The Bury Climate Action Strategy (2021) provides information on climate change science, background, place-setting, details the key action areas and the thinking behind Bury's decisions.

The Bury Climate Action Plan (2023) shows Bury's progress towards being carbon neutral by 2038 and where more work is required. The action plan is updated every year to account for new issues, ideas, and technology.

Bury's Climate Action March 2023 update shows that Bury as a borough is moving in the right direction with a lot of the metrics of success, including Carbon Emissions, Air Quality, Energy Consumption and electric vehicle ownership. To date, Bury has achieved a 63% reduction in greenhouse gas emissions (compared to 2008/2009 levels).

The scale of the regeneration opportunity at the Mill Gate presents a significant need to support Greater Manchester and Bury's net zero carbon objectives through the delivery of low carbon development throughout all stages of delivery and all phases of the Masterplan. The JV is developing a sustainability strategy for the Mill Gate that will apply to all new and existing buildings to ensure that they meet or exceed all local and national targets.



Natural Environment and Well-Being

The natural environment presents a valuable opportunity to improve health and well-being outcomes for residents while reducing reliance on public sector services. Green linkages can be an effective means of enhancing access to green spaces, particularly in areas where the existing urban form does not easily allow for the creation of new large green spaces. Creating permeable, safe, and visually appealing routes within urban areas, can also facilitate ease of access and extend off-road routes for recreational and health benefits.

There is potential for improving connections to the natural environment, expanding the provision of green routes and improving the quality of existing routes to enhance the local community's ability to access the natural environment and increase green infrastructure levels. This can be achieved by enhancing the public realm, preserving and creating new natural habitats, and promoting sustainable transport options such as walking and cycling. By prioritising the natural environment in planning and decision-making, we can create healthier, more sustainable communities that are connected to nature and promote well-being for all residents.

The NPPF and Places for Everyone Joint Plan recognises the importance of the natural environment in promoting inclusive growth by contributing to the creation of sustainable and healthy communities. This includes the protection and enhancement of the natural environment, such as green spaces, biodiversity, and green infrastructure. This is further evidenced by the introduction of biodiversity net gain (BNG) targets, outlined within the Environment Act 2021.

There is an opportunity for the Mill Gate to enhance connections within the Framework Area and the wider town centre to improve access to the natural environment and deliver additional green infrastructure by exploring opportunities to introduce additional greening within the public realm. The public realm across the Framework area therefore presents an important part of delivering health and well-being benefits to the local community.



Regional and Local Socio-Economic Disparity

Inclusive growth can be defined as economic growth that is distributed fairly across society and creates opportunities for all. It is a vital aspect of Greater Manchester's PfE Plan and the Bury 2030 "Let's Do It!" strategy.

PfE recognises the city region's ambition to deliver more inclusive growth to benefit all boroughs and in doing so recognising that Greater Manchester is not fully realising the potential and possibilities of its key assets. This includes identifying the need for further improvements in transport connections and skills development to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.

In light of identified challenges facing Greater Manchester, PfE recognises the need for the plan to:

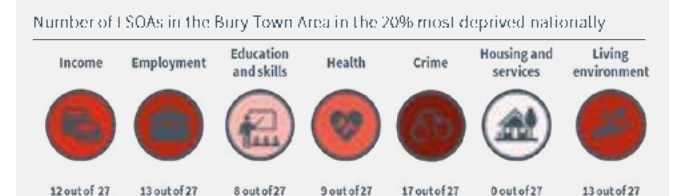
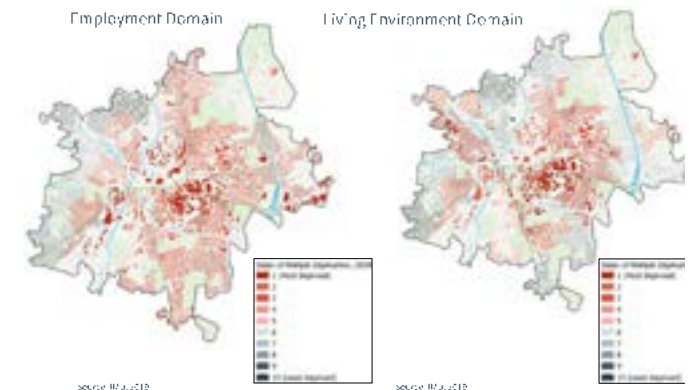
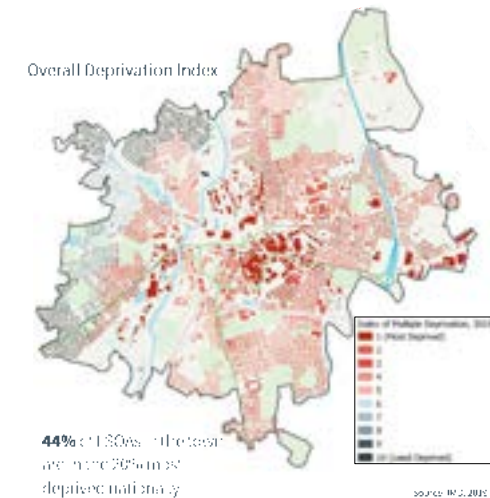
- "Deliver high levels of economic growth to support the prosperity of Greater Manchester, whilst ensuring that all parts of our boroughs and all our residents share in the benefits;
- Deliver the highest possible quality of life for all our residents, and address existing problems such as health disparities and air quality that currently detract from it."

Bury's 2030 Let's Do It! Strategy, set's out the vision for Bury to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation.

There are a range of existing socio-economic challenges for residents of Bury; including the lack of availability of high-quality, affordable homes, lack of training opportunities and pockets of deeply entrenched deprivation within close proximity to the town centre.

Deprivation

The Borough of Bury ranks as the 115th most deprived borough nationally (out of 317 local authority areas in England). Given the Borough as a whole is a mix of urban and rural, there are diverse levels of prosperity and deprivation, with areas of relatively low deprivation located alongside some of the most deprived areas in the country. This is most notable within the Borough around Bury, Radcliffe and Prestwich. Within the town of Bury levels of deprivation are high with 44% of lower super output areas (LSOAs) within the top 20% most deprived nationally, when compared to just over a fifth (21%) across the borough. In Bury some of the most pressing challenges are in crime, health and employment IMD domains.



Health and Well-Being

The borough's demography is characterised by a diverse population, with younger individuals concentrated around the town centres and an older demographic located in the rural parts in the north of the Borough. However, the ageing population presents challenges for Bury by limiting the supply of labour in the working age population and increasing the demand for health and social care services.

As the borough's population continues to age, further challenges related to health and wellbeing are expected to arise. Residents who are already in some of the most deprived parts of the borough are likely to face some significant health challenges. Although the average life expectancy across the borough is 78 for men and 82 for women, which is below the national rates of 79 and 83 for men and women respectively, there are significant disparities across the borough.

Whilst on average Bury residents live healthier lives compared to Greater Manchester and North West averages, borough-level analysis hides the significant variations in life expectancy across the Borough. For example, a male in a more deprived area of Bury, such as East Bury Ward (which includes Bury Town Centre) has a life expectancy of up to 75, whilst a male in some areas in the southern suburbs of the borough has a life expectancy of up to an

additional 8 years (such as wards of Unsworth and Sedgley).

There is also recognition that the health and wellbeing of Bury residents can act as a barrier into employment with 31% of economically inactive Bury residents classified as being long term sick.

