Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 02 December 2026
Subject:	Northern Gateway Western Access scheme: Approval to investigate the indicative deployment of Compulsory Purchase Order (CPO) powers to facilitate scheme delivery	
Report of	Leader	

Summary

1. The Western Access scheme (Pilsworth Road Corridor Improvements) is a cross-boundary scheme with Rochdale Council, and will provide the necessary off-site, highway and transportation infrastructure required to access the early development phases of the Northern Gateway Investment Zone (IZ) site (JPA 1.1 allocation). The construction of the Northern Gateway Western Access (NGWA) scheme will create the potential capacity to unlock the initial phases of employment generating uses on the IZ site, supporting the creation of high quality, employment floor space, including space within the advanced manufacturing and foundational sectors.

2. NGWA scheme delivery is being funded by the Greater Manchester Combined Authority (GMCA) utilising Investment Zone grant funding (£10M). In addition to this IZ grant, Good Growth Funding (£52.1M) has also been indicatively allocated by GMCA to support scheme delivery.

3. The delivery of the NGWA scheme, including any associated enabling and temporary works that may be needed to facilitate construction, will require the acquisition of third party owned land and property interests.

4. In order to maintain the good progress made so far during the pre-construction stage and to avoid any programme delays that would impact on the timely delivery of the NGWA scheme in line public grant funding requirements, Cabinet approval is now requested to investigate the potential use of Compulsory Purchase Order (CPO) powers needed to support any land acquisitions prior to scheme construction. Investigations into the indicative use of CPO powers and any associated preparatory work to inform the possible use of CPO at a later date, will be progressed in parallel with the process to acquire land and all relevant interests by early, proactive negotiation.

5. An indicative CPO area map (showing the indicative CPO red line boundary) is included with this report (Appendix 1). The proposed investigations into the potential use of CPO powers and the finalisation of NGWA scheme preliminary designs, will include (amongst other activities) finalising a CPO

red line boundary and production of an associated CPO area map and Schedule of Interests. Confirmation of this CPO red line boundary, CPO area map and the Schedule of Interests is anticipated to be completed by early Spring 2027 and will be subject of a future Cabinet report which would include the findings of the investigations into the potential use by the Council its statutory CPO powers and if relevant, a recommendation seeking delegated approval to seal a CPO Order.

6. In line with the above summary and as detailed in the main body of this report, Cabinet approval of the following recommendations is now sought:

Recommendation(s)

7. It is recommended that Cabinet:

   a. Approves investigations being undertaken by Officers into the indicative use of Compulsory Purchase Order (CPO) powers under Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and section 13 of the Local Government (Misc. Provisions) Act 1976 and all other enabling powers as appropriate in relation to the purchase of land and all relevant interests and rights which are necessary to implement the delivery of the Northern Gateway Western Access scheme, shown in the indicative CPO Map within Appendix 1.

   b. Agree in principle to the Council making use of Compulsory Purchase Order's (CPO) under the statutory powers in Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and section 13 of the Local Government (Misc. Provisions) Act 1976, to be used if negotiated acquisition cannot be achieved within reasonable timescales, is considered as necessary, in the public interest and to facilitate the carrying out of development, re-development or improvement on or in relation to the land, to acquire all property and other proprietary interests on the land, to implement the delivery of the Northern Gateway Western Access scheme, shown in the indicative CPO Map within Appendix 1.

   c. In the event that Cabinet agree recommendation 1 above to delegate authority to the Executive Director of Place to undertake all necessary preparatory work, including surveys, land referencing to identify all the landowners, unregistered land and any rights such as mines and minerals, access rights, wayleaves and easements including those with statutory undertakers, valuations, legal advice, and engagement with affected parties, and the acquiring of properties and proprietary interests within the CPO Map of the Order Land by agreement.

   d. Note that a further report will be brought to Cabinet together with the relevant documentation such as the Statement of Reasons, to seek

formal approval to make, confirm and implement the CPO, should it be necessary and the relevant tests under section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and section 13 of the Local Government (Misc. Provisions) Act 1976 be evidenced to be in accordance Ministry of Housing, Communities and Local Government Guidance.

e. That the future Cabinet report will be also set out the findings of the investigations as to the use of CPO powers, with a view to seeking:

    i. Cabinet approval of a confirmed CPO Area Map with a CPO red line boundary and schedule of interests, CPO Statement of Reasons and Equality Impact Assessment.

    ii. Delegated authority to the Director of Law and Democratic Services in consultation with the Executive Director of Place and Director of Finance and the Leader to finalise the red line boundary and to make, confirm and seal a CPO Order under Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and section 13 of the Local Government (Misc. Provisions) Act 1976.

    iii. Delegated authority to the Director of Law and Democratic Services in consultation with the Executive Director of Place and Director of Finance and the Leader, to progress any other relevant details, legal and funding agreements to enable the acquisition of relevant interests and rights; and

    iv. Cabinet approval of a land acquisition budget and programme.

    v. Cabinet approval to appropriate the land if required to obtain and over-ride relevant rights.

Reasons for recommendation(s)

1. The Western Access scheme (Pilsworth Road Corridor Improvements) is a cross-boundary scheme with Rochdale Council, and will provide the necessary off-site, highway and transportation infrastructure required to access the early development phases of the Northern Gateway Investment Zone (IZ) site (JPA 1.1 allocation). The construction of the Western Access scheme will create the capacity to unlock the Northern Gateway development’s initial phases of employment generating uses and support the creation of high quality, employment floor space, including space within the advanced manufacturing and foundational sectors.

2. There continues to be an urgent need to swiftly and flexibly progress the development of the Western Access scheme to achieve the challenging grant funding milestones and outputs which govern the utilisation of the IZ grant. These GFA milestones and outputs include the finalisation of the Western Access scheme's preliminary designs by early 2027, production of the scheme detailed/ technical designs and costings and Full Business Case by summer 2028, and construction start on site by autumn 2028. The timely public acquisition of third party owned land and associated interests prior to construction will therefore be required to ensure progress is maintained with achieving the challenging grant funding requirements including a construction start by autumn 2028.

