

Walshaw Development Framework

Consultation Statement

June 2026

1. Introduction

- 1.1 Bury Council is preparing a Walshaw Development Framework (WDF) Supplementary Planning Document (SPD).
- 1.2 The draft WDF has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.3 Regulation 12(a) requires the Council to produce a consultation statement before adoption of the SPD. This statement must set out who was consulted, a summary of the issues raised, and how these issues were incorporated into the SPD.
- 1.4 Regulation 12(b) requires the Council to publish the documents (including a 'consultation statement') for a minimum of 4-week consultation, specify the date when responses should be received, and identify the address to which responses should be sent.
- 1.5 Regulation 13 stipulates that any person may make representations about the draft SPD and that the representations must be made by the end of the consultation date referred to in Regulation 12.
- 1.6 Regulation 12 states that when seeking representations on an SPD, documents must be made available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps:
 - Make the document available at the principal office and other places within the area that the Council considers appropriate; and
 - Publish the document on the Council's website.
- 1.7 This Consultation Statement sets out the extent of the consultation and engagement undertaken on the draft WDF during its preparation, highlights the issues raised and how the draft document was amended to reflect the issues raised.

2. Engagement during the preparation of the draft WDF

- 2.1 The role of the draft WDF is to effectively bridge the gap between the allocation of the site in Places for Everyone (PfE) and the subsequent detail of the development that will emerge through planning applications on the site.
- 2.2 The preparation of the draft WDF and its supporting evidence has enabled key issues to be identified and addressed to the satisfaction of all parties at an early stage in the planning process. Fundamentally, the draft WDF establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the site.
- 2.3 The draft WDF has been prepared by Bury Council with technical input from the Walshaw Consortium as the main site promoter and input from other stakeholders, including Transport for Greater Manchester (TfGM). This engagement helped to identify and understand expectations and key issues around the delivery of the site during the early stages of preparing the draft WDF.
- 2.4 The following table sets out the key issues raised during the internal engagement and how these have been addressed in the draft WDF.

Issue	How was this incorporated into the draft SPD
How will development be phased within the allocation?	Reflected in draft WDF which identifies that development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach which is responsive to opportunities. This approach does not restrict the potential for later phases to be accelerated where opportunities arise, or where infrastructure allows certain phases to be advanced, earlier than currently envisaged.

When will the infrastructure be delivered	Reflected in draft WDF which specifies that infrastructure will be co-ordinated with the delivery of new homes and will be subject to triggers for implementation of infrastructure.
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3. Screening Assessments

Strategic Environmental Assessment (SEA) Screening

- 3.1 A Screening Statement has been prepared to determine whether a Strategic Environmental Assessment (SEA) would be required for the draft WDF. As required by the relevant regulations The Council consulted Natural England, Historic England and the Environment Agency over a four-week period (14th October 2025 – 18th November 2025) to seek their views on the conclusions of the SEA Screening Assessment.
- 3.2 Responses were received from all three bodies, all of whom agreed with the Council's that the above assessment would not be required to accompany the SPD.

Habitats Regulations Assessment (HRA) Screening

- 3.3 The Greater Manchester Ecology Unit (GMEU) were consulted on 14th October 2025. GMEU agreed with the Council's conclusion that the draft WDF would not require a full HRA.

4. Consultation

- 4.1 The draft WDF SPD was approved for consultation by Bury Council's Cabinet on the 11th February 2026. A six-week period of consultation on this draft subsequently took place over a six-week period running from **Friday 13th February 2026**, running until **Friday 27th March 2026**.
- 4.2 All relevant documentation was available to view on the Council's website, copies of the document were made available for inspection electronically at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday-Friday) and at local libraries and the Tottington Centre during their normal working hours (see www.bury.gov.uk/libraries and www.tottingtoncentre.co.uk for details). Paper copies of the draft WDF were also available in these locations.
- 4.3 The Walshaw webpage on Bury Council's website received 1,612 views whilst the general PfE Strategic Sites page received 2,568 views.

- 4.4 Social media was utilised to promote the consultation, engagement events and the availability of detailed information on the council's website.
- 4.5 Bury Council posted 13 times on Facebook and X (formerly Twitter) from 13 February to 27 March 2026.
- 4.6 On Facebook, there were 38,408 views across all 13 posts. The highest performing post achieved 17,515 views with an engagement rate of 14.97%. In terms of engagement rate on Facebook, this ranged from 1.83% (good) to 14.97% (excellent). On X the engagement ranged from 2.17% (good) to 11.3% (excellent). Impressions (on-screen appearances) across all posts totalled 4,340 with an average of around 250 per post
- 4.7 Contacts on Bury Council's consultation database were notified directly of the consultation. Posters and leaflets were distributed in key locations. The Council also held three drop-in events, where Planning Officers were available to answer questions on the draft WDF. These were held on:
- Tuesday 24th February – Radcliffe Market – 4-8pm
 - Wednesday 25th February – Elton High School – 4-8pm
 - Thursday 26th February – Parrenthorn High School – 4-8pm
- 4.8 A total of 286 people attended the drop-in sessions. The key purpose of the drop-ins was to give residents an opportunity to view the material early in the consultation programme, ask questions of officers, and receive guidance on how to submit formal written representations.
- 4.9 Comments were encouraged to be submitted online via Bury Council's website www.bury.gov.uk/strategicsites
- 4.10 Responses by email were requested to be sent to strategicsites@bury.gov.uk
- 4.11 Alternatively, responses could be returned by post to the following address:
Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

- 4.12 Those requiring further information on the draft WDF were asked to contact a member of Bury's Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk
- 4.13 Examples of the consultation materials are included in Appendix 1.