Within the East Bury Ward the prevalence of childhood obesity and overweight is higher than both the borough wide and England levels. In East Bury 44.1% of Year 6 children (aged 10-11 years) are considered overweight (including obesity), when compared to borough and national levels of 36.1% and 35.8%. This variation further reinforces the health inequalities within the borough.

The regeneration of Mill Gate and the town centre provides an opportunity to address the high levels of deprivation within the town centre and deliver improved health and wellbeing outcomes to address inequalities within the borough. There is a significant opportunity and need to ensure that proposals provide clear social and economic value and benefits to local residents and businesses.

31% of those who are economically inactive in the Borough are long term sick

62.8 Healthy Life Expectancy of Bury compared with 61.1 in GM and 62 in the North West

81% in 'good or very good health' in the Borough

35.2% Prevalence of childhood obesity (year 6) compared to 21.6% in England



Sustainable Mixed Communities

Sustainable mixed communities are essential for delivering inclusive growth in town centre regeneration. The promotion of sustainable, inclusive and mixed communities is established within the NPPF. The NPPF recognises the importance of providing a range of housing types and tenures including affordable housing, as well encouraging the provision of a range of community facilities, such as schools, healthcare facilities, and shops, to support the needs of the local community.

Greater Manchester's Places for Everyone Plan sets out a vision for the future of the city-region, with a focus on creating sustainable, inclusive, and connected communities. The plan recognises the importance of creating mixed-use development, which combines residential, commercial, and community uses in the same area. This approach can help to create vibrant and diverse communities that are well-connected and offer a range of amenities and services.

Promoting and creating mixed communities can ensure that everyone has access to the same opportunities, regardless of their income, ethnicity, or social background. This can help to reduce inequality and promote social mobility, which is essential for creating a fairer and more prosperous society.

Sustainable mixed communities can also help to create more resilient town centres. By bringing together people from different backgrounds and with different skills and experiences, this creates a more diverse and dynamic community that is better able to adapt to changing circumstances. This can help to create a more vibrant and resilient local economy, which is better able to withstand economic shocks and challenges. Promoting sustainable mixed communities can seek to create a more inclusive, resilient, and prosperous town centre that benefits everyone in the community.



Meaningful Community Participation and Social Outcomes

Meaningful Community Participation

Bury Council's "Let's Do It" strategy recognises the importance of community engagement and community participation in shaping the future of the borough. The strategy recognises that engagement is not just about informing people about decisions that have already been made, but emphasises the need to involve local communities in decision-making processes, to ensure that their views and aspirations are taken into account.

The "Let's Do It" strategy also highlights the need to adopt a range of engagement methods to reach different groups in the community, including online engagement tools, social media, and face-to-face engagement events. This approach can help to ensure that a diverse range of voices are heard and that everyone has the opportunity to participate in the decision-making process. It sets out a number of principles for meaningful engagement, including the need to be transparent, accessible, and inclusive. This includes providing clear and concise information by being open and honest about the decision-making process and by demonstrating a commitment to listening to and acting on the views of the local community. Meaningful community participation is crucial for delivering a successful regeneration programme.

Involving local communities ensures their needs are met, builds trust and support, and creates more inclusive and connected communities that can thrive.

The regeneration of the Mill Gate seeks to ensure that the needs and views of the local community are heard. The JV recognises the importance of working with the local community and stakeholders to drive long-lasting, meaningful change and generate social value through meaningful stakeholder engagement, and community-focused contributions.

Social Impact and Community Outcomes

To deliver sustainable regeneration that delivers meaningful socio-economic benefits to the local community, it is crucial for the regeneration of the Mill Gate to cater impact to address the specific needs of the local community.

The regeneration of the Mill Gate will seek to enhance quality of life for local residents and wider social, economic, and environmental benefits. This holistic approach underpins the evolution of the Mill Gate by supporting a prosperous local community and town centre that is resilient to change.

To deliver sustainable regeneration that delivers

meaningful socio-economic benefits to the local community, it is crucial for the regeneration of the Mill Gate to cater impact to address the specific needs of the local community.

The regeneration of the Mill Gate will seek to enhance quality of life for local residents and wider social, economic, and environmental benefits. This holistic approach underpins the evolution of the Mill Gate by supporting a prosperous local community and town centre that is resilient to change.



The Rock Place

1//
2//

Mill Gate Mall
Mill Gate Entrance from The Rock

Future Investment and Opportunity

Within the context of this Framework and Bury, it means delivering a framework which enables the benefits of regeneration to be felt by all residents of Bury. Future investment in the Mill Gate as a mixed-use town centre hub presents an opportunity to embed inclusive growth principles into the design, delivery and long term operational strategy of each phase. The Framework should serve as the starting point to support opportunities to increase access to homes, education and skills training, variety of employment, social infrastructure, as well as facilities and infrastructure that supports health and well-being.



Catalyst for Future Opportunities

Future strategic considerations and opportunities outside of the Framework area will be drawn out and supported by the successful delivering of the Framework's regeneration programme – supporting potential longer term major infrastructure, funding and land assembly requirements.

The regeneration of the Mill Gate is likely to act as a catalyst for the following future strategic opportunities:

- Reprofiting / de-engineering of Angouleme Way
- Land to the southeast (existing surface level car park for Bury Market)
- Angouleme Retail Park (and car park)
- Connect to local residential communities (including those to the southeast)



8.3

Appendix 04: Landscape



Introduction

Integral to the sustainable future of Bury Town Centre is the creation of welcoming and functional public realm that supports the objectives of the Mill Gate Strategic Regeneration Framework (SRF).

In order for Bury to become an aspirational place where people choose to live, work and play, its outdoor environment must:

- Be inspirational and of the place.
- Practically and aesthetically support existing and proposed businesses.
- Include a network of streets and spaces that are easy to navigate.
- Offer a varied selection of linked spaces, each of which has a defined purpose.
- Relate to its context, whether that be
- Be greener, both in the interest of visual amenity and biodiversity.
- Offer opportunity for people to engage with nature.
- Provide infrastructure to promote community health and well being.

This document uses an Illustrative Landscape Masterplan to demonstrate how this may be achieved.

Objectives of the Landscape Masterplan



Objectives of the landscape masterplan

Improvements to public realm through the SRF seek to:

- Stitch together existing and new built form to make the Mill Gate Shopping Centre well connected by high quality public realm.
- Create places that people want to visit as part of a day out to Bury.
- Make green, residential streets in which to live and play.
- Make a place that's easy to navigate.
- Put pedestrians first.
- Establish contemporary streets as a setting for business and leisure.
- Increase biodiversity through new green and blue infrastructure.
- Create flexible spaces to support the changing dynamics of the indoor and outdoor market.
- Make green, residential streets in which to live and play.
- Support multi modal travel by creating a welcoming arrival for those on foot or using public transport.
- Subtly integrate service routes into the street scene.

Making it relevant to Bury

- Locate vibrant spaces close to the market.
- Take design cues from the town's industrial and cultural heritage.
- Use the interchange, Mill Gate and The Rock as landmarks that new public realm must connect.
- Consider strategic connectivity with areas beyond Angoulême Way.

A Network of Connected Public Realm



A network of connected public realm

Alongside rationalised streets, a series of new spaces will enhance the living landscape and unlock connectivity and permeability for visitors thus making Bury a more welcoming a stimulating place to live, work and visit. Anchored on the concept of a green spine, new public realm stitches together the interface between existing and proposed built form, strategically connecting the Mill Gate with the transport interchange and The Rock. This re-imagining of the town centre will see the creation of new public spaces.