3. Whilst compulsory purchase should be the last option used to acquire land and relevant associated interests in order to facilitate development, compulsory purchase does provide certainty that any land required can be delivered for the scheme within a defined timescale and at a reasonable cost. It should never be seen as a first option, and acquisition by agreement should take priority. However, government guidance supports the use of compulsory purchase and recognises that, due to the time taken to make and confirm a compulsory purchase order, the compulsory purchase process may be run in parallel with other efforts to acquire interests in property through negotiation and agreement. Investigations into the potential use of CPO powers in relation to the purchase of land and all relevant associated interests which are necessary to implement the delivery of the Northern Gateway Western Access scheme, should therefore be undertaken in a timely manner alongside negotiations to acquire land through agreement.

Alternative options considered and rejected

4. Delaying investigations into the potential use of CPO powers that would run alongside parallel negotiations to acquire land through agreement, will risk on-going efforts to achieve the objectives sought through the challenging Investment Zone and Good Growth grant funding requirements, including agreement of a Full Business Case by summer 2028 and ensuring a construction start by autumn 2028. Failure to achieve grant funding milestones would in turn delay scheme delivery and jeopardise the utilisation of the grant funding. Non-compliance with funding requirements and associated grant funding agreement milestones would present a significant risk to the receipt and utilisation of Investment Zone and Good Growth grant funding.

5. That the recommendations are not approved. This would jeopardise the delivery of the Western Access scheme, which in turn would impact on unlocking the early phases of the Northern Gateway site development. The

delivery of the Western Access scheme is critical to providing the necessary highway capacity and associated sustainable transportation improvements required to unlock the initial phases of Northern Gateway for a national-scale employment opportunity.

6. Seeking to acquire land and all relevant interests by agreement through negotiation without undertaking parallel investigations into the potential use of CPO powers, would risk significant delays with the delivery of the Western Access scheme. This would erode confidence in the Council's ability to deliver a key strategic priority for both Bury Council and its strategic partners, including Rochdale Borough Council, Greater Manchester Combined Authority, Transport for Greater Manchester and National Highways. Delaying the delivery of the Western Access scheme would undermine supporting the delivery of a number of major, corporate strategies and Team Bury initiatives including the Council's 'Let's Do It' Vision and Strategy, Northern Gateway Strategic Development Vision, Atom Valley MDZ Vision and Mayoral Development Corporation, Northern Gateway Development Framework (supplementary planning document), Bury's Economic Strategy, the emergent Greater Manchester Transport Strategy, amongst others.

7. When developing the Land Acquisition Strategy, consideration has been given to an alternative option using the statutory CPO enabling powers which are vested in the Greater Manchester Mayor and the Atom Valley Northern Gateway Mayoral Development Corporation (MDC). The Greater Manchester Mayor has the rights to use the statutory power of compulsory purchase, as an acquiring authority by virtue of the enabling powers under its establishment pursuant to the Local Democracy, Economic Development and Construction Act 2009 and the Greater Manchester Combined Authority Order 2011, and more particularly the Northern Gateway MDC from the enabling power of section 207 of the Localism Act. These powers enable the Mayor/ MDC to promote a CPO under section 226 of the Town and Country Planning Act 1990, through the same CPO process and with the same requirements as the Council. However, the MDC's CPO powers are circumscribed under its constitution which require the MDC to have also received the express consent of the GMCA for their use. In addition, the MDC constitution also requires it to have consulted with the GM Mayor and Councils in the use of MDC CPO powers within their respective administrative areas. This 'consultation' would also require Council endorsement of the approach using a report to Cabinet in any event and by doing so would be adding a secondary layer in the CPO process.

8. In addition to the above, other issues would also need to be addressed in respect to the pursuit of an alternative MDC CPO led approach. These include ensuring that all the necessary professional legal, land assembly and CPO staff resources are all in place within Rochdale Council who is acting as the MDC 'host authority'. At the present time, the arrangements for a 'hosting

agreement' between the MDC and Rochdale are still in preparation. Similarly, transferring CPO workstream activities to the MDC 'host' authority would also introduce other risks and complexities in terms of the co-ordination of a CPO workstream led by a third party 'host' whilst also attempting to maintain alignment with the pre-construction programme and construction delivery of the wider WA scheme by Bury and Balfour Beatty. As indicated in Table 1 of this report (CPO Programme - section 37 below), the timeframes associated with the Council led CPO approach also currently neatly align with the overarching Western Access pre-construction and construction delivery programme. Moving to an alternative MDC CPO route at the current stage of the process would introduce delays into what is already a challenging delivery timeframe.

9. A further consideration concerns the IZ grant funding - which is precluded on conditions, outputs, timeframes and cash flow draw-downs – governed by the Grant Funding Agreement in place between GMCA and Bury Council (see Section 22 below of this report). The IZ grant provides for a 'realistic' estimated CPO budget that is already in place, and which has been carefully prepared based on the expert advice of the Council's CPO team (see Table 2 of this report, Section 41 below), to cover the forecast CPO/ land acquisition costs. In this regard, transferring to an alternative MDC CPO led approach would raise a series of grant funding and associated commercial related risks and issues that would also need to be addressed.

10. The Council led Land Acquisition and CPO approach set out in this Cabinet report represents the well-established, 'tried and tested' CPO route; one that would also offer lowest risk to securing an eventual successful CPO and one that is appropriate for a strategic transportation scheme of this nature.

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Background

11. **Strategic Planning and Northern Gateway:** The Greater Manchester Places for Everyone Plan (PfE) is the Joint Development Plan Document for nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) covering the plan period 2022-2039. PfE is the strategic spatial plan for its nine constituent boroughs, including Bury, and as such, sets out the collective planning policy framework. All policies and allocations within the plan are 'strategic', including the

Northern Gateway development area which is allocated as site JPA 1.1. At the Full Council meeting on 20th March 2024, Bury Council approved to the formal adoption of the PfE (see Background documents).