5. Representations

- 5.1 Bury Council received 176 responses to the draft Walshaw Development Framework. 98 of these responses were received via the on-line consultation portal, 78 responses were received via email and post.
- 5.2 A further 42 joint responses were submitted which related to the Elton Reservoir, Walshaw and Simister Bowlee Development Frameworks.
- 5.3 A summary of the issues raised during the formal consultation period and informally at the drop in sessions is provided in section 6 of this statement. Details of how the Council has responded to those issues in the preparation of the final WDF is also provided below.

6. Summary of the main issues raised during the consultation

Principle of Development

- 6.1 A significant number of comments related to the perception that the site was still located in the Green Belt. The Walshaw site has already been removed from the Green Belt and allocated for housing through the Places for Everyone Joint Plan (PfE). PfE was subject to a comprehensive two-year Examination in Public, where independent Planning Inspectors considered all the evidence and representations made around the plan (including extensive objections on the site allocations); asked detailed questions about key aspects of the Plan including each proposed allocation; and held in-person Examination sessions where interested parties could respond to key Matters, Issues and Questions raised by the Inspectors.
- 6.2 A key part of the examination was for the Inspectors to assess whether PfE was prepared in accordance with legal and procedural requirements, and whether it was sound i.e. that it was positively prepared, justified, effective and consistent with national policy. The legal outcome of that process removed the site from the Green Belt and it is now an established site for housing development. The principle of residential development on

the site at Walshaw is therefore not a debate that can be re-opened. All the supporting evidence relating to Places for Everyone is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/>

Evidence that Supports the WDF

- 6.3 In addition, a significant number of comments related to the lack of evidence supporting the WDF. At this stage of the planning process the evidence is proportionate to the fact that the WDF is still a strategic document that provides an indicative masterplan for the site. It drew on evidence that supported the allocation of the site in PfE. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the WDF, and demonstrate that they would not compromise the comprehensive development of the whole site. This will include a site-wide Transport Assessment to consider the impact of development on the highways network, ecology surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation measures are put in place; a strategy for the delivery of play and greenspace across the site; and flood and drainage strategies to ensure that any flood risk issues are addressed and mitigated for.
- 6.4 In response to this, the The WDF has been updated in the introduction to the WDF, objectives of the WDF, introduction to Chapter 7 and sections relating to Access, Highways and Transport, Ecology, Open Space, Sport and Recreation and Flood Risk and Drainage to strengthen the requirement for site-wide evidence to accompany planning applications..
- 6.5 The amendments made to the WDF have focussed on dealing with specific responses relevant to the document itself as the principle of residential development on the site has already been established and is not a matter for the WDF or the consultation process. Likewise, updated evidence will be available to review when planning applications are submitted.

Key Issues Raised in Consultation

- 6.6 The following highlights the key issues raised in response to consultation on the draft WDF and the Council's response to these.

Comments Received – Transport and Highways

- Concern that the surrounding roads are already congested and unsuitable for expansion (Walshaw Rd, Booth St, Tottington Rd, Bury Bridge)
- Concern that the development will:
 - Add thousands of extra vehicles to the road network
 - Increase rat-running through residential streets
 - Create safety risks (blind junctions, narrow roads, school traffic)
- Concern that potential realignment of Church Street/Booth Street is unworkable and could have significant consequences for residents including the re-routing of the 480 bus route.
- Concern that the through-road will worsen congestion and not solve it
- Concern that the public transport improvements (bus/links to the new Metrolink stop at Elton) are insufficient or unrealistic.
- Concern with traffic counts undertaken to date
- Concern about air quality impacts associated with increased traffic.
- Concern about the delivery and timing of infrastructure, particularly the through road and equalisation mechanisms.

Council Response – Transport and Highways

- As one of the allocations within PfE, the transport implications of Walshaw were considered in a strategic transport model commissioned by TfGM. Locality Assessments, which took account of the findings of the modelling, were prepared for each allocation. The Locality Assessment for Walshaw considered the likely traffic implications along with mitigation measures including the new through road, bus services improvements and active travel measures. These remain an important part of the evidence base for the WDF.
- The Council has prepared the Bury West Transport Framework to establish clear priorities for transport investment as part of the delivery of growth in Bury West including the Walshaw site. The Council has also commissioned further detailed transport modelling work which will form a baseline for the consideration of proposals in the area including at Elton Reservoir and Walshaw.
- As the site comes forward with planning applications, more up to date and detailed transport modelling will be required to be undertaken

through a Transport Assessment (TA) which will form part of the supporting documents for the application.