- 01) Interchange: The first impression when arriving by public transport, a flexible setting for the market and new Flexi Hall.
- 02) Central Market Park: A new central greenspace embraced by a new market facade, commercial and retail development.
- 03) Mill Gate East: The confluence of key pedestrian links from the retail areas of The Mill Gate and The Rock, overlooked by residential neighbours.
- 04) Mill Gate North: A pocket of green as a gateway to The Mill Gate, in proximity to the conservation area.
- 05) The Rock: A transitional space that links the proposed green spine to shopping streets of The Rock.

Outside the SRF boundary, the illustrative masterplan acknowledges areas of influence including:

- 06) Peel Square: A gateway into Bury from the north west, set within the conservation area.
- 07) Kay Gardens: Long established civic gardens with an important interface with the transport interchange and the Mill Gate Shopping Centre.



Public Realm Character Areas



Public realm character areas

To make streets and spaces relevant to Bury, they must respond to the place in which they are located. This means looking for characteristics that relate to elements such as land use, architecture and the scale of built form and urban grain.

Having established the elements that contribute to Bury's existing local character, a strategy for the future can be developed whereby new streets and spaces are designed to embrace similar principles, resulting in a rich sense of place. This will give the town centre identity and contribute to placemaking and help users navigate the place.

This diagram assigns public realm character areas to the SRF masterplan.

Street Hierarchy - Plan



Street Design Principles - Matrix

Street/space typology	Typical Characteristics	Character Area				
		Historic & Civic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Pedestrianised	<ul style="list-style-type: none"> • Vehicle free • Narrow • Established • Small scale (4-8m wide) 				<ul style="list-style-type: none"> • Covered • Surface materials to complement adjoining external streets. 	
Pedestrianised with emergency access	<ul style="list-style-type: none"> • Vehicles limited to emergency access. • Vehicular routes undefined. • Includes large public spaces, often connected. • Small to medium scale. 	<ul style="list-style-type: none"> • Flush surfaces • Stone materials to reflect heritage setting. • Greening of existing squares for biodiversity and sustainable drainage. • Evolution of established spaces to reduce dominance of vehicles. 	<ul style="list-style-type: none"> • Flush surfaces • Materials to complement new built form. • Defensible space outside homes. • Opportunity for permeable paving on new streets. • Greening via in ground tree planting and green gap paving. 	<ul style="list-style-type: none"> • Flush surfaces • Materials to complement new built form and suited to street cleansing routine. • At grade crossings at node with regular traffic street. • Greening via street trees, in ground or containerised. 	<ul style="list-style-type: none"> • Flush surfaces • Trees, planted in ground and containerised. • Rain gardens where space permits. 	<ul style="list-style-type: none"> • Flush surfaces. • Greening of established public spaces as softer gateways from the east. • Materials to reflect character of The Rock.
Pedestrianised with managed service access	<ul style="list-style-type: none"> • Vehicular access restricted to specific times. • Vehicular route defined. • Medium scale 	<ul style="list-style-type: none"> • Remodelling of existing routes to reduce dominance of vehicles. • Uprand to highway edge. • Min 3m wide vehicular corridor. • Stone materials to reflect heritage setting. • Greening through street trees. 	<ul style="list-style-type: none"> • Flush surfaces • Min 3m wide vehicular corridor. • Defensible space outside homes. • Opportunity for permeable paving on new streets. • Green corridors including rain gardens and street trees. • Containerised tree planting where utilities infrastructure is a constraint. 	<ul style="list-style-type: none"> • Uprand to highway edge. • Definition of use through ground plane. 	<ul style="list-style-type: none"> • Flush surfaces • Min 3m wide vehicular corridor. • Opportunity for permeable paving on new streets. • Green corridors including rain gardens and street trees. • Containerised tree planting where utilities infrastructure is a constraint. 	<ul style="list-style-type: none"> • Flush surfaces • Min 3m wide vehicular corridor. • Opportunity for permeable paving on new streets. • Green corridors including rain gardens and street trees. • Containerised tree planting where utilities infrastructure is a constraint.

Street Design Principles - Matrix

Street/space typology	Typical Characteristics	Character Area				
		Cultural/Historic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Low traffic	<ul style="list-style-type: none"> • Open to wide range of vehicles including servicing. • May accommodate bus routes • Routes pass through public squares/spaces. • Medium - large scale 	<ul style="list-style-type: none"> • Carriageway defined with upstand to adjoining pedestrian realm. • Stone materials to reflect heritage setting. • Reduce street clutter to ease pedestrian movement. • Increase opportunities for pedestrians to cross roads. 				
Regular traffic	<ul style="list-style-type: none"> • Busy transit routes to edge of town centre. • Regularly crossed by pedestrians. • Medium - large scale 		<ul style="list-style-type: none"> • Highway corridor defined. • Regular crossing points, at grade. • Green corridor, potentially incorporating strategic cycle route. • Incorporates bus stops. 	<ul style="list-style-type: none"> • Highway corridor defined. • Regular crossing points, at grade. • Incorporates bus stops • Potential for strategic cycle route 		<ul style="list-style-type: none"> • Highway corridor defined. • Regular crossing points, at grade. • Incorporates bus stops • Potential for strategic cycle route

Street Design Principles - Pedestrianised

Street/space typology	Typical Characteristics	Character Area				
		Historic & Civic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Pedestrianised	<ul style="list-style-type: none"> + Vehicle free + Narrow + Established + Small scale (4-8m wide) 				<ul style="list-style-type: none"> + Covered + Surface materials to complement adjoining external streets. 	



High quality, covered street scene that visually connects with adjoining public realm.



Street Design Principles - Pedestrianised with Emergency Access

Street/space typology	Typical Characteristics	Character Area				
		Historic & Civic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Pedestrianised with emergency access	<ul style="list-style-type: none"> Vehicles limited to emergency access. Vehicular routes undefined. Includes large public spaces, often connected. Small to medium scale. 	<ul style="list-style-type: none"> Flush surfaces Stone materials to reflect heritage setting. Greening of existing squares for biodiversity and sustainable drainage. Evolution of established spaces to reduce dominance of vehicles. 	<ul style="list-style-type: none"> Flush surfaces Materials to complement new built form. Defensible space outside homes. Opportunity for permeable paving on new streets. Greening via in ground tree planting and green gap paving. 	<ul style="list-style-type: none"> Flush surfaces Materials to complement new built form and suited to street cleansing routine. At grade crossings at node with regular traffic street. Greening via street trees, in ground or containerised. 	<ul style="list-style-type: none"> Flush surfaces Trees, planted in ground and containerised. Rain gardens where space permits. 	<ul style="list-style-type: none"> Flush surfaces. Greening of established public spaces as softer gateways from the east. Materials to reflect character of The Rock.



Flush surfaces



Defensible space



Flush surfaces



In ground tree planting



Flush surfaces



Materials appropriate to setting



Green residential setting



At grade crossings



Rain gardens



Above ground tree planting



Street Design Principles - Pedestrianised with Managed Emergency Access

Street/space typology	Typical Characteristics	Character Area				
		Historic & Civic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Pedestrianised with managed service access	<ul style="list-style-type: none"> Vehicular access restricted to specific times. Vehicular route defined. Medium scale 	<ul style="list-style-type: none"> Remodelling of existing routes to reduce dominance of vehicles. Uprand to highway edge. Min 3m wide vehicular corridor. Stone materials to reflect heritage setting. Greening through street trees. 	<ul style="list-style-type: none"> Flush surfaces Min 3m wide vehicular corridor. Defensible space. Opportunity for permeable paving on new streets. Green corridors including rain gardens and street trees. Containerised tree planting where utilities infrastructure is a constraint. 	<ul style="list-style-type: none"> Uprand to highway edge. Definition of use through ground plane. 	<ul style="list-style-type: none"> Flush surfaces Min 3m wide vehicular corridor. Opportunity for permeable paving on new streets. Green corridors including rain gardens and street trees. Containerised tree planting where utilities infrastructure is a constraint. 	<ul style="list-style-type: none"> Flush surfaces Min 3m wide vehicular corridor. Opportunity for permeable paving on new streets. Green corridors including rain gardens and street trees. Containerised tree planting where utilities infrastructure is a constraint.