12. The Northern Gateway (JPA 1.1) represents Bury's key opportunity for new inward investment, economic growth, and job creation. The site is one of the largest strategic employment allocations in the country and represents a transformational opportunity to deliver unprecedented levels of investment, jobs, homes, and community benefits. Northern Gateway will be a key driver in the delivery of Bury's growth ambitions; to make Bury stand out as a place that is achieving faster economic growth than the national average, with lower than average levels of deprivation. The JPA 1.1 site is a transformational opportunity to deliver around 1.2 million sq.m. of employment floorspace and around 19,000 quality jobs that would be accessible to Bury residents.

13. Following PfE formal adoption in March 2024, the Northern Gateway Development Framework (NGDF) Supplementary Planning Document (SPD) was prepared jointly by Bury and Rochdale Councils with technical input from the Northern Gateway Development Vehicle LLP (NGDV) as the main site promoter and also input from other landowners/ stakeholders. The NGDF SPD was subsequently adopted by Bury Cabinet on 5th March 2025 (see Background documents). The NGDF SPD establishes a framework against which any planning applications on the Northern Gateway JPA 1.1 strategic site will be considered, setting out high level design principles and an approach to the delivery and phasing of infrastructure on and off site.

14. **Western Access scheme:** The Northern Gateway Western Access scheme (Pilsworth Road Corridor Improvements) is a cross-boundary scheme with Rochdale Council. The Western Access scheme (NGWA) will provide the necessary off-site, highway and transportation infrastructure required to create the necessary highway capacity needed to access the early development phases of the Northern Gateway Investment Zone (IZ) site (JPA 1.1 allocation). The construction of the Western Access scheme will create the potential capacity to unlock up to circa 600,000 sq/m of employment generating uses and support the creation of high quality, employment floor space, including space within the advanced manufacturing and foundational sectors. In this regard, the NGWA project will seek to achieve the following scheme objectives, including:

    - Developing a cost-effective scheme which demonstrates Value for Money that will facilitate the build out of the Northern Gateway (JPA1.1) early phases of development.

    - Developing a scheme that provides additional capacity to enhance journey time reliability for all modes, mitigate the impact of traffic flows associated with Northern Gateway, improves safety for all and enhances sustainable travel opportunities delivering connectivities for all required modes including active travel, passenger transport bus priority measures.

- Delivering social value benefits to the surrounding community and the local economy

15. To expedite the design and delivery of the NGWA scheme and in line with the strict Investment Zone grant funding requirements and milestones, Balfour Beatty Civil Engineering Ltd was appointed by Bury Council in May 2025 as the Western Access scheme's Main (Design and Build) Construction Contractor (see Background documents). Since then, Balfour Beatty (and its Design Partner, Sweco UK Limited) have worked at pace to progress the initial pre-construction scheme work packages. To date, these have included the completion of scheme design optioneering and proportionate transport modelling during summer - autumn 2025, the identification and endorsement of a scheme Preferred Way Forward (proof of concept design) between December 2025 - January 2026, the preparation of scheme Concept Designs (RIBA 2 stage) during February 2026 and subsequently, the production of draft Preliminary Designs (RIBA 3 stage) in September - October 2026. The preparation of the draft Preliminary Designs was also informed by detailed strategic, junction and local simulation transport modelling which was also conducted over the same period.

16. In conjunction with the design and modelling activity described above, Balfour Beatty has also substantively progressed the development of a scheme Outline Business Case which will be finalised in January in readiness for submission for approval in February 2027. Preparation of scheme Detailed / Technical Designs (RIBA 4 stage) and a Full Business Case will then take place during 2027, with scheme construction delivery currently planned to start by autumn 2028.

17. The NGWA scheme will provide the necessary off-site, highway and transportation infrastructure required to create the highway capacity needed to access the early development phases of the Northern Gateway Investment Zone (IZ) site (JPA 1.1 allocation). A high-level summary of the proposed improvements can be summarised as follows:

- Deliver improvements at key junctions on the road and motorway networks:
  - Asda (Pilsworth Retail Park) roundabout upgrade,
  - M66 Junction 3 motorway slip roads, including additional on/ off slip lanes
  - Pilsworth Road / Moss Hall Road (Great Bear) signal-controlled junction upgrade;

- Construction of a continuous shared-active travel route facility along the length of the Corridor between the Pilsworth Road/ Moss Hall Road (Great Bear) junction and west of M66 Junction 3;

- Construction of a shared-use route beneath the M66 Junction 3 bridge structure, including dedicated safe crossing points on the slip roads for pedestrians and cyclists;

- Extend and widen existing footway and cycleways in other locations, including adjacent to Pilsworth Road west, Roach Bank Road;

- Carriageway reconstruction including existing drainage system upgrade and constructing wider carriageway widths supporting future network maintenance and resilience, including Pilsworth Road east;

- Reduce speed limits, west of the M66 junction;

- Improve existing road signage and markings; and

- Improve road user visibility.

18. It should be noted that Rochdale Council and the Rochdale Development Agency are leading on the delivery of planned improvements at the Brightley Brook / Moss Hall Lane junction. The Brightley Brook Junction Improvement scheme (BBJIS) is being delivered separately by Rochdale Council utilising City Region Sustainable Transport Settlement (CRSTS) grant funding. Whilst the BBJIS will deliver upgrades at the Moss Hall Road/ Brightley Brook junction which connect directly into the proposed spine road onto the JPA 1.1 Northern Gateway site, the BBJIS is outside the project scope of the Northern Gateway Western Access scheme that is being led by Bury Council in partnership with Rochdale Council. In this regard, a cut-off point between the NGWA and BBJIS schemes at a mid-point location on Moss Hall Road has previously been agreed between Bury and Rochdale Councils. In line with this, the BBJIS therefore falls outside the indicative CPO area and associated indicative CPO red line boundary (Appendix 1) and does not form part of the scope and recommendations of this Cabinet report.

