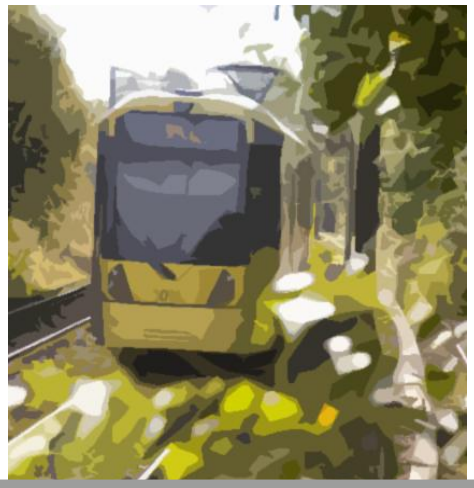
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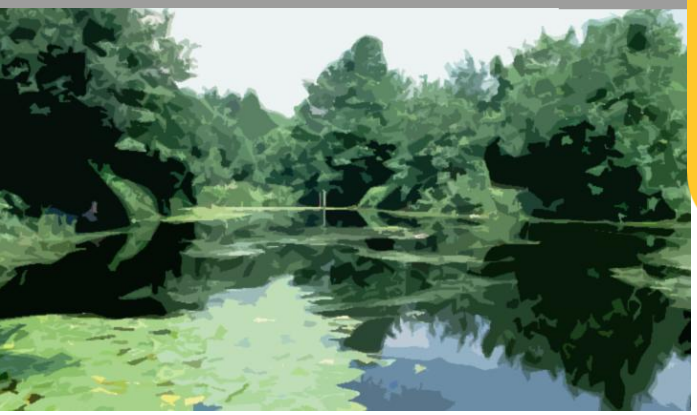






Publication Bury Local Plan

June 2026











Foreword

These are exciting times for Bury. As one of the ten districts of Greater Manchester, Bury has a key role to play in supporting the economic and growth ambitions of the conurbation and the Council is working alongside its Greater Manchester colleagues on a wide range of initiatives to support this.

Bury is one of the nine Greater Manchester districts that contributed to the preparation of the Places for Everyone Joint Development Plan (PfE) which was adopted in March 2024. PfE forms a key part of the statutory development plan for each of the nine participating districts. It sets out a range of strategic policies and identifies the amount of new employment floorspace and housing that is required and the strategic locations to accommodate these development needs, including a transformational opportunity for economic and employment growth at the Northern Gateway and key strategic housing sites at Elton Reservoir, Walshaw and Simister.

In addition to the strategic policies in PfE, there is a need to now bring forward a Local Plan for Bury. The Local Plan will be a follow-on plan sitting alongside PfE as a key part of Bury's statutory development plan and will set out locally-specific planning policies for Bury. The Local Plan will complement other key strategies and plans for Bury including our 'Let's Do It!' Strategy, Local Transport Strategy, Economic Strategy and Climate Action Strategy.

Despite its recent success stories, Bury still faces some difficult challenges. For example, we need to deliver continued regeneration in the areas such as East Bury and Radcliffe and to ensure that the Borough is home to healthy and cohesive communities.

We need to support the reinvention of our town centres in the face of significant changes to patterns of retailing and ensure sufficient provision of good quality affordable homes.

We need to ensure that the Borough maintains a good quality natural and built environment and that we introduce measures which will enable us to mitigate the cause and effects of climate change in a positive manner.

Together we will seek to build on the existing qualities and strengths of each community to truly realise our ambitions to make Bury a greater place and I look forward to your comments on this next important stage for Bury's new Local Plan.



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

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Strategic policies

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

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

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

1 Introduction

1.1 Planning affects many aspects of our lives and our environment – from where we live, work, shop and how we spend our leisure time. It helps shape the way our townships develop and aims to balance the often conflicting demands of housing, businesses, agriculture, recreation, transport, the environment and community needs.

1.2 It has a key role to play in delivering solutions to poverty and inequality at a local level. This involves the delivery of homes, services, amenities and infrastructure that improve economic, social and health outcomes.

1.3 The Government requires all local councils to produce a long-term plan that sets out a positive vision for the future of their area. Plans should provide a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings. These documents are known as development plans.

1.4 Bury's Local Plan will sit alongside three other adopted plans in forming Bury's wider development plan, namely:

- Places for Everyone Joint Development Plan (adopted in March 2024);
- Greater Manchester Joint Minerals Plan (adopted in April 2013); and
- Greater Manchester Joint Waste Plan (adopted in April 2012).

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

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

1.7 The Local Plan is being prepared in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Next steps and proposed timetable

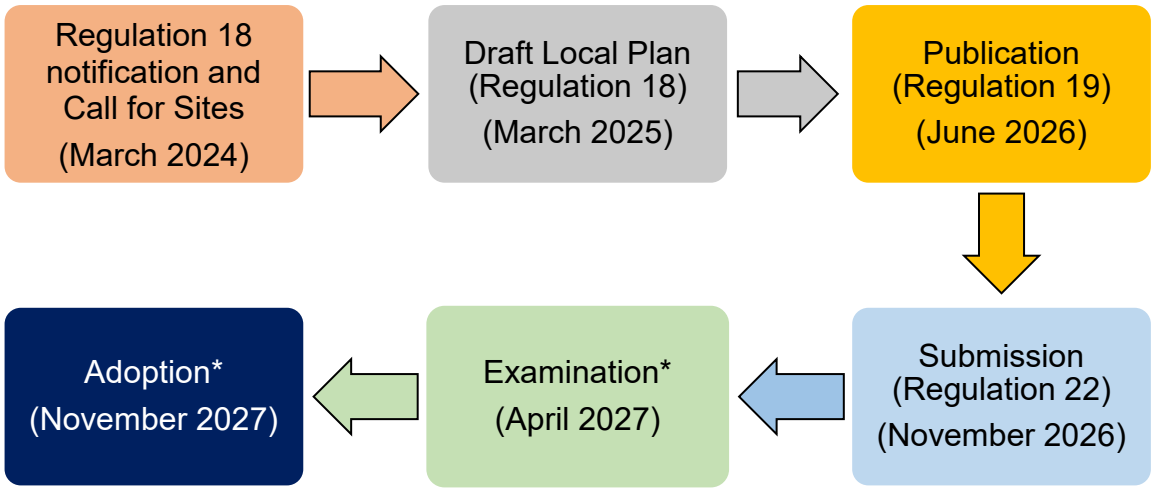
1.8 Moving forward, any representations received in response to consultation on this Publication version of the Local Plan will be formally submitted to the

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

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

1.10 Figure 1 sets out the preparation process for the Local Plan as well as the intended timescales.

Figure 1 – Proposed stages and timetable for Bury's Local Plan



* Subject to the timetable of the Planning Inspectorate

Commenting on the Local Plan

1.11 Comments are invited on this Publication Local Plan, along with any views relating to the supporting evidence. The eight-week period for making comments runs from Friday 17 July May 2026 to 23:59 on Friday 11 September 2026.

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

1.13 In order to give us a clear and accurate picture of your views, you are requested to make your representation on an official comment form which

you can access via the Council's web site at www.bury.gov.uk/burylocalplan. In doing so, we will be able to establish your definitive views.

1.14 It is the Council's preference for comment forms to be returned electronically to planning.policy@bury.gov.uk. However, you can download a comment form from the above web site and return it by post to the following address:

Strategic Planning and Infrastructure
Place Directorate
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

1.15 You may also wish to accompany your representation with a request to be notified when:

- The Local Plan is submitted to the Secretary of State for independent examination;
- The Inspector's recommendations following the examination are published; and
- The Local Plan is formally adopted.

1.16 If you want to stay informed about all aspects of the Bury Local Plan and other development planning matters, you can register your interest by completing our online form at www.bury.gov.uk/burylocalplan. We'll contact you at all key stages of the plan so you can always make your views known. You'll need an email address to register online and you can unsubscribe from the service at any time by emailing your details to planning.policy@bury.gov.uk or calling 0161 253 7800. If you haven't got an email address, you can opt to receive postal updates by calling us.

1.17 It should be noted that consultation on the Local Plan is not an opportunity to object to sites that have already been allocated through the Places for Everyone Joint Plan. Places for Everyone (and the sites allocated within it) was adopted by each of the nine participating districts in March 2024.

1.18 As such, the sites allocated at the Northern Gateway (JPA1.1 and JPA1.2); Elton Reservoir (JPA7); Seedfield (JPA8) and Walshaw (JPA9) are no longer designated as Green Belt and the principle of development on these sites has been established.

1.19 These sites do not form part of the Local Plan and any comments on them cannot be considered through the Local Plan process.

2 Context for the Local Plan

2.1 The planning system in England is plan-led which means that development plans are used to guide and manage future development and as the basis for determining planning applications. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

2.2 The preparation of Bury's new Local Plan needs to be undertaken within the context of existing national and sub-regional planning policies as well as other related strategies and plans.

National planning policy

2.3 All development plans must be prepared within the context of the Government's planning policies. These are primarily set out within the National Planning Policy Framework (NPPF)[1] which sets out the Government's planning policies for England and how these should be applied. The NPPF provides a framework within which locally prepared plans can be produced.

2.4 The NPPF is supported by separate policy documents related to waste[2] and traveller sites[3] as well as more detailed information in Planning Practice Guidance[4].

Transitional arrangements

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

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

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

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

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

Plan period

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

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

Places for Everyone

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

2.11 PfE sets out the overall spatial strategy for the nine Greater Manchester districts. Some of the major strategic decisions relating to Bury's future growth and development have already been made through the PfE Joint Plan. For example, it identifies future needs for housing and employment floorspace, allocates strategic sites to help meet these needs and identifies a revised Green Belt boundary.

2.12 This Local Plan provides a more detailed set of locally specific planning policies to complement PfE. Given that both documents will be key components of Bury's development plan, there is clearly a need for consistency between the two.

Greater Manchester Joint Minerals and Waste Plans

2.13 The ten Local Authorities in Greater Manchester are the waste and minerals planning authorities for their respective area. Each authority is responsible for land use planning matters for waste and minerals development. The ten Greater Manchester authorities worked together to produce a Greater

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

Manchester Joint Waste Development Plan Document (the Waste Plan), adopted in 2012 and a Greater Manchester Joint Minerals Development Plan Document (the Minerals Plan) which was adopted in 2013.

2.14 The Waste Plan considers all types of waste arisings, including construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority collected waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities.

2.15 The Minerals Plan provides a guide to operators and the public about where mineral extraction may take place in future and safeguards mineral resources from other forms of development.

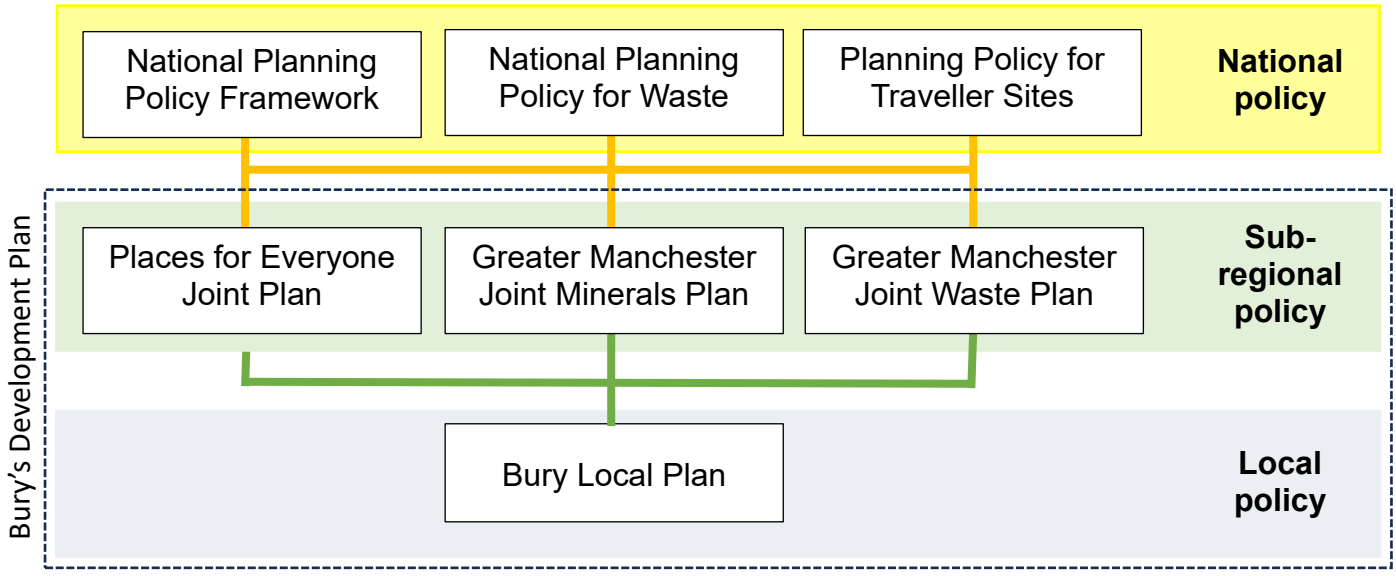
2.16 A review of the Joint Minerals and Waste Plans has indicated that there is a need to update both plans and the ten Greater Manchester districts recently agreed to the principle of the making of a combined Joint Minerals and Waste Plan for Greater Manchester.

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

Planning policy hierarchy

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

Figure 2 – Proposed planning policy hierarchy



2.19 The overall development plan for Bury will comprise the Local Plan, the Places for Everyone Joint Plan and the Greater Manchester Joint Minerals and Waste Plans (or any subsequent replacement) and these should be read as a whole to inform the decision-making process. As such, there is no need for the Local Plan to include policies that are adequately covered within other development plan documents or national policy.

2.20 Although none have been adopted at present in Bury, there is also potential for the development plan to include one or more Neighbourhood Plans. These give communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. However, any Neighbourhood Plan would need to be aligned to the more strategic elements of the development plan, such as the Local Plan and Places for Everyone.

Bury's 'Let's Do It!' Strategy

2.21 Bury's Let's Do It! Strategy is a ten-year vision and strategy for the Borough. It seeks to build upon a shared sense of local pride and act as a call to arms for progressing the local vision 'to stand out as a place achieving faster economic growth than the national average, with lower than national average levels of deprivation'.

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

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

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

2.24 Bury's Local Plan will play a key role in delivering the vision and aims of the Let's Do It Strategy and, as such, it is important that there is alignment between these two key local strategies.

Evidence base

2.25 The National Planning Policy Framework requires that the preparation and review of Local Plans should be underpinned by relevant, up-to-date and proportionate evidence and this is one of the key tests that an Inspector will consider when examining the soundness of the Plan and determining whether the strategy is justified.

2.26 The evidence base includes relevant documents prepared to support the Places for Everyone Joint Plan as well as other evidence where this is required to support a locally specific approach.

2.27 It also includes an Integrated Assessment which will assess the potential impacts of the Local Plan (embracing a Sustainability Appraisal/Strategic Environmental Assessment, a Health Impact Assessment and an Equalities Impact Assessment) as well as a Habitats Regulations Assessment (HRA) to test if the Local Plan could significantly harm the designated features of a European site.

2.28 The Local Plan will also be supported by an Infrastructure Delivery Plan. This will provide a framework for infrastructure provision over the plan period, setting out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan.

Duty to Co-operate

2.29 The duty to co-operate was introduced in the Localism Act 2011. It places a legal duty on local planning authorities to engage constructively and actively and to address strategic cross-boundary matters in preparing local plans. The duty to co-operate is not a duty to agree but rather to engage in a meaningful and substantive way in respect of cross-border issues.

2.30 Local planning authorities must demonstrate how they have complied with the duty at the examination of the Local Plan. Bury Council will continue to actively and constructively engage with adjoining districts and other organisations and partners.

3 The strategy

3.1 This chapter sets out a broad strategy for the Local Plan in order to give an overview of the proposed approach towards the future growth and development of the Borough.

3.2 The strategy describes a broad direction for the Local Plan's policies and site allocations. It includes an overarching Vision for the Borough; a series of Core Objectives; and a Spatial Strategy that broadly sets out where the Plan will seek to distribute new development as well as key areas where development will be resisted.

3.3 Fundamentally, the strategy for the Local Plan is underpinned by the need to strive towards achieving sustainable development.

Strategic vision

3.4 The Local Plan can significantly influence the growth and development in Bury. At the outset therefore it is important to broadly set out the type of place that we want Bury to be in the future. The Vision for the Bury Local Plan is as follows:

'By 2043 the Borough will have embraced sustainable growth in a managed way and responded to the climate emergency in the delivery of new development.

Underpinned by the transformational Northern Gateway (Heywood/Pilsworth) site and the diverse independent business and tourism sectors, the Borough will have a strong local economy that provides good quality and accessible jobs and makes a significant contribution towards boosting the economic output from the north of Greater Manchester.

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

It will be home to strong, vibrant and healthy communities with access to good quality and affordable housing that meets all needs and has

been delivered on a combination of previously developed land and strategic housing sites at Walshaw, Elton Reservoir, Castle Road and Simister. All residents will have good access to open space, education and other community facilities.

The Borough will have responded to the biodiversity emergency having taken bold action to reverse the decline in our natural heritage. It will be home to a high-quality natural environment centred on strategic assets, including the river valleys and West Pennine Moors.

It will also have a high-quality and diverse built environment that reflects local heritage, culture and character and which incorporates well-designed places that are safe and resilient to the effects of climate change, and which contribute to a carbon neutral Greater Manchester with all new development being net zero carbon.

It will have good connections to surrounding areas and beyond with increased use of sustainable modes of transport and less reliance on fossil-fuelled private motor vehicles which will have helped the Borough achieve higher standards of air quality.'

Climate change

3.5 Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted in 2021, the Council has developed a strategy for achieving carbon neutrality by 2038 and policies in this Local Plan as well as the Places for Everyone Joint Plan include measures that will support ambitions for Greater Manchester to be carbon neutral by 2038 and for all new development to be net zero carbon in operation by 2028.

3.6 The Places for Everyone Joint Plan includes policies designed to contribute towards Greater Manchester's commitments to become carbon neutral by 2038. These include measures to reduce greenhouse gas emissions and to promote decentralised energy infrastructure.

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

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

Strategic objectives

3.9 In order to achieve the Vision and to make Bury the place that we want it to be, it is important to establish a broad framework and direction for the Local Plan. This is set out in the Strategic Objectives for the Local Plan to:

1. **Ensure that the Borough is resilient and adaptive to the cause and effects of climate change and support ambitions for Greater Manchester to be carbon neutral by 2038 and for all new development to be net zero carbon by 2028;**
2. **Make efficient use of land by promoting the redevelopment of available brownfield sites;**
3. **Deliver an appropriate supply of well-designed housing to meet needs;**
4. **Deliver a competitive and diverse local economy and accessible high-quality jobs throughout the Borough;**
5. **Support a hierarchy of vital and viable town, district and local centres;**
6. **Safeguard existing and promote new tourism and cultural development in appropriate locations;**
7. **Make a positive contribution towards addressing issues associated with deprivation and health and wellbeing across all the Borough's communities;**
8. **Ensure that the Borough's residents have access to good quality education and other community facilities;**
9. **Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles;**
10. **Ensure that all new development displays high standards of design and layout;**
11. **Positively manage the conservation and enjoyment of the Borough's heritage assets;**

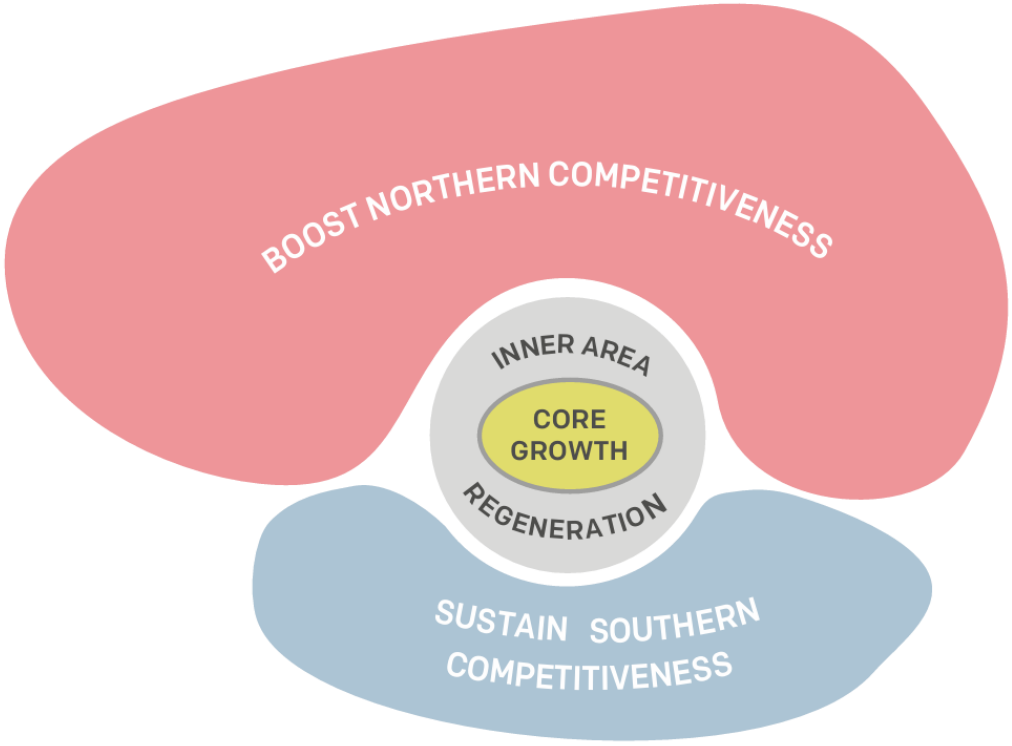
12. **Assist in the process of achieving nature recovery and ecological network connectivity by conserving and enhancing the Borough's natural environment and supporting a net gain in Bury's biodiversity;**
13. **Ensure that the Borough's residents have access to enough good quality green and blue infrastructure, open space, sport and recreation facilities;**
14. **Protect the Green Belt from inappropriate development and support beneficial uses within it;**
15. **Ensure that new development is safe from flooding and does not contribute to increased flood risk elsewhere and to promote improvements to the Borough's water courses;**
16. **Ensure the sustainable management of water, both in terms of sustainable drainage and the protection and efficient use of public water supply resources;**
17. **Prevent both new and existing development from contributing to, or being adversely affected by, poor air quality, unacceptable levels of pollution or hazards; and**
18. **Ensure and that new and existing development is supported by necessary infrastructure.**

Spatial strategy

3.10 The National Planning Policy Framework requires plans to set out an overall strategy for the pattern of development in the area to which it relates.

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

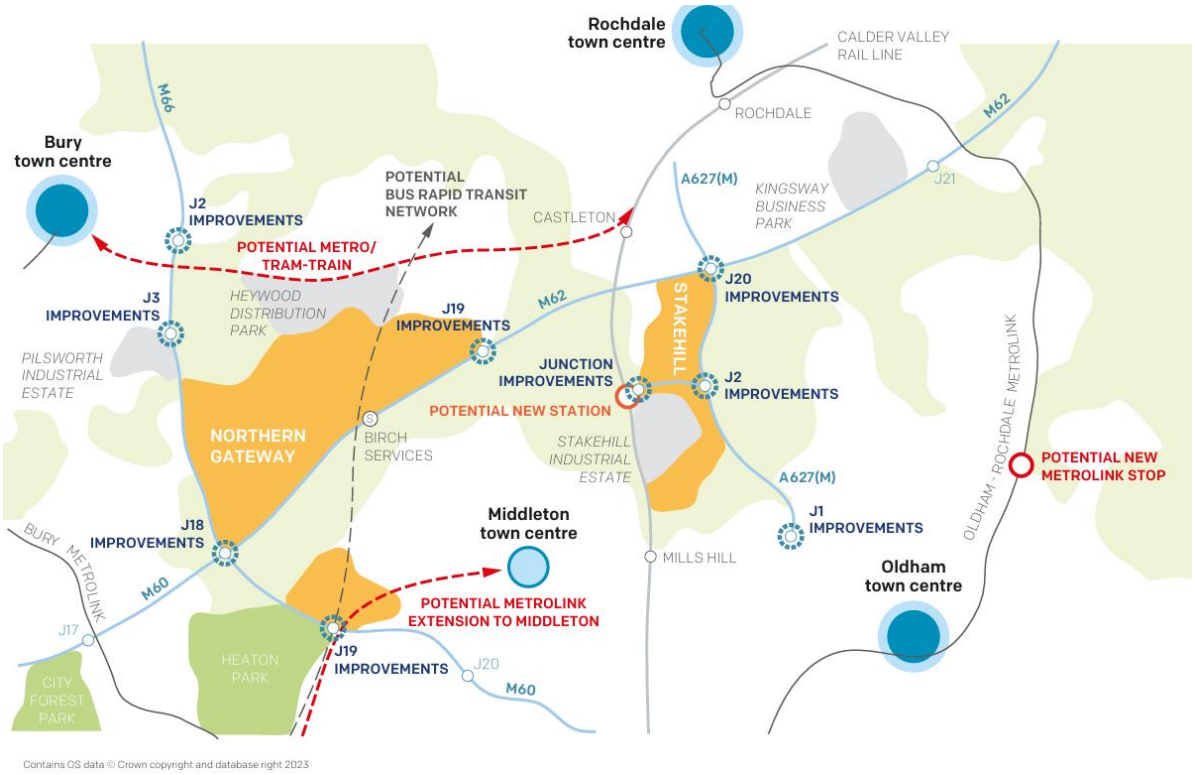
Figure 3 - PfE spatial strategy



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

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

Figure 4 - North East Growth Corridor



3.14 The Spatial Strategy for the Local Plan reflects the strategic approach set out in Places for Everyone, including the strategic housing and employment sites that are proposed to meet future development needs but also includes more locally specific spatial priorities. It broadly identifies key locations within the Borough where growth and development will be accommodated as well as broad areas where development will be resisted and this is reflected in the Key Diagram that follows.

Broad distribution of development

3.15 The strategy for the Local Plan is fundamentally underpinned by an aim to achieve sustainable development, and this includes seeking to ensure that development occurs in sustainable locations. This involves focusing development in locations that, as far as possible:

- Are, or can be made, accessible by sustainable forms of transport such as walking, wheeling, cycling and public transport to reduce the need to make car-borne journeys;
- Reduce the need to travel by having good access to jobs, schools, shops and services, parks, civic buildings, health care and other amenities;

- Are, or have the potential to be, connected to existing infrastructure for roads, water, wastewater and utilities;
- Encourage the re-use of previously developed land;
- Support health and wellbeing and assist in addressing issues associated with the Borough's deprived communities;
- Are safe from flood risk and wouldn't cause increased flood risk elsewhere; and
- Conserve natural resources, habitat and open space and would not have a detrimental impact on the Borough's heritage assets.