Localised remodelling



Green corridors / defensible space



Ground plane definition



Permeable surfaces



Permeable surfaces



Materials to reflect setting



Street greening



Upstand edge to carriageway



Containerised tree planting



Rain gardens



Street Design Principles - Low Traffic

Street/space typology	Typical Characteristics	Character Area				
		Cultural/Historic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Low traffic	<ul style="list-style-type: none"> Open to wide range of vehicles including servicing. May accommodate bus routes Routes pass through public squares/spaces. Medium - large scale 	<ul style="list-style-type: none"> Carriageway defined with upstand to adjoining pedestrian realm. Stone materials to reflect heritage setting. Reduce street clutter to ease pedestrian movement. Increase opportunities for pedestrians to cross roads. 				



Materials to reflect setting



Upstand edge to carriageway



Street Design Principles - Regular Traffic

Street/space typology	Typical Characteristics	Character Area				
		Cultural/Historic	Residential	Transport/Market/Events	Traditional retail/high street	Leisure retail
Regular traffic	<ul style="list-style-type: none"> • Busy transit routes to edge of town centre. • Regularly crossed by pedestrians. • Medium - large scale 		<ul style="list-style-type: none"> • Highway corridor defined. • Regular crossing points, at grade. • Green corridor, potentially incorporating strategic cycle route. • Incorporates bus stops. 	<ul style="list-style-type: none"> • Highway corridor defined. • Regular crossing points, at grade. • Incorporates bus stops • Potential for strategic cycle route 		<ul style="list-style-type: none"> • Highway corridor defined. • Regular crossing points, at grade. • Incorporates bus stops • Potential for strategic cycle route



Green corridor



Highway corridor defined



Strategic cycleway



Green corridor



Crossings at grade



Crossings at grade



The Spaces - Western Arrival



Western Arrival

A public space is created in the south west of the town, between the Flexi Hall, markets and new commercial/residential block and serves as an important arrival for those using the transport interchange, a setting for the outdoor market and green outlook from overlooking residential windows.

Soft landscape is focused centrally within the space to create green edges opposite each of the building facades and avoid major utilities infrastructure. Shapes are organic and respond to forms used as part of the Flexi Hall public realm proposal. This promotes the creation of flexible secondary spaces off the main pedestrian thoroughfares that can be activated in different ways depending on whether it's market day or not. Hard landscape routes are wide enough to accommodate market stalls so that it can easily expand as and when needed.

When the market is closed, pedestrians are buffered from unattractive roller shutters by soft landscape

This aligns with the SRF development principles by:

- Increasing green infrastructure in support of public amenity and biodiversity.
- Providing an enhanced setting for the outdoor market.
- Enhancing the pedestrian experience.
- Supporting accessibility and multi modal travel by welcoming those arriving via the interchange.

The Spaces - Western Arrival



Softening the hard edge



Points of vertical interest



Bespoke furniture to reflect scale of space



Secondary spaces amongst soft landscape



Bespoke furniture to reflect scale of space



Market spills out amongst landscape



On market day:

- Active facades around all edges of space.
- Pedestrians can utilise core routes but easily step into adjoining, secondary spaces.
- Outdoor market located within an attractive green setting.



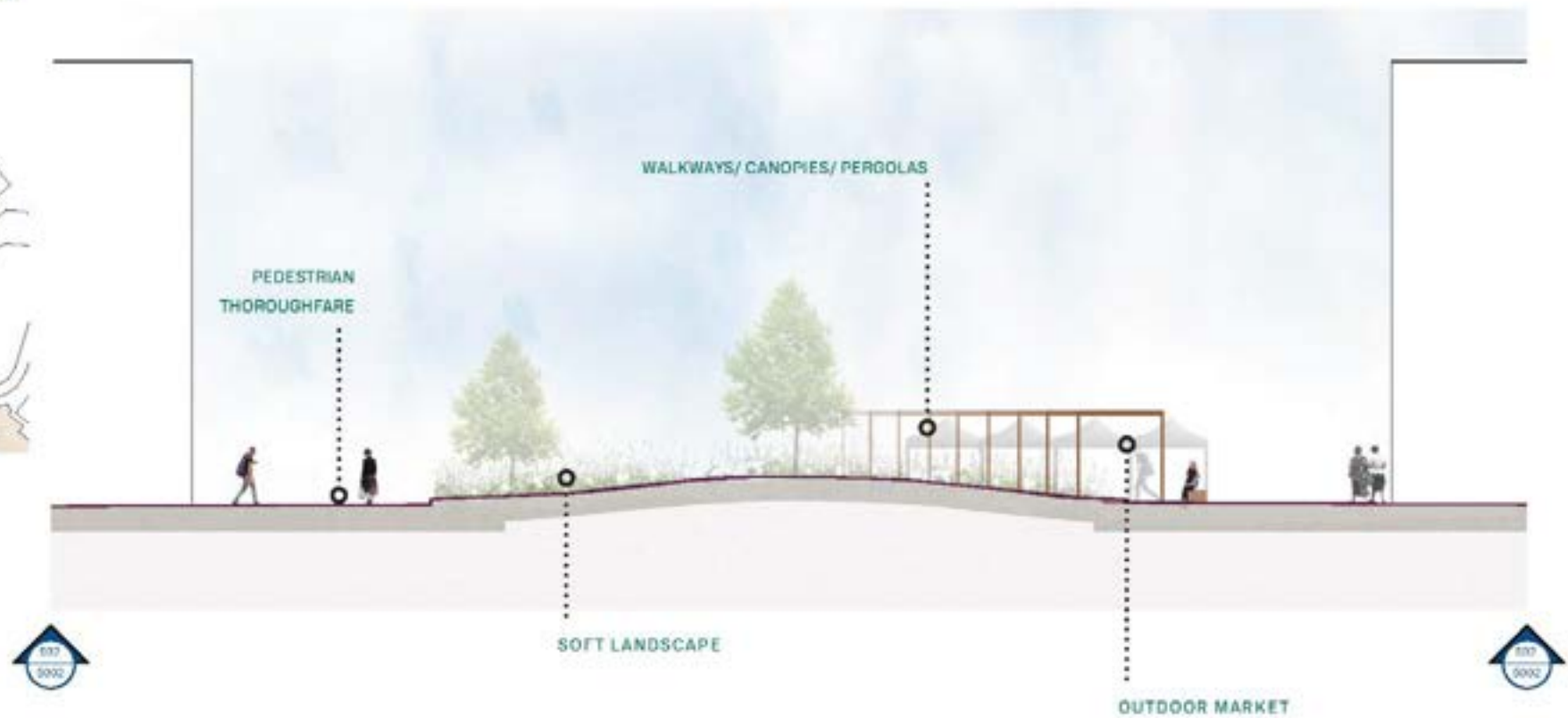
On other days:

- Roller shutters down meaning that the market presents a less attractive facade.
- Northern edge of space becomes the focus.
- Pedestrians still have secondary spaces, easily connected to the main through routes.
- Soft landscape buffers unattractive shutters.