19. **Western Access Public Consultations:** The draft Preliminary Designs are currently subject to formal review by key public stakeholders (including Bury and Rochdale Council Highways Authorities, Transport for Greater Manchester (TfGM), and National Highways). In parallel with this design review activity, public consultations and engagement with businesses and other stakeholder interests are also currently taking place over a 6-week period between 9th November to 21st December 2026. Feedback received during the public consultation and stakeholder engagement exercise will be reflected in the finalised Outline Business Case. Public consultation responses will also help to further inform the finalisation of the scheme Preliminary Designs which in turn will also feed into and assist with activities to confirm a finalised CPO Map (showing the CPO red line boundary). The Western Access scheme public consultation builds on earlier Northern Gateway JPA 1.1 public engagement exercises, including the Northern Gateway Development Framework (NGDF) Supplementary Planning Document which was consulted upon between November 2024 to January 2025. The results of the NGDF public engagement were presented in a report to Cabinet on 5th March 2025, where the NGDF was also adopted (see Background documents).

20. The development of the draft Preliminary Designs has been used to inform the identification of an indicative CPO Map for the scheme (encompassing the indicative red line boundary of the scheme development area and associated indicative temporary works areas required to facilitate enabling and construction related activities). Temporary works areas include indicative site compound locations which are also shown on the indicative CPO boundary. The indicative CPO Map is included as Appendix 1. The indicative justification for the choice and location of site compounds is included as Appendix 2 to this report. The availability, land requirements and means of securing the temporary occupation of any indicative compound locations, including any satellite compounds, remain subject to further investigation at the next stage as the construction logistics strategy develops.

21. Pending completion of the draft Preliminary Design formal review period and receipt of the public and stakeholder consultation feedback in mid-December 2026, a CPO area map (incorporating the CPO red line boundary, temporary works areas, and compound locations) will then be confirmed. The confirmed CPO area map will be presented to Cabinet for approval in a future report over the coming months (currently anticipated early spring 2027).

22. **Western Access Funding:** As the lead authority for the scheme delivery and grant recipient, Bury Council has secured £10 million Investment Zone (IZ) Grant Funding from GMCA to help contribute towards the cost of delivering the NGWA scheme's pre-construction activities and construction works. An initial tranche of the IZ grant funding (£800k revenue grant) was accepted by Cabinet in November 2024 (see Background documents), and an associated Grant Funding Agreement (GFA) governing the utilisation of this funding was signed between the Council and the GMCA in February 2025. A second tranche of IZ grant (£700k revenue grant) was subsequently released to the Council and in association with this, a Deed of Variation to the original GFA was signed in September 2025. The final tranche of the IZ grant funding (£8.5 million) has also now been made available by GMCA and a new GFA was signed between the two parties in early October 2026 in respect to its utilisation. Cabinet resolved to accept this £8.5 million grant allocation into the Council's Capital Programme on 14th October 2026 (see Background documents).

23. In addition to the £10 million IZ grant funding, in early April 2026, Bury Council received an indicative allocation of grant funding (£52.1 million) from Greater Manchester's Good Growth Fund to contribute towards NGWA scheme preconstruction and construction costs. GMCA's Good Growth Fund has been established to help drive regional economic growth such as through supporting major infrastructure schemes which in turn will support unlocking development and investment in key sectors such as innovation and advanced manufacturing. The Good Growth Funding allocation is in place and is contingent on the agreement of a suitable grant recovery mechanism with developers of the Northern Gateway JPA 1.1 site. The on-going work and associated commercial due diligence to implement this funding agreement with developers is being led by GMCA.

24. In line with the recommendations of this Cabinet report, if investigations conclude it to be appropriate, then a further update about the Western Access CPO budget (see paragraph 36 below) and Western Access scheme funding will be included in a future report to be brought to Cabinet which will seek formal approval to make, confirm and implement the CPO, subject to being satisfied that the appropriate statutory tests are met, being demonstrating deliverability of the scheme which includes no funding impediment to scheme delivery, and satisfaction of the public interest test.

25. **Western Access Planning Strategy**: The NGWA planning strategy continues to be developed and will be informed pending further feedback from Bury and Rochdale Councils' Local Planning Authorities (LPAs). In support of this work, the project team has formally submitted pre-applications seeking planning advice from both LPAs in connection with the NGWA scheme development proposals. In addition to this, a request has also been submitted to both LPAs for a Screening Opinion under Regulation 6(1) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (i.e.. the EIA Regulations). The purpose of seeking a Screening Opinion request is to determine whether the NGWA scheme development constitutes EIA development as defined by the EIA Regulations. The outcome of this exercise will in turn define the planning strategy for the scheme including whether the NGWA scheme proposed development should be progressed under permitted development (General Permitted Development Order) regulations or alternatively if a full planning application may be required. The work to determine the planning strategy for the NGWA scheme will also help to inform the associated investigations into the potential use of CPO powers.

26. **Western Access Land Acquisition and CPO Strategy**

27. **Legal CPO Specialist Appointment:** In June 2026, the Council appointed a Legal Land Acquisition Specialist and associated professional team, to co-ordinate and lead the development and implementation of a Land Acquisition and Compulsory Purchase Strategy. The procurement and appointment of the Legal Specialist Lead Advisor was co-ordinated by the Council's Economy and Environment Legal Team in line with Council delegated authority requirements and the North West Legal Consortium (NWLC) Public Sector Framework was utilised.