3.16 PfE used the Government's standard methodology (applicable at the time) to calculate housing needs across the plan area. However, as a joint plan, Places for Everyone enabled a redistribution of some of Bury's housing needs amongst other districts to reflect the availability of land and strategic priorities for the conurbation. As a result, Bury has been able to reduce the housing target over the plan period and, importantly, this enabled Bury to reduce the amount of Green Belt needed to meet housing needs.

3.17 The Borough's urban land supply is largely made up of brownfield sites within the existing urban areas of Bury and Radcliffe where the greatest brownfield opportunities exist. The Council has a successful track record in securing the regeneration of brownfield sites and the Plan's strategy reflects the continued commitment to support the development of brownfield land, including a significant amount of new housing within the Borough's key town centres.

3.18 However, there simply is not enough brownfield land within the Borough to meet even the reduced housing target in PfE. Consequently, to address the shortfall, PfE identifies several strategic housing allocations on land that was previously designated as Green Belt at Seedfield, Walshaw, Elton Reservoir, Castle Road (Unsworth) and Simister. These sites were selected against robust criteria and on the basis that they are in sustainable locations in terms of being well connected to the existing urban area and infrastructure.

3.19 Similarly, Places for Everyone includes an economic strategy that seeks to rebalance the Greater Manchester economy by significantly boosting the economic output from the north of the sub-region. In pursuit of this, Places for Everyone has identified a strategic employment allocation at Heywood/Pilsworth as part of a collection of three employment allocations within the North East Growth Corridor. The Heywood/Pilsworth site straddles Bury and Rochdale and is the most significant proposal for employment development within Places for Everyone.

3.20 The Heywood/Pilsworth site occupies a strategic location adjacent to the M60, M62 and M66 and market analysis considers that this, together with the scale of the opportunity, will attract high-quality businesses and employment opportunities, including advanced manufacturing processes to support product innovation and research activity in Manchester city centre.

3.21 The site provides the opportunity to deliver an internationally significant employment development with the potential to deliver a total of around 1.2 million sq.m. of employment floorspace and it is estimated that the development has the potential to generate around 20,000 jobs.

3.22 However, the Local Plan recognises the importance of ensuring that the Borough includes a wide range of employment sites and accommodation to meet all levels of need and affordability. Consequently, in addition to encouraging new inward investment at Heywood/Pilsworth, the Local Plan seeks to consolidate and enhance existing employment areas and sites throughout the Borough where these provide, or have the potential to provide, valuable sources of employment often in more affordable accommodation.

3.23 The Local Plan also seeks to direct development involving main town centre uses (such as retail, commercial leisure and offices), towards the Borough's existing hierarchy of centres, ensuring that the scale of the development is proportionate to the position of the centre within the hierarchy. The focus for these uses will be the Borough's key town centres of Bury, Ramsbottom, Radcliffe and Prestwich although, as the Borough's sub-regional centre, Bury will accommodate the majority of this development.

3.24 The Local Plan recognises the contribution that the Borough's tourism and cultural assets make towards the overall success of the local economy and, as such, the strategy is to encourage growth in this sector by supporting and protecting existing and potential assets and encouraging further appropriate visitor-related development. At present, Bury's key tourism and cultural assets are the East Lancashire Railway; the West Pennine Moors; Bury Market; the Irwell Valley; Bury Transport Museum; the Fusiliers Museum, Lancashire; Bury Art Museum and Sculpture Centre; Bury Libraries; and the Met.

3.25 The growth and development proposed for Bury will require significant investment in infrastructure across the Borough to ensure that the additional demands created by this growth are met. This includes the need to make provision for transport, education, healthcare, open space and recreation, community spaces/facilities, digital and telecommunications, waste management, water supply, wastewater and flood risk mitigation.

Conserving and enhancing the environment

3.26 Whilst seeking to accommodate the Borough's needs for growth and development, the Strategy seeks to balance this with the need to conserve and enhance the natural, built and historic environment and to plan for measures to address climate change mitigation and adaptation.

3.27 In line with national planning policy, the Plan's strategy is to resist inappropriate development in the Green Belt except in very special circumstances and to seek to ensure that areas of Green Belt are brought into beneficial use, where appropriate. In broad terms, the Borough's Green Belt covers the following areas:

- In the north and west of the Borough between Bury and Bolton incorporating open land areas to the west of Ramsbottom and southwards through the Hawkshaw, Affetside and Ainsworth areas to the Bradley Fold area of Radcliffe;
- the Irwell Valley between Bury and Ramsbottom;
- in the north and east of the Borough between Bury and Rochdale incorporating open land areas to the east of Ramsbottom and southwards through Shuttleworth and Nangreaves and to the east of Walmersley; and
- in the south and west of the Borough between Bury and Salford incorporating open land to the west of Radcliffe and southwards through Outwood, Philips Park to the west of Prestwich.

3.28 The river valleys of the Irwell and the Roch and their tributaries are the major components of the Borough's strategic green infrastructure network, as are the West Pennine Moors, wildlife corridors and key ecological and geological assets. These areas are intrinsic to the Borough's image and offer a range of benefits such as the potential for climatic adaptation, flood alleviation, opportunities for leisure and health benefits, biodiversity and landscape distinctiveness. Furthermore, they represent significant opportunities for cross-boundary linkages into green infrastructure networks within surrounding districts. The Local Plan seeks to conserve and enhance key areas of Green Infrastructure and to also ensure that new development makes a contribution towards the provision of new and improved Green Infrastructure.

3.29 In terms of the built environment, the Local Plan seeks to positively manage the conservation and enjoyment of the Borough's Conservation Areas, Listed Buildings, Scheduled Monuments, archaeological features and local non-designated heritage assets.

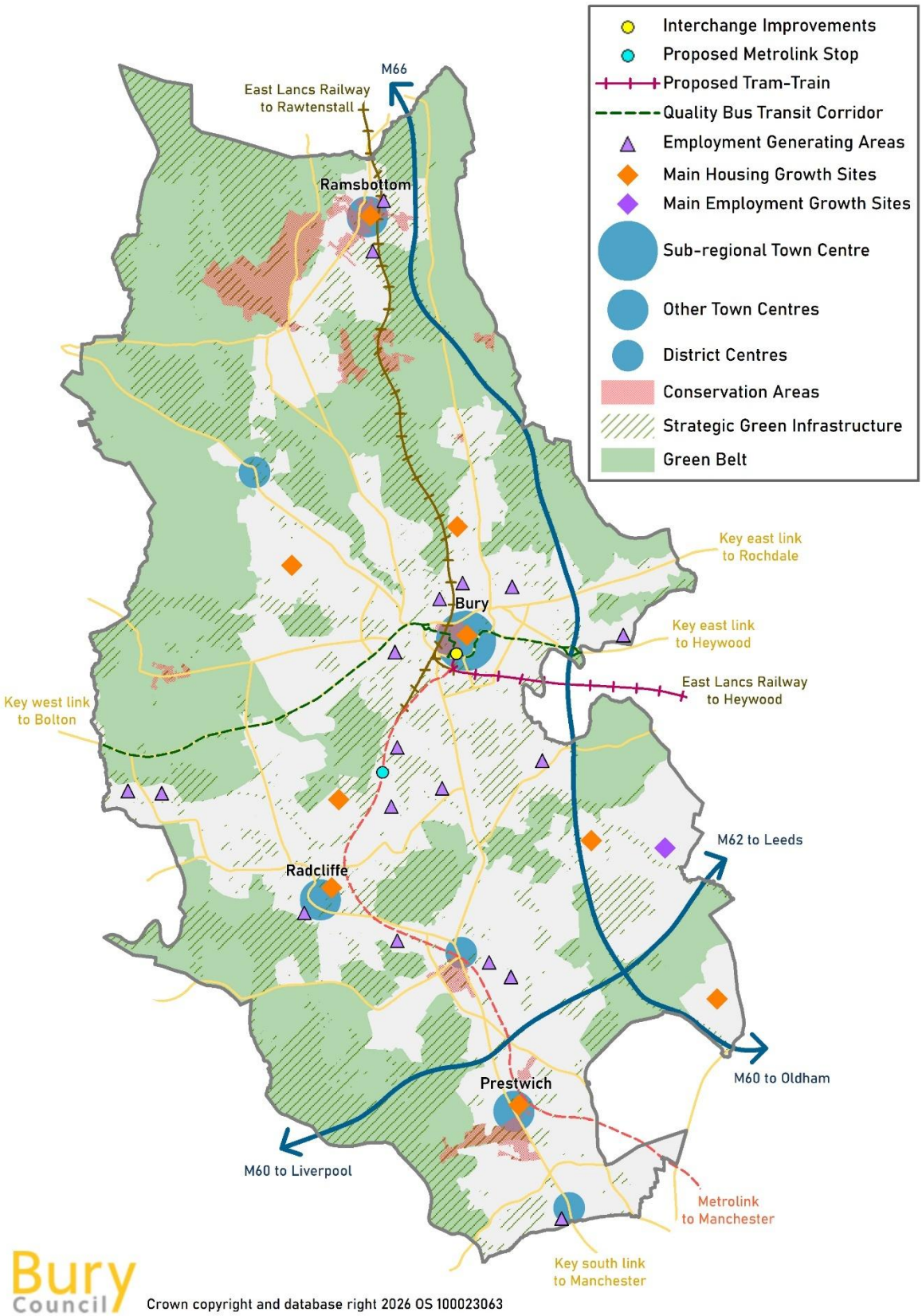
3.30 The Local Plan will also seek to ensure that all new development delivers high-quality, inclusive and sustainable places that respond positively to local context and contribute to a distinctive sense of place.

Key Diagram

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

3.32 The Key Diagram is shown in Figure 3 below. This shows the key areas for growth in the Borough and, for contextual purposes, includes the strategic allocations from the adopted Places for Everyone Joint Plan. As adopted PfE allocations, these are not part of the Local Plan but are shown on the Key Diagram to reflect future key areas of housing and employment growth in the Borough. Similarly, the Key Diagram also shows the extent of the adopted Green Belt as designated under PfE Policy JP-G9.

Figure 5 – Local Plan Key Diagram



Policies Map

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

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

3.35 Ultimately, the Local Plan Policies Map will become part of a wider composite Policies Map that will also include adopted allocations and designations from other parts of the development plan i.e. Places for Everyone and the Greater Manchester Joint Minerals and Waste Plans (or subsequent replacement).

4 Meeting our housing needs

4.1 The NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.



4.2 The scale of housing growth to be accommodated up to 2039 has been set through the Joint Places for Everyone Development Plan, as set out in Table 1.

Table 1 – Housing growth to 2039

	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	Total 2022-2039
Bury housing requirement	452	246	452	520	7,678

4.3 As set out in Places for Everyone paragraph 1.56, in the event that a local plan looks beyond 2039, the minimum requirement figure set out in Policy JP-H1 should be used to inform local plan targets.

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

Table 2 – Housing growth to 2043

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

4.5 Places for Everyone also seeks to support the delivery of affordable housing and the delivery of a range of dwelling types and sizes to meet local needs, including specialist housing and the needs of specific groups. It also identifies minimum density standards that new housing development should have regard to.

4.6 The Housing Topic Paper identifies the key housing issues that the Local Plan should seek to address. Some of the key local issues for housing include the need to plan to meet the needs of a growing and ageing population by ensuring the provision of an adequate supply of appropriate and affordable housing in the right locations and ensuring that development makes an efficient use of land. It is also vital to ensure that new residential development responds to the climate emergency and supports the transition to a low carbon future in a changing climate.

4.7 In response to these issues the Local Plan, alongside Places for Everyone, seeks to deliver an appropriate supply of well-designed housing to meet the Borough's needs.

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

Table 3 – Housing supply 2022 - 2043

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

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

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

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

Policy LP-H1: Housing land provision

The Council will seek to ensure that:

a. Sufficient land is available to deliver the adopted housing requirement for Bury as set out in Places for Everyone Policy JP-H1;

b. The plan, monitor and manage approach is used to ensure that the Borough's housing target is delivered;

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

d. The targets for affordable housing are met, taking account of viability issues and site characteristics;

e. The specific housing needs of particular groups are catered for, including older persons and those in need of specialist housing;

f. The accommodation requirements of travelling communities are catered for in appropriate locations;

g. Housing sites deliver an appropriate mix of house types, sizes and tenures that reflect the specific housing needs in a particular area; and

h. Best use is made of the existing housing stock and vacancy rates are reduced.

Windfall Development

It is likely that further opportunities for residential development will arise over the plan period on sites that have not been specifically identified in the Strategic Housing Land Availability Assessment or allocated in the Places for Everyone Joint Development Plan. Planning applications on such 'windfall' sites will be considered against the criteria set out in Policy LP-H2.

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

Justification

4.11 The Local Plan can contribute towards meeting housing needs by ensuring the delivery of sufficient housing to meet the PfE housing requirement that is of the right size, type and tenure to help meet local needs. Furthermore, the Local Plan can help to ensure that new housing is delivered in accessible locations and built to a high standard of design and energy efficiency.

4.12 The detailed design and layout of a particular proposal for new housing development will be considered against Local Plan Policy LP-BE6 (Design and Layout of New Development) alongside other relevant development plan policies.

Policy LP-H2: Windfall housing development

Any planning application for housing development on a site that is not allocated for residential use will generally be allowed to come forward if the site is:

a. within the urban area or is not inappropriate development within the Green Belt in accordance with national planning policy;

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

c. of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure;

d. not in an area of flood risk from any source (or it can be demonstrated that any flood risk can be managed in accordance with Policy LP-EN8);

e. suitable in land use terms, with regard to amenity, local environment and surrounding land uses; and

f. not in conflict with the overall Spatial Strategy and other policies in the Local Plan, Places for Everyone Plan and National Planning Policy Framework.

Applications for residential development on sites that do not meet all the above criteria will generally be deemed unacceptable unless it can be demonstrated that particular circumstances exist to justify approval.

Justification

4.13 The Places for Everyone Joint Development Plan identifies strategic allocations for future housing development in Bury. However, planning applications will come forward on sites that haven't been specifically identified in the development plan. These sites are known as 'windfall' sites and they can make an important contribution to meeting Bury's housing needs over the plan period.

4.14 In the past decade, windfall sites have made an important contribution to housing growth in the Borough. It is expected that there will continue to be a steady number of planning applications on small windfall sites (i.e. below five units) over the plan period, including those relating to the conversion of existing buildings and infill development plots in large garden areas. These small sites are extremely difficult to identify and allocate through the Local Plan process as they are often reliant on an owner making a decision about releasing the potential of their properties (e.g. whether to sub-divide a large dwelling).

4.15 Planning applications on larger windfall sites are unlikely to be as numerous but are still likely to make a contribution towards housing growth over the plan period. The Strategic Housing Land Availability Assessment (SHLAA) has sought to identify opportunities from larger sites, but it is inevitable that further opportunities on large sites will present themselves over the plan period.

4.16 Windfalls will help to provide greater housing choice for existing and future residents, and this Policy is designed to ensure that the release of further housing land is managed in such a way that accords with the key objectives of the Local Plan. This includes concentrating housing development on suitable sites within the urban area, whilst safeguarding land protected for other uses, including Green Belt.

4.17 The detailed design and layout of a particular proposal for new windfall housing development will be considered against Local Plan Policy LP-BE6 (Design and Layout of New Development) alongside other relevant development plan policies.

Policy LP-H3: Housing mix

To ensure that an appropriate mix of dwellings will be delivered over the plan period to address the housing needs of the local community, the Council will require applicants to set out in their supporting documents how their proposed development will help to address local housing needs.

When determining an appropriate mix of dwelling types and sizes in development proposals, account will be taken of:

a. the latest evidence of housing need as set out in the Council's Housing Needs and Demand Assessment and other sources of evidence identifying particular housing needs in an area;

b. the characteristics of the site and surrounding area;

c. the general nature of the proposal; and

d. the affordable housing targets set out in Policy LP-H4.

The Council will support proposals for specialist and supported accommodation in appropriate locations to meet needs. This includes proposals that will provide suitable accommodation for a growing older population, as well as provision for looked after children and care leavers.

Justification

4.18 One of the key issues to be addressed through the Bury Local Plan is the need for a range of house types, sizes and tenures across all different groups in the community. The Housing Needs and Demand Assessment (2025)[7] has made an assessment of housing need by both tenure and type of housing across different sub-areas of the Borough. The analysis indicates the following overall dwelling mix: 1-bedroom (10-15%), 2-bedroom (30-35%), 3-bedroom (35-40%) and four or more-bedroom (15-20%).

4.19 The evidence of housing need will be kept under review and those looking to submit a planning application for residential developments should take account of the most-up-date evidence of housing needs. The precise mix should be determined on a site-by-site basis taking into account the latest evidence as well as the site location (including density requirements set out in PfE Policy JP-H4), site characteristics and the nature of the surrounding area. In the case of small sites, again these will be considered on a site-by-

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

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

4.20 The appropriateness of the location for specialist and supported accommodation will depend to some extent on the type of provision and the client group that the provision is for. However, the general expectation is that specialist and supported accommodation should be in sustainable locations with reasonable access to community and support facilities (either on or off site), shops and services and public transport connections. The creation of multi-generational communities will be supported.

4.21 In addition to delivering an appropriate mix of dwelling types and sizes, all new dwellings must be built to the nationally described space standards and the "accessible and adaptable" standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable in accordance with PfE Policy JP-H3. Local Plan Policy LP-H5 also requires 4% of homes on sites of 50 or more dwellings to be built to the 'wheelchair user' standard in Part M4(3) of the Building Regulations unless this is impracticable due to site-specific factors or it is demonstrated to be unviable.

4.22 Demand for a range of house types, sizes and tenures across all sections of the community has been identified as a key issue for Bury and Policy LP-H3 sets out the Council's intended approach towards meeting housing needs through new development.

Policy LP-H4: Affordable housing provision

Minimum affordable housing requirements

All developments that provide 10 or more net additional dwellings should deliver affordable housing in line with the following requirements[8] (rounded to the nearest dwelling):

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

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

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

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

Where there is evidence that a site or development has been artificially split in order to avoid policy requirements by being below the dwelling threshold identified above, the Council will consider whether it would be appropriate to apply the policy requirements to each of the smaller sites individually irrespective of their number of dwellings.

Other housing that is not in the form of individual self-contained accommodation within use Class C2 (for example care homes and nursing homes) will not be required to provide affordable housing.

Tenure of new affordable housing

The affordable housing tenure must accord with the definition of affordable housing within the National Planning Policy Framework.

Subject to the nature and location of the site and other material considerations the tenure mix to be provided should be based on:

- 60% social or affordable rented; and
- 40% affordable home ownership[10].

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

Exemptions to this tenure mix apply where the proposed development:

- Provides solely for Build to Rent homes;

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

- Provides specialist accommodation for a group of people with specific needs such as purpose-built accommodation for the elderly or students;
- Is proposed to be developed by people who wish to build or commission their own homes; or
- Is exclusively for affordable housing, a community-led development exception site, First Homes exception site or a rural exception site.

Build to Rent schemes

All Build to Rent developments for ten or more dwellings, including those within town centres, are expected to provide 20% of the units as affordable housing, to be provided in the form of Affordable Private Rent[11], with these dwellings being (in addition to meeting the other requirements set out in this Policy):

i. At a rent that is at least 20% less than the local market rent (inclusive of service charges) for an equivalent dwelling; and

ii. Occupied by eligible households having regard to household income levels and local rent levels to address local affordable housing need, as agreed between the Council and operator.

Type and size

The eventual amount and mix of affordable housing to be delivered, including dwelling type and size, will be determined by specific site conditions, nature of proposed development and other material considerations, such as viability issues and evidence of need in a particular location. However, the affordable housing provision should generally reflect the mix and range of house types and sizes that are proposed on a site (i.e. 10% or 25% of each type/size).

On-site and off-site provision

Affordable housing provision will be sought on site unless exceptional circumstances can be demonstrated that would warrant off site contributions, and where the agreed approach contributes to the objective of creating mixed and balanced communities. Off-site provision should be of equivalent value and delivered in suitable locations within the Borough in the form of units erected off site, the provision of land to build units or as a last resort, be in the form of a financial contribution (commuted sum).

[11] May also be known as Intermediate Rent.

Design

Affordable housing should be fully integrated and dispersed throughout the site unless there are specific circumstances that warrant otherwise. In either event, the affordable housing provision should be indistinguishable from the market housing and built to the same specifications (i.e. not separate house types for affordable homes), unless there are particular reasons not to do so (e.g. if there is a specific requirement from a Registered Provider).

Delivery

Affordable housing provision should be secured through a Section 106 legal agreement and be provided in perpetuity.

The Council will apply this policy on the basis that residential sites have been bought (or are being purchased) at a price that reflects all known development constraints and planning policy requirements, including this affordable housing policy. However, the Council may accept a reduced affordable housing provision if it can be demonstrated that there are genuine viability constraints[12] that would harm the deliverability of a site. In such circumstances, the Council will normally seek to apply an overage arrangement within a legal agreement to secure additional affordable housing (either on site or off site) up to the delivery of the full level of affordable housing sought by this policy if any viability issues are resolved over the development period.

Justification

4.23 Increasing the availability of affordable, good quality homes is an important Council priority. Like most other parts of the country, house prices have increased and affordability has worsened in Bury in recent years, which means that many households are unable to access quality affordable housing that meets their housing requirements. Many households are, therefore, living in overcrowded conditions or in sub-standard accommodation.

4.24 As of 31 March 2024, there were 2,211 households on the housing register seeking affordable housing in the Borough, with 1,371 being in a reasonable

[12] Where an applicant seeks to reduce affordable housing or infrastructure contributions for viability reasons, the applicant will be required to provide a full open book financial appraisal and associated supporting information. This will be assessed by an independent viability consultant at the applicant's expense where necessary.

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

4.25 In view of the level of need and the importance of ensuring that residents are able to live in a home which meet their living needs at a price they can afford, the Council considers that affordable housing should be provided on all sites of 10 or more dwellings, with a stepped approach to require 10% of homes on schemes of 10-24 dwellings and 25% on sites of 25 more dwellings. In town centres, the Local Plan Viability Assessment demonstrates that a lower target of 15% is justified to allow development to come forward. All opportunities to increase the number of affordable units or the proportion of social rent (for example through the use of grant funding) should be explored. Where development of 10 or more dwellings takes place on land situated in the Green Belt subject to the "Golden Rules" set out in NPPF (2024) there is a requirement to provide 40% affordable housing. The requirement for Build to Rent schemes to deliver 20% affordable housing is in accordance with Planning Practice Guidance Paragraph: 002 Reference ID: 60-002-20180913. Different affordable housing requirements may apply to different parts of a site.

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

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

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

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

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

4.29 Where applicants seek to demonstrate that there are particular circumstances where the cumulative effect of policy requirements and policy obligations would render a scheme unviable, an applicant may submit a viability assessment to demonstrate that a lower level of planning obligations or an alternative tenure mix would be appropriate in order to enable the development to be delivered, as set out in LP-DM1. Viability assessments must be carried out in accordance with planning practice guidance, will be made publicly available and will be subject to review at the applicant's expense where necessary. Where appropriate, the Council will incorporate a clawback mechanism into a legal agreement to ensure that additional provisions are made if the development is more viable than originally assumed through the viability assessment.

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

4.31 It is important to note that provision of affordable housing through developer contributions alone will not be sufficient to meet affordable housing needs. The Council will continue to work in partnership with registered providers, Homes England, developers and landowners to maximise opportunities for affordable housing delivery across the Borough.

Policy LP-H5: Provision of housing for older people and people with disabilities

The Council will seek to secure a broad range of housing choices for older people and people with disabilities (including physical disabilities, learning disabilities and mental health needs), maximising their ability to live

independent lives and retain control over their accommodation and services, including through:

a. Requiring all new dwellings to be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable, in accordance with PfE Policy JP-H3;

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

c. Supporting measures that enable people to stay within their existing homes, such as physical adaptations, provided there is no unacceptable impact on the amenity of neighbouring properties; and

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

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

e. Be well-integrated with the wider neighbourhood;

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

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

h. Be designed to reflect relevant best practice; and

i. Where appropriate, provide a range of tenures.

Justification

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

4.33 Recent population projections indicate that there is likely to be a significant increase in the number of people aged over-65. The Housing Need and Demand Assessment (2025) estimates that there will be a need for an

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

4.34 PfE Policy JP-H3 requires all new dwellings to be built to the "accessible and adaptable" standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. Ensuring new homes are adaptable through meeting part M4(2) of the Building Regulations will assist in enabling people to stay within their own homes as needs change, rather than having to move to more specialist accommodation.

4.35 Achieving the higher standard for some homes of being designed as "wheelchair user dwellings" (Building Regulations Part M4(3)) would further increase the flexibility of new homes to adapt to varied needs. Part M4(3) of the Building Regulations distinguishes between "wheelchair accessible" (a home readily useable by a wheelchair user at the point of completion) and "wheelchair adaptable" (a home that can be easily adapted to meet the needs of a household including wheelchair users). The PPG states that Local Plan policies for wheelchair accessible homes (which satisfy the requirements of Building Regulations M4(3)(2)(b)) should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. Where the requirement for M4(3) (wheelchair user) housing applies, the condition will specify that optional requirement M4(3)(2)(a) will apply requiring that dwelling should be wheelchair adaptable.

4.36 Although many older and disabled people will live in mainstream housing it is likely that new specialist accommodation will be required during the plan period and such provision can help to free up family houses for others.

4.37 Greater Manchester was recognised as the UK's first age-friendly city region by the World Health Organisation in 2018 and is seeking to rise to the challenges of our ageing population and the changing nature of later life through the Greater Manchester Age-Friendly Strategy 2024-2034. Policies that meet the needs of older people, especially in terms of housing can help address these challenges.

4.38 As well as considering housing needs, it will also be important to ensure that the requirements of older and disabled people are met through development

more generally, for example through the design of public spaces and the concept of 'lifetime neighbourhoods'. Further advice on designing to support our ageing population can be found in 'Creating Age-Friendly Developments' produced by the GM Housing Planning and Ageing Group and the 'HAPPI principles'.

Policy LP-H6: Homes for looked after children and care leavers

The Council will support residential development for looked after children and care leavers where the proposed development is compliant with other policies in PfE and the Local Plan.