Key

- Active facade
- Pedestrian routes
- Secondary space

The Spaces - Western Arrival



The Spaces - Market Park



Central Market Park

At the heart of the town centre, a large urban park provides an outdoor destination where people come together to relax, socialise and enjoy vibrant surroundings.

To the south, a new market facade will overlook the park and host outdoor stalls, serving pedestrians passing by on the main green spine. Circular areas of grass and soft landscape will mimic buttonholes, making subtle reference to the town's textile heritage. Green gap paving will enable a living floor that creates a green setting without compromising access for occasional service and blue light vehicles.

Due to the existing market basement, soft landscape and trees may need to be accommodated within raised planters.

In response to the scale of the park, vertical elements will be introduced in the form of trees and feature columns that could support branded banners and/or art.

The floorscape will be animated with paving detail based on sewing stitches and furniture introduced to provide users with ample opportunity to sit and enjoy their surroundings.

A pocket play area could be incorporated to enhance the park for children.

This aligns with the SRF development principles by:

- Increasing green infrastructure in support of public amenity and biodiversity.
- Providing a vibrant front door to the market.
- Locating active frontages on key routes and public space.

The Spaces - Market Park



Modern architecture within a green setting



Layered backdrop of soft landscape



Spill out opportunities



Flexibility to sit outside among planting



Bespoke multi-use furniture



Mix fixed and loose furniture



Contemporary pockets of hard and soft landscape (butter holes)



Use modern paving techniques to increase greening

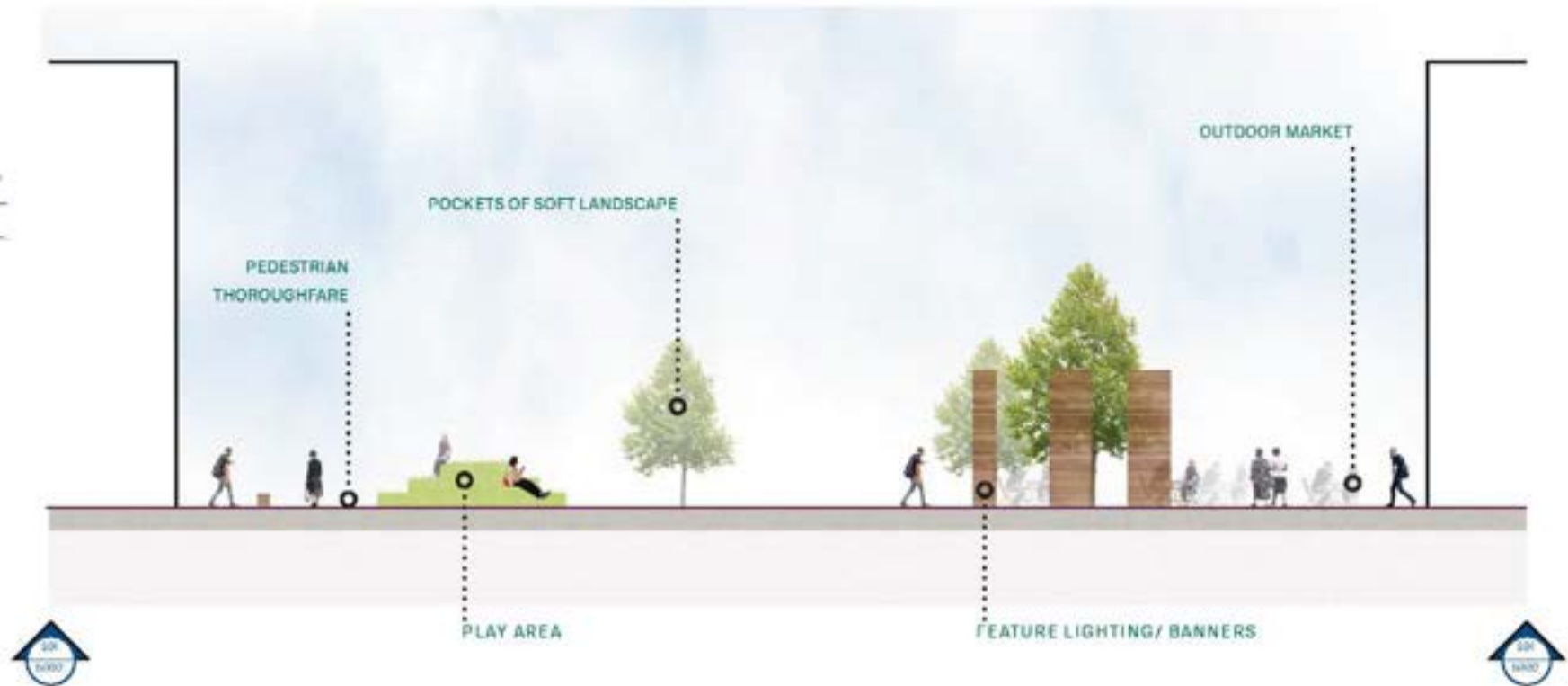


Market stalls wrap around green space



Bespoke multi-use furniture

The Spaces - Market Park



The Spaces - Mill Gate East



Mill Gate East

Located where the green spine meets the eastern entrance to Mill Gate Shopping Centre, this public space also interfaces with new residential use and must therefore serve multiple functions. More specifically it must announce the gateway into Mill Gate, direct pedestrians to and from The Rock, accommodate the linear greening strategy for adjoining streets and provide residents with amenity.

Mill Gate will be identified by a change in the ground plane by introducing bespoke paving detail and pockets of planting within raised planters with integrated seating.

Being located close to retail and residential use, the focus for this space should be play within a green setting. Away from a clear zone for commercial spill out, play equipment and features will be incorporated into the soft landscape and be attractive to look at as well as fun to explore.

The street scene features a central green corridor that will support sustainable surface water drainage, edged by green gap paving to maximise greening of the floorscape and traversed by "bridges" enabling pedestrians to cross from one side of the street to another. A 3m wide route will meander through this corridor, allowing passage by service vehicles without it appearing like a traditional road. A 3m clear zone outside building facades will protect existing utilities and provide opportunity for spill out from ground floor commercial units.

This aligns with the SRF development principles by:

- Providing opportunity for natural play and interaction with the natural environment.
- Delivering a future proofed sustainable drainage strategy