28. DWF Law LLP was appointed as the Legal Specialist Lead Advisor together with its consultant professional team comprising Montague Evans LLP (providing associated legal, surveying/ valuation specialist inputs), and TerraQuest (as land referencing specialists). The general scope of services for the Land Acquisition and CPO Strategy commission is outlined as follows:

    - Prepare and implement Land Acquisition and CPO Strategy, including advising and initiating a programme of "twin tracking" activities that support (i) the negotiated Voluntary Acquisition of land, and is (ii) backed up by an appropriate CPO process;

- Undertake Land Title Review and Prepare an Overview Report of the relevant freehold and leasehold titles;
- In support of the above, undertake Land Referencing Mapping including accurately identifying and mapping all up-to-date legal interests, occupiers, rights, and restrictions impacted by the scheme;
- Prepare CPO Map (including CPO red line plan)
- Prepare Property Cost Estimates including land plot valuations to support voluntary acquisitions and inform a realistic CPO budget;
- Provision of Strategic Land Assembly and redline CPO Advice including reviewing and confirming the legal sufficiency of the land take CPO red line, ensuring consistency with land interests, statutory requirements, and evidence;
- Prepare and undertake an on-going programme of proactive engagement and consultation activities with all identified legal interests who have been identified and whose interests will impact the scheme proposals;
- Prepare CPO Statement of Reasons and accompanying CPO schedule of interests;
- Preparation and serve the CPO and associated documents where necessary and submitting the CPO to the Secretary of State for confirmation if required;
- Provide Legal review of all formal letters/ correspondence and notices drafted by Land Referencing Agents for publication in newspapers and for CPO service;
- Prepare and issue land access licences to support pre-construction and construction activities including for example, ecology surveys, other non-intrusive surveys, and ground investigations / intrusive surveys.

29. **Land Acquisition Strategy:** The Land Acquisition and CPO Strategy is included as Appendix 3 to this report and recognises the fact that a combination of private treaty negotiations and use of CPO powers will likely be needed to assemble the land and rights required for the scheme. The key principles underpinning Land Acquisition and CPO Strategy are summarised as follows:

30. **Acquisition by Agreement:** Whilst it is likely that a combination of private treaty negotiations and use of CPO powers will be required to assemble the land and rights required for the delivery of the NGWA scheme. The Council should make all reasonable efforts to acquire land by agreement and details of all efforts would be made available in the event of any CPO process being required. Acquisition by agreement provides the Council with the opportunity to secure the necessary agreement with parties owning interests in the required land, and as an option this should be fully exhausted by the Council. Compulsory purchase should therefore be the last option used to acquire land to facilitate development. Whilst compulsory purchase provides certainty that land can be delivered for the scheme within a defined timescale and at a

reasonable cost, compulsory purchase should only be used when all other options to acquire land by agreement have failed. It should never be seen as a first option, and acquisition by agreement should take priority.

31. The benefits to landowners and occupiers by the Council seeking to acquire land through agreement are that it allows for a greater level of flexibility between the parties on timing (for vacant possession) and the payment of consideration which can be made in stages and/or at milestones. The benefit of this approach to the Council is that it avoids committing to upfront land purchases through the securing of option agreements and allows for the scheme to be constructed whilst under option and the Council only acquiring the land it needs for the final highway scheme. Any temporary land requirements can be factored into option agreements. It is also anticipated that the Council would look to enter Compound Licence arrangements with owners in respect to securing temporary compound areas required for the construction stage, rather than using CPO powers (which are a last resort). The need for, location of and land take associated with each of the indicative proposed compound areas will be reviewed as the CPO investigations progress at the next stage and as the construction logistics strategy develops.

32. **Compulsory Purchase:** It is recognised that the use of CPO powers is a last resort and, in these circumstances, the main benefit of the use of compulsory purchase is the certainty of being able to obtain vacant possession. The current CPO strategy is for the regeneration powers within the Town and Country Planning Act 1990 (as amended) to underpin the use of the statutory powers. However once final preliminary design development is undertaken, and the planning strategy finalised it may become apparent that the more appropriate legal mechanism may be the powers included within sections 239, 240 and 246 of the Highways Act 1980.

33. Once the Compulsory Purchase Order is confirmed, and the legal challenge period has passed, notices can be served, and a date for vacant possession is fixed. Despite the relatively long process for making and confirming an Order, use of an Order may also have benefits in terms of securing a site within a shorter amount of time than by private treaty negotiations.

34. A key benefit for any property interests affected in the use of compulsory purchase is that it provides a clearly defined statutory system for any objections to be heard prior to confirmation, and a statutory framework for compensation for any losses once a CPO is confirmed including the determination by a Tribunal in the event that compensation cannot be agreed.

35. Risks associated with the use of compulsory purchase include the time taken to conclude the statutory process, the cost of the making and confirmation of a CPO, and the level of uncertainty which exists until the Order is confirmed. However, given the challenging NGWA scheme delivery timeframes, and the nature of the NGWA development proposals, the Land Acquisition Strategy for assembling the land and rights needed for delivering a scheme of this nature, therefore comprises a combination of private treaty negotiations and use of CPO powers. In this regard, compulsory purchase provides certainty

that land can be delivered for the scheme within a defined timescale and at a reasonable cost, whilst also acknowledging that compulsory purchase should only be used when all other options have failed. It should never be seen as a first option, and acquisition by agreement should take priority.

36. Government guidance supports the use of compulsory purchase. It recognises that, due to the time taken to make and confirm a compulsory purchase order, it may be appropriate to run the compulsory purchase process in parallel with other efforts to acquire interests in property. This can also help to demonstrate the seriousness of the Council and can help to move negotiations forward.