- The TA will need to address assess the impacts on traffic and consider alterations and/or mitigations to ensure that the proposal is acceptable in highways terms having regard to the network and highway safety. In assessing planning applications regard will be had to the Transport Assessment and any necessary mitigations to make the proposal acceptable in highway and planning terms.
- As well as dealing with the type and volume of traffic any TA or proposed layouts would need to address highway safety for all users. This would need to take into account highway safety around existing and proposed schools where relevant to the assessment.
- To accommodate the through road, the junction with Booth Street, Scobell Street and Church Street will need to be realigned. At this stage, it is envisaged that could involve re-routing traffic from Church Street onto the new road and then onto Booth Street. However, this is an indicative proposal which has not been subject to detailed highways modelling. If this is a proposal that was progressed, it would be subject to detailed scrutiny through the planning application process in conjunction with TfGM.
- Any potential changes to bus routes including the 480 would be considered by TfGM when reviewing proposals for the detailed road layout which will be subject to future planning applications.
- The Development Framework states that rat running must be avoided and any proposed north-south estate roads shall not be fully connected unless or until the full strategic through road is operational.
- Continuing to only promote options that support car users will further undermine reliable bus operation and therefore a balanced, sustainable transport strategy for the site is planned. Due to the balanced, sustainable transport strategy planned for the site, and in accordance with national and PfE policy, as part of all planning applications the developer will need to start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.
- The Bury West Transport Framework highlights the key transport challenges and opportunities associated with both the Elton Reservoir and Walshaw sites and establishes the principles that will shape how

people move within, to and from the new residential developments at Elton Reservoir and Walshaw. It identifies a programme of transport interventions which prioritises sustainable transport to facilitate the development and ensure that new homes and associated supporting infrastructure are accessible, well-connected, and environmentally responsible.

- TfGM review all Transport Assessments and this includes traffic counts. TfGM advise the Council if there are concerns with the data provided.
- All planning applications will need to be accompanied by an Air Quality Assessment, in accordance with PfE Policy JP-S5 so that any adverse impacts on air quality can be fully assessed and development will only be permitted where they are acceptable and/or suitable mitigation can be provided.
- Delivery and timing of infrastructure, particularly the through road will form part of the Infrastructure Phasing and Delivery Strategy. This is a live document which will be updated and reviewed as plans, evidence and costs are made available. The WDF states that an equalisation approach will be followed however the mechanisms for identifying contributions will evolve through the IDPS.

Proposed Amendments – Transport and Highways

- Chapter 7 - Access, Highways and Movement has been amended to strengthen the for site wide Transport Assessment which should fully consider the cumulative impact of other proposed development in the area, access, highways and active travel and include detailed technical assessment and feasibility work.

Comments Received - Green Belt, Environment & Ecology

- Strong objection to loss of green belt and open countryside and re-naming the land as grey belt.
- Concerns that:
 - There will be a disruption of wildlife corridors
 - Wildlife habitats will be lost (deer, birds, bats, etc)
 - Achieving 10% Biodiversity Net Gain is doubtful
 - Ecological surveys are inadequate or misleading
- Concern that allotments are shown on land outside the allocation.
- Request that climate change is included in the vision, strategic objectives and design principles

- Request that in Chapter 7 (Design) reference is made to making provision for high quality green and blue infrastructure.
- Request that Chapter 7 (Sustainability, Energy and Carbon Reduction) also refers to water efficiency.
- Concern that details of remediation and coal mining risk assessments are yet to be provided

Council Response – Green Belt, Environment & Ecology

- The Walshaw site has already been removed from the Green Belt and allocated for housing through the Places for Everyone Joint Plan (PfE). As such references to Grey Belt in this instance are not relevant to this site.
- Site wide ecology studies were prepared to support the allocation within PfE. These included: Walshaw HIMOR and VHW Ecology Technical Note, 202 and Walshaw Redrow Preliminary Ecology Appraisal, 2019
- Ecological issues were subject to detailed consideration by three experienced and independent Planning Inspectors during the PfE extensive examination. This included thorough debate around ecological matters at the hearing sessions, as well as evidence presented in documents.
- This stage of the planning process is still strategic and the proposals set out in the Walshaw Development Framework are still at a high level. As such the amount of detail and evidence used to support the document is proportionate.
- More details of the development will emerge through subsequent planning applications and these will need to be supported by detailed and up-to-date evidence. This will include a full suite of detailed ecological surveys to identify existing wildlife habitats, including protected species, and to ensure that appropriate mitigation and/or compensation measures are put in place.
- Biodiversity Net Gain is a mandatory legal requirement in England under the Environment Act. Developers will be expected to demonstrate how they will meet that requirement as part of a planning application. The WDF states that any off-site mitigation should be delivered in the first instance through Bury Council's local off-setting capacity, supplemented by strategic off-setting sites if needed.

- The land identified for allotment provision was incorrectly included in the draft WDF, this has been amended in the final WDF.
- Chapter 7 (Sustainability, Energy and Carbon Reduction) already refers to water efficiency.
- Details regarding coal mining assessments which have been undertaken to date are included in Chapter 3 (Topography and Ground Conditions). Further details regarding coal mining and landfill assessments will accompany planning applications when the detailed design is known.