In determining applications for new children's homes and Ofsted regulated semi-independent supported accommodation, the Council will seek to ensure that new provision:

a. Is in a suitable, sustainable location and appropriate premises;

b. Does not result in the clustering or overconcentration of provision for looked-after children in any particular area of the Borough; and

c. Gives priority to children and young people from the Bury area in the first instance, in line with local needs.

With regards to criterion b, permission may not be granted where it will be within 400 metres of existing properties meeting similar needs. The Council will make a decision on a case-by-case basis and considering the factors listed above and any site-specific circumstances.

Applicants should liaise with the Council at the earliest opportunity to ensure priority is given to children and young people from the Bury area in the first instance.

Justification

4.39 The NPPF states that the size, type and tenure needed for different groups should be assessed and reflected in planning policies, including the needs of looked after children. Caring for looked after children is an important part of the Local Authority's role and it is important that these potentially vulnerable children and young people are provided with the right homes in the right places, with access to schools / colleges and the support that they need.

4.40 The planning system is not the only regulatory regime relevant to children's homes. Section 11 of the Care Standards Act 2000, the Children's Homes (England) Regulations 2015 require children's homes to be registered with

Ofsted. The Supported Accommodation (England) Regulations 2023 apply to supported accommodation accommodating looked after children and/or care leavers aged 16 and 17. There is also guidance that care providers should follow when registering and operating such properties. This includes the preparation of location assessments to show the steps that have been taken to make sure that the home is needed locally, is in the right place and is safe and that it promotes positive opportunities for children and young people.

4.41 New children's homes and Ofsted registered semi-independent supported accommodation should be within sustainable locations, appropriate for the proposed occupants and comply with the criteria set out in the policy. New facilities must be well integrated into the local community and operated in accordance with a robust Management Plan.

4.42 In order to support the best interests of the occupants of these homes and to protect local character and amenity, it is important that new developments do not result in an overconcentration of homes for looked after children and care leavers within a local area. In order to demonstrate that the proposed development would not result in any clustering of children's residential care home uses and Ofsted registered supported accommodation the Council will seek to avoid new provision being approved within 400 metres of existing provision. Applicants should carry out an assessment and provide this as part of their planning application, although it is acknowledged that some such information will not be publicly accessible in order to safeguard the children in care. The Council will utilise GIS and other desktop assessment tools in assessing the information provided.

4.43 It is important to note that planning permission will not be required in all cases of development of children's homes, including for changes of use from dwelling houses in class C3 of the Town and Country Planning (Use Classes) Order 1987 where the children's home remains within class C3 or there is no material change of use to class C2 (to be determined on a case by case basis). It will not be possible to apply this policy in such situations. We would however encourage all accommodation providers to engage with the Local Authority to ensure that the accommodation and its location are appropriate to meet local needs.

4.44 If the Council determines that such changes of use require further control to ensure that vulnerable children and young people are accommodated in appropriate locations and any wider issues of community integration are addressed, then the Council may take a view that a change of use from a dwelling-house to a children's care home will result in a material change of use, on a case-by-case basis.

Policy LP-H7: Custom, self-build and community-led housing

The Council will seek the provision of at least 5% of all dwellings on developments of 200 or more homes to be serviced plots for sale to self-build and custom housebuilders, where practicable[14]. The provision will take account of:

a. Evidence of local need;

b. The nature of the development proposed; and

c. The viability of the development.

Where it can be demonstrated that there is no demand for the provision of self-build plots after having been made available in serviced form at a realistic price and marketed appropriately over a continual 6-month period, these plots may be built out as conventional plots for market housing by the developer.

Applications for custom, self-build and community-led housing will be favourably considered where this is consistent with other policies, proposals and wider objectives of the Local Plan. Applications must be accompanied by a site wide infrastructure strategy and fragmented approaches to infrastructure delivery will not be supported.

Justification

4.45 The NPPF states the housing needs for different groups in the community should be assessed and reflected in planning policies. This should include the needs of people who wish to commission or build their own homes. Self-build and custom-build housing is defined as housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.

4.46 Community-led housing is where people and communities play a leading and lasting role in addressing their own housing needs, providing an alternative form of housing delivery and diversifying the housing market. The definition of community-led housing includes a wide-range of ownership, occupancy and management models including (but not limited to) community land trusts, housing co-operatives and cohousing.

[14] For example, where a site is comprised solely of specialist accommodation, affordable housing, build-to-rent accommodation or predominantly high-density apartment development due to its location, characteristics or other planning policy requirements the Council will not seek the provision of custom or self-build plots.

4.47 It should encompass the following three principles:

a. Meaningful community engagement and consent occurs throughout the development process. The community does not necessarily have to initiate and manage the process, or build the homes themselves, though some may do so.

b. The local community group or organisation owns, manages or stewards the homes and in a manner of their choosing and this may be done through a mutually supported arrangement with a Registered Provider that owns the freehold or leasehold for the property; and

c. The benefits to the local area and/or specified community must be clearly defined and legally protected in perpetuity.

4.48 The Self-build and Custom Housebuilding Act 2015 requires local planning authorities to prepare and maintain a register of individuals and associations of individuals who are seeking to acquire serviced plots of land for their own self-build and custom housebuilding. As of 30 October 2025, there are 199 individuals and 2 associations seeking single plots within the Borough on the register.

4.49 A Section 106 planning obligation will be required to secure the delivery of self-build plots in accordance with this policy and must include details of a marketing strategy for the self-build plots on the application site and other measures intended to ensure effective engagement with the community and parties on the self-build register. Plots should be carefully selected to ensure they can be serviced in an agreed specified period in the construction programme and are attractive to prospective self and custom house builders.

4.50 The planning obligation will also set out the circumstances under which the requirement to deliver self-build plots will be released. Evidence demonstrating that it was not possible to deliver the custom and self-build plots will be required with any subsequent full application or reserved matters for the plots in question.

4.51 In order to avoid custom-build sites being left in a poor condition with incomplete highways and communal areas the Council will, where appropriate, require applicants to enter into a S106 legal agreement to ensure the principal access road and communal areas, plus any other mitigation, as may be appropriate, is delivered to adoptable standards by an agreed trigger, during the build out of the site.

4.52 The affordable housing requirement (Policy LP-H4) should be calculated on 100% of the unit numbers, including the self-build element.

Policy LP-H8: Gypsies, Travellers and Travelling Showpeople

The Council will seek to meet the needs of Gypsies, Travellers and Travelling Showpeople, on appropriate sites, with a preference for such sites to be on previously developed land. Sites should:

a. provide an acceptable living environment for future occupiers;

b. not be subject to physical constraints or other environmental issues that cannot be mitigated, or that would impact upon the health, safety or general wellbeing of residents on the site, including (but not limited to) consideration of land contamination, biodiversity/geodiversity and the historic environment;

c. not be in an area of flood risk from any source (unless it can be demonstrated that any flood risk can be managed in accordance with Policy EN8);

d. be in a sustainable location, with good access to public transport routes, shops, schools and other community facilities;

e. have safe and suitable vehicular and pedestrian access to the highway network;

f. have adequate space for operational needs including the parking, turning and servicing of vehicles and the storage of equipment

g. be served (or can be served) by adequate facilities and services that are required to meet the needs of the occupiers, including facilities for sewage and waste disposal, water and power supplies and drainage;

h. have no significant adverse effect on the amenity of nearby residents or operations of adjoining land uses; and

i. be well integrated within the local townscape, using boundary treatments and screening materials which are sympathetic to and in keeping with, the surrounding area.

If the proposal meets the above criteria, applications for sites that are required to meet the identified needs of Gypsies, Travellers and Travelling Showpeople will be favourably considered where this is consistent with other policies, proposals and wider objectives of the Local Plan.

Justification

4.53 As set out in NPPF and the Planning Policy for Traveller Sites (PPTS), the needs of different groups in the community, including travellers should be assessed and reflected in planning policies. The latest evidence (set out in the Greater Manchester Gypsy and Traveller Accommodation Assessments of 2024 and the Bury Housing Need and Demand Assessment 2025) suggests a need for five additional pitches for gypsies and travellers and three plots for travelling show people.

4.54 The Local Plan policy above sets out the key locational criteria that will be used to help identify appropriate sites and determine applications across the Borough. Gypsy and Traveller plots have been delivered on windfall sites in the past and may come forward as such over the plan period. A call for sites has been carried out but no sites have been put forward for Gypsy and Traveller or Travelling Showpersons provision. The policy will be used to help identify sites for accommodation for travelling communities as well as to assess planning applications on sites that are not specifically identified for that purpose.

4.55 The policy reflects the need to ensure that sites are in sustainable locations where the occupants can access the range of facilities and services that would normally be enjoyed by members of the settled community. The health and safety of the occupants is also an important consideration, and sites will need to be located in areas where the quality of the environment is at the same acceptable standard as other residential sites.

Policy LP-H9: Alterations and extensions to residential properties

Applications for house extensions and alterations will be considered with regard to the following factors:

a. the size, shape, design and external appearance of the proposal;

b. the character of the property in question and the surrounding area;

c. the amenity of adjacent properties;

d. visibility for pedestrians, cyclists and drivers of motor vehicles;

e. provision for parking, access and refuse storage;

f. the sustainable management of surface water;

g. the impact on any underground utility services; and

h. the potential presence of roosting bats and nesting birds.

Justification

4.56 Whilst changes to the General Permitted Development Order now allow some forms of residential extension to go ahead without a need for planning permission, some alterations still require planning permission.

4.57 Extensions and alterations to dwellings, including garden extensions and garages, can be visually intrusive; restrict daylight, privacy and outlook to neighbouring properties; potentially impact wildlife; and unacceptably reduce the available garden area. This policy seeks to ensure that where it is within the Council's control, alterations and extensions to residential properties are of a high standard of design and would not cause unacceptable adverse impacts.

4.58 As such, it is considered necessary to include this Policy to manage the design, form and size of proposed extensions and alterations to ensure that they are sympathetic in nature with the original building and surrounding area.

Policy LP-H10: Residential conversions

The Council will consider applications for the conversion of buildings into two or more self-contained units having regard to the following factors:

a. the effect on the amenity of neighbouring property through noise, visual intrusion, the position of entrances, provision and impact of parking areas, extensions and fire escapes;

b. the general character of the area and the existing concentration of flats;

c. the amenity of occupants;

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

e. access, car parking, secure cycle storage and servicing requirements (including waste and recycling storage).

Justification

4.59 Given the trend towards smaller households, the conversion of buildings into self-contained units can be an effective way of providing small, relatively low-cost accommodation.

4.60 However, it is necessary to ensure that dwelling standards are maintained and to ensure that, generally, an over-provision of such property does not adversely affect the need to maintain a good mix of housing types or the character and amenity of residential areas.

4.61 It is important to note that a change of use to two or more self-contained units may not always require planning permission because it may be subject to permitted development rights. It will not be possible to apply this policy in such situations. If there is evidence that such changes of use are having a significant negative impact on the character of residential neighbourhoods then the Council will seek to introduce an Article 4 Direction covering part, or all, of the Borough to remove the relevant permitted development rights.

Policy LP-H11: Houses in multiple occupation

Applications for the conversion of buildings into houses of multiple occupation, the development of new houses in multiple occupation or proposals to increase the number of bedrooms within existing HMOs will only be permitted where it can be demonstrated that the proposal would not, either individually or cumulatively with other completed developments and schemes with planning permission or prior approval:

a. Have an unacceptable impact on the amenity of neighbouring properties through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes.

b. Have an unacceptable impact on the positive residential character of the surrounding neighbourhood, having particular regard to potential increases in:

    i. Noise and disturbance;

    ii. On-street car parking; and

    iii. Waste management requirements.

c. Result in any house that is in use as a single dwelling being immediately adjacent to more than one house in multiple occupation (immediately adjacent properties include properties behind or in front, as well as to either side).

d. Result in an unacceptable concentration of HMOs in the area. Proposals which would result in more than 10% of properties (residential and commercial) or more than four properties (whichever is the fewer) being classed as HMOs within a 100m buffer of the

application property and proposals for additional HMOs where these thresholds are already exceeded will not be considered acceptable.

e. Result in three or more adjacent HMOs.

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

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

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

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

i. arrangements for management and maintenance of the HMO.

Justification

4.62 HMOs can provide a cost-effective form of accommodation and contribute to meeting housing needs. However, such uses require careful control to ensure they do not compromise the residential amenity of the neighbourhood or the amenity of individual dwellings.

4.63 It is also important to ensure the HMOs provide suitable living standards for future occupants. This will include having regard to the Council's HMO licensing requirements, internal layout of the property, as well as the appropriate provision of outdoor amenity space. Planning applications for Houses in Multiple Occupation (HMOs) will also be required to make provision for new or enhanced open space, sport and recreation to meet the needs of the prospective residents in accordance with LP-OS2.

4.64 It is important to note that HMOs may not always require planning permission for conversion from a single dwelling, because they may be subject to permitted development rights, or the proposed use may be judged not to be materially different from the existing use. It will not be possible to apply this policy in such situations. If there is evidence that such changes of use are having a significant negative impact on the character of residential neighbourhoods then the Council will seek to introduce an Article 4 Direction covering part, or all, of the Borough to remove the relevant permitted development rights.

5 Delivering economic growth

5.1 The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.



5.2 In terms of economic development, Places for Everyone (PfE) establishes the quantitative floorspace requirements for industrial and warehousing and office development across the Plan area and seeks to ensure a distribution of development that helps to achieve the strategic economic priorities for Greater Manchester. This includes the aim to rebalance the Greater Manchester economy by significantly boosting the economic output of the northern districts and the identification of the Northern Gateway (Heywood/Pilsworth) strategic employment site to help to achieve this.

5.3 Some of the key issues associated with the Borough's existing local economy and employment[15] are connected to a traditionally inadequate land supply, low quality and low paid employment opportunities and the need to create greater economic diversity to minimise the impact of declining employment in the manufacturing sector, including the need to support growth, training and skills in green industries.

5.4 In response to these issues, it is proposed that the Local Plan, alongside Places for Everyone, should seek to deliver a competitive and diverse local

[15] References to 'employment' within the Local Plan relate to offices [E(gi)], research and development [E(gii)], light industrial [E(giii)], general industrial [B2] and warehousing [B8] uses as identified in the Town and Country Planning (Use Classes) Order 1987 (as amended).

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

Policy LP-E1: Business, industrial and warehousing development

In addition to the Places for Everyone strategic employment site at the Northern Gateway (Heywood/Pilsworth), the Council will also encourage business [Class E(gii and iii)], industrial [Class B2] and warehousing [Class B8] development within the Borough's established employment areas and other suitable locations.

In considering proposals for new industrial and warehousing development, the Council will have specific regard to the following:

a. The scale, size, density, layout and height of the development and the materials used;

b. Access, servicing and car parking provision;

c. The room for manoeuvring goods vehicles clear of the highway;

d. Landscaping and boundary treatment, which must be integrated with the strategy for surface water management;

e. The potential effect of noise, light, dust, smell, vibration, air and water pollution on neighbouring properties, public health and the general environment;

f. The health and safety of employees, visitors and adjacent occupiers;

g. The potential use of Ultra Low Emissions Vehicles and the incorporation of measures to encourage active travel;

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

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

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

Justification

5.5 This policy will be used as a basis for assessing the overall design and environmental impact of new proposals for business, industrial and warehousing development. Ensuring good design in terms of scale, size, density, layout, height and materials is important in maintaining and improving the image of the Borough.

5.6 At the same time, it is important that the surrounding environment is protected and that potential health and safety matters and the incorporation of measures to encourage more sustainable travel are fully considered.

Policy LP-E2: Office development

The Council will seek to encourage office growth [Class E(gi)] to support the spatial strategy set out in the Places for Everyone Joint Plan and the aim to boost northern competitiveness.

The focus of new office development will be on the Borough's key town centres due to their strong local profile, excellent public transport connections and access to services.

As a main town centre use, the location and scale of proposals for new office development will be considered against the requirements of Local Plan Policy LP-TC2.

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

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

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

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

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

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

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

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

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

i. Deliver inclusive access for all users;

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

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

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

Justification

5.7 Office development is defined in the National Planning Policy Framework as a main town centre use. The NPPF operates a 'town centres first' approach to main town centre uses stating that these should be located in town centres, then in edge of centre locations and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

5.8 In accordance with the NPPF, Places for Everyone states that Bury town centre, with its strong local profile, excellent transport connections and access to services, will be the focal point for this development and this is reflected by Policy LP-E2.

5.9 The principle of proposals for new office development will be considered against Local Plan Policy LP-TC2 (Managing the Location and Scale of Main Town Centre Uses).

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

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

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

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

Policy LP-E3: Employment Generating Areas

The Council will seek to ensure that the Borough's established Employment Generating Areas (EGAs) are consolidated, retained and, where necessary, regenerated to help to create a sustainable, diverse and competitive local economy, to provide certainty to businesses operating from within them and to maintain existing and future employment opportunities for the Borough's residents.

Acceptable Uses Within an EGA

Within the EGAs identified on the Policies Map, development will only be allowed for Business [Class E(gii and iii)], General Industrial [Class B2] and Warehousing [Class B8] uses.

Appropriate built waste management facilities may also be acceptable within any EGA.

Proposals for Other Uses within an EGA

Proposals for other uses on sites within an EGA will not be permitted unless an applicant can clearly demonstrate that:

a. There is no reasonable prospect of the site (either in full or part) continuing to be used for employment purposes under current market conditions. Applicants will be required to provide evidence to show that the re-use of the site for employment purposes is not commercially viable and evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value.

b. The development would not adversely affect other existing employment uses operating within the EGA; and

c. The proposal is in accordance with other relevant development plan policies.

Where criterion (a) – (c) are satisfied, the Council will require a one-off financial contribution to compensate for the loss of the employment land[16] unless there are demonstrable plans in place for the business occupying the site to relocate to an alternative site within the Borough.

The following areas are designated as Employment Generating Areas and these are shown on the Policies Map:

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

Justification

5.13 The Borough's larger concentrations of employment uses are designated as Employment Generating Areas (EGAs) and are identified on the Policies Map. The Borough contains seventeen EGAs ranging from the older, inner industrial areas of Bury, Radcliffe and Ramsbottom to the more modern areas such as Park 17 and Pilsworth.

[16] Contributions will be based on the Government's latest land value estimates for industrial land in Bury (https://www.gov.uk/government/collections/land-value-estimates)

5.14 If existing firms and jobs are to be protected in the Borough, it is important that investment for employment generating purposes is encouraged. Protecting EGAs for employment uses will help to achieve this by providing businesses with a degree of certainty as to the future use of these areas, avoiding the introduction of conflicting land uses and having an important part to play in retaining local employment opportunities.

5.15 The focus of Policy LP-E3 is on the consolidation and retention of EGAs in employment use and, where opportunities arise for new development or the recycling of existing sites, to encourage development involving business [E(gii and iii)], general industrial [B2] and warehousing [B8] uses. Proposals for new business, industrial or warehousing development within an EGA will be considered against Local Plan Policy LP-BE6 (Design and Layout of New Development).

5.16 In addition, the nature of such areas means that they may also be suitable for uses associated with built waste management facilities. Although not strictly within the E(g), B2 or B8 range of uses, built waste management facilities are generally industrial in appearance and the nature of EGAs mean that there are unlikely to be issues connected to conflicting land uses.

5.17 When considering proposals for non-employment uses within EGAs, the Council will require the applicant to submit robust evidence to demonstrate that there is no reasonable prospect of the site being used for employment purposes at that time. In doing so, an applicant will be required to provide evidence to show that the re-use of the site for employment purposes is not commercially viable. Furthermore, an applicant will also be required to supplement an application with evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value, showing the full extent of interest in the site as a result.

5.18 One of the Council's fundamental concerns when considering proposals for non-employment uses within an EGA will be whether this would be likely to have any adverse implications for other existing businesses operating within the EGA as well as for the prospective occupiers of the non-employment uses. For example, where housing is proposed near existing employment uses, this may give rise to pressure to curtail employment uses to the detriment of the wider EGA.

5.19 In the event that the applicant is able to demonstrate that there is no reasonable prospect of the site being retained in employment use under current market conditions and that the proposal would not have an unacceptable adverse impact of remaining businesses within the EGA, the proposal may be acceptable subject to a one-off payment (based on the

latest Government land value estimates for industrial land in Bury) to compensate for the loss of employment land. Contributions will be used by the Council to help to bring forward alternative employment opportunities elsewhere in the Borough.

5.20 However, the one-off payment would not be required where it can be clearly demonstrated that that the business operating from the site would be relocating to an alternative site within the Borough.

Policy LP-E4: Employment sites outside Employment Generating Areas

Outside designated Employment Generating Areas, the Council will seek to retain existing employment sites in Business [E(g)], General Industrial [B2] or Warehousing [B8] uses to help to create a sustainable and competitive local economy, to ensure a diverse supply of employment sites and to maintain accessible employment opportunities for the Borough's residents.

Where an employment site outside an Employment Generating Area is clearly unsuitable, in land use terms, the Council will give favourable consideration to alternative uses, provided that such uses accord with other Local Plan policies.

However, in instances where an existing employment site is considered suitable in land use terms, an applicant will be required to:

a. Provide evidence to show that the re-use of the site for employment purposes is not commercially viable and evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value to demonstrate that there is no reasonable prospect of the site (either in full or part) continuing to be used for employment purposes under current market conditions; and

b. Demonstrate that the proposal is in accordance with other relevant development plan policies.

Where criterion (a) and (b) can be satisfied, the Council will require a one-off financial contribution to compensate for the loss of the employment

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

Justification

5.21 Outside the Employment Generating Areas set out under Policy LP-E3, the Borough contains a significant amount of either individual or small clusters of employment uses which, given Bury's industrial heritage, often comprise older premises in secondary locations and close to residential areas.

5.22 Whilst these sites may not always be in prime locations, they can often provide more affordable accommodation and offer the opportunity for people to work close to where they live, thus potentially reducing travel distances and reliance on the private car as a way of travelling to work. Consequently, Policy LP-E4 broadly supports the retention of appropriate sites as important local opportunities for employment.

5.23 Where existing employment sites are inappropriate in land use terms, proposals for other non-employment uses will be encouraged provided that they accord with other development plan policies.

5.24 However, where non-employment uses are proposed on a site that is considered appropriate in land use terms, the Council will require the applicant to submit robust evidence to demonstrate that there is no reasonable prospect of the site being used for employment purposes under current market conditions. In doing so, an applicant will be required to provide evidence to show that the re-use of the site for employment purposes is not commercially viable and that the site has been robustly marketed for a minimum of 12 months at a realistic value, showing the full extent of interest in the site as a result.

5.25 If the applicant is able to demonstrate that there is no reasonable prospect of the site being retained in employment use under current market conditions, the Council will require a one-off payment (based on the latest Government land value estimates for industrial land in Bury) to compensate for the loss of employment land. Contributions will be used by the Council to help to bring forward alternative employment opportunities elsewhere in the Borough.

[17] Contributions will be based on the Government's latest land value estimates for industrial land in Bury (https://www.gov.uk/government/collections/land-value-estimates)

5.26 However, the one-off payment would not be required where it can be clearly demonstrated that that the business operating from the site would be relocating to an alternative site within the Borough.

6 Supporting our centres

6.1 Town centres are locations that sit at the heart of our communities. The vitality of town centres is largely underpinned by retail activity but recent years have seen significant challenges to this sector, particularly with the impacts of rapidly changing shopping patterns which have been escalated by the pandemic. In turn, this has presented a significant challenge to the Borough's hierarchy of centres.



6.2 The NPPF specifies that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

6.3 Some of the key local issues associated with the Borough's town centres are varying levels of vitality in the Borough's key centres and that changing shopping patterns are resulting in a reduction in high street retailing. The Council's key aim is to support and enhance the vitality of the Borough's hierarchy of centres. This will include adopting the 'town centres first' approach to proposals for main town centre uses[18] but to also allow centres to grow and diversify in a way that can adapt to rapid changes in the retail and leisure industries by promoting a suitable mix of uses, including additional housing to encourage increased town centre living.

6.4 Town centres have developed over many years and, inevitably, circumstances change over time with new opportunities for regeneration arising on a fairly consistent basis. In order to support the vitality and resilience of these town centres and to ensure that they adapt and evolve, it is important that the redevelopment of town centre regeneration opportunities is heavily promoted.

[18] As defined in Appendix 2 of the National Planning Policy Framework

Policy LP-TC1: Hierarchy and role of centres

The Council will seek to maintain and enhance the vitality of the Borough's hierarchy of town, district and local centres by making them the key focus for new development involving main town centre uses.

The Borough's hierarchy and respective roles of centres is as follows:

Sub-regional town centre

- Bury - As the Borough's sub-regional centre and most accessible location, Bury town centre will continue its role as the Borough's key location for shopping, services, leisure, tourism and cultural facilities supported by residential, healthcare and educational uses.

Other town centres

- Ramsbottom – will continue to consolidate as a thriving centre based predominantly on its mutually supportive functions as a specialist retail, food and drink, market and tourist destination.
- Radcliffe – will continue to build on town centre regeneration opportunities and environmental improvements, including residential-led opportunities to help consolidate it as a vibrant centre catering primarily for the needs of surrounding communities.
- Prestwich – will continue to regenerate and consolidate as an 'urban village' where people live and work and where the 'village' centre provides the focus for the life of the local community, assisted by the redevelopment of the Longfield Centre.

District centres

- The Borough's district centres of Tottington, Whitefield and Sedgley Park will continue to function as largely retail and service centres providing for the needs of local communities.

Local centres

- The Borough's local centres will be maintained and enhanced as predominantly retail centres providing for the day-to-day needs of local residents and businesses.

Additional local centres will be necessary to serve major population increases arising through the significant new residential/employment allocations identified in Places for Everyone at Walshaw, Elton Reservoir, Heywood/Pilsworth and Simister.

Justification

6.5 The Borough is host to a diverse hierarchy of centres ranging from the sub-regionally significant town centre of Bury which acts as the Borough's key focal point, to smaller local centres which serve the day-to-day needs of the area. The specific centres making up the hierarchy are shown on the Policies Map.

6.6 Traditionally, retail activity has underpinned the vitality of our centres. However, recent years have seen high streets across the country having to contend with rapid changes and substantial challenges arising largely through substantial growth in multi-channel retailing.

6.7 The scale of change has meant that if they are to survive as functioning centres, many will need to adapt their role and become less reliant on retail activity to support footfall.

6.8 In terms of the Borough's larger town centres, there is a need to ensure that they improve their resilience by becoming vibrant centres for living, culture, entertainment, leisure, shopping, business and civic activity.