37. **Programme:** An indicative Land Acquisition and CPO programme is outlined in Table 1 below, including the 'critical path' of CPO key activities and indicative timeframe for their completion, which are summarised as follows:

Table 1: Indicative Land Acquisition/ CPO programme:

Land Acquisition/ CPO Key Activities	**Indicative Timeframe for Completion**
Undertake land searches, identify properties for CPO in line with finalisation of Preliminary Designs	End December 2026
Preliminary Design agreed confirming land requirements, OBC approved	End February 2027
Council confirms officers able to use the statutory powers to make a CPO	Early February 2027
Draft CPO Statement of Reasons	End May 2027
Land Referencing	End May 2027
CPO Schedule of Interests confirmed	End May 2027
CPO Map confirmed	End May 2027
Make CPO	End May 2027
Submit CPO to Secretary of State for Confirmation	End May 2027
Site and individual notices of the proposed order sent to landowners and statutory bodies	End May 2027
Objection Period (21 days)	End June 2027
Public notice to hold a Public Inquiry	July 2027
Prepare statement of Case to support the use of CPO powers	End August 2027
Prepare evidence to support the use of CPO powers	End September 2027
Modifications to the CPO redline boundary	End September 2027
Rebuttal to evidence from objectors	End Oct 2027
Public Inquiry	End November 2027 – May 2028
Secretary of State Decision	End March 2028

Notice of Decision	End March 2028
Challenge Period	Mid-May 2028
Make GVD	Mid-May 2028
Vesting Period (post Full Business Case)	Mid-August 2028
Land available for construction	Mid-August 2028

38. The CPO indicative programme showing a critical path of CPO activities, has been prepared collectively by the Council project team, its professional team of Legal specialists and the Council's Main Construction contractor (Balfour Beatty). The CPO indicative programme aligns with the current pre-construction programme. This indicative CPO programme currently demonstrates that, subject to there being no delays to the pre-construction programme and CPO process, that any private land that may be required for scheme delivery could feasibly be acquired and made available in line with the start of scheme construction by autumn 2028. If there are no objections to the making of the CPO, then a Public Inquiry will not be required and with the Secretary of State's agreement the Council may be able to self-confirm the CPO.

39. The indicative CPO programme will continue to be monitored over the coming months as the pre-construction period progresses and a further update will be presented as part of a future report to be brought to Cabinet which will seek formal approval to make, confirm and implement the CPO, subject to satisfying the appropriate CPO tests.

40. As previously noted, and in line with the twin track approach to land acquisition and CPO, throughout the above CPO process, the Council and its legal professional advisors will continue to negotiate with landowners with a view to acquiring land through voluntary agreement.

41. **Setting a Realistic Budget:** The Land Acquisition and CPO strategy is underpinned by a realistic, estimated land acquisition budget which has been prepared in line with property cost estimates (i.e.. individual, plot by plot land and property valuations undertaken by the Legal specialist team in line with the compensation code and CPO Public Inquiry cost estimate). The property cost estimates have been based on the NGWA scheme development area as reflected in the draft Preliminary Designs, indicative CPO map red line boundary and associated schedule of property interests. The property cost estimate total is included in Table 2 below (Estimated CPO Budget).

42. The land needed for the NGWA scheme is characterised by strips of verges, woodland screening and other minor land parcels adjoining the publicly adopted highway which therefore is of limited commercial value. Whilst the land acquisition budget is reflective of this situation, it has also been prepared in the knowledge that when making future financial offers to any owners who are directly impacted by the scheme's permanent and temporary works, the Council should be prepared to offer a commercial sum which is not only reflective of its value on a per square metre basis but also acknowledging any

potential impact to owners' business operations, such as disturbance, continuity of access or any other practical considerations.

43. The land acquisition and CPO budget is also reflective of temporary land requirements (i.e.. temporary works areas, contractor compounds etc) needed to facilitate the scheme. In this regard, the land acquisition strategy advises that the Council should seek to enter into lease agreements with the identified parties paying a monthly sum (rent) based on a discounted industrial land value related to their intended use. Any such lease agreements should be suitably flexible to ensure they can be extended and/or ended early depending on the circumstances of the NGWA construction delivery programme.

44. The Land Acquisition and CPO budget estimate provides a guide to the quantum of compensation which may be payable following the exercise of CPO powers. The budget estimate shown in the Table 2 can be accommodated within the NGWA scheme overall budget and in line with the scheme cash flow. The estimated CPO Land Acquisition and CPO budget is summarised in Table 2 as follows:

Table 2 – CPO Budget Estimate:

Cost Item	**Estimated Cost**
Property Cost Estimate	£632,664
Temporary Works / Site Compound estimate	£126,532
CPO Public Inquiry	£500,000
Total:	**£1,259,196**

45. A further update about the Land Acquisition and CPO budget will be presented as part of a future report to be brought to Cabinet which will seek formal approval to make, confirm, and implement the CPO, subject to satisfying the appropriate CPO tests.

46. **Public Sector Equality Statement:** It is important that the Council fulfils its duty under the Equality Act 2010, including section 149, by identifying those persons with protected characteristics likely to be affected by the NGWA scheme and to determine the impacts and mitigation measures available when considering whether to utilise CPO powers. In support of this, a draft Equalities Impact Assessment (EqIA) has been prepared in compliance with this requirement and in line with the Council's own equality policy requirements. The EqIA considers how certain groups of people might be affected by Cabinet's decisions in respect of the recommendations contained in this CPO report and sets out any mitigating actions to ensure these persons are not unfairly or disproportionately disadvantaged by the process. The draft EqIA demonstrates that there will be some impacts (both positive and negative) on groups or individuals with protected characteristics and as such the Council will seek to mitigate these impacts through specific activities. The

draft EqIA is included as Appendix 4 to this report (and referenced in the Equality Impact section in this Cabinet report).

47. In line with good practice, the EqIA should be regarded as a living document which will be updated and acted upon throughout the land acquisition and CPO process. A further update to the draft EqIA will be presented as part of a future report to be brought to Cabinet which will seek formal approval to make, confirm, and implement the CPO, subject to satisfying the appropriate CPO tests. The Council as a condition precedent to a final decision to make a CPO will need to be able to demonstrate that project officers have met the public sector equality duty. In doing so, project officers will need to be satisfied that the Council has had due regard to any identified negative impact upon any protected social groups and has considered the scope to mitigate or alleviate such impacts as part of the way in which the NGWA scheme is promoted and delivered. In addition to this, a formal update would also be expected to be prepared immediately prior to any potential, future CPO Inquiry. This will provide any Inquiry with confidence that the Council has not only assessed Equalities Impacts but sought to address them. If there is no Inquiry there is no need for a formal update as there won't be a 'decision' required. However, the spirit and intention of what the EqIA is seeking to achieve will remain and be acted upon.