Proposed Amendments – Green Belt, Environment & Ecology

- Section 7 (Ecology) has been strengthened to ensure a site wide detailed ecology strategy prepared in accordance with PfE Policies JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) is produced.
- Climate change resilience has been added to the vision, strategic objectives and design principles.
- Additional text has been added to Chapter 7 (Design) relating to making provision for high quality green and blue infrastructure including multi-functional SuDS, the provision of wildlife habitats and other wildlife-friendly features within the development;

Comments Received - Flood Risk and Drainage

- Concern that there is existing frequent flooding in the vicinity of the site (e.g. Scobell St, Church St)
- Concern that UU assets are not identified as a constraint and water and waste utilities need to be considered in detailed site layouts.
- Concerns that development will:
 - Increase surface water runoff
 - Overload already stretched drainage/sewer systems
- Concern that there is no site-wide drainage strategy for the site and no hydrological risk assessment informing the layout.
- Recommendation that flood risk assessments consider surface water flow, groundwater, system failure scenarios, and climate change impacts and that development must not increase flood risk elsewhere and should aim for improvements through sustainable drainage.

- Recommend strengthening SUDs requirements regarding climate resilience, drainage hierarchy, long-term maintenance, and early delivery of strategic infrastructure.
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- Recommend proposals incorporate appropriate buffers to protect watercourses, avoid culverting, and seek opportunities to improve channel form, riparian habitat and floodplain connectivity.
- Recommendation that development should incorporate water quality protection measures, including SuDS treatment stages and construction controls, are included.
- Request that there is no reliance on public sewers for surface water.
- Request that there is early engagement with UU as the proposals progress.
- Requirement to specify types of SUDs required
- UU highlight significant concerns regarding the WDF and do not consider the document to be ready for adoption as it is not sufficiently underpinned by key evidence to ensure that the site is delivered to meet the requirements of Policy JPA9 of Places for Everyone. UU do not consider the Development Framework to be informed by a clear phasing and infrastructure delivery strategy, which will ensure an integrated approach to infrastructure delivery across the allocation. In addition, UU state that the requirements for multi-functional sustainable drainage can be more clearly defined to ensure that multi-functional green and blue infrastructure is delivered across the site

Council Response – Flood Risk and Drainage

- All the site is within Flood Zone 1 – the lowest risk of fluvial flooding. The site was considered as part of a Strategic Flood Risk Assessment as part of PfE.
- The Council is fully aware of the existing flooding issues at Scobell Street and Church Street. National Planning Policy requires new development to ensure that flood risk is not increased elsewhere.
- The WDF highlights that development within the allocation provides the opportunity to consider whether the site can improve flood and drainage in the wider area.

- All planning applications will need to be accompanied by a Flood Risk and Drainage Assessment and Strategy, in accordance with PfE Policy JP-S4. In terms of drainage, Chapter 7 of the Development Framework specifies that relevant planning applications will need to be accompanied by a flood risk and drainage assessment and strategy which includes an approach to drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses.
- The WDF states that the Environment Agency and United Utilities should be engaged in the preparation of the site wide Flood Risk and Drainage Assessment. This will ensure that surface water flows, groundwater flows, system failure scenarios, and climate change impacts are all based on the latest information and guidance.
- The drainage strategy will be required to maintain natural water flows incorporate SUDs and set out maintenance and management arrangements.
- Surface water across the site will be drained through the implementation of SuDS. These are proposed to discharge site flows at a restricted surface water discharge rate through a series of attenuation ponds to Walshaw Brook (north of Walshaw Road) and Elton Brook (south of Walshaw Road).
- Chapter 7 (Flood Risk and Drainage) states that water quality treatment should be incorporated at source to reduce the impact of any contaminants on site.
- Chapter 7 (Flood Risk and Drainage) states that the Environment Agency, United Utilities and Bury Lead Local Flood Authority should be engaged in the production of flood risk and drainage strategies.
- Chapter 8 (Phasing and Delivery Strategy) states that the trigger for the implementation of SUDS will be determined through a drainage strategy for the site, which will be agreed with the Environment Agency and United Utilities.
- The Council note the significant concerns that UU have in respect of the lack of evidence and without the IDPS. As noted earlier, at this stage of the planning process the evidence is proportionate to the fact that the WDF is still a strategic document that provides an indicative masterplan for the site. It drew on evidence that supported the

allocation of the site within PfE and UU were consulted and engaged as part of this process. Planning applications within the site will need to provide detailed and up-to-date evidence, demonstrate consistency with the WDF, and demonstrate that they would not compromise the comprehensive development of the whole site.

- Infrastructure requirements to support development at the Walshaw site have been categorised as either strategic infrastructure (primary infrastructure to support the full delivery of the site) or local infrastructure (on-plot infrastructure) in Chapter 8 of the WDF.
- Triggers for delivery of infrastructure will be identified through relevant and updated technical evidence and refined in the Infrastructure Phasing and Delivery Strategy.
- Chapter 8 of the WDF states that planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Chapter 8 further states planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted. In relation to multi-functional sustainable drainage, significant additions to the text have been made in Chapter 7 (Flood Risk and Drainage) on the advice of UU.

Proposed Amendments – Flood Risk and Drainage

- Chapter 3 (Flood Risk and Drainage) – additional constraint – identifies the UU water main and states that water and waste utilities will need to be considered in detailed site layouts.
- Chapter 7 (Flood Risk and Drainage) has been amended to strengthen the wording in terms of ensuring a site wide flood and drainage strategy for the site is prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan with engagement from Environment Agency, United Utilities and Bury Lead Local Flood Authority.
- Chapter 7 (Flood Risk and Drainage) has been strengthened to require drainage strategies to incorporate and make space for Sustainable Drainage Systems (SuDS) attenuation ponds and other multifunctional
- SuDS features to manage water.