6.9 Lower order district and local centres fulfil progressively more localised functions serving the needs of their surrounding communities. Retail uses underpin these centres and the Local Plan seeks to maintain this role where possible.

6.10 New development brings additional demands for a wide range of facilities and it will be necessary to require additional local centres to support new communities or workers where these might otherwise have limited access to centres elsewhere.

Policy LP-TC2: Managing the location and scale of main town centre uses

The Council will seek to maintain and enhance the vitality of the Borough's hierarchy of centres by ensuring that proposals for main town centre uses are in an appropriate location and that proposals for retail, leisure and office development are of a scale that would not have significant adverse impacts.

Location

In managing the location of main town centre uses, the Council will require a sequential assessment in conjunction with planning applications

involving sites that are not in an existing centre[19] and are not in accordance with the Local Plan.

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

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

Scale

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

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

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

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

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

[19] For retail purposes, the 'centre' extends to the defined Primary Shopping Areas of town centres and the boundaries of district and local shopping centres. For the other main town centre uses (as defined in the NPPF), the 'centre' will extend to the wider town centre boundary and the boundaries of district and local centres.

[20] For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange.

[21] Leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls).

The Council will refuse applications which fail to satisfy the sequential test or where it considered likely that the proposal would have a significant adverse impact.

It should be noted that Policy LP-TC2 also applies to retail uses developed in conjunction with petrol filling stations.

Justification

6.11 National planning policy recognises that centres are at the heart of local communities and that local planning authorities should continue to bring forward policies and proposals that support their vitality and viability. Main town centre uses are critical to the vitality and viability of centres.

6.12 In accordance with national policy, the Council is keen to support the vitality and viability of the Borough's hierarchy of existing centres by ensuring that they remain the focus for town centre uses and, in the case of retail, leisure and office uses, that any such development does not have a significant adverse impact on a centre by virtue of its scale.

6.13 To manage the location of such uses, Policy LP-TC2 requires applications involving main town centre uses that are not within an identified centre and are not in accordance with the Local Plan to be accompanied by a sequential assessment. The sequential assessment will include a thorough appraisal of all more central options to justify why the less central site should be considered. The sequential approach will not be applied to small scale rural offices or other small scale rural development.

6.14 Where an applicant can demonstrate compliance with the sequential assessment to justify an edge-of-centre or out-of-centre development, the Council will need to be satisfied that the scale of the proposal would not undermine the vitality and viability of any existing centre.

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

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

6.17 It should not be implied that proposals at or in excess of these thresholds are inherently inappropriate in scale. Rather, the thresholds have been established as a way of ensuring that a proposal for retail or leisure development gives more detailed consideration as to the potential impacts associated with it.

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

Policy LP-TC3: Primary Shopping Areas

The Council will seek to maintain retailing [Class E(a)] as the predominant use at ground floor level within the Primary Shopping Areas of town and district centres.

In determining proposals for the change of use at the ground floor level from retail [Class E(a)] to a non-retail use, the Council will have regard to the following factors:

a. Whether it would make a positive contribution to the vitality, viability and diversity of the centre;

b. Whether it would have an unacceptable adverse impact on daytime footfall;

c. Whether it would positively restore and/or enhance the character and appearance of the frontage;

d. Whether the scale and type of use is appropriate to the size and function of the centre;

e. Whether the proposal will give rise to disturbance or nuisance; and

f. Whether the proposal would result in an over concentration of non-retail uses which could adversely change the nature or character of the area.

Justification

6.19 At the heart of the Borough's town and district centres is the area where retail uses are concentrated. Whilst it is recognised that changing retail patterns and the growth of on-line retailing is likely to lead to a reduction in retailers operating from within shop units, retailing is, and will continue to be, an important use in driving footfall and maintaining and enhancing the vitality and viability of centres. Consequently, the general aim is to ensure that

retailing remains the predominant use within Primary Shopping Areas. The Primary Shopping Areas for the Borough's town and district centres are shown on the Policies Map.

6.20 In assessing proposals for a change of use from retail to a non-retail use, the Council will take into account a number of considerations including the nature and character of the use proposed, the vitality and viability of the centre and the prominence of its location within the street scene. In this respect, the Council is keen to encourage attractive uses which maintain activity and encourage footfall throughout the day. This is seen as particularly relevant to centres that have experienced a prolonged period of decline where there may be scope for consolidating and strengthening the centre by allowing for a wider range of services and promoting a greater diversification of uses.

Policy LP-TC4: Local centres

The Council recognises the importance of local facilities within the Borough's local centres and in determining proposals for the change of use at the ground floor level, the Council will have regard to the following factors:

a. The vitality and viability of the centre and whether this would be benefited by the proposal;

b. The particular nature and character of the use proposed, including the level of activity associated with it;

c. That the proposal is appropriate in scale and character to the requirements of the area and necessary to serve local needs which would not otherwise be met;

d. Whether it would positively restore and/or enhance the character and appearance of the centre;

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

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

Justification

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

6.22 Policy LP-TC4 recognises the valuable contribution made by these facilities seeks to retain Class E(a) retailing as the predominant use in recognition of the role that such facilities can play in providing for the local community and reducing the need to travel which can be of particular benefit to those that are less mobile.

Policy LP-TC5: Local shops and services

The Council will seek to retain local shops and services outside recognised centres, particularly where these serve the day-to-day needs of local communities that would otherwise have limited access to such facilities.

Where a proposal involves the loss of a vacant shop or service, the Council will expect the applicant to provide robust evidence to demonstrate that the premises have been comprehensively marketed and that there has been no interest in maintaining the premises as a local shop or service.

Justification

6.23 Although not of a sufficient scale to be recognised as a local centre, local shops and services can play an important role in meeting the day-to-day needs of local communities (especially those that are less mobile) and this is particularly the case in more isolated and less accessible locations, such as in rural village settlements.

6.24 The policy seeks to resist proposals that would involve the loss of local shops and services outside recognised centres and, in doing so, would consider the availability and accessibility of other opportunities for the local community to meet their day-to-day shopping and service needs.

Policy LP-TC6: Upper floors in centres

The Council will support proposals which bring underused and vacant space on upper floors of premises within centres back into beneficial use.

Justification

6.25 It is often the case that the upper floors of premises within centres are vacant or underused and this is considered to represent a waste of a valuable resource and the under-utilisation of space. Many floors above shops and other commercial properties are used for storage or left partially or completely empty, which generally leads to poor standards of maintenance and visual appearance. Other premises have vacant and

obsolete office space which is difficult to let because of poor accommodation.

6.26 The policy reflects the Council's aim to encourage a range of uses, such as offices and residential, within upper floors which will generate additional footfall and activity and help to support the vitality of centres.

Policy LP-TC7: Food and drink

In considering all proposals for restaurants, hot food takeaways, cafes, snack bars, public houses or any other uses involving the sale of food and drink, the Council will have regard to the following factors:

a. the amenity of nearby residents by reason of noise, smell, litter and opening hours;

b. whether the proposal would result in an over concentration of food and drink uses, which could adversely change the nature or character of a centre as a whole;

c. whether the proposal would lead to an unacceptable loss of retail uses and adversely impact on the vitality of a centre;

d. whether the proposal has the potential to have a negative impact on health and wellbeing (see Policy LP-CM2);

e. parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement;

f. provision for the storage and disposal of refuse and customer litter; and

g. the environmental impact of any ventilation flues and/or ducting.

Justification

6.27 Food and drink uses pose a number of potential associated environmental and highway safety problems which need to be carefully controlled. The factors to be considered when assessing planning applications mainly relate to the effect on amenity, particularly where residential properties are in close proximity, road safety and traffic flow.

6.28 Such uses are most appropriately located within town and district centres and other mixed-use areas, where their impact will tend to be least damaging and demand for their services is greatest.

6.29 Proposals for food and drink uses in other parts of the built-up area may be considered acceptable, if they meet the detailed requirements of this policy, and other policies of the Plan.

6.30 The Council also considers that where a development is acceptable in principle, the Council may impose conditions on an approval to mitigate the potentially damaging effects of these uses and/or protect the amenity of nearby residents. These conditions may include measures to control opening hours, noise, smell, the storage of refuse and the collection of litter.

Policy LP-TC8: Betting shops

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

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

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

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

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

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

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

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

Justification

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

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

7 Promoting tourism and culture

7.1 In recognition of the value of tourism and culture to the wider economy, the NPPF identifies these uses as main town centre uses. In addition, the NPPF also recognises the positive impact that tourism can have on the rural economy, specifying that local plans should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.



7.2 The Borough's tourism and cultural assets play an important role in the wider local economy both in terms of visitor spend and in creating a vibrant living environment that will be attractive to a highly skilled workforce. At present, Bury's key tourism and cultural assets are the East Lancashire Railway; the West Pennine Moors; the Manchester, Bolton and Bury Canal; Bury Market; the Irwell Valley; Bury Transport Museum; the Fusiliers Museum, Lancashire; Bury Art Museum and Sculpture Centre; Bury Libraries; and the Met.

7.3 Therefore, it is considered that one of the Local Plan's key aims should be to safeguard existing and promoting new tourism and cultural development in appropriate locations.

Policy LP-TO1: Tourism and cultural assets

The Council recognises the significant contribution that tourism and culture make towards the competitiveness and diversity of the local economy and in improving the attractiveness and quality of life within the Borough and will endeavour to support and develop the Borough's tourism and cultural offer by:

a. Safeguarding the Borough's existing tourism and cultural assets associated with the East Lancashire Railway, the West Pennine Moors, town centre assets and the Irwell Valley;

b. Encouraging and supporting proposals for the further development and enhancement of facilities associated with the East Lancashire Railway;

c. Protecting and safeguarding the Manchester, Bolton and Bury Canal and supporting proposals for its restoration, whilst protecting its biodiversity value;

d. Safeguarding key landscape and heritage assets;

e. Encouraging improvements to the range and quality of tourism and cultural assets;

f. Encouraging and supporting the development of further appropriate visitor-related attractions and facilities where opportunities arise and where the type of development is consistent with other Local Plan policies;

g. Encouraging and supporting an extension to the range of visitor accommodation, in appropriate locations;

h. Incorporating cultural activities or features capable of hosting cultural events into major developments, where practical and appropriate;

i. Supporting the temporary use of sites and premises for cultural activities;

j. Developing and supporting the evening economy and 'lifestyle amenities' in the Borough's town centres and protecting and enhancing tourism and cultural assets that make a valuable contribution to the evening economy of town centres; and

k. Seeking to improve access to these assets, particularly by sustainable modes of travel.

Justification

7.4 Tourism and culture are increasingly seen as important and inter-related components of economic development that provide both direct and indirect support to a wide array of service industries from restaurants to music venues.

7.5 Not only does the tourism and culture sector make a direct contribution towards the Borough's economy in its own right but it also has indirect benefits in terms of making the Borough a more attractive place to live for a high-skilled and knowledge-intensive workforce as well as bringing significant health and wellbeing benefits to those that visit and use these assets.

7.6 By seeking to safeguard existing and capitalise on opportunities for additional tourism and cultural assets as well as facilities that support the tourism and cultural sector, such as restaurants and visitor accommodation, the Council will seek to ensure that the role of this sector is strengthened and can continue to grow.

7.7 By their nature, tourism and cultural assets attract visitors and the Council will seek to ensure that the Borough's tourism and cultural assets are better connected and have improved accessibility, particularly by walking, wheeling, cycling and public transport.

8 Creating healthy and successful communities

8.1 Social infrastructure covers a range of services and facilities that meet local needs and contribute towards a good quality of life and it includes health provision, education and community facilities.



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

8.3 The NPPF states that planning policies and decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

8.4 It also states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education.

8.5 Policies should also plan positively for the provision and use of community facilities to enhance the sustainability of communities and residential environments and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

8.6 Some of Bury's key issues regarding health and wellbeing are associated with inequalities in life expectancy and health and significant levels of obesity and physical inactivity amongst the Borough's residents.

8.7 In terms of education, in recent years there has been a sustained decline in the birth rate and this has had an impact on the demand for school places.

However, the impact of falling rolls is not felt consistently across the Borough, with forecast surplus capacity across the Borough showing significantly different impacts.

8.8 Some of the key local issues associated with the Borough's community facilities are that a growing and ageing population will put increased pressures on community facilities and that some existing facilities are in poor condition and in need of investment.

8.9 In response to these issues, it is considered that the Local Plan should seek to ensure that new development makes a positive contribution towards social value and equality, does not have adverse effects on health and that the Borough's residents have access to good quality education and community facilities.

Policy LP-CM1: New development and social value

The Council will require all applications for major developments[22] to be accompanied by a Social Value Strategy that clearly identifies how the proposal will support social inclusion and deliver social value throughout the lifetime of the development. This shall include demonstrating how the development will maximise its positive contribution, as relevant, to:

a. Reducing inequalities in Bury and the adverse impacts that these inequalities have on residents;

b. The ability of local residents and vulnerable groups to fully participate in society;

c. Good mental and physical health, in accordance with Policy LP-CM2: New development and health and wellbeing; and

d. Economic inclusion, with positive consideration given to:

   i. Ensuring that access arrangements cater for all needs, including maximising opportunities for walking, wheeling and cycling;

   ii. Promoting on-site employment opportunities to Bury residents;

   iii. Providing training opportunities for Bury residents; and

   iv. Utilising local supply chains.

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

Justification

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

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

8.12 In support of the Council's Let's Do It! Strategy, requirements for social value in planning have the power to unlock additional community benefit from the development which can contribute towards addressing some of the Borough's deep-rooted inequality issues.

8.13 To help to address issues around inequalities in Bury, it will be necessary for new development to take all practicable measures to maximise its wider social value and its contribution to social inclusion. Opportunities to deliver social value through new development arise both the construction and operational phases.

8.14 A key aspect of this is economic inclusion and ensuring that Bury's residents have the opportunity to share in the benefits of development and economic growth. For example, new development that includes effective initiatives around economic inclusion could help Bury residents into employment and/or training, helping to tackle deprivation by raising people out of poverty and reducing inequalities, whilst benefiting the development directly through improved access to a larger, healthier and more highly skilled labour supply.

8.15 The production of a Social Value Strategy for major developments provides a mechanism for thinking about how social value and social inclusion can be maximised, securing the implementation of suggested measures and enabling the public to understand the positive impact that new development will have on their neighbourhood and community. The Council will positively engage with developers in the production and implementation of their Social Value Strategies, but the involvement of other stakeholders, including local residents, is also strongly encouraged in order to maximise their impact and the acceptance of new development.

Policy LP-CM2: New development and health and wellbeing

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

a. Helping to address issues associated with deprivation and inequalities in health and wellbeing;

b. Increasing opportunities for people to pursue more active lifestyles and active use of public spaces;

c. Controlling development (such as Hot-food takeaways and fast-food outlets) that has the potential to have a negative impact on health and wellbeing;

d. Supporting food growing and community food growing to ensure that residents have access to nutritious, affordable and sustainable food;

e. Helping to improve air quality and other pollution that may impact on human health;

f. Seeking to ensure that places are designed in a way that delivers positive mental health and wellbeing outcomes;

g. Supporting development proposals that promote and encourage the use of public transport, walking, wheeling and cycling.

h. Improving access to high-quality community, social, recreational and cultural facilities and the natural environment;

i. Creating safe and accessible environments and developments;

j. Reducing crime and the fear of crime;

k. Improving local public transport and active travel links to Fairfield Hospital to better aide patients and staff accessing the hospital; and

l. Seeking the provision of new or improved health facilities on developments of 200 or more homes to address the unmet need generated by the development where the demand resulting from a major residential development will create, or exacerbate, a shortfall in health provision.

Justification

8.16 It is now widely recognised that planning can have a significant impact on physical and mental health and wellbeing. National guidance states that planning policies and decisions should aim to achieve healthy, inclusive and safe places and the Local Plan can contribute towards this by taking account of and support local strategies to improve health, social and cultural

wellbeing for all, including through the reduction of pollution and improved air quality.

8.17 Health and wellbeing is a cross-cutting issue that can be improved through a range of specific Local Plan policies and proposals and Policy LP-CM2 highlights the key areas where the Local Plan can help to address this by identifying a range of broad considerations that will be taken into account in determining all planning applications.

8.18 Policies around health and wellbeing will operate in tandem with other initiatives, such as the work undertaken by the Council's Neighbourhood Wellness Teams who work in community settings on wellness, health and 'education' activities with local communities dealing with issues such as diabetes, drugs, alcohol, respiratory and heart clinics, moving more, community rehab and cancer.

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

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

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

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

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

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

Policy LP-CM3: Education provision in new housing

The Council will require developers of 10 or more homes of a type that generates demand for school places to make provision for the educational needs arising from the development.

In considering whether the impacts of the development are adequately mitigated, the Council will have regard to:

a. The extent of educational needs arising from the development, based on up-to-date pupil yields, ensuring that all educational needs are properly addressed; and

b. Whether existing or planned/committed school capacity within the relevant school place planning area is sufficient to accommodate the extent of educational needs arising from the proposed development.

Provision will typically involve a financial contribution that will be used to enable increased capacity at an existing school commensurate with the anticipated pupil yield from the development.

Where the scale of new housing development in an area (either individually or cumulatively) necessitates additional school provision, the Council will require this to be delivered in conjunction with the development(s). Where the Council does not have control over a suitable and available site that would be accessible to the development, land will need to be set aside within the development.

In all cases, the Council will ensure that the needs for school places arising from the development are delivered in a timely manner but, in the case of strategic housing development, the Council will support the early delivery of new schools.

If the Council forward-funds school places in advance of developer contributions being received, contributions will be sought as necessary mitigation for the development.

Justification

8.24 The National Planning Policy Framework specifies that plans should set out the contributions expected from development. This should include the provision of infrastructure, such as that needed for education. This approach is supported by guidance from the Department for Education on securing developer contributions for education[23] which clearly states that the Government expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development.

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

8.25 Most types of new housing development leads to increased demand for school places and, as such, it is considered appropriate for developers of new housing to make provision to meet this increased demand.

8.26 The type and scale of education provision will be based on the likely pupil yield arising from the development, ensuring that all educational needs are properly addressed. The calculation of pupil yields will be based on up-to-date evidence from recent housing developments.

8.27 Provision should cover all school phases (age 0-19 years), special educational needs and, where relevant, both temporary and permanent needs such as school transport costs and temporary school provision before a permanent new school opens.

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

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

8.30 It should be noted that programmes such as the Basic Need Grant and Free Schools and other capital funding do not negate housing developers' responsibility to mitigate the impact of development on education. Developers will still be expected to make an appropriate contribution towards the construction costs of a project and the 'initial assumption' is that both land and funding for construction will be provided for new schools planned within housing developments.

8.31 There may be instances where the Council would wish to see the delivery of a new school at an earlier stage in the development than would otherwise be possible. Where this is the case, the Council may explore the potential to forward-fund the delivery of school places and subsequently recoup costs through the receipt of developer contributions necessary to mitigate the development.

Policy LP-CM4: Community facilities

The Council will normally resist proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services. Their loss will only be accepted if:

a. It can be clearly demonstrated that the community use is no longer needed or economically viable; or

b. Alternative provision of equivalent or greater community benefit is made available in a location that continues to serve the community from which the facility is to be lost.

The Council will support proposals for new and improved community facilities where:

c. there will be no unacceptable impact on residential amenity and the local environment;

d. they would not lead to unacceptable levels of traffic generation and have adequate car parking provision;

e. they are accessible by public transport, walking, wheeling and cycling; and

f. they incorporate the needs and requirements of the disabled.

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

Justification

8.32 Community facilities make an important contribution to the quality of life offered by the Borough. Therefore, safeguarding and improving community facilities will help to maintain and improve the quality of life enjoyed by the Borough's residents.

8.33 For the purposes of the Local Plan, community facilities are considered to include facilities and services required to support development for the health and wellbeing, social, educational, spiritual and cultural needs of the community, such as:

- Public halls (including community/youth centres)
- Non-residential education and training facilities
- Day nurseries/crèches
- Childcare centres
- Post offices
- Village shops
- Places of worship and church halls
- Museums, libraries, art galleries and theatres

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

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

5.28 To demonstrate that the community use is no longer needed or economically viable, applicants will be required to supplement an application with evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value, showing the full extent of interest in the site as a result.

8.35 A building or other land can potentially be registered by a community body with the Local Planning Authority as an Asset of Community Value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. Once registered, if an Asset of Community Value comes up for sale, the community have an opportunity to make a bid to purchase the asset. However, the registration of an asset does not place any restriction on what an owner can do with their property as it is planning policy that determines permitted uses for specific sites.

8.36 It is acknowledged that community facilities are, on the whole, to the benefit of everyone. However, whilst the community benefits from such facilities, those in closest proximity to them could be subject to inconvenience, disturbance and disadvantages such as noise, litter, extra traffic movement and on-street car parking. Proposals where the potential benefits occurring from the community facility are outweighed by the negative effects on the environment and amenity, will normally be unacceptable.

8.37 In addition, in examining proposals for new community facilities it will often be necessary to consider the needs of those using the facilities, such as whether the facilities are accessible by both public and private transport and suit the needs of the disabled.

8.38 The detailed design and layout of a particular scheme will be considered against Local Plan Policy LP-BE6 (Design and Layout of New Development) alongside other relevant development plan policies.

9 Promoting sustainable transport

9.1 The promotion of sustainable transport is one of the key themes of the NPPF and that planning should seek to encourage a reduction in the need to travel and make provision for genuine and realistic alternatives to travelling by car. It states that transport issues should be considered from the earliest stages of plan-making and development proposals.



9.2 Enhancing and promoting transport modes that are more environmentally friendly than the private car is key to the future delivery of accessible and reliable transport networks and reduce the carbon footprint of the Borough. Bury's Local Transport Strategy sets the strategic direction for travel and mobility within Bury, identifying transport requirements that align with our future growth needs and in response to changing travel technologies. It reflects the Greater Manchester Transport Strategy 2040 (GM2040) which sets out the long-term vision for how transport needs to change across Greater Manchester and the key priorities for achieving this.

9.3 Some of the key local issues associated with accessibility in the Borough are connected to traffic congestion at peak periods, air quality issues arising from transport, health issues arising from inactive lifestyles and inadequacies in the capacity and quality of public transport and its supporting infrastructure.

9.4 In response to these issues, it is considered that the Local Plan should deliver attractive sustainable transport choices in new developments and reduce the number and length of journeys, particularly by private motor vehicles.

Policy LP-TR1: Sustainable transport

The Council will promote sustainable transport across the Borough by encouraging a modal shift towards more sustainable modes of travel, such as walking, wheeling, cycling and public transport. In doing so, the Council will seek to:

a. Reduce the need to travel by maximising the amount of development within the existing urban area and by increasing the density of development in the most sustainable locations;

b. Ensure that development maximises opportunities to encourage a modal shift in transportation from private car use to accessible active travel and sustainable transport through considered design;

c. Support investment in transport infrastructure, including investment in key public transport hubs;

d. Ensure that all of the Borough's transport networks take account of the needs of all users, including those with impaired mobility and their carers;

e. Ensure that new development minimises any impacts on existing transport networks and, where necessary, ensuring that it delivers the necessary transport infrastructure improvements in a timely manner;

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

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

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

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

Justification

9.5 The NPPF specifies that the planning system should actively manage patterns of growth in support of sustainable transport. Significant

development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

9.6 The promotion of sustainable transport is one of the core themes of the Local Plan. It includes an approach that seeks to ensure that people are able to access jobs, services and leisure activities as easily as possible and that the Borough's businesses are well-connected to suppliers, markets and labour.

9.7 The scale of development proposed in Bury will increase pressure on the Borough's transport networks. However, the extent of this can be mitigated by supporting objectives to secure a fundamental shift away from travelling by private motor vehicle to more sustainable forms of transport, such as walking, wheeling, cycling and public transport.

9.8 The Local Plan can help to achieve this by ensuring that new development contributes towards making more sustainable transport modes a more attractive alternative to the private motor vehicle. For example, it can help to achieve this by managing the location, mix and density of new development and encourage the use of sustainable transport modes.

9.9 Improving the attractiveness and extent walking, wheeling and cycling will bring added benefits in terms of maximising social inclusion and supporting healthier and more active lifestyles.

9.10 Bury will continue to work with stakeholders and Transport for Greater Manchester (TfGM) to remove barriers to active travel (walking, wheeling and cycling) and encourage walking, wheeling and cycling as sustainable and active modes. The continued delivery of the Bee Network will encourage much higher levels of both walking, wheeling and cycling and help to address low levels of physical activity and promoting mental wellbeing.

Policy LP-TR2: Walking, wheeling and cycling

The Council will seek to promote increases in travel by walking, wheeling and cycling by:

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

b. Ensuring that proposals for new development prioritise provision to help maximise walking, wheeling and cycling, where necessary,

including allowing for connections to existing walking, wheeling and cycling networks where opportunities exist;

c. Ensuring that the pedestrian environment is accessible to all including children and people living with disabilities;

d. Requiring new and encouraging improved cycle parking facilities at all destinations that generate a significant number of trips, including public transport interchanges, workplaces, town and district centres, leisure facilities and visitor attractions; and

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

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

Justification

9.11 30% of trips under 1km in Greater Manchester are made by car which is the equivalent of just 15 minutes on foot. Walking, wheeling and cycling have the potential to replace a significant number of short car journeys, as well as contributing to healthier and more active lifestyles and social inclusion.

9.12 The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system. The Bee Network includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan Change a Region to Change a Nation and is supported by Greater Manchester's Active Travel Commissioner's Active Travel Mission.

9.13 To achieve the committed modal shift ambitions set out in GM2040 and to deliver the Bee Active Network as our core active travel network, we must make our streets safer, more attractive and inclusive places for everyone to spend time in, as well as pass through. We must invest in safe walking, wheeling and cycling routes to ensure all our residents have the opportunity to make healthy choices.

9.14 Encouraging active lives need to be placed at the heart of everything we do in Bury and we must provide an environment in which active travel is a safe, enjoyable, natural choice for everyday journeys. By delivering a connected active travel network, we are not only striving to encourage more people to

walk, wheel and cycle but we are trying to create a more liveable Borough, with pleasant local neighbourhoods where most daily needs can be met on foot, by wheeling or by cycling.

9.15 To assist in this process, it is important that new development and wider place-making is designed in a way that encourages walking, wheeling and cycling and that the Borough's network of walking, wheeling and cycling infrastructure is maintained and improved. For example, ensuring that new development makes provision for convenient, safe and secure cycle parking can be key in seeking to increase cycle use and reduce dependence on private motor vehicles.