48. **Rights of the Individual, Human Rights:** Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way that is incompatible with the “European Convention on Human Rights”. Various Convention rights are likely to be relevant to the Compulsory Purchase Order, including:

    (i) Entitlement to a fair and public hearing in the determination of a person's civil and political rights (Convention Article 6) - this includes property rights and can include opportunities to be heard in the consultation process.

    (ii) Rights to respect for private and family life and home (Convention Article 8) - Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest.

    (iii) Peaceful enjoyment of possessions (First Protocol Article 1) - This right includes the right to peaceful enjoyment of property and is subject to the Council`s right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest.

    (iv) Right to life - in respect of which the likely health impacts of the proposals will need to be taken into account in evaluating the scheme (Conversion Article 2).

49. The European Court has recognised that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole". Both public and private interests are to be considered in the exercise of the Council's compulsory purchase powers and duties as a local planning authority. Any interference with a Convention right must be necessary and proportionate. If compulsory

purchase powers are required, the Legal specialist advisors and project officers are of the view that in pursuing a CPO, careful consideration will be given to the balance to be struck between individual rights and the wider public interest. Any interference with Convention rights would need to be justified to secure the economic and physical and regeneration that the NGWA scheme will bring.

50. Appropriate compensation will be available to those entitled to claim it under the relevant provisions of the compulsory purchase national compensation code, and allowance of this has been made in the preparation of a realistic land acquisition and CPO budget (current estimate as shown in Table 1 above).

51. The Council as a condition precedent to a final decision to make a CPO will need to be able to demonstrate that that the NGWA scheme is in the public interest and this outweighs any harm that may be caused by the use of compulsory purchase powers to acquire and interfere with third party land and rights needed for the project and that any interference with any human rights protected by the Human Rights Act 1998 and the European Convention on Human Rights is considered to be justifiable in order to secure the public benefits that the NGWA scheme will bring to the community and wider area.

52. **Next Steps - Investigations as to CPO powers**:

53. In line with the recommendations contained in this Cabinet report and subject to Cabinet's approval of these recommendations, a series of investigations will be undertaken by officers into the indicative use of Compulsory Purchase Order (CPO) powers and all other enabling powers as appropriate in relation to the purchase of land and all relevant interests and rights which are necessary to implement the delivery of the Northern Gateway Western Access scheme.

54. An update about the outcome of these investigations will be included in a future report to be brought to Cabinet which will seek formal approval to make, confirm and implement the CPO, subject to satisfying the appropriate CPO tests as outlined in central government guidance. In outline, the investigations into the indicative use of CPO powers will include the following activities:

    a. Discussions including those with landowners and statutory authorities such as National Highways to progress any negotiations to support securing land and rights necessary to develop the scheme through agreement, including the timely accessing of land for the progression of surveys.

    b. Update Land Referencing review of the land titles information collected to ensure it is up to date so that the relevant interests and rights are included within the redline boundary:

c. Refine and confirm a realistic CPO budget: review of the CPO acquisition strategy and proposed acquisition budget to align with the land referencing investigations, consultation discussions, and programme timeframes.

d. Update and confirm CPO Map (including CPO red line boundary): To align with consultation discussions and the land referencing updates.

e. Update and confirm CPO Schedule of Interests: To align with consultation discussions and the land referencing updates.

f. Prepare draft Statement of Reasons (including any Side Road Orders that may be required): A Statement of Reasons explains the reasons behind the decision to undertake the use of the CPO powers the deliverability of the scheme and how the legal tests are met.

g. Update CPO Programme: To ensure that the programme aligns with the consultation and land negotiations and any updated construction programme.

h. Update draft Equality Impact Assessment: The EqIA is constantly reviewed and updated throughout the programme to ensure that the Council's statutory duties are met.

i. Review the underlying assumptions to the scheme such as the traffic modelling to ensure the evidence base is updated.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

1. A key part of the *Places for Everyone Plan* is to rebalance the Greater Manchester economy by significantly boosting the economic output from the north through the delivery of new housing and employment that will benefit both Bury and its residents. The plan sets out strategic site allocations that will guide future growth and development in the Borough. The *'Let's Do It'* strategy specifically refers to *Places for Everyone* as having a key role to play in the delivery of its objectives and priorities, in addition to the Corporate Plan 2024/25 seeks to deliver the Vision for 2030 which is for the Council to Achieve Economic Growth.

2. As Bury's largest employment allocation within the *Places for Everyone Plan*, Northern Gateway (JPA 1.1 Investment Zone site allocation) supports delivery of the Vision 2030 and 'Let's Do It!' to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation through the development of employment space to enable job creation and upskilling of residents, leading to economic growth:

Local – The Western Access scheme will create the necessary highway capacity and transportation improvements (including active travel / public transport) required to unlock the early phase delivery of the Northern Gateway Investment Zone site (JPA 1.1). By providing the catalyst for the development of the site this will support generating jobs for local people, enhancing opportunities for economic regeneration and providing links with existing and new communities.

Enterprise - The Northern Gateway project will drive economic growth and inclusion by creating more employment space for existing businesses to expand into and to encourage more local, national and international businesses to open in the Borough; helping to ensure residents have the best chance to access good jobs.

Together – Ensuring sustainable / multi-modal access into the site to maximise inclusivity and access to opportunities for members of the local community and working with partners to maximise social value opportunities to shape outcomes.

Strength - The Northern Gateway project will provide space for new and expanding local business within a site that is well connected to local communities. This will provide opportunities for community wealth building through new business start-ups, increased local spend and the adoption of new skills whilst providing opportunity for all through provision of sustainable transport modes (multi-modal / active travel, public transport).