- Additional text has been added to Chapter 7 (Flood Risk and Drainage) which provides examples of SUDs features.
- Additional text has been added Chapter 7 (Flood Risk and Drainage) to state “Any layouts that wholly rely on traditional underground storage and conveyance systems for the management of surface water will not be acceptable.
- Additional text has been added to Chapter 7 (Flood Risk and Drainage) relating to the drainage hierarchy and long-term maintenance.
- Additional text has been added to Chapter 7 (Open Space, Sport and Recreation) to ensure proposals incorporate appropriate buffers to protect watercourses, avoid culverting, and seek opportunities to improve channel form, riparian habitat and floodplain connectivity.

Comments Received - Services (Schools & Healthcare)

- Concern that existing provision (schools and healthcare including dentists) are already at/near capacity.
- Concern that there is no provision for additional children to go to school.
- Concern that there is conflicting information on school provision (1form vs 2form)_
- Concerns regarding:
 - No guaranteed delivery timing for new school(s)
 - Lack of clear healthcare expansion
- Concern that the new homes are occupied before services are available
- Concern that there is a lack of firm, funded delivery plans or timelines for new infrastructure
- Request that Chapter 7 (Health) refers to the provision of on-site healthcare facilities and/or the improvement of off-site primary car facilities to meet the needs generated by the development
- Request that the strategic infrastructure requirement (health) in Chapter 8 is updated to ensure the trigger is to be determined in accordance

with evidence of need for provision and capacity assessments in collaboration with NHS GM ICB generated by the development.”

Council Response – Services (Schools & Healthcare)

- Policy JPA9 requires the provision of a new primary school and health facilities to meet the needs generated by the development. An indicative location for the new primary school is shown in the WDF. At this stage, it is envisaged that additional health facilities will be delivered via financial contributions put towards the provision of additional capacity via refurbishment, reconfiguration and/or extension of existing facilities or thorough delivery of an on-site facility within the Local Centre. The final decision on whether new health facilities will be on or off-site will be made in conjunction with Greater Manchester Integrated Care Board’s Primary Care and Estates Team.
- Infrastructure requirements to support development at the Walshaw site have been categorised as either strategic infrastructure (primary infrastructure to support the full delivery of the site) or local infrastructure (on-plot infrastructure) in Chapter 8 of the WDF. Health and education facilities are identified as strategic infrastructure.
- Triggers for delivery of infrastructure will be identified through relevant and updated technical evidence and refined in the Infrastructure Phasing and Delivery Strategy.
- Chapter 8 of the WDF states that planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Chapter 8 further states planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted.
- The Walshaw strategic sites webpage has been amended to reflect the provision of a one-form entry primary school

Proposed Amendments – Services (Schools & Healthcare)

- Chapter 6 (Character Area 3 Local Centre and School) – additional character area to highlight the location of the local centre and school and confirmation that this land will be safeguarded for this provision.
- Chapter 7 (Health) refers to the provision of land for a healthcare facility or the improvement of off-site primary care facilities to cope with the needs generated by the development.

- Chapter 8 (Phasing and Delivery Strategy) - Healthcare has been identified as a separate standalone infrastructure category and the requirement for financial contributions if on-site provision is not feasible has been added to the table. The trigger for this requirement is to be determined through up-to-date needs assessments and capacity assessments.

Comments Received - Open Space & Wellbeing

- Comments relating to the importance of green space for mental health and recreation.
- Concern that natural countryside is being replaced with “inferior managed spaces”
- There is little to no consideration given to the loss of amenity and “natural green setting” for existing residents.
- Recommend that buffer green zones between new and existing housing.

Council Response – Open Space & Wellbeing

- The Council recognises the value that accessible open spaces and green infrastructure provide in supporting physical and mental health. While development will result in changes to the existing land use, the Development Framework will require the delivery of a comprehensive network of accessible open spaces, including parks, natural green spaces, children’s play areas, recreational facilities, walking and cycling routes, and areas for biodiversity enhancement. These requirements are intended to ensure that new and existing communities have access to a range of high-quality green and recreational spaces, providing opportunities for exercise, leisure, nature appreciation and social interaction.
- The Council notes the recommendation that green buffer zones could be included between new and existing housing. This is something that can be considered at planning application stage when the detailed design and layouts are available. The WDF (Chapter 7 Design) requires development to respect and respond to the natural environment and respond positively to the local townscape, landscape and setting.

Proposed Amendment – Open Space & Wellbeing

- No amendments proposed in relation to these comments.

Comments Received - Housing Scale, Density, Design and Impact on Existing Residents

- Concern that the WDF prioritises new residents over existing ones
- Concern that the development is too dense and out of character with the existing area.
- Concern that the local character is mis-represented
- Concerns regarding:
 - 2.5-storey homes vs existing 2-storey character
 - High-density housing on site edges near existing homes
 - Potential House of Multiple Occupation
- Concerns about:
 - Overlooking and loss of privacy
 - Loss of views (e.g. Holcombe Hill)
 - Noise, traffic, reduced amenity
 - Waste management
- Frequent references to non-compliance with PfE Policy JPA9 (protecting existing amenity)

Council Response – Housing Scale, Density, Design and the Impact on Existing Residents

- This stage of the planning process is still strategic and the proposals set out in the Walshaw Development Framework are still at a high level. However PfE has allocated the site for 1,250 new homes and the development within the allocation must conform with the density policies set out in PfE Policy JP-H4. This requires a minimum net residential density of 35 dwellings per hectare.
- Further details will emerge as planning applications are submitted on the site. However the WDF seeks to show how the existing landscape features will become focal points within the new development and how variations in density and urban grain will create distinct character areas and edges.
- PfE Policy JPA9 requires an appropriate mix of house types and sizes and requires the design and layout of the development to allow for effective integration with surrounding communities. Any planning applications for Houses in Multiple Occupation will be determined in accordance with adopted planning policies and guidance.