Policy LP-TR3: Public transport

The Council will support improvements to the Borough's public transport network and facilities to promote more sustainable transport choices and reduce reliance on private motor vehicles.

In doing so, the Council will support proposals that would lead to:

a. Increased capacity of the public transport network and improved reliability, frequency, speed, directness and coverage of public transport routes and services;

b. Improved public transport networks that link to key destinations such as town and district centres and other key employment areas;

c. More effective service integration, including through the coordination of services, improved interchanges and integrated ticketing;

d. Improvements to the passenger experience, including services, safety, security, waiting environment and comfort;

e. Improved access and accessibility to public transport, including for those with impaired mobility and additional park and ride facilities;

f. Improved public transport services to the Borough's less accessible locations, such as village settlements; and

g. A reduction in harmful emissions, including through the use of low and zero emission vehicles.

The following are identified on the Policies Map as being integral to the provision of improved accessibility and connectivity:

- LP-TR3/1: Bury Interchange, Haymarket Street, Bury - Redevelopment and reconfiguration of Bury Interchange.
- LP-TR3/2: Warth, Radcliffe - New Metrolink station.
- LP-TR3/3: Tram-train route - Bury - Heywood - Castleton, including potential stops.
- LP-TR3/4: Quality Bus Transit (QBT) Corridor - Bury-Heywood-Rochdale
- LP-TR/3/5: Quality Bus Transit (QBT) Corridor – Bury-Bolton

Justification

9.16 An attractive, efficient and cost-effective public transport network that is fully integrated with other forms of transport and which provides a genuine alternative to travelling by private motor vehicle will be key if public transport is to play a fundamental role in achieving a modal shift in the way we travel. It is also considered to be vital in supporting long-term, sustainable economic growth in the Borough.

9.17 Bury has a reasonably comprehensive network of public transport services which provide links to key local destinations and further afield. Metrolink operates from Bury town centre travelling south to Manchester City Centre and beyond to other areas of Greater Manchester including Eccles, Oldham, Rochdale, Chorlton, Didsbury, Droylsden, Media City and Manchester Airport. Park and Ride sites are currently provided at key stops including Bury, Radcliffe and Whitefield. Since its introduction in 1992, Metrolink usage on the Bury line has seen significant growth and has become an important commuting asset, particularly for those travelling to work in Manchester city centre. However, services on the Bury line are subject to over-crowding during peak periods.

9.18 Bus services in the district comprise local routes from the town centres to suburban housing areas and rural communities with inter-urban services providing frequent links to neighbouring towns including Bolton, Rawtenstall, Bacup and Rochdale. There are also several frequent routes to Manchester, serving various residential areas including those some distance away from Metrolink stops.

9.19 Bury Interchange provides the largest public transport 'hub' for the district and enables convenient transfer between different bus services or between bus and Metrolink. However, the Interchange is poorly configured and suffers from a poor environment that does not reflect its status as the Borough's key transport hub. Significant investment in Bury Interchange is required in order to ensure that the facility is attractive and fit for purpose including the provision of a southern access into the Interchange.

9.20 There is also considered to be a general lack of integration between different types of public transport and initiatives such as integrated ticketing would significantly help in promoting public transport as a genuine alternative to travelling by private motor vehicle.

Policy LP-TR4: Travel hubs

The Council will support schemes for new and improved travel hubs where it can be demonstrated that they form part of a wider strategy for increasing the use of public transport and active travel where it would:

a. Improve the attractiveness of public transport thereby reducing overall levels of vehicular traffic on the Borough's highway network;

b. Not lead to unacceptable levels of traffic congestion in the vicinity of the facility;

c. Increase the use of public transport;

d. Ensure a safe and secure environment for users; and

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

Justification

9.21 Travel hubs can play an important role in encouraging the use of public transport and active travel subsequently reducing the levels of vehicular traffic on the Borough's highways network.

9.22 Transport for Greater Manchester's (TfGM) Streets for All Design Guidance sets out that existing Metrolink Park and Ride facilities will be developed into travel hubs that support people cycling as part of longer journeys, for example by providing secure cycle storage at stops and stations, in addition to other facilities, such as electric vehicle charging infrastructure and parcel lockers.

9.23 Nevertheless, it is important that such facilities are provided in the right location and are designed in a way that actively encourages use whilst avoiding potential issues of congestion in the vicinity of the facility.

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

9.25 It is important that the needs of cyclists are met within the facility in terms of including provision for secure cycle parking.

Policy LP-TR5: Highways

The Council will seek to ensure that the Borough's highway network operates efficiently, effectively and safely by:

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

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

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

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

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

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

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

Justification

9.26 Over the next twenty years or so, Bury is forecasted to see significant levels of population and housing growth. Furthermore, the Places for Everyone Joint Plan includes a strategic allocation for significant employment growth at Heywood/Pilsworth which has the potential to generate around 20,000 new job opportunities.

9.27 Clearly, this level of growth will result in increased demand for travel, but it is essential that this does not result in a proportionate growth in car usage as this would lead to increased congestion and negative impacts on air quality. This emphasises the need for growth to be supported by a significant drive to promote more sustainable forms of travel. Nevertheless, it is inevitable that it will result in increased pressures on the Borough's highways network that will require intervention.

9.28 As a result, it is essential that the transport implications associated with new development are fully considered at the planning application stage. Where a new development is likely to lead to a significant increase in the need to travel, proposals will be required to be supported by robust information set out within a Transport Assessment or Transport Statement that analyses what these implications would be, particularly for the highways network, and examine how any adverse impacts could be mitigated against. The thresholds for the submission of Transport Assessments and Transport Statements are set out in the Council's Planning Application Validation Checklist.

9.29 Where these highways and other transport interventions are required to support the delivery of specific development proposals, the expectation will be for these to be funded by the developers of those sites.

Policy LP-TR6: Parking provision and drop-off facilities

The Council will require all development to make adequate provision for parking and servicing in accordance with the Council's car parking standards.

Where appropriate and proportionate to likely demand, the Council will require the incorporation of suitably located general user and taxi drop-off facilities in association with new development.

Justification

9.30 Car parking provision and adequate servicing arrangements are needed to ensure the efficient operation of all new developments and to ensure that the car parking and servicing needs arising from a particular development do not adversely affect the safe and efficient operation of the highway network or the local environment.

9.31 Car parking provision must also relate to the availability of public transport and should be set at a level which encourages the use of public transport. For example, there will be reduced requirements for parking in locations which have good access to other means of travel than the private car,

particularly in the Borough's town and district centres and other locations which have good access to public transport.

9.32 In terms of supporting the vitality and viability of the Borough's key town and district centres, it is essential that sufficient parking provision is made available. Priority will be given to the needs of short stay parkers but, overall, there is a need to strike a balance in parking provision between the need to ensure the economic viability of the town and district centres and the Council's wish to encourage sustainable transport.

Policy LP-TR7: Electric vehicle charging infrastructure

The Council will support the continued development of a network of safe and conveniently located electric vehicle charging infrastructure across the Borough.

Charging points will be required to be located so that they can be accessed by the maximum number of parking spaces at the development.

Within larger major developments, opportunities to incorporate public electric vehicle charging points should be considered, having regard to existing provision in the local area.

Justification

9.33 The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions or enable travel by zero emission modes.

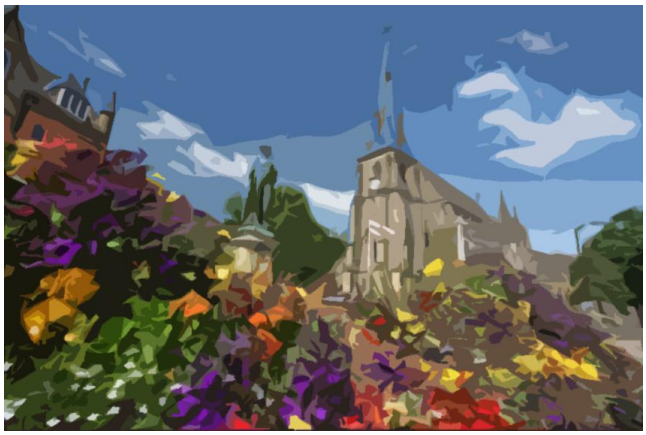
9.34 New development can make an important contribution to enabling the use of electric vehicles. Whilst it is acknowledged that there is potential for significant advances in low emission technologies, electric vehicles are a key part of this and it is therefore considered important that this plan supports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

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

9.36 It is envisaged that the majority of electric vehicle charging should take place overnight at home, after the daily peak in electricity demand. Ensuring that residential properties with garages and drives incorporate a charging point will help to facilitate home charging, and the additional cost of providing this

infrastructure is considered to be minimal. Non-residential development can also have a significant role to play, for example by providing dedicated charging points for a proportion of parking spaces to support workplace and visitor charging.

10 Conserving our built environment and achieving high-quality design



10.1 The NPPF highlights the need to conserve heritage assets, and that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment.

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

10.3 In response, it is considered that the Local Plan should seek to positively manage the conservation and enjoyment of the Borough's built heritage assets.

10.4 Where development proposals have the potential to affect built heritage assets, developers will need to demonstrate how their proposal will protect, preserve and enhance buildings, structures and other sites of significant architectural or historic interest. In seeking to conserve and enhance the Borough's built heritage, the Council will require all new development proposals to be based on a thorough understanding of the context, significance and local distinctiveness of its buildings, site and surroundings, and should be of high-quality in terms of its design, architecture, landscape, materials, and appropriateness for its setting.

10.5 The design and layout of new development has become an increasingly important feature of planning. The NPPF specifies that the creation of high-quality and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key

aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

10.6 A key local issue for Bury has been a lack of a clear design vision and an appropriate policy framework against which to consider the design and layout of new development proposals and, in some cases, this has led to poorly designed buildings and places within the Borough.

10.7 In response, the Local Plan seeks to clarify the Council's design expectations and establish some of the key principles against which the design and layout of all new developments will be considered.

Policy LP-BE1: Conservation Areas

The Council will seek to preserve or enhance the character or appearance of the Borough's Conservation Areas and will be especially concerned with encouraging and, where appropriate, implementing measures to:

a. Retain, repair and, where appropriate, reinstate features of historical and architectural interest;

b. Retain and enhance existing landscape features including trees, parks and gardens;

c. Initiate and promote environmental improvement/ enhancement schemes such as landscaping, refurbishment of street furniture, traffic management and pedestrian schemes;

d. Remove dereliction and bring unused land or buildings back into beneficial use;

e. Prepare and promote design guidelines to ensure sympathetic development;

f. Preserve or enhance the special character or appearance of the area.

In considering proposals for development in Conservation Areas, the Council will have regard to the following factors:

g. The nature of the development in terms of its bulk, height, materials, colour, design and detailing;

h. The relationship between the proposed development and the architectural and visual qualities of the surrounding area;

i. Where demolition of an undesignated building is proposed, the contribution of any proposed new building to the character or appearance of the area as compared to the buildings to be demolished;

j. In the case of the re-use of buildings or the introduction of new uses, the impact of the proposal on the character or appearance of the area and the fabric of the existing building.

Justification

10.8 Within any town or city there are areas which have a special character. This is usually derived from a sense of history, the existence of traditional buildings, and the spaces between buildings including the street pattern, trees, parks and gardens. Planning legislation recognises the value of these areas. It requires Local Planning Authorities to determine which parts of their area have a special architectural or historic interest which it is desirable to protect or enhance, and to designate these as Conservation Areas.

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

10.10 The aim of the Policy is to ensure that the special character inherent in the Borough's Conservation Areas should not only be preserved but enhanced as far as possible.

10.11 The Council has prepared a number of Conservation Area Appraisals and Management Plans. The aim of this is to ensure that the character and appearance of Conservation Areas is preserved and, where possible, enhanced. They contain specific recommendations and guidance which will be used to inform the determination of planning applications and encourage the highest quality building design, townscape creation and landscaping which is in keeping with the defined areas. The enhancement and high-quality maintenance and repair of historic assets will also be encouraged.

Policy LP-BE2: Listed Buildings

The Council will actively preserve the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their architectural or historic interest.

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

In considering applications for Listed Building Consent, the Council will have regard to the following criteria:

a. The impact of the proposal on the historic fabric of the building;

b. The relationship of any extension to the Listed Building in terms of its height, size, design and roofscape;

c. The need to protect the setting of the Listed Building; and

d. The impact of associated ancillary facilities and infrastructure works.

Justification

10.12 Buildings of special architectural or historic interest are "listed" by the Government's Department for Culture, Media and Sport. The listing of a building provides statutory protection against its alteration or demolition, and this policy seeks to reinforce this protection by ensuring that their character and surroundings are maintained.

10.13 The list of buildings in Bury covers more than 320 buildings and structures. The type and character of these listed buildings is varied and reflects the historical development of the Borough. They include stone and timber framed buildings originating from the 15th, 16th and 17th century, mills, churches, telephone boxes and war memorials. However, not all the items on the list are what we might think of as 'beautiful' buildings or structures. Buildings may be included for their special historical associations as well as their architectural merit.

10.14 New uses for Listed Buildings may often be the key to their preservation, especially for buildings which have become wholly or partly redundant. However, new uses must not adversely affect the architectural or historic features and character or appearance of such buildings.

10.15 The setting of a Listed Building is often an essential feature of its character and unsympathetic development near to a Listed Building can mar its appearance, make its future use unattractive or untenable, or physically damage its structure. It is therefore important to consider the effect that the proposed development may have on such buildings.

10.16 In respect of Listed Building Consent for demolition, applicants will have to demonstrate conclusively why the building cannot be retained.

Policy LP-BE3: Scheduled Monuments

The Council will not permit development proposals which would adversely affect scheduled monuments or their settings.

The Borough's current scheduled monuments are shown on the Policies Map and are listed below:

- LP-BE3/1: Affetside Cross.
- LP-BE3/2: Castlesteads, Bury.
- LP-BE3/3: Bury Castle, Bury.
- LP-BE3/4: Radcliffe Tower, Radcliffe.

Justification

10.17 The Ancient Monuments and Archaeological Areas Act 1979, provides for the designation and statutory protection of monuments of national importance (Scheduled Ancient Monuments) by the Secretary of State. Such monuments may consist of buried or standing archaeological remains, ruins and buildings.

10.18 At present, there are four scheduled monuments in Bury. Although works affecting scheduled monuments require the written consent of the Secretary of State, a procedure separate from the planning process, the effect of a proposal on an ancient monument and its setting is a material planning consideration.

Policy LP-BE4: Archaeological features

The Council will seek the protection of sites of archaeological importance as and where they are found.

Where a development proposal is submitted which will affect an archaeological site, as general principles, the Council's preference is for:

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

Developers will be required to submit sufficient information on the potential impact of the development to allow the Council to make a full and proper investigation into its archaeological consequences.

The Council will have regard to the following criteria in determining the importance of an archaeological site and the impact of any proposal:

a. The historic importance of the site;

b. The quality and condition of the site;

c. The rarity value of the site;

d. The nature of the proposed development;

e. The level/degree of disturbance;

f. The permanence of the proposal; and

g. The siting of associated infrastructure/services.

Justification

10.19 Archaeological remains are irreplaceable, representing a finite and non-renewable resource of past human activity. They are important 'for their own sake' as well as their obvious roles in education, leisure and tourism.

10.20 This Policy aims to ensure that the effects of development proposals on archaeological sites are properly assessed and evaluated before planning applications are determined.

Policy LP-BE5: Local non-designated heritage assets

In considering proposals that have the potential to affect non-designated heritage assets, including those on the 'Local List', the Council will make a balanced judgment on the proposal taking into account:

a. The scale of any loss or harm to the locally significant heritage asset;

b. The significance of the heritage asset; and

c. The extent of the benefits that would arise from the proposal.

The Council will refuse applications where the loss or harm is considered to outweigh the anticipated benefits.

Justification

10.21 In addition to formally designated Conservation Areas, Listed Buildings and Schedules Ancient Monuments, the NPPF also includes a level of protection for non-designated heritage assets. These can be any type of historic

structure, fabric or artefact located above or below ground. These structures would generally not meet the criteria for protection as designated heritage assets but are seen to contribute to the background character, significance and distinctiveness of an area where it is important to protect the best of these assets.

10.22 Non-designated heritage assets can be identified either at the time of an application or in advance by the local planning authority through survey and consultation, and then by producing a local list of such heritage assets. The Council has prepared a list of non-designated heritage assets within Bury and this currently includes around five hundred entries, some of which include multiple properties. The approach to producing the list is to ensure that each part of the Borough and its character is represented. It is also important to cover all relevant periods of the Borough's development and to ensure that all building and structure types are covered.

Policy LP-BE6: Design and layout of new development

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

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

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

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

Context and character

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

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

   ii. The local townscape, landscape and setting;

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

iv. Local materials, detailing and architectural features.

Place-making and urban design quality

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

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

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

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

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

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

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

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

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

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

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

xi. Making provision for high-quality green infrastructure, the provision of wildlife habitats and other wildlife-friendly features within the development, including the provision of opportunities for nesting birds through the installation of integral nest

boxes/incorporation of swift bricks in accordance with Local Plan Policy LP-GI5;

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

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

xiv. Promoting health and wellbeing; and

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

Climate responsiveness and resilience

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

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

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

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

iv. Ensuring that the design includes an assessment of and response to existing hydrological characteristics to ensure the sustainable management of water in the design of a site. Sustainable drainage must be considered at the outset of the design process and integrated with the site landscaping, including tree-lined streets.

Engagement and Design Process

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

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

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

Design Review and Quality Assurance

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

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

Justification

10.23 The design and layout of new development is recognised as being integral to achieving sustainable development and the planning process has a key role to play in achieving this.

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

10.25 Good design incorporates an interrelation of features and if implemented effectively can contribute towards the creation of thriving and vibrant places that are well built, inclusive, safe, well-connected and environmentally sensitive. Consequently, the design of new development can have a significant impact on people's quality of life and encourage physically active and healthy lives[26].

10.26 The Council is particularly keen to encourage more innovative, yet respectful, design solutions within the built environment and to avoid generic building design that has little or no relevance to its surrounding environment.

10.27 The circumstances where a development proposal should be accompanied by a Design and Access Statement are set out under the Town and Country Planning (Development Management Procedures) (England) Order. They are required to ensure that all necessary considerations have been integral in the design of the proposed development, including the need to ensure that

[25] As required under Article 9 and Schedule 1 of the Town and Country Planning (Development Management Procedure) (England) Order 2015

[26] Sport England's Active Design Guidance provides useful advice on how design can encourage physically active and healthy lives.

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

10.28 It is intended that this Policy will be supplemented by design guides and codes which will set out more detailed advice on achieving high standards of design that reflect the local character of the area. Regard will be had to the National Design Guide and National Model Design Code where no locally produced design guides or codes are in place.

Policy LP-BE7: Shop fronts

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

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

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

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

Justification

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

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

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

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

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

Policy LP-BE8: Street furniture

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

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

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

b. does not detract from highway safety;

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

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

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

Justification

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

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

Policy LP-BE9: Advertisements

The Council will seek to control advertisements in the interests of amenity and public safety to enhance the quality of the Borough's environment. In doing so the Council will have regard to the following considerations:

a. the characteristics of the local neighbourhood, including scenic, historic, architectural and cultural features;

b. the scale and massing of existing buildings and structures;

c. the nature of the predominant land use in the locality;

d. the presence of Listed Buildings or Conservation Areas;

e. any proposals for land use change in the area;

f. with reference to the countryside, landform, the quality of immediate surroundings, landscape character and background features; and

g. the effect on the safe use of any form of transport, including the safety of pedestrians.

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

Justification

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

10.36 In line with the objective of protecting and enhancing the built environment, the Council will use its development management powers to control the visual effects of advertisements on their surroundings.

10.37 The Council will be especially concerned with controlling advertisements in the interests of amenity and public safety. In considering issues concerning amenity, the Council will examine the effect of a proposal on the appearance of a building and on visual amenity in the immediate neighbourhood where it is to be displayed, including its cumulative effect.

10.38 Where public safety issues are raised, the Council will consider such matters as the likely behaviour of drivers of vehicles who will see the advertisement, possible confusion with any traffic sign or other signal, or possible interference with a navigational light or an aerial beacon. The vital consideration will be whether the advertisement itself, or the exact location

proposed for its display, is likely to be so distracting, or so confusing, that it creates a hazard to, or endangers, people in the vicinity.

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

Policy LP-BE10: Regeneration Opportunity Areas

Subject to other development plan policies, the Council will support proposals that lead to the regeneration of the built environment where this is in need of environmental improvement.

The following areas are designated as Regeneration Opportunity Areas, and these are shown on the Policies Map:

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

Justification

10.40 The built environment shapes the living conditions and quality of life for our communities and workers. Whilst many parts of the Borough present a high-quality built environment, there are some areas that are particularly poor-quality and in need of regeneration and environmental improvement.

10.41 Policy LP-BE10 is designed to encourage regeneration activity and environmental improvements in areas that currently present a particularly poor-quality built environment in order to improve the attractiveness of these areas.

10.42 Although the Policy will be applicable to any areas with a poor-quality built environment, it identifies two designated Regeneration Opportunity Areas to the east of Bury town centre and in the Milltown Street area of Radcliffe. It should be noted that it is not the intention of this Policy to identify these areas for wholesale regeneration with the displacement of existing residents, businesses and other operators but, rather, to work alongside these to promote improvements to the built environment.

11 Conserving and enhancing our green infrastructure

11.1 It is clearly recognised in national policy that Local Plans should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs through the provision of safe and accessible green infrastructure.



11.2 Additionally, one of the key aims of the NPPF is that Local Plans should include policies for the conservation and enhancement of the natural environment, including policies to conserve areas of special landscape value, biodiversity and ecological assets and green infrastructure.

11.3 Green Infrastructure is defined[27] as a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. It can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, incidental areas of open space, linear corridors, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies[28].

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

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

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

11.5 The key local issues associated with Green Infrastructure are multifaceted. The key challenge for the Borough's natural environment is the varied nature and quality of different landscape characters, geological and ecological assets, and water bodies.

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

Policy LP-GI1: Green infrastructure

The Council will seek to protect and enhance a network of multi-functional green and blue infrastructure and will support proposals to improve the connectivity and quality of the network where these accord with other Local Plan policies and proposals.

To maintain the positive role and function of the green and blue infrastructure network, the Council will resist proposals for new built-development and the change of use of land and existing buildings that could result in negative impacts upon the functionality of the green infrastructure network, unless it satisfies the following criteria:

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

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

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

d. It is essential to meet broader sustainability objectives.

Where a proposal can satisfy the above criteria, applicants will be expected to further demonstrate that the proposal:

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

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

g. Is in accordance with other Local Plan policies and proposals.

Opportunities for new green infrastructure that exist outside or adjacent to the Strategic Green Infrastructure network which could form key gateways, improve linkages in areas of poor connectivity or enhance levels of physical activity will be encouraged, where appropriate.

Justification

11.7 Planning Practice Guidance defines green infrastructure as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

11.8 Bury's strategic network of green infrastructure is shown on the Policies Map and this includes:

- Areas of open countryside such as the uplands of the West Pennines Moorland and Country Parks;
- Strategically significant green and blue spaces such as Bury's river valleys and biodiversity assets;
- Open areas where there is a significant high flood risk and opportunity to mitigate against flooding and/or provide additional compensatory flood storage; and
- Areas of outdoor open space, sport and recreation including (but not limited to) playing fields, urban parks, woodlands, and allotments.

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

11.10 The Council recognise the importance of green infrastructure in supporting growth both at the local and the City Region level and in improving connectivity between Bury and the neighbouring Greater Manchester districts of Rochdale and Bolton and the regional centre and inner areas of Manchester, Salford and Trafford as well as the Lancashire districts of Rossendale and Blackburn with Darwen.

11.11 Consequently, the Policy generally seeks to protect and enhance areas of green infrastructure and support proposals to improve the connectivity and quality of the network.

Policy LP-GI2: Biodiversity and geodiversity assets

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

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

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

Under these circumstances, developers will be expected to provide evidence that any potential impact has been fully assessed and that, where potential impacts are identified, measures have been taken to avoid, mitigate or compensate.

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

a. The effect on priority habitats and sites of international, national, regional or local importance as identified in relevant national guidance, the Greater Manchester Local Nature Recovery Strategy, and the Local Sites register for Greater Manchester;

b. The effect on land contributing towards and/or enabling the enhancement of the Borough's wildlife corridor network as identified in the Greater Manchester Local Nature Recovery Strategy and forming part of Bury's Green Infrastructure network, taking account of the priorities set out within the LNRS;

c. The impact on protected and both national and local priority species, identified in regional or local importance identified in the Greater Manchester Local Nature Recovery Strategy; and

d. The irreplaceable nature of certain habitats such as Blanket Bog, Ancient Woodland and Veteran Trees. To minimise the impact of development within the vicinity of these habitats, proposals will be required to provide a significant buffer of 50 metres.

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

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

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

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

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

g. The effect on any exposed geological outcrops.

Justification

11.12 Biodiversity (the variety of living organisms) underpins the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life.

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

11.14 In terms of the sub-region of Greater Manchester, the Borough has an above average concentration of Sites of Biological Importance (SBIs) which makes a significant contribution towards the landscape character and perception of the Borough as an attractive location to live. SBIs also provide the main refuges for priority habitats and species as well as providing key nodes within the green infrastructure and wildlife network of the Borough. SBIs are graded to reflect their value as follows:

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

11.15 There are two key areas of ancient woodland associated with the Irwell Valley and its tributaries which are at opposite ends of the Borough, in the north around Holcombe Brook and Summerseat, and in the south around Prestwich and Stand. Ancient woodlands are irreplaceable and are valuable biodiversity, cultural and heritage assets.

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

11.17 It is, therefore, important that these key biodiversity assets are protected through the planning process wherever possible. When considering proposals for development that has the potential to impact biodiversity assets, developers will be required to comply with the mitigation hierarchy (avoid, mitigate and compensate) as set out in national policy and in PfE Policy JP-G8.

11.18 Additionally, geological and geomorphological features provide insights into the environment during the carboniferous and post glacial era. It is important that these sites are protected as once they are lost, they are lost for ever.

Policy LP-GI3: Biodiversity net gains from new development

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

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

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

b. If developers cannot achieve all of their BNG on-site, they can deliver through a mixture of on-site and off-site. Developers can either make off-site biodiversity gains on their own land outside the development site or buy off-site biodiversity units on the market.

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

c. If developers cannot achieve on-site or off-site BNG, they must buy statutory biodiversity credits from the government. This should be a last resort.