The Spaces - Mill Gate East



Permeable green gap paving extends green corridor



Stepping stones as alternative crossings



Creative, bespoke equipment



Robust, striking landmarks that double as play features



Central green corridor, suitable for SUDS



Regular pedestrian crossing points



Variety of opportunities to climb



Play features set within green corridors

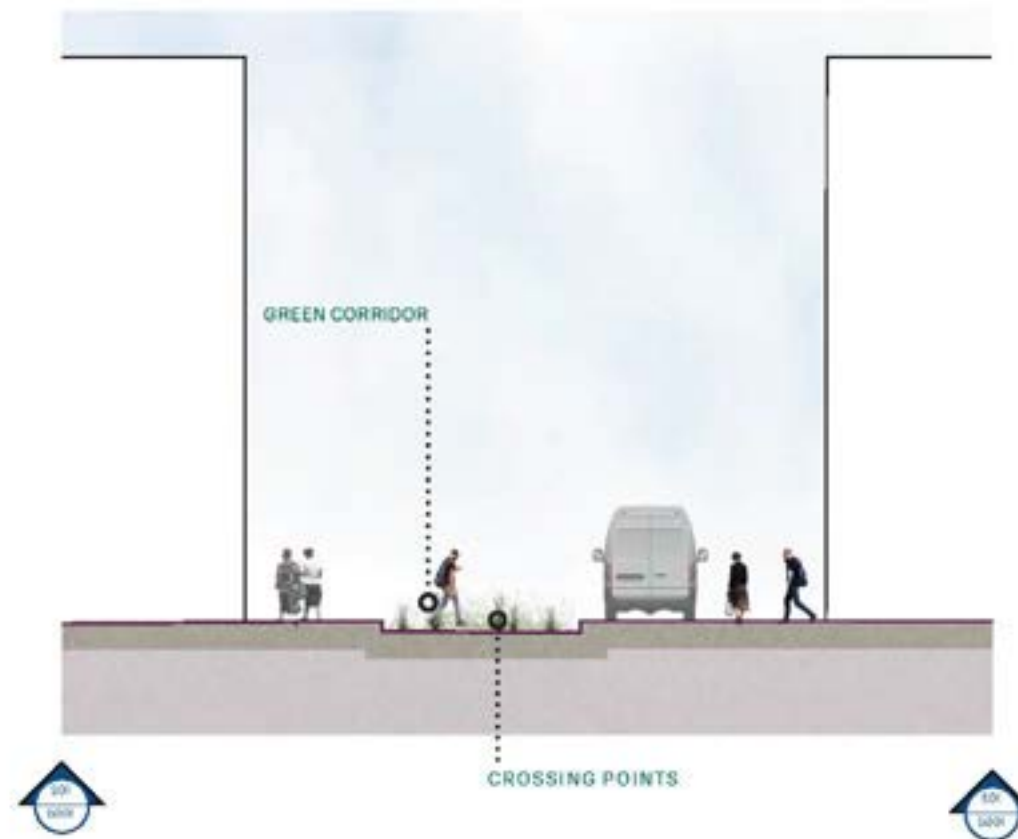


Natural materials



Quirky points of interest set within the soft landscape

The Spaces - Mill Gate East



The Spaces - Residential Area



Residential Area

As part of the mixed used neighbourhood, new homes will be built inside the SRF boundary.

Residential blocks will sit within a network of green streets, just off the town centre's main pedestrian thoroughfares. At ground floor, residents will be able to step out into a semi private zone of defensible space (circa 3m wide) and look onto, a green corridor that runs the length of the street. This corridor could host sustainable drainage and give people regular opportunity to engage with nature. Where it widens out, the corridor could incorporate informal play.

A central route meanders along the street anticipating only occasional passage by vehicles, therefore creating a safe space for residents to interact and play.

These residential streets also provide pedestrians with an alternative journey to and from the multi storey car park, should they chose to avoid the most direct route from A to B.

This aligns with the SRF development principles by:

- Giving people chance to interact with nature.
- Providing resident with green amenity on their doorstep.
- Prioritising the pedestrian without compromising serving regimes.