- New homes will be required to pay Council Tax, a proportion of which is spent on waste management.

Proposed Amendments – Housing Scale, Density, Design and the Impact on Existing Residents

- Chapter 6 (Character Areas), clarification as to the three character areas. An additional Character area has been added – Local Centre and Primary School.
- Chapter 7 (Design) - New paragraph in the development principle section on design which requires new development to ensure there will be no unacceptable adverse impacts on the amenity of the surrounding area particularly in terms of:
 - Overshadowing and loss of light;
 - Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;
 - Pollution and general disturbance arising from noise, vibration, smell, litter, artificial lights and opening hours;
 - Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.
- In response to the concerns and confusion regarding the density of development, particularly on primary streets, the following text has been deleted given that the detail will come through planning and all proposals will need to be in accordance with PfE density policies - "Primary streets will have a higher density than the outer edges of the site.
- Additional text has been added to Chapter 6 (Character Strategy) to read "There will also be a need to retain the character and amenity of existing properties in locations where new buildings meet existing roads".

Comments Received – Impact on Existing Businesses

- Concern regarding the impact of the road on existing business.
- Concern regarding the impact of changes to the Booth Street/Church Street/Scobell; Street on existing businesses.

Council Response – Impact on Existing Businesses

- As noted above, the road layout is indicative at this moment in time and will be subject to detailed design and consideration through the planning application process. This will include consultation with residents and businesses.

Proposed Amendments – Impact on Existing Businesses

- No amendments proposed in relation to these comments

Comments Received – Affordable Housing

- Concern that development will not deliver genuinely affordable housing

Council Response – Affordable Housing

- PfE Policy JPA7 requires the development to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

Proposed Amendments – Affordable Housing

- In order to provide clarity, a glossary has been added to the document. This includes a definition of affordable housing which is consistent with the definition in national planning policy.

Comments Received – Christ Church

- Comment relating to the need for a careful design of the boundary between the church grounds and new housing on the Avenue.
- Request that consideration is given to a new pedestrian access point and suitable drop off arrangements from the Church into the development.
- Clarification on responsibility for maintaining and enhancing the historic railings, lighting and landscaping along adjoining routes.
- Exploring whether older persons accommodation could be located near the church to support community participation.

- Coordinated planning of community facilities to complement (not duplicate) the Church's role.

Council Response – Christ Church

- Details regarding the detailed design proposals for boundary treatments and the management of landscaping and lighting will form part of future planning applications.
- A new pedestrian access point from the Church into the development is now shown on the masterplan.
- Provision for older people will be pepper-potted through the development. Older persons provision in close proximity to the local centre will be supported as it will ensure easy access to facilities.
- The Local Centre will provide the opportunity for community facilities to locate in the heart of the development and within close proximity to the Church.
- Details regarding potential drop off facilities can be reviewed when the detail designs are available.

Proposed Amendments – Christ Church

- Chapter 3 (Built Heritage) – additional opportunity for a new pedestrian access point into the church grounds from the development.
- Chapter 6 (Masterplan) – a new pedestrian link from Christ Church into the new development has been added to the masterplan

Comments Received – Failure to Prioritise Brownfield Land

- Comments asking why brownfield sites are not being built on.
- Concern that build rates are already behind schedule and phasing is speculative rather than evidence based.

Council Response – Failure to Prioritise Brownfield Land

- Comprehensive evidence prepared for PfE showed that, for housing needs to be met, there is a need for both brownfield and greenfield sites. National planning policy does not support an explicit 'brownfield first' approach as Local Authorities are required to be able to provide a 5-year supply of housing sites which are available and deliverable.

- We are however adopting a ‘brownfield preference’ policy and will do all that we can to make sure that our brownfield sites come forward.
- The Walshaw Development Framework cannot dictate how and when private developers bring forward sites

Proposed Amendment – Failure to Prioritise Brownfield Land

- No amendments proposed in relation to these comments

Comments Received - Consultation Process

- The consultation process was widely criticised as:
 - Poorly advertised
 - Hard to access / overly technical
 - Lacking transparency
- Concern related to:
 - Missing or unclear proposals (e.g. road closures)
 - Drop-in events lacked knowledgeable staff
 - Residents felt unable to meaningfully engage

Council Response – Consultation Process

- The principle of residential development on the site is not a debate that can be re-opened. In order to avoid misleading communication and to seek to address misunderstandings, officers had to stress during the consultation that the principle of housing on the site has already been established through PfE and the purpose of the WDF is to establish principles that will shape how the development takes place.. This was often met with challenging discussions, but it was important that this fact was communicated.
- Whilst the principle of housing development on the site has been established through PfE, the purpose of the consultations is to try and establish views on the content of the Development Frameworks in terms of the infrastructure proposals and any local issues that residents wish to flag.
- The Council has sought to provide a proportionate and accessible programme of engagement on the Development Frameworks within a defined statutory timeframe. Consultation has been undertaken in a structured and professional format and in accordance with relevant Regulations and its Statement of Community Involvement.