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

Justification

11.19 The Environment Act 2021 includes a requirement for applicable development to deliver a mandatory 10% Biodiversity Net Gain. BNG is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.

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

Policy LP-GI4: Local nature recovery network

Where development is sited within or adjacent to the adopted Greater Manchester Local Nature Recovery Strategy's (LNRS) Local Nature Recovery Network it will need to demonstrate how the proposal will enhance and protect the integrity of existing core areas for nature recovery and boost the connectivity of the network within opportunity areas for nature recovery. Development will also need to demonstrate how it will support the priorities set out in the LNRS, particularly in relation to:

a. The enhancement and provision of habitats on the development site; and

b. The Habitat Management and Monitoring Plan for the development.

Development on land within or adjacent to areas identified as core areas in the Nature Recovery Network will not normally be permitted, unless it can be demonstrated that other material considerations outweigh the special interest of the site.

Within the LNRS opportunity areas, development will be expected to:

c. Protect and enhance key existing habitats;

d. Identify the existing and planned broader nature recovery network; and

e. Enhance, restore and create habitats in a way that significantly improves connectivity within the development site and beyond the site.

In enhancing connectivity, particular consideration will need to be given to the following:

f. The expansion and enhancement of existing habitats;

g. The priority species identified within the LNRS;

h. The strategic creation and restoration of habitat to better connect existing habitats;

i. The design and layout of the development; and

j. Any infrastructure that could be detrimental to achieving enhanced connectivity, such as roads, buildings and other barriers to species movements (e.g. fences).

Justification

11.21 The Greater Manchester Local Nature Recovery Strategy was published in 2025. The Local Nature Recovery Strategy sets out a vision for a greener Greater Manchester, where space for nature to flourish is grown and enhanced, more people can access and enjoy the natural environment, and the many benefits nature brings are increased for everyone – from supporting mental and physical wellbeing to creating leisure space and supporting biodiversity.

11.22 The strategy outlines the core areas for nature recovery, priorities for nature recovery, priority species and opportunity areas for nature recovery, along with a mapped Local Nature Recovery Network.

11.23 Our core areas for nature recovery are areas which are already of particular importance for biodiversity, including all the statutorily protected and selected areas for nature in Greater Manchester (including all of our Sites of Special Scientific Interest; Local Nature Reserves, and Sites of Biological Interest) and irreplaceable habitats as defined by the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024.

11.24 The LNRS opportunity areas are strategically identified areas that are crucial to developing a coherent nature recovery network across Greater Manchester, through expanding or joining up our core areas. These opportunity areas have no existing statutory protection and have significant potential to become of particular importance for biodiversity. They represent the best areas to

connect-up spaces for nature across Greater Manchester and are where effort should be concentrated to achieve the most for biodiversity.

11.25 This works in partnership with Biodiversity Net Gain; development projects that create, enhance or recover habitat in locations which within the core or opportunity maps of the Greater Manchester Local Nature Recovery Strategy will get a higher biodiversity value in the biodiversity metric than they would in other locations.

11.26 For implementation of statutory Biodiversity Net Gain, the areas identified in the Greater Manchester Local Nature Recovery Strategy as areas that could become of particular importance for biodiversity (or "opportunity areas") are to be categorised as "formally identified in local strategy" for the purposes of scoring "Strategic Significance" in the Statutory Biodiversity Metric.

Policy LP-GI5: Wildlife-friendly features in new development

New development will, where appropriate, make provision for wildlife habitats and other wildlife-friendly features within the development, including the provision of opportunities for nesting birds and bats through the incorporation of bird and bat bricks.

In particular, new housing and commercial development will prioritise incorporation of swift bricks located at a suitable elevation and in line with the British Standard BSI42021 unless other protected or priority species are already present nearby. As a minimum, provision will need to be made for:

- Two swift/bird or bat bricks per residential unit.
- One swift/bird or bat brick per 50 sq.m. of commercial floorspace.
- 13cm square gaps in residential fences to allow for hedgehog highways between gardens.

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

Justification

11.27 Bury is home to a number of nationally and locally prioritised species. Nationally, bats, house sparrows and starlings are designated as species of principal importance[31]. Additionally, the Greater Manchester Local Nature

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

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

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

11.29 For residential development, a minimum number of two swift bricks/bird or bat boxes are required per residential unit. The requirement does not apply to extensions or alterations of existing buildings. The minimum number of swift/bird or bat boxes required on commercial development one per 50 sq.m. of floorspace. Swift/bird and bat boxes should be installed in groups of three, with a preference for integrated provision rather than external boxes. Artificial nest cups for House Martins may also be proposed instead of swift bricks where recommended by an ecologist.

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

Policy LP-GI6: Trees, woodland and hedgerows

The Council recognises that trees, woodland and hedgerows bring multiple benefits, including providing valuable wildlife habitats, reducing pollution, improving air quality and increasing resilience to climate change. Accordingly, the Council will support the Greater Manchester City of Trees project by seeking to retain and enhance the coverage of trees across the Borough.

Where a development will, or has the potential to, affect trees, the Council will take a natural capital approach to tree replacement, looking not just at numbers, but at the potential benefits being lost.

In particular, the Council will:

a. Require planning applications to be accompanied by adequate tree survey information, where necessary;

b. Work with developers to ensure that there is no unacceptable loss of, or damage to, existing trees or woodlands during, or as a result of, development;

c. Where development would result in the loss of existing trees:

   i. Where stem diameters are below 15cm[32] require as a minimum, replacement on the basis of two new trees for each tree lost or other measures that take into account the provision of benefits lost, such as those that result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area;

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

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

d. Require development proposals to increase the levels of high-quality new native tree planting, ensuring that they continue to be well maintained;

e. Protect the Borough's Ancient Woodlands and Ancient and Veteran Trees as valuable biodiversity, cultural and heritage assets;

f. Protect important[34] hedgerows in the Borough;

g. Support proposals for new tree planting where this involves the right type of trees in the right location;

h. Encourage the incorporation of trees into existing and new proposals for new walking, wheeling and cycling routes; and

i. Ensure the provision of street trees into new development, where appropriate[35].

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

Justification

11.31 Policy LP-GI6 reflects the Council's recognition that trees, woodlands and hedgerows are vital elements of the Borough's green infrastructure network and play a major role within the environment.

11.32 Trees and hedgerows (which are priority habitats[36]) deliver a range of benefits, including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion and strengthening landscape character. They can also soften otherwise harsh urban environments, provide shelter from wind and shade from sunlight and heat and create vibrant environments and pleasant public spaces.

11.33 Having green, tree filled local environments can make a huge contribution to quality of life, promote good mental and physical health, create liveable places, improve our resilience to climate change and support economic growth.

11.34 In recognition of these benefits, Policy LP-GI6 seeks to support the City of Trees project, which is the Greater Manchester's contribution to The Northern Forest - a 25-year vision to plant 50 million trees across the North of England, stretching from Liverpool to Hull.

Policy LP-GI7: Soils

When assessing the potential impact of a development on soil assets, the Council will take into account the following:

a. The effect on the Borough's best and most versatile (BMV) agricultural land[37]. Any proposals for development on such land will need to be informed by a detailed agricultural land survey;

b. Whether the proposal conserves and enhances peat habitats and takes advantage of opportunities to re-wet moorland and mossland habitats in the Borough; and

c. The effect of the proposal on conserving and enhancing the soil resource.

[36] Hedgerows are defined as priority habitats by the Department for Environment, Food and Rural Affairs and Natural England, List of habitats and species of principal importance in England (2022).
[37] As defined by Natural England, BMV agricultural land is defined as Agricultural Land Classifications 1 to 3a.

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

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

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

Justification

11.35 Nationally, there has been a long-standing presumption against the loss of the most versatile agricultural soils i.e. those capable of producing regular arable crops. Historically, the best and most versatile agricultural land was safeguarded because of its strategic importance in terms of food self-sufficiency for the country. However, the protection of such land is equally applicable today in terms of producing food locally and reducing 'food miles'.

11.36 Although the Borough has very little agricultural land that can be considered to be the best and most versatile, the Council will ensure that the small pockets that do exist are not adversely affected or lost to development. Soil is essential for achieving a range of important ecosystem services and functions, including food production, carbon storage and climate regulation, water filtration, flood management and support for biodiversity. Soil is a finite resource and needs to be conserved and managed in a sustainable way.

11.37 Some of the most significant impacts on soils occur as a result of activities associated with construction. A Code of Practice has been developed by Defra to assist in the understanding of how to better protect soil resources and minimise the risks of environmental harm. Where appropriate a soil assessment may be required.

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

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

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

11.39 The Borough also includes areas of degraded Blanket Bog and former mossland. The latter (primarily associated with Unsworth Moss) is now unlikely to be restored, with evidence indicating there is not restorable peat at this location. However, the peat associated with Holcombe Moor, though currently not actively growing, still represents an important area of locked carbon and potential source of paleo-ecological records.

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

12 Improving access to quality open space, sport and recreation

12.1 The NPPF states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.



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

12.3 The key local issues associated with the provision of open space and opportunities to get involved in sport and recreational activity are that there are significant and rising levels of obesity in children and adults; that levels of physical inactivity are sizeable; and that there is a need to increase opportunities to travel by walking, wheeling and cycling. Coupled with this, there are identified deficiencies in the quantity, quality and accessibility of all types of open space across the Borough.

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

Policy LP-OS1: Protected open space, sport and recreation

The Council will seek to retain an adequate supply of good quality and accessible open space, sport and recreational assets that satisfies the

minimum standards defined in the Bury Open Space Assessment[39], the Bury Playing Pitch and Outdoor Sport Strategy[40] (or any subsequent updates), and other supporting strategies.

In seeking to retain all forms of open space, sport and recreation provision including indoor sports facilities, development will not be allowed where it would result in the loss of such assets except where it can be clearly demonstrated that:

a. a site is surplus to current and future community requirements taking into account the value of the site and its potential for addressing any identified deficiencies in other types of open space, sport and recreation; or

b. replacement open space, sport and recreation land and facilities which are at least equivalent in terms of quality, quantity and accessibility are made available; or

c. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

In seeking to enhance open space, sport and recreation provision, the Council will:

d. give favourable consideration to proposals for additional open space, sport and recreational facilities;

e. give favourable consideration to proposals for the appropriate improvement to the quality and accessibility of existing open space, sport and recreational assets;

f. require new housing developments to contribute towards the open space, sport and recreational needs of the prospective residents in accordance with Policy LP-OS2 and integrate open spaces with walking, wheeling and cycling networks;

g. encourage the dual use of education recreation facilities by the wider community; and

h. subject to other policies, give favourable consideration to proposals to redevelop a small part of an open, space, sport or recreation site

[39] Bury Open Space Assessment (2026) forms part of the evidence base for the Local Plan and is available to view at http://www.bury.gov.uk/burylocalplan.
[40] Bury Playing Pitch and Outdoor Sport Strategy (2023) https://www.bury.gov.uk/asset-library/bury-pposs-full-assessment-report-final.pdf

where it can be clearly demonstrated that this is surplus to current and future needs; would represent the best opportunity to retain and enhance the facility; and would contribute towards meeting identified local needs.

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

Justification

12.5 Easy access to good quality open space and recreational facilities can make an important contribution towards the health and well-being of the Borough's communities and can provide opportunities for people to pursue a more active lifestyle.

12.6 As a result, it is important to ensure that such sites are protected from development where they currently fulfil, or have the potential to fulfil, the needs and aspirations of the local community. This includes recognising the contribution that education recreation facilities and playing fields can make towards the provision of facilities for the wider community.

12.7 In addition to quantity, it is important that the quality of open space and recreational facilities is of a high standard in order to enable effective and regular use. Similarly, it is also vital that sites are accessible to the community which it is intended to serve.

12.8 The sites that will be subject to this Policy are identified on the Policies Map but the Policy will be equally applicable to any other unidentified areas of open space and recreation.

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

Policy LP-OS2: Open space, sport and recreation provision in new housing

Developers of 10 or more dwellings will be required to make provision for new or enhanced open space, sport and recreation to meet the needs of the prospective residents in accordance with the standards and thresholds

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

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

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

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

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

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

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

Justification

12.10 New housing development within the Borough brings with it an increase in population and a subsequent increase in demands for open space, sport and recreational facilities. To help quantify the additional demand for playing pitches and key community sports facilities, applicants may wish to refer to Sport England's Playing Pitch Calculator and Sports Facility Calculators.

12.11 If the increase in demand for recreation is not met through the new development, then this is likely to place excessive demands on existing facilities which, in turn, may have an adverse impact on quality. As such, Policy LP-OS2 sets out what will be expected of developers of all new

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

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

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

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

Policy LP-OS3: Strategic recreation routes

In promoting access to the countryside, the Council will seek to establish a network of designated recreational routes to provide access, where appropriate, for pedestrians, cyclists and horse riders. These routes will be safeguarded and any development which would prejudice their establishment or use will not be permitted unless an alternative route is provided that is equally attractive and convenient.

In supporting a network of designated recreational routes, the Council will also seek to protect and enhance other local recreational routes. The provision of further local and strategic recreation routes will be sought, particularly where they would improve links between the six towns, to strategic allocation sites and regeneration areas. New development that is proposed on a site which could help to fill a gap in the network will be required to incorporate a strategic recreation route as part of the development.

The following are identified as strategic recreation routes and these are shown on the Policies Map:

- LP-OS3/1- The Kirklees Valley. A route linking Bury Town Centre and Greenmount primarily following a former railway line.
- LP- OS3/2 - Former Bolton to Bury/Radcliffe Railway Line. Routes from Bradley Fold to Bury and from Bradley Fold to the Manchester, Bolton and Bury Canal in Radcliffe along a former railway line.

- LP- OS3/3 - The Roch Valley. A route from Springwater Park in the Irwell Valley along the valley of the River Roch to link with the Ashworth Valley in Rochdale. For a part of its length the proposed route lies within the Borough of Rochdale and is, therefore, not shown on the Proposals Map.
- LP- OS3/4- The Irwell Valley North of Bury Town Centre. This route follows the river Irwell Sculpture Trail linking Burrs Country Park, Bury Town Centre to Ramsbottom and Summerseat.
- LP- OS3/5 - The Irwell Valley & Outwood Trail South of Bury Town Centre. This route follows the canal towpath and a former railway line linking the Irwell Valley Sculpture Trail and Prestwich Forest Park with Radcliffe and Bury Town Centres.
- LP- OS3/6 The Manchester Bolton and Bury Canal. This route connects Bury, Radcliffe and Bolton via canal towpaths.

Justification

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

12.15 The network of strategic recreation routes in Bury is an important component of a sustainable Borough, helping to provide opportunities for outdoor recreation and connecting urban areas to the countryside. Strategic recreation routes are therefore a key part of the Borough's wider green infrastructure network and make a significant contribution to public health and wellbeing by providing opportunities for more active lifestyle choices. These routes are supported by a wider network of public rights of way.

12.16 The Council's intention is to improve opportunities for all users to gain access to the countryside and that recreational routes are central to achieving this by creating accessible links between the Borough's communities and the wider countryside.

13 Protecting the Green Belt

13.1 The NPPF specifies that the underlying aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness.



13.2 The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

13.3 It also specifies that once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

13.4 In order to meet identified development needs, the Places for Everyone Joint Plan altered the Green Belt boundaries across the plan area. The current extent of the Green Belt in Bury is designated by PfE Policy JP-G9: 'The Green Belt' and is shown on the Policies Map.

13.5 Any proposals for development within the Green Belt will be considered within the context of relevant policies in the NPPF, the Places for Everyone Joint Plan and this Local Plan.

Policy LP-GB1: Limited infilling in village settlements

The Council will support limited infilling within the Borough's village settlements of Shuttleworth, Holcombe, Hawkshaw, Summerseat, Affetside, Nangreaves, Ainsworth and Simister where it:

a. is in keeping with the scale, character and appearance of its surroundings and the local area;

b. does not give rise to unacceptable impacts; and

c. does not involve the loss of undeveloped land that makes a positive contribution to the character of the area.

Proposals within areas of Green Belt associated with settlements other than those listed will not be regarded as limited infilling in a village settlement.

Justification

13.6 Limited infilling within village settlements is defined as the development of a relatively small gap between existing buildings. The Borough contains a number of village settlements that, because of their location outside the main urban area, are relatively isolated and self-contained settlements set within wider areas of open land and 'washed over' by Green Belt.

13.7 The Green Belt designations for these settlements are to remain and any development will be restricted to limited infilling that is in scale with the village and would not adversely affect its character and surroundings.

13.8 Policy LP-GB1 identifies the Borough's village settlements to which the Policy will be applicable and the concept of limited infilling within the Green Belt will not apply to any other settlements.

Policy LP-GB2: Conversion and re-use of buildings in the Green Belt

The Council will permit the conversion and re-use of buildings in the Green Belt providing that:

a. It does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;

b. Any extension of re-used buildings, and any associated uses of land surrounding the building do not conflict with the openness of the Green Belt and the purposes of including land in it (e.g. because they involve extensive external storage, or extensive hardstanding, car parking, gardens, boundary walling or fencing);

c. The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction;

d. The form, bulk and general design of the buildings are in keeping with their surroundings;

e. Suitable access and likely traffic generation can be accommodated without creating a traffic hazard or the need for major road improvements or lengthy new routes;

f. All the necessary services can be provided without extensive works; and

g. The applicant has undertaken a comprehensive assessment, to the satisfaction of the local planning authority, to determine whether the building contains any protected species (such as bats or barn owls) and other nesting birds and, if so, that measures will be taken to prevent damage to habitats and that provision will be made for additional nesting opportunities for birds and bats.

Justification

13.9 When suitable safeguards are taken, the re-use or conversion of buildings should not prejudice the openness of the Green Belt since the buildings are already there. Re-use or conversion can help to secure the continued stewardship of land, especially by assisting farm diversification and can contribute to the objectives for the use of land in the Green Belt.

13.10 Buildings which have become so derelict that they could be brought into use only by complete or substantial reconstruction would not fall within the scope of this Policy.

13.11 In the case of residential conversions there will be an emphasis on gardens which are in keeping with the local landscape, particularly in areas of otherwise surrounding open countryside.

13.12 Section 9 of the 1981 'Wildlife and Countryside Act' affords protection to both protected species and any structure or place which such a species may use for shelter or protection. Agricultural buildings are valuable habitats for barn owls, bats and other protected species. Prior to granting planning permission the local planning authority will have to be satisfied that no such species are present but, if they are, that measures are in place to ensure that any damage to such habitats is prevented.

Policy LP-GB3: Rural occupational dwellings in the Green Belt

The Council will only permit proposals for new dwellings to support agricultural, forestry and other occupational dwellings associated with activities acceptable in the Green Belt in very special circumstances, such as where it can be clearly demonstrated that there is an essential need for rural workers to be housed at or in the immediate vicinity of their place of work. This need will only exist where:

a. There is a clearly established existing functional need for the dwelling;

b. The functional need could not be fulfilled by another existing dwelling on the agricultural unit, or any other existing suitable accommodation in the area;

c. The dwelling is of a size commensurate with the established functional requirement and in relation to the needs of the agricultural unit.

d. Where a functional need has been established to the satisfaction of the Council, a planning condition will be used to control its occupancy for that purpose.

Applications for the removal of an occupancy condition related to rural workers will only be supported where it can be clearly demonstrated that:

e. There is no longer a need for the occupational dwelling on the holding/business and in the local area; and

f. The property has been robustly and realistically marketed to ensure proper coverage within the relevant sector for at least 12 months at a price which reflects the existence of the occupancy condition.

Applications for the conversion of barns on functioning agricultural land will need to submit evidence which clearly demonstrate that the barn is surplus to requirements.

Justification

13.13 Dwellings associated with agriculture, forestry or other activities that are acceptable within the Green Belt will not be permitted in the Green Belt except in very special circumstances.

13.14 However, one exception may be where the Council can be satisfied there is an essential need for an agricultural worker to live in the vicinity of their workplace. In the interest of ensuring the openness of the Green Belt is not compromised unnecessarily by potentially intrusive development, the policy requires the applicant to provide evidence that the dwelling is genuinely required to support the proper functioning of the enterprise, and that there are no realistic housing alternatives available elsewhere in the local area.

13.15 The dwelling would also be expected to not be larger than is appropriate to meet the requirements of the enterprise. Applicants will also need to demonstrate that the agricultural use connected to the dwelling is financially viable and secure and where there is uncertainty over the financial security of the enterprise, the Council may only grant planning permission on a temporary basis.

Policy LP-GB4: Agricultural diversification in the Green Belt

The Council will support proposals for agricultural diversification within the Green Belt provided that:

a. The scale of any development would preserve the openness of the Green Belt and not conflict with the purposes of including land within it;

b. The applicant can clearly demonstrate that the proposal would sustain the long-term future of an established agricultural business and would result in positively and long-term benefits to the rural economy;

c. There would be no unacceptable impact on amenity, biodiversity or heritage assets;

d. There would be no adverse impact on the local landscape;

e. The level of traffic generation could be accommodated by the highways network taking into account the rural location and the quality and specification of the local road network; and

f. The proposal does not conflict with other development plan policies.

Justification

13.16 The development and diversification of agricultural and other land-based rural businesses and agricultural diversification into non-agricultural activities can help to maintain the commercial viability of farm enterprises, supporting

the wider rural economy and helping to ensure that profitable agricultural uses are retained.

13.17 Proposals for agricultural diversification must be accompanied by a comprehensive farm diversification plan which indicates how new uses will assist in retaining the viability of the farm and the agricultural enterprise, and how it complements other short or long term business plans for the farm.

13.18 Furthermore, in supporting agricultural diversification, the Council will ensure that that the countryside is not damaged by unrestrained and inappropriate development. As such, diversification proposals will be required to be of a scale and nature appropriate to the location and be capable of satisfactory integration into the rural landscape. Such proposals should seek to reuse existing buildings wherever possible and have regard to the amenity and impacts on neighbouring uses.

Policy LP-GB5: Equestrian development in the Green Belt

The Council will support proposals for equestrian development in the Green Belt providing the size, scale and materials used do not give rise to unacceptable visual impacts on the openness of the Green Belt and protect existing landscape assets such as mature trees and ponds. In such cases, manure storage plans will be required.

Justification

13.19 The keeping of horses for recreational purposes or as part of commercially-based equestrian activities is a growing activity within the Borough, particularly within the Green Belt. Proposals will be considered acceptable where they will not have an adverse effect on the appearance of the area. In particular, high standards of design, construction and maintenance will be expected as part of any development proposals.

13.20 As is the case for any development within areas of open land, proposals in connection with equestrian activity will be required to take particular care to minimise the visual impact on the surrounding area. Any buildings will need to be sited and designed to blend in with their surroundings.

13.21 The size and scale of any buildings will also be important, with large structures, such as indoor arenas, only being considered acceptable within areas of the Green Belt where its design and siting would not have an unduly detrimental effect on the surrounding environment.

14 Managing water and flood risk

14.1 Climate change has the potential to raise the risk of flooding through increased rainfall and the occurrence of more extreme rainfall events.



14.2 With significant areas of the Borough at risk of river and surface water flooding and increasing conflict and pressures between climate change scenarios and future development aspirations, there are a number of key water and flood risk issues the Borough faces.

14.3 Drainage and sewerage capacity varies locally and increasingly there is insufficient capacity in the sewer and drainage network to accommodate surface water and therefore surface water run-off and discharge from developments needs to be minimised. United Utilities are actively seeking opportunities to remove surface water discharges from their combined sewer system and restricting permitted discharges from new development, so a more sustainable approach to future development is essential. The need to ensure water is efficiently used and water quality protected and enhanced are also key issues within the Borough.

14.4 The Local Plan seeks to manage flood risk from all sources by directing development away from areas of flood risk, ensuring it is well protected from flood risk and does not contribute to increased flood risk elsewhere. Improvements to water quality to provide a better-quality environment for and opportunities to enhance biodiversity and the incorporation of measures for the conservation of water are sought through the Local Plan.

Policy LP-W1: Flood risk and water management

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

Development proposals will be required to:

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

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

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

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

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

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

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

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

Justification

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

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

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

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

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

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

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

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

Policy LP-W2: Sustainable Drainage

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

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

Surface water must be discharged in the following order of priority, recognising that a combination of measures within the hierarchy may be required to satisfactorily deal with all surface water:

a. Collected for non-potable use.

b. Infiltrated to ground.

c. Discharged to an above ground surface water body.

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

e. Discharged to a combined sewer.

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

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

Any reduction of these standards must be agreed with the LLFA and LPA at an early stage in the project but should never exceed the rate of discharge form the existing development. Applicants must submit clear evidence of existing operational connections from the site with associated calculations on rates of discharge. All drainage design submissions must include a full set of design calculations and, where appropriate, a plan indicating exceedance flow paths to demonstrate the potential impacts of more extreme storm events on the development.

The design of proposals must assess and respond to the existing hydrological characteristics of a site to ensure a flood resilient design is achieved and water/flooding is not deflected or constricted. All drainage will need to be designed in accordance with ‘Ciria C753 The SuDS Manual’, Greater Manchester’s Sustainable Drainage Design Guide, the

national standards for sustainable drainage systems, sewerage sector guidance, or any subsequent replacement guidance.

For any development proposal which is part of a wider development/ allocation, foul and surface water strategies must be part of a holistic site-wide strategy. Pumped drainage systems must be minimised and a proliferation of pumping stations on a phased development will not be acceptable.

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

Justification

14.12 The Flood and Water Management Act 2010 introduced new responsibilities for the Council relating to the approval of proposed drainage systems in new development redevelopments, subject to certain thresholds and exemptions, having regard to minimum national standards and Policy LP-W2 should be read in conjunction with these statutory requirements.

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

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

14.15 Drainage details, ground levels and finished floor levels are critical to ensure development proposals are resilient to flood risk and climate change. It is good practice to ensure the external levels fall away from the ground floor level of the proposed buildings (following any regrade), to allow for safe overland flow routes within the development and minimise any associated flood risk from overland flows. In addition, where the ground level of the site is below the ground level at the point where the drainage connects to the

public sewer, care must be taken to ensure that the proposed development is not at an increased risk of sewer surcharge. It is good practice for the finished floor levels and manhole cover levels (including those that serve private drainage runs) to be higher than the manhole cover level at the point of connection to the receiving sewer.