The Spaces - Residential Area



Meandering routes



Maximise opportunity for greening



Informal planting to edge of defensible space



Woodland understorey as defensible edge to homes



Central route, wide enough for occasional vehicles



Creative use of permeable green gap paving



Living in a green setting



Opportunity for SUDS in residential areas

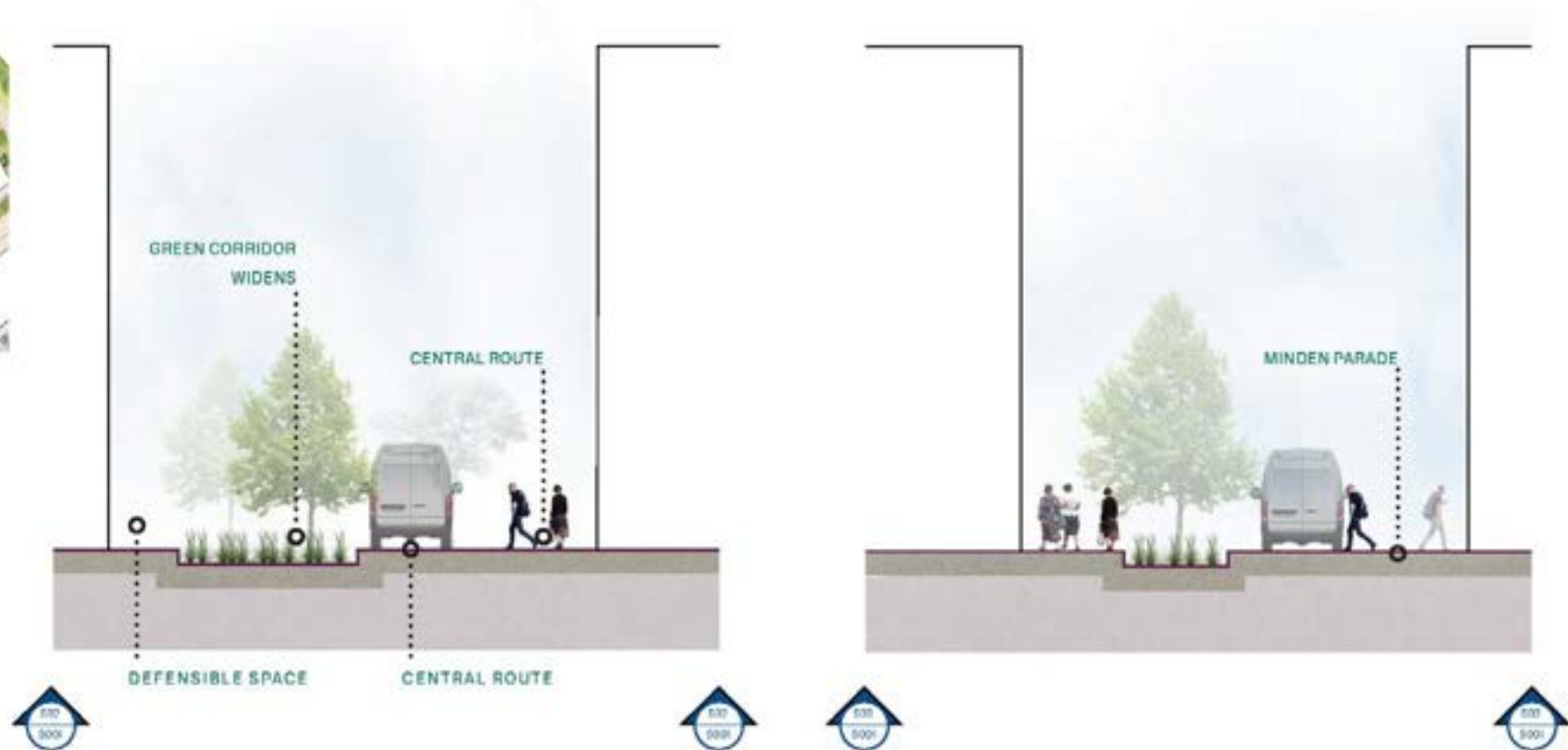


Contemporary style planting

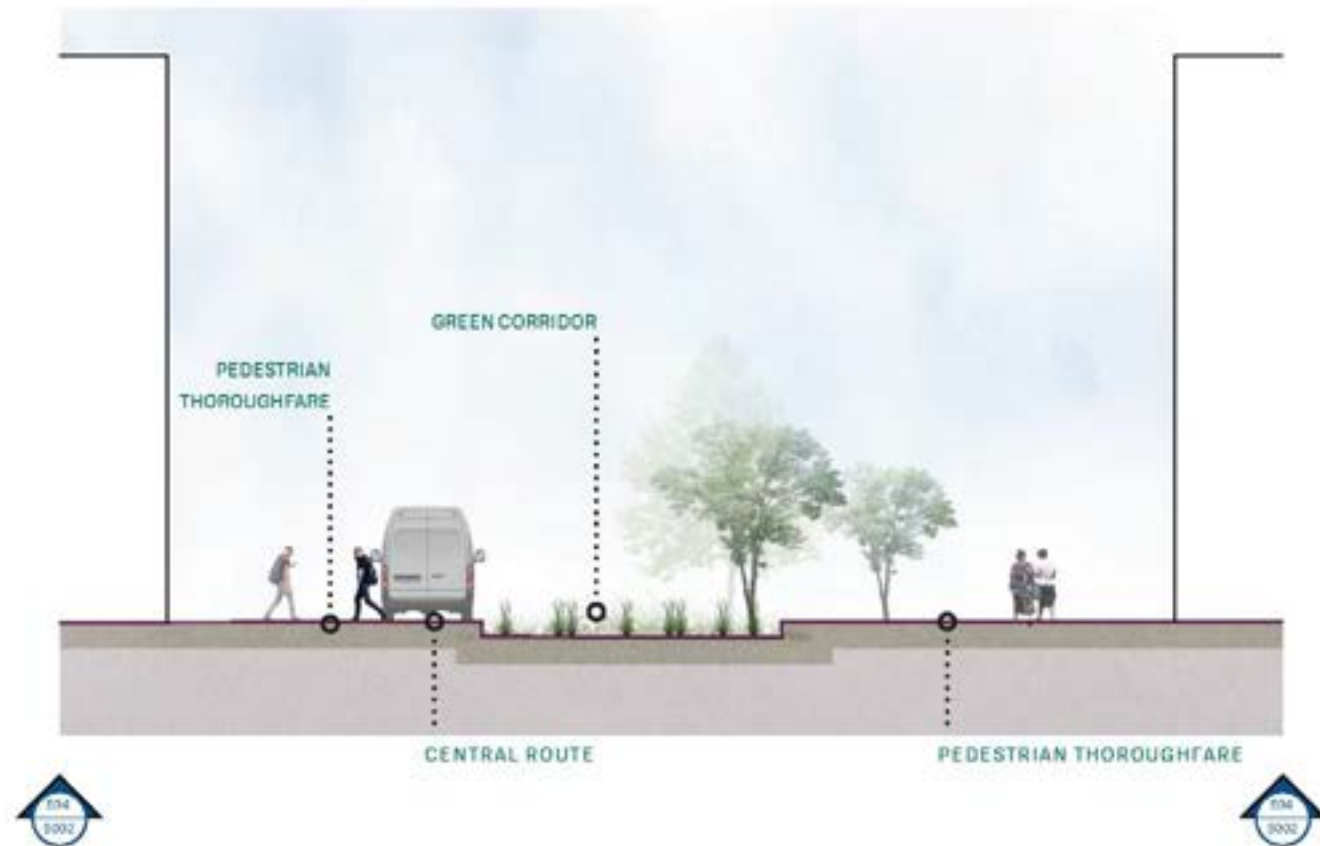


Vertical greening to building facade

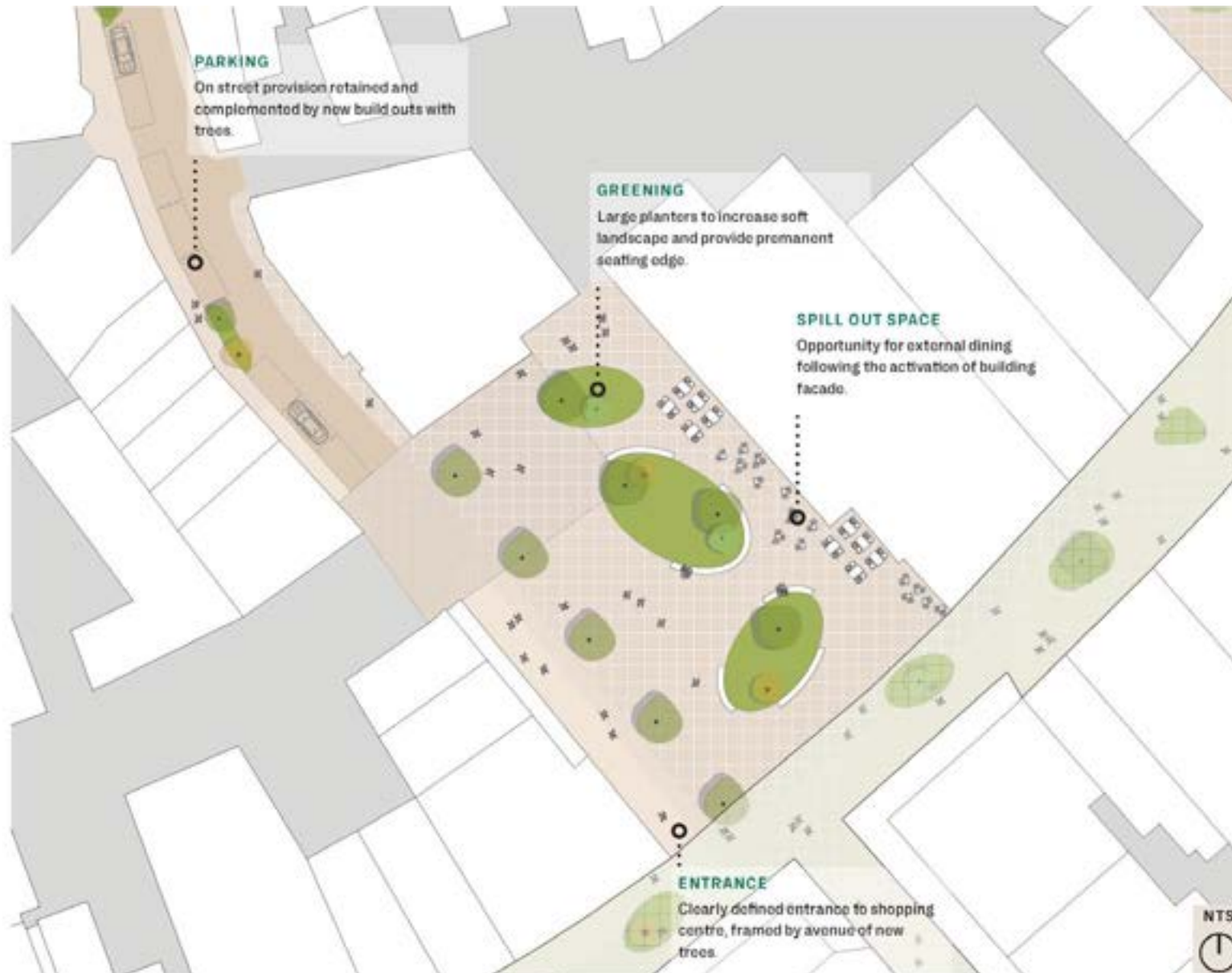
The Spaces - Residential Area



The Spaces - Residential Area



The Spaces - Mill Gate North



Mill Gate North

This space serves as a green gateway into Mill Gate when approaching from the conservation area and provides a pocket of green, away from the main pedestrian thoroughfares. The restructuring of Mill Gate Shopping Centre will see the animation of buildings to the north and greater interaction with the covered mall to the south. It will support spill out from ground floor commercial units but also give people a place to stop and sit, away from the main hustle and bustle of the town centre.

To accommodate new floor levels, the external space will be regraded and existing trees felled to make way for new green infrastructure and a more accessible outdoor environment.