- As noted above, the potential re-alignment of the Church Street, Booth Street and Scobell Street junction is an indicative proposal which has not been subject to detailed highways modelling. If this is a proposal that was progressed, it would be subject to detailed scrutiny through the planning application process in conjunction with TfGM. This would involve consultation with residents and businesses. There was no attempt to deliberately hide any indicative proposals.

Proposed Amendments – Consultation Process

- No amendments proposed in relation to these comments.

Council Response - Policy & Evidence Concerns

- Concern that the WDF is:
 - Not compliant with planning policy (PfE, NPPF)
 - Lacks key evidence:
 - Infrastructure strategy
 - Drainage strategy
 - Ecological baseline
- Comments relating to a potential legal challenge

Council Response – Policy & Evidence Concerns

- The WDF is fully compliant with the NPPF and PfE has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Regulations) 2012 (as amended).
- All planning applications will need to be accompanied by more up-to-date evidence and information around a number of factors, including updated information relating to transport and highways, ecology studies or drainage strategies for example. At this stage of the process, the evidence is proportionate to the fact that this is still a strategic plan that provides an indicative layout.

Proposed Amendments – Policy & Evidence Concerns

- The WDF has been updated in the introduction to the WDF, objectives of the WDF, introduction to Chapter 7 and sections relating to Access, Highways and Transport, Ecology, Open Space, Sport and Recreation and Flood Risk and Drainage to strengthen the requirement for site-wide evidence to accompany planning applications..

Comments Received - General

- Concern that the framework has largely been written and commissioned by the developer.
- Language is full of jargon and complicated, a glossary would help understanding some of the technical terms.
- Plans are not easy to understand
- Comments on planning application 71645
- Concern regarding impacts associated with construction
- Comments regarding the Council owned parcel of land within the allocation.

Council Response – General

- The Council has worked with the developer in setting the vision and spatial principles for the WDF, how the development will come forward and how it will comply with the development plan for Bury. As set out below this is normal practice for such developments.
- Paragraph 129 of the National Planning Policy Framework (NPPF)¹ states that: “Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places...”
- The NPPF is supported by Planning Practice Guidance (PPG)² which states that: “Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the level of detail, the masterplan may indicate the intended arrangement of buildings, streets and the public realm...” and that ‘A range of other plans and technical reports may be needed alongside a masterplan, to provide supporting evidence and set out related proposals, such as a local character study, landscape assessment, transport assessment and proposals for securing biodiversity net gain. An implementation strategy could also be included, especially where development is expected to be brought forward in a number of phases’. (Paragraph: 006 Reference ID: 26-006-20191001).

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² <https://www.gov.uk/government/collections/planning-practice-guidance>

- In describing how masterplans can be used most effectively, PPG states that: “Masterplans are most likely to be produced by local authorities or developers. For local authorities, they can help to clarify design expectations early in the planning process, set a clear vision for the site, inform infrastructure and viability assessments and identify requirements for developer contributions or other investment. Developers may produce a masterplan to help evolve their own vision for a site, assess options, engage the local planning authority and community in pre-application discussions and support an outline planning application. Whoever prepares them, masterplans can benefit from a collaborative approach between the local planning authority, site promoters and local communities so that aspirations and constraints are understood early on. Masterplans produced by local planning authorities may be adopted as supplementary planning documents to give them weight in decisions on applications. Masterplans often apply to schemes that are developed over a long time period and so may need to be subject to regular review and be flexible to adapt to changing circumstances”.
- Officers of Bury Council (planning, transport), EA, TfGM, UU and GMEU have reviewed the proposals and contributed to the WDF. Consultation responses have also been received from Natural England, Historic England, United Utilities and the Environment Agency. These have all helped to shape the contents of the WDF and this process will continue as planning applications come forward.
- As a formal planning policy document, it is necessary for the WDF to be relatively technical in nature. Nevertheless, the document would benefit from the inclusion of a glossary to explain what is meant by some of the more technical language.
- Several responses included comments on Planning Application 71645, these have all been passed onto the Case Officer and will be considered in the determination of this application.
- A Construction Traffic Management Plan will be required as part of planning applications. These documents include delivery hours, material storage, wheel washes, staff parking etc.
- Control of noise on construction sites is dealt with by the Control of Pollution Act 1974.
- The Council owned parcel within the allocation is currently identified for residential development.

Proposed Amendments – General

- A glossary has been added
- Other specific changes relating to wording in the text and on plans to improve clarity and accuracy. For example more clarity on the provision of, and contributions to, school places or specific changes requested by consultees such as the Environment Agency and United Utilities.

Appendix 1 – Sample of Strategic Sites Consultation Material

Strategic Sites Consultation Poster

Have your say in our consultation on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee

We are consulting on draft development frameworks for three strategic residential sites in Bury. Once adopted these will become Supplementary Planning Documents to guide decisions on future planning applications.

Each of these sites are allocated for residential development through the Places for Everyone joint plan and will be supported by new transport infrastructure, schools, green spaces, and new local centres.