14.16 Holistic site-wide drainage strategies will be required to ensure a coordinated approach to drainage between phases, between developers, and over several years of construction. Applicants must demonstrate how the approach to drainage on any phase of development has regard to interconnecting phases within a larger site with infrastructure sized to accommodate interconnecting phases. When necessary, the holistic drainage strategy must be updated to reflect any changing circumstances between each phase(s). The strategy shall demonstrate that it has been prepared in agreement with infrastructure providers and outline how each phase interacts with other phases.

Policy LP-W3: Water resources

When assessing the potential impact of a development on water resources, the Council will require development proposals to have regard to the North West River Basin Management Plan and to:

a. Avoid the culverting of watercourses;

b. Take advantage of opportunities to enhance and restore water courses to a more natural state through the removal of artificial features such as weirs, channelling, berms etc. whilst avoiding increase flood risk to property;

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

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

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

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

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

Justification

14.17 The River Irwell, River Roch and tributaries are key elements of the Borough's Green Infrastructure, wildlife network and landscape character and have contributed significantly to the geodiversity of the Borough.

14.18 The Environment Agency (EA) produced River Basin Management Plans for England and Wales to ensure that these countries can meet the duties set out under the European Water Framework Directive. The plans identify a number of actions to improve water quality and fisheries and reduce flood risk but also note the need to restore, where feasible, natural bank form and flood plain through the removal of culverts, canalisation and weirs. At a local level, the EA commissioned a study identifies specific recommendations for the physical restoration of the Irwell and Kirklees Brook. Recommendations included removal of weirs, reconnection of the Irwell to its natural flood plain and the need to install fish ladders on weirs that need to be retained for flood defence.

14.19 A similar study has been produced for the River Roch which identified opportunities for river restoration in order to comply with the Water Framework Directive (WFD) mitigation measures. To this effect, weirs, revetment works and potential flood storage areas have been identified and possible options for improving channel morphology, habitat creation and diversity and increasing fish passage.

15 Addressing air quality, pollution and hazards

15.1 Pollution involves the introduction of harmful contaminants into the environment, which can include air, noise, light and vibration, as well as substances such as chemicals, particulate matter and certain gases. If it is not properly controlled, it can have a major impact on health, amenity, natural resources, wildlife, heritage assets and quality of life.



15.2 Development can lead to the emission of pollutants to the atmosphere, land or watercourses, both during construction and through the operation of the completed scheme. As such, it is important that the planning system is used to complement other regulatory mechanisms for controlling pollution.

15.3 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment and that this should include preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. It also states that this should involve remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land.

15.4 Alongside other controls, the Local Plan has a role to play in ensuring that development does not lead to or be at risk from unacceptable levels of pollution and hazard.

Policy LP-AP1: Air quality and pollution control

The Council will prevent both new and existing development from contributing to, or being adversely affected by, unacceptable levels of pollution and poor air quality.

In assessing the potential impact of pollution, the Council will have regard to:

a. Potential impacts on human health and amenity;

b. The proximity and sensitivity of uses that could be affected by the pollution;

c. Existing levels of pollution, including Air Quality Management Areas within the Borough;

d. The sensitivity of natural resources, wildlife and heritage assets that may be affected; and

e. Any relevant strategies and targets for pollution control and reduction.

Where new development gives rise to the potential for unacceptable adverse impacts from pollution, the Council will require applicants to submit an assessment of the pollution impacts which includes proposed measures to avoid, minimise or mitigate pollution impacts.

Where necessary, the Council will impose planning conditions and/or obligations to ensure that the impacts of pollution are being effectively monitored and that the proposed measures to avoid, minimise or mitigate pollution impacts are being effectively implemented.

The Council will not permit development where an applicant is unable to satisfactorily demonstrate that measures are capable of being put in place to avoid, minimise or mitigate pollution impacts.

Justification

15.5 Pollution can come in many forms, including air, noise, light, odours, dust and vibration. If pollution is not adequately controlled, it can have negative consequences socially, environmentally and economically. Consequently, controlling potential sources of pollution is an important aspect of sustainable development. Pollution can have significant consequences for human health and amenity as well as natural resources and uses that are sensitive to the effects of pollution.

15.6 As a result, it is important that pollution is given thorough consideration through the planning process both in terms of the potential impacts that may arise from the development as well as assessing whether new development would be subject to unacceptable levels of pollution from other sources.

15.7 Whilst some forms of pollution are subject to other forms of regulatory mechanisms from bodies such as the Environment Agency, Policy LP-AP1 is intended to support these and ensure that wider implications and impacts are duly considered as an integral part of the planning process. On this basis, it should be noted that planning consent will not be simply granted if a development is considered acceptable under the other regulatory mechanisms.

15.8 Where potentially unacceptable adverse impacts are identified, an applicant will be required to give due consideration to the effects of pollution either from the development itself and/or the effect of existing pollution on the proposed development. This will need to be contained within an assessment of the pollution impacts arising from the development and this should include any proposed measures designed to prevent, reduce or mitigate the effects of pollution.

15.9 Poor air quality affects everyone's health and is linked to many health conditions. The Local Plan will support the measures set out in the Greater Manchester Clean Air Plan that are designed to make Greater Manchester a cleaner and healthier place to live in, work in and visit through investment in cleaner buses and taxis, active travel and targeted traffic measures.

15.10 The Borough includes a number of locations where air quality does not meet the national air quality objectives that aim to protect people's health and the environment. These are largely focused on the Borough's motorways and on key routes in and around Bury town centre and these have been declared an Air Quality Management Area (AQMA).

15.11 Development which is located in or close to AQMAs will be carefully considered in terms of their individual and cumulative impacts within the designated area, and it will be expected that mitigation is put forward to reduce the air quality impact arising from each proposal.

15.12 Whilst nitrogen dioxide (NO_2) is the pollutant that has led to the designation of the Borough's AQMA's, of increasing concern is the impact of particulate matter on air quality levels, in particular $PM_{2.5}$. The national Clean Air Strategy (2019) clearly sets out aims to reduce existing exceedances of $PM_{2.5}$ concentrations across the UK and The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 set two new targets for fine particulate matter ($PM_{2.5}$):

15.13 On this basis, the Council will expect applicants to provide evidence that they have identified key sources of air pollution within their schemes and taken appropriate action to minimise emissions of both particulate (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2) and any potential for future exceedances.

Policy LP-AP2: Contaminated and unstable land

Development which may affect or be affected by contamination or land instability due to its previous history, geology, or proposed use, will require the submission of an appropriate contamination and/or land instability risk assessment. Such a report will assess the extent of the contamination or instability, and the potential affect it may have on the development and/or its future users, the natural and built environment.

Development will only be permitted where it can be demonstrated that any risks associated with contamination or land stability can be appropriately mitigated and safe development can be achieved.

Justification

15.14 Land which is to be developed may have been contaminated by past land uses or waste disposal activity at or in the vicinity of the site. For sites where land contamination is known or likely to be present, or where the proposed development would be particularly vulnerable or sensitive to contamination, the local planning authority will require a desk study assessment and site reconnaissance, and possibly investigation, to be carried out prior to the application being determined. Any unacceptable risks should be identified, and proposals made to deal with them to an appropriate standard taking into account the intended use, as part of the development process. Consideration should be given to both industrial and naturally occurring contaminants.

15.15 Developers of potentially contaminated sites should arrange pre-application discussions with the local planning authority to identify the scope of any necessary investigations. The responsibility lies with the developer to ensure that a development is safe and suitable for its intended use.

15.16 The effects of ground instability vary in their nature, scale and extent. At their most extreme, they may threaten life and health or cause damage to buildings and structures. Difficulties have been experienced in developing land in areas of past and present mining and in other areas where land is unstable or potentially unstable. However, given proper safeguards, land which has been damaged by mining or other industrial activities, or which is naturally unstable can often be put to appropriate use.

15.17 Developers of land that is currently subject to instability, or may result in instability, will be required to fully investigate the issue including a full exploration of remedial, preventative or precautionary measures to ensure, to the satisfaction of the local planning authority, that the proposed development will be safe.

Policy LP-AP3: Control of hazardous uses

Applications for hazardous substances consent, and developments involving the use of hazardous substances, will only be permitted where:

a. There would be no unacceptable risk to the public, having regard to the number and vulnerability of people who would potentially use developments that would fall within any associated safety zones identified by the Health and Safety Executive;

b. They would not unacceptably hamper or reduce the development options for adjacent sites or the wider area; and

c. The hazardous substances would be stored in a way that avoids any potential harm to the environment.

Justification

15.18 The production and use of hazardous substances is a crucial part of the local and national economy. However, by definition, hazardous substances have the potential to cause significant harm to the public and the built environment if these are not properly controlled.

15.19 It is therefore essential that the location of associated facilities is carefully controlled. In doing so, it will be important to consider the constraints that a hazardous use could apply to the positive future use of surrounding sites, rather than just the impact on existing uses.

Policy LP-AP4: Development near hazardous installations

Development will not be permitted near hazardous installations where it would result in an unacceptable increase in the risk or consequences of a major accident.

In determining whether there would be an unacceptable risk, regard will be had to:

a. The proximity of the development to the hazardous installation, particularly whether it would be within any of the associated safety zones around the installation as identified by the Health and Safety Executive or any site-specific assessment;

b. The type of hazardous substance and the nature of the hazard resulting from it; and

c. The number of people likely to occupy, use or visit the development, their vulnerability, and the potential duration of their exposure to the risk.

Justification

15.20 Where hazardous installations already exist, it is necessary to carefully control development that takes place nearby them to ensure that the public is not put at an unnecessary level of risk.

15.21 This does not automatically preclude development within the safety zones around hazardous installations, even if this would significantly increase the number of people that would be at risk in the event of a major accident. However, the resultant risk must be acceptable and manageable. This may affect the type and scale of development that is appropriate in some locations.

16 Delivering other infrastructure

16.1 The NPPF specifies that advanced, high-quality and reliable communications infrastructure is essential for economic growth and social well-being.



16.2 Planning policies and decisions should support the expansion of and competition within digital connectivity infrastructure networks including:

- Mobile connectivity (4G and 5G) which requires mast, poles and small cell infrastructure.
- High speed broadband connectivity: which is usually provided by full fibre through cable underground ducting or via poles fed from street cabinets.
- Wireless connectivity: which is usually delivered via street poles providing over the air connectivity.

16.3 The Local Plan policies will set out how we will support investment in high quality, resilient and competitive digital connectivity infrastructure that can be delivered and upgraded over time to existing and new developments.

16.4 Through negotiation/discussion with the provider, the local authority will seek to optimise, the location and positioning of sites to strike a balance between delivering the necessary mobile/wireless coverage and capacity and visual amenity.

16.5 Mobile and wireless technology are continuing to evolve with 5G being the latest generation of mobile technology which offers greater capacity and lower latency, allowing thousands of devices in a small area to be connected at the same time. The standards for next generation 6G mobile are currently being agreed internationally ready for likely roll out by 2030.

16.6 By 2028 it is expected that all 2G and 3G mobile networks will be switched off by providers leaving the high frequency 4G and 5G networks as the standard for mobile connection.

16.7 By 2030, mobile providers will be upgrading the capacity of their networks by investing in standalone 5G. This will ensure that users can make calls and access the internet throughout the day when demand varies, particularly during events and in areas of high footfall e.g. town centres and transport hubs. This will require investment in more mobile infrastructure including small cells on street furniture and buildings.

Policy LP-OI1: Digital Connectivity infrastructure

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

Developers will need to engage early with fibre providers delivering services in the area to make provision for affordable, high speed, high-capacity digital connectivity infrastructure in conjunction with proposals involving new housing, employment, education, community facilities and town centre uses.

New development will incorporate full fibre connections, including ducting capable of accommodating at least two digital connectivity infrastructure providers.

Mobile Connectivity

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

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

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

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

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

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

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

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

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

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

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

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

Justification

16.8 High-quality full fibre broadband and mobile connectivity infrastructure is essential for the growth of a sustainable local economy and is important for education and enhances the provision of local community facilities and services. It is also vital for home working and helps to reduce the need to travel and to create more resilient rural communities as it enables more efficient working practices and provision of online facilities and services.

16.9 The development of a healthy competitive full fibre and mobile market is also essential to the business and residential communities seeking choice of provider and minimising cost.

16.10 The Electronic Communications Code and Government directed ISPA guidance are sound foundations for good practice when followed in the spirit of co-operation.

16.11 Mobile connectivity is evolving utilising increasingly higher frequencies. 5G utilising much higher frequencies that 4G which reduces wall penetration therefore impacting on “in building” connectivity. This will increase the need for denser connectivity infrastructure to address it. Mast positioning and siting of small cells infrastructure on poles will therefore become increasingly important to increase capacity.

16.12 Bury has one of the highest levels of fibre connectivity coverage in Greater Manchester but is one of lowest competitive markets which is dominated by Openreach and VMO2. It is essential that Bury addresses this challenge by encouraging other providers to invest in the Borough particularly over the next five years.

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

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

16.15 The Local Authority would want to see evidence from providers to confirm the need for any additional infrastructure for mobile networks to improve capacity and coverage which will also inform optimal placement.

16.16 The Local Authority will work with the provider to minimise the number of masts and explore the potential for utilising existing structures before considering the erection of a new mast. Where this is not possible and new equipment is required, the Council will work with the provider to minimise its visual impact.

Policy LP-OI2: Protecting digital infrastructure

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

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

a. The infrastructure is no longer required; or

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

Proposals must demonstrate that:

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

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

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

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

Justification

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

16.18 Digital infrastructure is vulnerable to disruption during development, particularly underground fibre networks. Uncoordinated works can result in significant service interruption to homes, businesses and public services. Safeguarding existing infrastructure and maintaining access for repair and upgrading is therefore necessary.

16.19 The policy supports growth while ensuring network resilience, continuity of service and future-proofed connectivity. It will be implemented through development management and engagement with infrastructure operators at the earliest design stage.

Policy LP-OI3: Public utilities infrastructure

The development of operational facilities for public utility provision will be permitted where this is necessary to implement the development objectives of the development plan or to meet relevant statutory obligations and environmental standards and is consistent with other policies and proposals of the Plan.

Where necessary, applicants will need to ensure that the delivery of new development is coordinated with timing for the delivery of utility infrastructure improvements.

Justification

16.20 The implementation of Bury's development plan is dependent upon effective public utilities infrastructure. It is recognised that this can only be achieved by a continuing programme of investment involving the rationalisation and improvement of existing operational sites and/or the development of new facilities. For the purposes of this policy, public utilities are taken to include gas, water and electricity.

16.21 The infrastructure strategies shall be prepared in liaison with infrastructure providers and demonstrate how each phase interacts with other phases and ensure coordination between phases of the development over lengthy time periods and by numerous developers. The strategy must be updated to reflect any changing circumstances between phases during the delivery of the development.

17 Development management



17.1 Development management refers to the process of overseeing and guiding development projects to ensure that they align with the relevant policies of the development plan and other regulations.

17.2 As part of the development management process, local planning authorities consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. It states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

17.3 Planning enforcement is key to ensuring local and national policies are upheld and adhered to. It ensures that the entire planning process, from plan making to development management, is effective and delivers what it says it will, when it says it will. Councils can take enforcement action where someone needs but does not have planning permission for a development or where the developer has not complied with conditions attached to a planning consent. Where a breach of planning control has taken place, the Council will take proportionate enforcement action where necessary.

Policy LP-DM1: Developer contributions and infrastructure

Development will be required to provide, or contribute towards, the infrastructure, facilities and services necessary to mitigate its impacts and to support sustainable growth.

The following will typically be priorities for the use of planning obligations:

- Affordable housing provision (see Policy LP-H4);
- Employment provision (see Policies LP-E3 and LP-E4);
- Health provision (see Policy CM2);

- Education provision (see Policy LP-CM3);
- On-site and off-site highways and transport interventions (see Policy LP-TR5);
- Biodiversity Net Gain (see Policy LP-GI3);
- Open space and recreation provision (see Policy LP-OS2); and
- Other site-specific contributions that may be appropriate to a specific scheme.

In all cases, planning obligations will only be required where they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

All development proposals within a strategic site allocated through the Places for Everyone Joint Plan will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation in line with adopted policies in the Places for Everyone Joint Plan. These contributions should be informed by site-wide delivery strategies for each relevant element.

Some infrastructure delivered on strategic sites allocated through the Places for Everyone Joint Plan will help to support wider development outside of these sites. Where this is the case, development outside of the strategic sites will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development, its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment.

In considering the extent of planning obligations, the Council will have due regard to the viability of the development. If an applicant considers that a scheme cannot fully support the required planning obligations, they should submit comprehensive and robust evidence on scheme viability and, where possible, this should be done through an open book approach to improve the review of evidence submitted and for transparency. Submitted viability appraisals will be made publicly available and will be assessed by an independent viability consultant at the applicant's expense, where necessary.

Where this is the case, the Council will not approve the proposal unless:

a. the applicant has clearly demonstrated that the viability assessment has been produced in accordance with national guidance;

b. the applicant has clearly demonstrated that the viability assessment is based on reasonable assumptions in terms of matters such as land value and associated development costs;

c. the applicant has clearly demonstrated that the viability assessment includes an assessment of the scheme taking into account the full value of required planning obligations; and

d. the benefits arising from the development clearly outweigh the under-provision of measures to mitigate against the impact of the development and/or to meet additional demands, having regard to other material considerations.

Where appropriate, the Council will incorporate a clawback mechanism into a legal agreement to ensure that additional mitigation or provisions up to the delivery of a policy compliant scheme are made if the development is more viable than originally assumed through the viability assessment.

Justification

17.4 When used properly, planning obligations can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of the development.

17.5 Policy LP-DM1 sets out the Council's approach to the use of planning obligations. Further detail on specific requirements is contained within other specific Local Plan policies and Supplementary Planning Documents that set out additional detail.

17.6 Planning obligations (or Section 106 agreements as they are also known) are formal legal agreements between the local planning authority and developers and, in a similar way to planning conditions, these can be used to ensure that a development is acceptable in planning terms. Planning obligations are attached to the site itself rather than the developer so that it remains applicable if the ownership of the land should change. Planning Obligations are generally used for three key purposes:

- To prescribe the nature of development (for example, requiring a specified portion of housing to be affordable or to require the delivery part of a mixed-use scheme at a specific stage in the wider development);

- To compensate for loss or damage created by a development (e.g. requiring replacement provision for the loss of open space); or
- To mitigate against the impact of a development (e.g. to make provision for recreation space or educational facilities to meet increased demands arising from the prospective residents of new housing development).

17.7 In accordance with national policy and legislation set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010, planning obligations can only be sought where they are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

17.8 The Bury Local Plan includes specific policy requirements for the provision of affordable housing; employment opportunities; health; education; on-site and off-site highways and transport interventions; Biodiversity Net Gain; and open space, sport and recreation. However, the Council may require developer contributions for other reasons, such as to make improvements to public realm.

17.9 Unallocated windfall developments can generate additional demand for infrastructure that is planned and delivered primarily to support strategic site allocations. Where such developments rely upon or benefit from that infrastructure, it is reasonable and necessary that they make an appropriate and proportionate contribution towards its delivery to ensure the costs of infrastructure are shared fairly across all development benefiting from planned investment. This approach supports the coordinated and sustainable delivery of growth, helps address the cumulative impacts of development on the transport network and wider infrastructure provision, and reduces the risk of placing an unfair financial burden on allocated sites alone.

Policy LP-DM2: Amenity

The Council will ensure that new development would not lead to unacceptable adverse impacts on the amenity of the surrounding area or users and occupants of the development, particularly in terms of:

a. Overshadowing and loss of light;

b. Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;

c. Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours; and

d. Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

Justification

17.10 The potential impact that new development can have on the amenity of the surrounding area is a key consideration for development management.

17.11 Poorly considered development can have a negative impact on the amenity of the surrounding area as well as the occupants and users of a development itself.

17.12 Access to daylight and sunlight is important for general amenity, health and well-being, for bringing warmth into a property and to save energy from reducing the need for artificial lighting and heating. The Council will carefully assess proposals that have the potential to reduce daylight and sunlight levels for existing and future occupiers.

17.13 Development should be designed to protect the privacy of both new and existing dwellings to a reasonable degree. Spaces that are overlooked lack privacy. Therefore, new buildings, extensions and the location of new windows should be carefully designed to avoid overlooking, particularly where this involves overlooking of the most sensitive areas i.e. living rooms, bedrooms, kitchens and garden areas.

17.14 Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours can also have a significant impact on amenity and people's quality of life. Consequently, these matters will be fully considered when dealing with proposals that have the potential to generate these issues.

17.15 Similarly, inadequate parking and servicing arrangements associated with a development can have an adverse impact on amenity and the Council will ensure that new development is adequately served, where necessary.

17.16 Where a development is acceptable in principle, conditions may be imposed to mitigate against potentially adverse impacts on the amenity of nearby residents. These conditions may include measures to control the hours of opening, noise, smell, storage of refuse and the collection of litter.

Policy LP-DM3: Planning enforcement

Where a breach of planning control has taken place, the Council will, where necessary, take enforcement action that is proportionate to the breach.

Where a breach causes harm in planning terms and it is expedient to take enforcement action, the Council will select the appropriate level of action to be taken to remedy the breach. In cases where the breach is severe and planning permission would not be retrospectively granted, action will seek to remove the breach.

In other cases where a remedy can be achieved by corrective action, regulation through a retrospective planning application or under enforcement will be pursued.

The Council will consider retrospective planning applications in the same way as any other planning application.

Enforcement action will not be taken against trivial or technical breaches of planning control that cause no significant harm to the amenity or prejudice the aims and objectives of the Council.

Justification

17.17 Planning Enforcement is where the Council investigates reports about building, works or change of use taking place without the necessary planning permission or in breach of an existing permission. Where there is a breach, Planning Enforcement will investigate this and, where necessary, will take proportionate action to remedy the breach.

17.18 The main breaches of Planning Control include:

- Building or engineering works without planning permission.
- Change of use of a building or land without planning permission.
- Building or works not being carried out in accordance with approved plans attached to a planning permission.
- Breach of conditions attached to a planning permission.
- A business being operated from home.
- Untidy land or buildings affecting the amenity of the area.
- Breach of a Section 106 Agreement.
- Unauthorised advertisements or signs.

- Unauthorised works to a listed building.
- Unauthorised demolition work in a conservation area.
- Unauthorised deposit of waste or mineral extraction.
- Unauthorised work to protected trees.

17.19 Further guidance on planning enforcement matters can be found in the Council's Customer Charter for Planning Enforcement[46] which sets out how Planning Enforcement can help members of the public enquiring or complaining about Planning matters controlled by the Council. The charter also advises on how enquiries will be processed and the levels of service that can be expected.

[46] Bury Council's Customer Charter for Planning Enforcement can be found at https://www.bury.gov.uk/planning-building-control/planning-permission/planning-enforcement

18 Implementation, monitoring and review

Implementation

18.1 The development management process will be the primary way in which the Local Plan will be implemented. The individual policies of the Plan will provide the starting point for the determination of planning applications, along with the other parts of Bury's wider development plan i.e. the Places for Everyone Joint Plan and the Greater Manchester Joint Minerals and Waste Development Plan Documents. Other material considerations will be taken into account where relevant, including the National Planning Policy Framework, Planning Practice Guidance, Development Frameworks and other supplementary planning documents.

18.2 The Local Plan will also have a role in influencing and providing a positive framework for investment decisions. Ultimately, it will be investments by individual developers, businesses, residents and other organisations, as well as the Council, which will help to deliver the strategic objectives and implement many of the policies of the Local Plan.

Monitoring

18.3 Effective monitoring will ensure that there is a continuous process to review how effective the Local Plan is in delivering its Vision and Strategic Objectives for the Borough and in meeting sustainable development objectives outlined in national planning policy and the Integrated Assessment of the Local Plan.

18.4 The Local Plan's Strategic Objectives provide the basis for the Monitoring Framework that includes a series of indicators that will be monitored to ensure effective implementation of the Plan and to highlight when a future review may be required.

18.5 The Authority's Monitoring Report (AMR) will monitor the performance of the Local Plan's Objectives against a series of indicators and targets, where appropriate. This will highlight instances where the Local Plan may not be working as effectively as intended in meeting its Objectives, any significant failures to meet targets and whether there are any unanticipated significant negative effects of policies. This will allow the Council to take early action to

overcome barriers to delivery or, if necessary, trigger a review of the Local Plan.

18.6 Not all the indicators will be influenced solely by the implementation of this Local Plan and some will also depend on external events. However, given the sustainable development principles embodied in the Vision and Strategic Objectives for Bury, the indicators will provide the basis for identifying where the Local Plan needs to be strengthened, maintained or changed in some way.

18.7 The Monitoring Framework shown in Table 4 sets out proposed indicators related to each Strategic Objective of the Local Plan. The table also sets out how the Objectives will be achieved and the agencies responsible for implementation. Although the indicators are arranged by Local Plan Objectives, some indicators will provide information that is of relevance to more than one Objective. All indicators will be monitored annually unless otherwise stated.

Review

18.8 Although this Local Plan will cover the period up to 2043 and has been developed to be sufficiently flexible to respond to changing circumstances, it is likely that it will need to be updated well before its end date.

18.9 There is a legal requirement to review a Local Plan at least every five years, from the date of adoption. The purpose of a review is to determine whether the plan or any of its policies need to be updated and this will be informed by the results of the monitoring of the plan as described above but may also be triggered by a change in circumstances that would necessitate a significantly different approach for Local Plan policies, such as significant changes to national or sub-regional planning policies or economic conditions.