Raised planters with integrated seats will be positioned to create low level enclosure and form smaller spaces within the larger space.

This aligns with the SRF development principles by:

- Creating a square that responds to surrounding uses.
- Activating frontages around a public space.
- Enhancing public realm to create a sense of arrival into Mill Gate Shopping Centre.

The Spaces - Mill Gate North



Textural interest within soft landscape



Combine organic shapes and straight lines



Use hard landscape to create vertical texture



Canopy and understory layers of green



Raised planters as seating edges

The Spaces - Peel Square



Peel Square

As a gateway from the north west, this space has potential to provide a welcoming arrival and external amenity to buildings that surround it.

By rationalising the street scene and reducing space given over to vehicles, it becomes a more pedestrian friendly environment, respectful of the architectural quality of the conservation area and heritage features that are located within it.

Market Place is removed to create spill out space for the pubs which overlook the square and create opportunity to animate the place with people. Trees are planted to further define secondary space, provide greening and encourage biodiversity at canopy and ground level.

The carriageway is lifted to enable level pedestrian access across the square, with flush kerbs used to delineate the area available to manoeuvre vehicles. Access to The Rock is not restricted but parking bays to the north are reconfigured into a green corridor to improve the setting of the church and create opportunity for the retrofitting of sustainable drainage of surface water.

The Spaces - Peel Square



Greening the edge of public space



Roadside SUQS corridor



Road passing through pedestrian realm



Places to sit and relax



Using furniture to create secondary spaces



Space for retail and leisure spill out

The Spaces - Kay Gardens



Kay Gardens

As one of the town's main public spaces, Kay Gardens is a long established amenity space, home to listed structures and mature trees that give the place solidity and a connection to Bury's industrial heritage. In the context of Mill Gate SRF, the space has potential to become somewhere more in keeping with the demands and aesthetic of a modern town centre. Enhancements are intended to present the John Kay statue in a more contemporary green setting and create a place that offers somewhere to socialise and relax.

The design takes inspiration from the flying shuttle, using a pointed oval shape to form the edge of the statue garden that will be planted with a new palette of shrubs and perennials. Beyond the organic forms of the garden, more rectilinear planting areas will be used to green the space and create an understorey to the canopy of new and retained trees.

The space will be arranged so that pedestrians can easily pass through as part of an onward journey, but also have ample opportunity to sit and stop.

Haymarket will be de-engineered to improve the environment for pedestrians. The carriageway will be lifted and narrowed and railings removed so that people can cross more easily and enjoy a more generous frontage to retail outlets in the west.

The Spaces - Kay Gardens



Garden contained by rigid form



Vehicular route through pedestrian realm



Sitting amongst trees



Seating areas amongst pockets of soft landscape



Trees with clear stems enabling visual permeability



Mature trees in a contemporary setting

8.4

Appendix 05:

Glossary



1. **Active Frontage:** A design approach that encourages ground-level engagement and activity such as leisure facilities or commercial space, this is often along streets and sidewalks.
2. **Active Travel:** refers to any form of human-powered transportation, such as walking, or cycling, that promotes physical activity and reduces reliance on private-vehicle.
3. **Biodiversity Net Gain:** Biodiversity net gain is a method by which to contribute to the recovery of nature when developing land. It helps to ensure that habitats for wildlife are in a better state than it was prior to the development.
4. **Blue Infrastructure:** Water-based features and systems, including rivers, canals, and wetlands, incorporated into urban planning for multiple purposes, such as flood control and recreation.
5. **Cabinet:** Bury Metropolitan Borough Council's governing body, made up of eight Councillors and chaired by the Leader of the Council. The Cabinet has full authority for implementing the Council's budgetary and policy framework.
6. **Catalytic Regeneration:** A type of urban regeneration that is designed to stimulate broader economic and social development in a particular area or community.
7. **Clustering:** The concentration of similar businesses or activities in a specific area, fostering collaboration and specialisation.
8. **Connectivity:** The degree to which different parts of the community / urban area are linked and integrated with one another.
9. **Conservation Area:** A designated area of historical or architectural significance where special planning restrictions apply to protect its character.
10. **Consultation:** The process of seeking input, feedback, and opinions from various stakeholders often including local residents and community groups regarding development and regeneration plans.
11. **Development Plan:** A document that sets out the local authority's policies and proposals to guide land use and development within its administrative boundary. Planning authorities should consider applications in accordance with the Development Plan unless material considerations indicate otherwise.
12. **Development Principles:** The set of guidelines and objectives that provide the guiding framework for the design and implementation of a scheme or strategy. All future proposals are encouraged to consider and respond to these.
13. **Endorsement:** The formal approval or support given by a group of Council officials, in this case Bury Cabinet. Endorsement effectively makes the Regeneration Framework a material consideration in planning decisions in a specific area.
14. **Façade:** The exterior, usually street-facing, frontage of a building, including its architectural design and appearance.
15. **Framework Area:** The area within the remit of the Regeneration Framework.
16. **Green Infrastructure:** Natural or semi-natural elements integrated into urban planning to enhance environmental sustainability, such as parks, green roofs, and urban forests.
17. **Habitats:** The natural home or environment of an animal, plant or other organism. Protecting habitats helps to improve biodiversity and enhance the local environment.
18. **Hard Landscaping:** The non-living materials used in areas of public realm, including concrete, stone, brick and metal.
19. **High-density Development:** A planning and design approach that concentrates buildings and people in a compact area, often to promote sustainable urban growth.
20. **Historic Fabric:** The overall physical structure and layout of historic areas, including its buildings, streets, and public spaces.
21. **Historic Setting:** The context and surroundings of a heritage site or asset that contribute to its historical significance and character.
22. **Holistic:** Consideration of all interconnected factors in the design of a scheme or regeneration framework.
23. **Hub:** A central location that services as a focal point for transportation, economic activity or social interaction.
24. **Illustrative Masterplan:** A visual representation or concept plan that provides a broad overview of how a development or regeneration in a specific area may look in the future if the principles.
25. **Inclusive Growth:** Inclusive growth is economic growth that is distributed fairly across society and creates opportunities for all.
26. **Joint Venture / JV:** A partnership often between public and / or private entities to undertake a development or regeneration project in a particular area.

- 27. Key View:** A specific visual perspective or vista that is considered to be of significant cultural, historic or aesthetic value.
- 28. Legibility:** The ease at which people can understand or navigate a space or building.
- 29. Levelling Up:** A national Government policy initiative aimed at reducing regional inequalities by investing in infrastructure, education, and economic development in less affluent areas.
- 30. Listed Building:** A building of historical or architectural importance that is legally protected and cannot be demolished or altered without approval from the Local Planning Authority.
- 31. Massing and Scale:** The physical size and arrangement of buildings or permanent structures.
- 32. Material Considerations:** Factors that planning authorities consider when making planning decisions, including the guidelines and principles set out within this Regeneration Framework.
- 33. Materials Palette:** The selection of materials that are chosen for use in the design of a scheme, typically including a range of materials that are appropriate for its context, function and aesthetic goals.
- 34. Meanwhile Use:** Temporary use of a vacant space for a specific purpose until a permanent use can be found.
- 35. Micro-climate:** The climate conditions within a small, localised area, often influenced by surrounding buildings, vegetation, and geography.
- 36. Mixed-use:** The integration of different land uses, such as residential, commercial, and recreational, within a single development or area.
- 37. Net Zero Carbon:** A sustainability goal aiming to balance the carbon emissions produced and removed from the atmosphere within a defined area or development.
- 38. Node:** A point or location within a transportation network where multiple routes converge or intersect.

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