Elton Reservoir

Up to 3,500 new homes

A new community in a parkland setting in harmony with nature



Walshaw

Up to 1,250 new homes

A well-connected community blending new development with existing neighbourhoods



Simister/Bowlee

Up to 1,550 new homes

A sustainable community with a vital role in shaping the Northern Gateway



Come to a drop-in event (4pm to 8pm)

Tuesday 24 February (all three sites)

- Radcliffe Market, 11 Blackburn Street M26 1PN

Wednesday 25 February (all three sites)

- Elton High School, Walshaw Road BL8 1RN

Thursday 26 February (all three sites)

- Parrenthorn High School, Heywood Road M25 2BW

Thursday 5 March (Simister/Bowlee only)

- Edgar Wood Academy, Heywood Old Road OL10 2QN

More information and respond online from 13 February to 27 March 2026



**bury.gov.uk
/strategicsites**

Alternatively, email strategicsites@bury.gov.uk or post feedback to Strategic Planning & Infrastructure, Floor 2, 3 Knowsley Place, Duke Street, Bury BL9 0EJ

Strategic Sites Consultation Leaflet

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on draft development frameworks for Elton Reservoir, Walshaw, and Simister/Bowlee



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See over the page for more information



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Bury Council

Strategic Sites Consultation Letter

12th February 2026

Dear Consultee,

RE: CONSULTATION ON DRAFT ELTON RESERVOIR, WALSHAW AND SIMISTER BOWLEE DEVELOPMENT FRAMEWORKS

We are contacting you as you have previously expressed an interest in local planning matters and your details are included on our consultation database.

Following its adoption on 21st March 2024, the Places for Everyone Joint Development Plan (PfE) became a key part of Bury's statutory development plan and this includes proposals for residential-led development within the Elton Reservoir, Walshaw and Simister Bowlee strategic allocations.

Bury Council has prepared draft Development Frameworks for the Elton Reservoir and Walshaw sites and jointly prepared a draft Development Framework for Simister Bowlee with Rochdale Council. Once adopted, each of the Development Frameworks will become a Supplementary Planning Document (SPD).

The draft frameworks provide more detail on the vision and aspirations for the strategic allocations. They establish key principles for the development of the sites and shows how they are likely to be developed through a high-level masterplan. The frameworks also set out how new housing and supporting infrastructure will be provided in a coordinated and phased approach.

Following Cabinet approval, we are now seeking your views on the draft Development Frameworks over a six-week period of consultation commencing on Friday 13th February 2026, running until Friday 27th March 2026.

HOW CAN I VIEW THE DRAFT DEVELOPMENT FRAMEWORKS AND MAKE COMMENTS?

All relevant documentation can be found on the Council's web site at www.bury.gov.uk/strategicsites

The Development Frameworks will also be available to view at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday-Friday) and at local libraries and the Tottington Centre during their normal opening hours (see www.bury.gov.uk/libraries and www.tottingtoncentre.co.uk for details).

We are keen to promote the submission of comments electronically via the Council's web site or by email. Responses by email should be sent to strategicsites@bury.gov.uk. Alternatively, responses can be returned by post to the following address:

Strategic Planning and Infrastructure
2nd Floor
3 Knowsley Place
Duke Street
Bury

DROP IN SESSIONS

Bury Council is hosting drop in events where Planning Officers will be available to answer any questions you may have on the draft Development Frameworks as follows:

- Tuesday 24th February – Radcliffe Market ,11 Blackburn Street M26 1PN – 4-8pm
- Wednesday 25th February – Elton High School, Walshaw Road BL8 1RN – 4-8pm
- Thursday 26th February – Parrenthorn High School, Heywood Road M25 2BW – 4-8pm

Rochdale Council is also hosting a drop in event on:

- Thursday 5th March – Edgar Wood Academy, Heywood Old Road OL10 2QN – 4-8pm (Simister Bowlee only)

Please do not hesitate to contact a member of the Strategic Planning and Infrastructure team on 0161 253 5550 or email strategicsites@bury.gov.uk if you require further information on the draft Development Frameworks

Yours sincerely,
Strategic Planning and Infrastructure

Consultation Platform

[Walshaw Development Framework SPD – Fill out form](#)



Walshaw Development Framework SPD

This questionnaire seeks your views on the draft Development Framework for Walshaw.

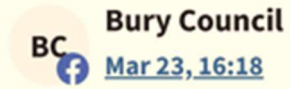
Please note that the Development Framework is broken down by chapter and this questionnaire has been designed to allow you to focus your comments on each individual chapter. This will assist the Council in identifying which area of the Framework your comments relate to and help determine where potential changes may be required.

You do not need to comment on all chapters if you do not wish to, but it is advisable that you look at the whole Development Framework document to help inform your comments www.bury.gov.uk/walshaw

Please ensure to complete and submit your response by **5pm Friday 27 March 2026** when the consultation closes. If you wish to submit any supporting documents with your response, you can do so by emailing strategicsites@bury.gov.uk.

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

Example Social Media Posts



Residents have until Friday (27 Mar) to comment on draft development frameworks for Elton Reservoir, Walshaw and Simister/Bowlee. The outline plans concern new homes, schools, transport and roads, a Metrolink stop, enhanced public transport