Table 4 - Local Plan Monitoring Framework

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
1. Climate change resilience and carbon reduction	▪ GM carbon neutral by 2038 ▪ Net zero carbon new development by 2028	▪ % of developments meeting zero-carbon standards ▪ CO2 emissions per capita	▪ Local Plan policies ▪ Development Management ▪ Building Control	▪ LPA ▪ Developers ▪ GMCA
2. Efficient use of land and brownfield redevelopment	▪ Majority of new development on brownfield land	▪ % of housing completions on brownfield sites	▪ Brownfield Register ▪ DM decisions	▪ LPA ▪ Developers
3. Appropriate supply of well-designed housing	▪ Meet identified housing requirement ▪ Maintain 5-year supply	▪ Net housing completions ▪ Housing delivery test results	▪ Local Plan housing policies ▪ Housing trajectory	▪ LPA ▪ Developers ▪ Registered Providers
4. Competitive and diverse local economy	▪ Sufficient employment land supply ▪ Job growth	▪ Employment land take-up ▪ Jobs created	▪ Employment policies ▪ Economic strategies	▪ LPA ▪ Businesses ▪ LEPs/GM bodies

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
5. Vital and viable centres hierarchy	▪ Maintain vitality & viability	▪ Vacancy rates ▪ Footfall ▪ New floorspace	▪ Centre policies ▪ Town centre strategies	▪ LPA ▪ Centre managers ▪ Businesses
6. Tourism and cultural development	▪ Protect key assets ▪ Support growth in visitors	▪ Visitor numbers ▪ Tourism-related applications	▪ Tourism policies ▪ Culture and heritage policies	▪ LPA ▪ Cultural organisations
7. Health, wellbeing and deprivation	▪ Reduce health inequalities ▪ Increase access to facilities	▪ Accessibility to services ▪ Health indicators	▪ Planning obligations ▪ Design policies	▪ LPA ▪ NHS ▪ Developers
8. Education and community facilities	▪ Sufficient school places ▪ Community facility provision	▪ School capacity data ▪ New facilities delivered	▪ S106 ▪ Infrastructure planning	▪ LPA ▪ Education Authority
9. Sustainable transport	▪ Increase active travel ▪ Reduce car dependency	▪ Mode share data ▪ Traffic levels	▪ Transport policies ▪ Travel plans	▪ LPA ▪ TfGM ▪ Developers

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
10. High standards of design and layout	▪ All development meets design policies	▪ Design review outcomes ▪ Refusal reasons	▪ Design codes ▪ Development Management	▪ LPA ▪ Developers
11. Heritage conservation	▪ No net loss of heritage significance	▪ Condition of heritage assets ▪ Heritage at Risk register	▪ Heritage policies ▪ Conservation area appraisals	▪ LPA ▪ Historic England
12. Nature recovery and biodiversity net gain	▪ Minimum 10% BNG	▪ BNG calculations ▪ Habitat creation	▪ Environment Act ▪ Local Plan policies	▪ LPA ▪ Developers ▪ Land managers
13. Green & blue infrastructure, sport & recreation	▪ Meet open space standards	▪ Quantity, quality and accessibility of open space	▪ Open space standards	▪ LPA ▪ Developers
14. Green Belt protection	▪ No inappropriate development	▪ Planning approvals in Green Belt	▪ Green Belt policies ▪ DM decisions	▪ LPA
15. Flood risk management	▪ No increase in flood risk	▪ Developments in flood zones ▪ Flood incidents	▪ SFRA ▪ SuDS policies	▪ LPA ▪ EA ▪ Developers

Local Plan Objective	Targets	Indicators	Mechanisms	Delivery
16. Sustainable water management	▪ Effective SuDS delivery ▪ Water efficiency	▪ SuDS approvals ▪ Water usage data	▪ Drainage policies ▪ Conditions	▪ LPA ▪ United Utilities ▪ Developers
17. Air quality and pollution control	▪ No deterioration in AQMA areas	▪ Air quality monitoring data	▪ Air quality policies ▪ Environmental Assessments	▪ LPA ▪ Developers
18. Infrastructure delivery	▪ Infrastructure delivered in line with growth	▪ Infrastructure completion ▪ S106 receipts	▪ Infrastructure Delivery Plan ▪ Legal agreements	▪ LPA ▪ Infrastructure providers

Appendix 1: Treatment of saved Unitary Development Plan policies

Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 specifies that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.'

Where saved UDP policies have not already been replaced by policies within the Places for Everyone Joint Plan (2024), the Greater Manchester Joint Waste Plan (2012) or the Greater Manchester Joint Minerals Plan (2013) it is intended that some of the remaining saved UDP policies will be replaced by policies in this Local Plan with others not being carried forward into the new Local Plan. The treatment of the remaining saved UDP policies is set out in Table 5.

Table 5 - Treatment of saved Unitary Development Plan policies

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
EC1/1	Land for Business (B1), General Industrial (B2) and Warehousing Uses (B8)	LP-E1	All
EC1/2	Land Suitable for Business (B1) and Office Use	LP-E2	All
EC1/3	Land Suitable for Business (B1), Office and Hotel/Conference Facility Uses	LP-E2	All
EC2/1	Employment Generating Areas	LP-E3	All
EC2/2	Employment Land and Premises Outside the Employment Generating Areas	LP-E4	All
EC4	Small and growing businesses	Not being carried forward	All
EC4/1	Small Businesses	Not being carried forward	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
EC5/1	Office Development in Bury Town Centre	LP-E2, LP-TC2	All
EC5/2	Other Centres and Preferred Office Locations	LP-E2, LP-TC2	All
EC5/3	Other Office Locations	LP-E2, LP-TC2	All
EC6	New business, industrial and commercial development	LP-E1	All
EC6/1	Assessing New Business, Industrial and Commercial Development	LP-E1, LP-BE6	All
EC6/2	Hazardous Installations	LP-AP3, LP-AP4	All
H1/1	Housing Land Allocations	LP-H1	All
H1/2	Further Housing Development	LP-H2	All
H1/3	Provision for Gypsies and Travellers	LP-H8	All
H2/1	The Form of New Residential Development	LP-BE6	All
H2/2	The Layout of New Residential Development	LP-BE6	All
H2/3	Extensions and Alterations	LP-H9	All
H2/4	Conversions	LP-H10, LP-H11	All
H2/5	Conversion of Residential Property to Hotels and Guest Houses	Not being carried forward	All
H2/6	Garden and Backland Development	LP-H2	All
H3	Incompatible uses in residential areas	LP-BE11	All
H3/1	Assessing Non-Conforming Uses	LP-DM2	All
H3/2	Existing Incompatible Uses	LP-BE11	All
H4/1	Affordable Housing	LP-H4	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
H4/2	Special Needs Housing	LP-H5	All
H5	Housing Improvement	Not being carried forward	All
H5/1	Area Improvement	Not being carried forward	All
EN1/2	Townscape and Built Design	LP-BE6	All
EN1/4	Street Furniture	LP-BE8	All
EN1/5	Crime Prevention	LP-BE6	All
EN1/6	Public Art	LP-BE6	All
EN1/7	Throughroutes and Gateways	LP-BE6	All
EN1/8	Shop Fronts	LP-BE7	All
EN1/9	Advertisements	LP-BE9	All
EN1/10	Telecommunications	LP-OI1	All
EN2/1	Character of Conservation Areas	LP-BE1	All
EN2/2	Conservation Area Control	LP-BE1	All
EN2/3	Listed Buildings	LP-BE2	All
EN2/4	Historic Parks	Not being carried forward	All
EN3	Archaeology	LP-BE4	All
EN3/1	Impact of Development on Archaeological Sites	LP-BE4	All
EN3/2	Development Affecting Archaeological Sites	LP-BE4	All
EN3/3	Ancient Monuments	LP-BE3	All
EN6/1	Sites of Nature Conservation Interest (SSSI's, NNR's and Grade A SBI's)	LP-GI2	All
EN6/2	Sites of Nature Conservation Interest (LNR's and Grade B and C SBI's)	LP-GI2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
EN6/3	Features of Ecological Value	LP-GI2	All
EN6/4	Wildlife Links and Corridors	LP-GI1, LP-GI2	All
EN7/2	Noise Pollution	LP-AP1	All
EN7/3	Water Pollution	LP-AP1	All
EN7/4	Groundwater Protection	LP-AP1	All
EN7/5	Waste Water Management	LP-AP1	All
EN8/1	Tree Preservation Orders	LP-GI6	All
EN8/2	Woodland and Tree Planting	LP-GI6	All
EN8/3	Red Rose Forest	LP-GI6	All
EN10	Environmental Improvement	Not being carried forward	All
EN10/1	Derelict Land	Not being carried forward	All
EN10/2	Riverside and Canalside Improvement in Urban Areas	LP-BE6	All
OL1/2	New Buildings in the Green Belt	Not being carried forward	All
OL1/3	Infilling in Existing Villages in the Green Belt	LP-GB1	All
OL1/4	Conversion and Re-use of Buildings in the Green Belt	LP-GB2	All
OL1/5	Mineral Extraction and Other Development in the Green Belt	Not being carried forward	All
OL1/6	Reuse/Redevelopment of Clifton House, Prestwich	Not being carried forward	All
OL2	Other Protected Open Land	Not being carried forward	All
OL2/1	Development on Other Protected Open Land	Not being carried forward	All
OL4	Agriculture	LP-GI7	All
OL4/1	Agricultural Land Quality	LP-GI7	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
OL4/2	Protection of Farm Holdings	Not being carried forward	All
OL4/3	Development Impact on Farming Areas	Not being carried forward	All
OL4/4	Agricultural Diversification	LP-GB4	All
OL4/5	Agricultural Development	Not being carried forward	All
OL4/6	Agricultural Dwellings	LP-GB3	All
OL4/7	Development Involving Horses	LP-GB5	All
OL5/1	Designation of River Valleys	LP-GI1	All
OL5/2	Development in River Valleys	LP-GI1	All
OL5/3	Riverside and Canalside Development in Urban Areas	LP-BE6	All
OL6	Multi-functional Countryside	Not being carried forward	All
OL6/1	New Uses and Development of the Countryside	Not being carried forward	All
OL7	Special Open Land Areas	Not being carried forward	All
OL7/2	West Pennine Moors	LP-GI1	All
RT1/1	Protection of Recreation Provision in the Urban Area	LPOS1	All
RT1/2	Improvement of Recreation Facilities	LP-OS1	All
RT2	New Provision for Recreation in the Urban Area	LP-OS2	All
RT2/1	Provision of New Recreation Sites	Not being carried forward	All
RT2/2	Recreation Provision in New Housing Development	LP-OS2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
RT3/1	Protection of Existing Recreation Provision in the Countryside	LP-OS1	All
RT3/2	Additional Provision for Recreation in the Countryside	Not being carried forward	All
RT3/3	Access to the Countryside	LP-OS3	All
RT3/4	Recreational Routes	LP-OS3	All
RT3/5	Noisy Sports	LP-AP1	All
RT4	Tourism	LP-TO1	All
RT4/1	Tourism Development	LP-TO1	All
RT4/2	Safeguarding Tourism Assets	LPTO1	All
RT4/3	Visitor Accommodation	LP-TO1	All
RT4/4	Tourism Support Facilities	LP-TO1	All
RT4/5	Special Tourism and Leisure Provision	Not being carried forward	All
RT4/6	East Lancashire Railway	LP-TO1	All
RT4/7	The Manchester, Bolton and Bury Canal	LP-TO1	All
S1	Existing Shopping Centres	LP-TC1	All
S1/1	Shopping in Bury Town Centre	LP-TC3	All
S1/2	Shopping in Other Town Centres	LP-TC3	All
S1/3	Shopping in District Centres	LP-TC3	All
S1/4	Local Shopping Centres	LP-TC4	All
S1/5	Neighbourhood Centres and Local Shops	LP-TC4, LP-TC5	All
S1/6	Additions to the Shopping Hierarchy	Not being carried forward	All
S2	Control of New Retail and Non-Retail Development	LP-TC2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
S2/1	All New Retail Proposals: Assessment Criteria	LP-TC2	All
S2/2	Prime Shopping Areas and Frontages	LP-TC3	All
S2/3	Secondary Shopping Areas and Frontages	Not being carried forward	All
S2/4	Control of Non-Retail Uses in All Other Areas	LP-TC2	All
S2/5	New Local Shopping Provision Outside Recognised Shopping Centres	LP-TC2	All
S2/6	Food and Drink	LP-TC7	All
S2/7	Amusement Centres and Arcades	Not being carried forward	All
S3	New Retail Development and Environmental Improvements	Not being carried forward	All
S3/1	New Retail Development Opportunities Within or Adjoining Town Centres	Not being carried forward	All
S3/2	New Retail Development Opportunities Within District Centres	Not being carried forward	All
S3/3	Improvement and Enhancement (All Centres)	Not being carried forward	All
S3/4	Markets	Not being carried forward	All
S4	New Retail Development Outside Town and District Centres	LP-TC2	All
S4/1	Retail Development Outside Town and District Centres	LP-TC2	All
S4/2	Assessing Out-Of-Centre Retail Development	LP-TC2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
S4/3	Nurseries, Farm Shops and Garden Centres	Not being carried forward	All
S4/4	Car Showrooms, Car Sales Areas and Petrol Filling Stations	Not being carried forward	All
S5	Large Out-of-Town Shopping Centres	LP-TC2	All
HT2	Highway Network	LP-TR5	All
HT2/1	The Strategic Route Network	Not being carried forward	All
HT2/2	Improvements to the Strategic Route Network	Not being carried forward	All
HT2/3	Improvements to Other Roads	Not being carried forward	All
HT2/4	Car Parking and New Development	LP-TR6	All
HT2/5	Public Car Parks	LP-TR6	All
HT2/7	Lorry Parking	LP-TR6	All
HT2/8	Taxi and Private Hire Businesses	Not being carried forward	All
HT2/9	Highways Agency Road Schemes	Not being carried forward	All
HT3/1	Schemes to Assist Bus Movement	LP-TR1	All
HT3/2	Bus Services	LP-TR1	All
HT3/3	Design of Roads for Bus Routes	LP-TR3	All
HT3/4	Schemes to Assist Metrolink	LP-TR3	All
HT5	Accessibility for those with Special Needs	LP-TR1, LP-TR2	All
HT5/1	Access for Those with Special Needs	LP-TR1, LP-TR2	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
HT6/1	Pedestrian and Cyclist Movement	LP-TR2	All
HT6/3	Cycle Routes	LP-TR2	All
HT7/1	Freight Facilities	Not being carried forward	All
CF1/1	Location of New Community Facilities	LP-CM4	All
CF2/1	Bury College	Not being carried forward	All
CF3	Social Services	Not being carried forward	All
CF3/1	Residential Care Homes and Nursing Homes	LP-CM4	All
CF4/1	Fairfield General Hospital	Not being carried forward	All
CF5/1	Childcare Facilities in New Developments	LP-CM4	All
MW1/1	Areas of Search	To be considered through GM Joint Minerals and Waste Plan	All
MW1/2	Mineral Working Within Areas of Search	To be considered through GM Joint Minerals and Waste Plan	All
MW1/3	Sterilisation of Mineral Deposits	To be considered through GM Joint Minerals and Waste Plan	All
MW1/4	The Need for Aggregates	To be considered through GM Joint Minerals and Waste Plan	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
MW2/1	Assessing Mineral Extraction Proposals	To be considered through GM Joint Minerals and Waste Plan	All
MW2/2	Planning Applications for Mineral Workings	To be considered through GM Joint Minerals and Waste Plan	All
Area BY	Bury Town Centre	Not being carried forward	All
Area BY1	Tentersfield/Millet Street/Tenterden Street	Not being carried forward	All
Area BY2	Bridge Road/Buckley Wells	Not being carried forward	All
Area BY3	Bolton Street/Market Place	Not being carried forward	All
Area BY4	Manchester Road/Knowsley Street	Not being carried forward	All
Area BY5	The Rock/Peel Way	Not being carried forward	All
Area BY6	Central Shopping Area	Not being carried forward	All
Area BY7	Townside/Market Street	Not being carried forward	All
Area BY8	The Rock/Moorgate	Not being carried forward	All
Area BY9	George Street	Not being carried forward	All
Area BY10	Rochdale Road/Lord Street/York Street	Not being carried forward	All
Area BY11	Heywood Street/Spring Street	Not being carried forward	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
Area PR	Prestwich Town Centre	Not being carried forward	All
Area PR1	The Longfield Centre/Bury New Road	Not being carried forward	All
Area PR2	Warwick Street/Derby Street	Not being carried forward	All
Area PR3	Rectory Lane	Not being carried forward	All
Area PR4	Church Lane/Bury New Road/Clark's Hill	Not being carried forward	All
Area RD	Radcliffe Town Centre	Not being carried forward	All
Area RD1	Blackburn Street/Dale Street/Church Street West	Not being carried forward	All
Area RD2	Green Street/New Church Street	Not being carried forward	All
Area RD3	South of Pilkington Way	Not being carried forward	All
Area RD4	Stand Lane/Milltown Street	Not being carried forward	All
Area RD5	St Thomas's/Bridgefield Street	Not being carried forward	All
Area RD6	Spring Lane/Church Street West/Radcliffe Metrolink Station	Not being carried forward	All
Area RM	Ramsbottom Town Centre	Not being carried forward	All
Area RM1	Market Place/Carr Street/Ramsbottom Lane	Not being carried forward	All
Area RM2	St Paul's/Crow Lane	Not being carried forward	All
Area RM3	Bolton Street/Bridge Street	Not being carried forward	All

Policy Ref	Saved Bury UDP Policy	Replaced by Local Plan policy/policies	Sections of policy to be superseded
Area RM4	Square Street	Not being carried forward	All
Area RM5	Railway Street/Bridge Street/Peel Brow	Not being carried forward	All
TC1	Town Centres	LP-TC1	All
TC1/1	Open Space in Town Centres	LP-OS1	All
TC1/2	Pedestrian/Vehicular Conflict in Town Centres	LP-TR5	All
TC2	Town Centre Enhancement and Development	LP-TC1	All
TC2/1	Upper Floors	LP-TC6	All
TC2/2	Mixed Use Development	Not being carried forward	All
TC2/3	Vacant and Cleared Sites	Not being carried forward	All
TC3	Bury Town Centre	LP-TC1	All

Appendix 2: Local Centres

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

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

59) Chapel Field, Radcliffe (280-288 Stand Lane)

60) Park Lane, Whitefield (83-140 Park Lane)

61) Bury New Road/Willow Road, Prestwich (554-556 Bury New Rd, 511 Bury New Rd)

62) Heywood Road, Prestwich (247-257 Heywood Rd)

63) Heywood Road, Prestwich (97-107 Heywood Rd)

64) Rectory Lane/Whitaker Lane, Prestwich (116 & 135 Rectory Lane)

65) St. Mary's Park, Prestwich (253-259 Bury New Rd)

66) Bury New Road/Scholes Lane, Prestwich (1-5 Scholes Lane, 126-132 Bury New Rd)

67) King’s Road, Sedgley Park, Prestwich (76-84 King's Rd)

68) Butterstile Lane, Prestwich (65-73 Sandy Lane, 136-152 Butterstile Lane)

69) Sandy Lane, Prestwich (16-24 Sandy Lane)

70) Rainsough Brow, Prestwich (1-5 The Woodlands, 1-11 Kersal Rd, 21 Hilton Lane)

71) Windsor Road, Prestwich (65-95 Windsor Rd)

72) Middleton Road, Prestwich (277-295 & 242-252 Middleton Rd)

Appendix 3: Glossary

Active Travel
Everyday journeys made by walking, wheeling or cycling instead of using a car or other motor vehicle. Active travel supports healthier lifestyles, reduces traffic congestion and helps improve air quality.

Affordable Housing
Housing provided for rent or sale to eligible households whose needs are not met by the market, and complying with the NPPF definition of affordable housing. It includes social rent, affordable rent, discounted market sale housing and other affordable routes to home ownership, as defined by national planning policy.

Amenity
The overall quality of a place as experienced by people. This includes factors such as privacy, noise, safety, outlook, sunlight, air quality and the general enjoyment of an area.

Ancient Monument (Scheduled Monument)
A nationally important archaeological site or historic structure that is legally protected because of its historic significance. This can include buried remains, ruins or standing structures. Works affecting an ancient monument require Scheduled Monument Consent.

Ancient Woodland
Land that has been continuously wooded since at least 1600 AD. Ancient woodland is considered an irreplaceable habitat because it supports rare wildlife and complex ecosystems that cannot easily be recreated.

Article 4 Direction
A legal mechanism used by the Council to remove certain permitted development rights. This means that planning permission is required for changes that would otherwise not need approval, helping to better manage development impacts.

Biodiversity
The variety of plants, animals and habitats within an area.

Biodiversity Net Gain (BNG)
A requirement that new development must result in biodiversity being left in a measurably better condition than before development took place, normally by at least a 10% improvement.

Blue Infrastructure
Water-based features such as rivers, streams, canals, ponds, wetlands and floodplains that support biodiversity, manage flood risk and enhance landscapes.

Brownfield Land (Previously Developed Land)
Land that has been previously developed or built on, such as former industrial or commercial sites.

Build to Rent
Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Care Leavers
Care leavers are young people aged 16-25 years old who have been in care for a period of at least 13 weeks (or periods amounting to 13 weeks) which began after age 14-years old and include a period after their sixteenth birthday.

Climate Change Adaptation
Measures taken to help places, buildings and infrastructure cope with the impacts of climate change, such as flooding, heatwaves or heavier rainfall.

Climate Change Mitigation
Actions aimed at reducing greenhouse gas emissions, for example through energy efficiency, renewable energy, sustainable transport and low-carbon building design.

Community Facilities
Facilities that support the social, cultural, educational, health and recreational needs of communities. Examples include schools, healthcare facilities, libraries, places of worship and community centres.

Conservation Area
An area designated because of its special architectural or historic character. Development within a Conservation Area must preserve or enhance its appearance and setting.

Design and Access Statement
A supporting document submitted with certain planning applications explaining how a development has been designed and how it will be accessible to all users, including disabled people.

Development Management
The process by which the Council assesses planning applications and determines whether proposals comply with planning policies and other relevant considerations.

Development Plan
The statutory set of planning documents used to guide decisions on planning applications, including the Local Plan and other adopted planning documents.

Employment Generating Area (EGA)
A designated area where land is protected primarily for business, industrial and warehousing uses, helping to safeguard jobs and support the local economy.

Environmental Impact
The effect that development can have on the natural environment, including air, water, land, biodiversity, landscape and human health.

First Homes
First Homes are a specific kind of discounted market sale housing and meet the definition of 'affordable housing' for planning purposes. First Homes are discounted market sale units which must be discounted by a minimum of 30% against the market value and are sold to people meeting the First Homes eligibility criteria set out in the Affordable Housing Update Written Ministerial Statement published on 24 May 2021 in addition to local eligibility criteria.

Flood Risk Assessment (FRA)
A technical assessment that identifies flood risk on a site, from all sources, and demonstrates how development can be made safe and not increase flood risk elsewhere.

Green Belt
Land designated to prevent urban sprawl by keeping land permanently open. Development in the Green Belt is strictly controlled and only allowed in limited circumstances.

Greenfield Land
Land that has not previously been developed, typically open countryside, farmland or natural areas.

Green Infrastructure (GI)
A network of green and blue spaces such as parks, open spaces, river valleys, trees, green roofs and street planting. Green infrastructure supports biodiversity, health, recreation and climate resilience.

Gypsies and Travellers
For the purposes of planning policy, and as set out in the Government's planning policy for traveller sites, "gypsies and travellers" means persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural

tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Habitats Regulations Assessment (HRA)
An assessment carried out to ensure that a plan or project will not harm the integrity of protected European wildlife sites.

Health and Wellbeing
Physical and mental health outcomes influenced by factors such as housing quality, transport, air quality, services and community facilities.

House in Multiple Occupation (HMO)
A property occupied by three or more people from more than one household who share facilities such as kitchens or bathrooms.

Infrastructure
Essential services and facilities required to support development, including transport networks, utilities, schools, healthcare, green spaces and digital connectivity.

Integrated Assessment
A combined appraisal of the environmental, social and economic impacts of the Local Plan, including sustainability, health and equalities considerations.

Listed Building
A building or structure included on the National Heritage List for England because of its special architectural or historic interest. Listed Buildings are legally protected and works usually require Listed Building Consent.

Local Centre
A small cluster of shops and services that meet the day-to-day needs of nearby residents.

Local Nature Recovery Strategy (LNRS)
A strategic plan identifying priorities and locations for protecting, restoring and enhancing nature and biodiversity.

Local Plan
The Council's statutory planning document setting out the vision, policies and proposals to guide development in the Borough over the plan period.

Looked After Children (Cared for Children)
A cared for looked after child is a child the Local Authority has legal parental responsibility for with a care order granted by a court, or is providing care and accommodation for a child with parental agreement.

Main Town Centre Uses
Uses such as retail, leisure, offices, cultural uses, community facilities and housing that contribute to the vitality and viability of centres.

Material Consideration
A matter that must be taken into account when deciding a planning application, such as national policy, design, amenity or environmental impacts.

Mitigation Hierarchy
An approach that requires harm to be avoided first, reduced where avoidance is not possible, and only compensated for as a last resort.

National Planning Policy Framework (NPPF)
The Government's national planning policy document for England, which sets out key principles and requirements for plan-making and decision-making.

Neighbourhood Plan
A community-led planning document that sets local planning policies for a specific neighbourhood area.

Permitted Development Rights
Specified types of development that can take place without the need for planning permission, subject to conditions and limitations.

Places for Everyone (PfE)
The joint development plan that sets the strategic planning framework for housing, employment and Green Belt across nine of the ten Greater Manchester districts (excluding Stockport).

Policies Map
A map identifying where specific Local Plan policies and land-use designations apply.

Public Transport
Transport services available for public use, including bus, Metrolink and rail services.

Regeneration Opportunity Area
An area identified as having potential for regeneration and improvement through development.

Section 106 Agreement (Planning Obligation)
A legal agreement that secures contributions or actions from development to mitigate its impacts, such as affordable housing or new infrastructure.

Self-build and Custom-build Housing
Housing built by an individual, a group of individuals, or people working with or for them, to be occupied by that individual.

Sequential Test
A process that requires certain development to be located in the most accessible, central locations before less accessible sites are considered.

Social Value
The wider social, economic and environmental benefits delivered by development, beyond the physical buildings themselves.

Soundness (Local Plan Examination)
The test used by an independent Planning Inspector to assess whether the Local Plan is legally compliant and meets national policy requirements.

Strategic Flood Risk Assessment (SFRA)
A Borough-wide assessment identifying flood risk areas and informing planning decisions.

Strategic Housing Land Availability Assessment (SHLAA)
An assessment required by national policy to identify land for housing and assess the deliverability and development of sites. The SHLAA is a key component of the evidence base used to support the delivery of sufficient land for housing to meet housing needs.

Sustainable Development
Development that meets current needs without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS)
Techniques that manage surface water in a way that mimics natural drainage, reducing flood risk and improving water quality.

Sustainable Transport
Transport choices that minimise environmental impact and support inclusive access, such as walking, wheeling, cycling and public transport.

Town Centre
A defined area that acts as a focus for shopping, services, employment, leisure, housing and community activity.

Transport for Greater Manchester (TfGM)
The body responsible for coordinating public transport and strategic transport initiatives across Greater Manchester.

Travel Hub
A location where different types of transport connect, making sustainable journeys easier and more convenient.

Travelling Showpeople
For the purposes of planning policy, and as set out in the Government's planning policy for traveller sites, "travelling showpeople" means members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

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

Windfall Site
A site not specifically allocated in the development plan.

Bury Council