Equality Impact and Considerations:

Please provide an explanation of the outcome(s) of an initial or full EIA and make ***specific reference regarding the protected characteristic of Looked After Children****. There must be a signed off EIA template appended with a full analysis or explanation as to why an analysis is not needed for the report to be put forward to Cabinet. Sign off to be completed by the Council's Equality, Diversity and Inclusion (EDI) Manager (contact l.cawley@bury.gov.uk for advice).*

3. It is important that the Council fulfils its duty under the Equality Act 2010, including section 149, by identifying those persons with protected characteristics likely to be affected by the NGWA scheme and to determine the impacts and mitigation measures available when considering whether to utilise CPO powers. In support of this, a draft Equalities Impact Assessment (EqIA) has been prepared in compliance with this requirement and in line with the Council's own equality policy requirements. The draft EqIA is attached as Appendix 4 to this report, and in line with good practice, will be updated as the scheme pre-construction stage activities and associated land acquisition and CPO activities progress. A further update will be presented as part of a future report to be brought to Cabinet which will seek formal approval to make,

confirm, and implement the CPO, subject to satisfying the appropriate CPO tests.

Environmental Impact and Considerations:

Please provide an explanation of the Environmental impact of this decision. Please include the impact on both ***Carbon emissions*** *(contact climate@bury.gov.uk for advice) and* ***Biodiversity*** *(contact S.Tinsley@bury.gov.uk and Dennis.whittle@bury.gov.uk for advice)*

4. Environmental impacts will continue to be assessed and monitored as the NGWA scheme delivery continues to progress through the on-going Outline Business Case / Preliminary Design stage. This includes consideration of the Environmental Impact Assessment (EIA) regulations as part of the development of the scheme planning strategy. A programme of ecological, environmental, and other surveys, and assessments of Biodiversity Net Gain requirements and Carbon Assessments are also currently being undertaken for the purposes of informing the scheme OBC. The NGWA scheme Preliminary Designs and associated scheme red line boundary have been carefully prepared to minimise environmental impacts and on impacting private land ownerships adjacent to the existing publicly adopted highway. The Northern Gateway Development Framework will seek to meet policy requirements, including physical, social, and environmental impacts including biodiversity net gain. The development of the Western Access scheme OBC / Preliminary Designs (RIBA 3 planning designs) and subsequent FBC / Detailed RIBA 4 technical designs will be prepared within this policy context.

Assessment and Mitigation of Risk:

Risk / opportunity	**Mitigation**
Reputational / Stakeholder Confidence in the ability of Bury Council to deliver objectives undermined	• Appointing expert / experienced Legal Land Acquisition Specialist Lead and associated professional team of valuers/ surveyors and land referencing specialists, Main Contractor, Design Partner, and project delivery team, including External Professional Team • Effective project management structures and Northern Gateway/ MDC governance in place

	• Effective contract and cost / budget management, including realistic CPO budget estimate aligned to overall scheme budget and scheme Cash Flow developed and monitored • Ongoing proactive approach to risk management • Funding, Planning, Stakeholder / Communication Strategies developing • Appropriate legal and procurement support in place
Programme Delays to construction delivery programme	• Indicative Land Acquisition and CPO programme prepared in conjunction with Main Contractor • Indicative CPO programme aligns with pre-construction programme • Regular monitoring of indicative CPO programme and Main Contractor delivery programme
Delivery Site conditions / utilities – adverse / unforeseen site conditions and utilities requiring diverting / upgrading	• Land Acquisition Strategy supports early engagement with landowners, including securing site access to land for investigations, including as part of on-going OBC development
Design complexity – lack of clarity in objectives and operational requirements	• Design optioneering completed, PWF endorsed and draft Preliminary Designs prepared in line with clear scheme objectives and operational requirements • Scheme red line boundary and associated indicative CPO Map prepared in line with draft Prelim Designs that minimise third party/ private land take, environmental impacts • On-going, proactive involvement with scheme partners inc. BC, RBC, National Highways, TfGM during pre-construction stages • Clear objectives setting (planning, highways / public transport operations, transport modelling, compliance etc)

	• Early engagement and consultation with private landowners, businesses
Permissions – delays securing planning, highways approvals, private landowner consents	• Early, on-going involvement with Bury Council and Rochdale Council planning and highways teams to define requirements, agreed determination process. Cross boundary Working Group • Early, on-going involvement with National Highways (Western Access / M66 J3 interface) • Early engagement with private landowners to support securing land purchases by negotiated agreement • Emerging planning strategy aligned with delivery strategy and land acquisition / CPO strategy
Funding / Budget Project costs – risk that costs increase above projections	• IZ Grant Funding Agreement in place and IZ grant (£10M available) • Good Growth Funding indicative allocation (£52.1M) in place • Realistic CPO estimated budget prepared by CPO valuation specialists • Appropriate cost consultancy / cash flow modelling support in place • Appropriate Contingency and Risk allowances • Agreed competitively tendered Procurement Framework rates utilised to appoint Legal specialist team • Funding Strategy under development (including claw back funding mechanisms)

Procurement Implications:

5. There are no specific procurement implications in relation to this report.

Legal Implications:

6. The report does not seek authority to make a Compulsory Purchase Order ("CPO"), but to undertake the investigations and preparatory work necessary to determine whether compulsory acquisition powers may be required to facilitate delivery of the Northern Gateway Western Access Scheme.

   Officers have considered the potential use of both Bury Council's compulsory purchase powers and those available to the Northern Gateway Mayoral Development Corporation ("MDC"). Whilst the MDC possesses powers of compulsory acquisition through its statutory and constitutional framework, officers consider that a Council-led approach currently represents the most appropriate and lowest-risk delivery model, having regard to the Council's role as local highway authority, accountable body for grant funding, and the project delivery body for the scheme.

   Cabinet should note that the exercise of MDC compulsory purchase powers is subject to the governance arrangements set out within the MDC's constitutional framework, including the requirement for appropriate approvals and consultation with constituent authorities. Consultation with Bury Council would likely require consideration through the Council's decision-making processes, however the MDC remains a lawful alternative acquiring authority.

   The statutory power under which any future CPO may be promoted has not yet been determined. Further work is required to establish whether any future acquisition would most appropriately proceed under the Highways Act 1980, the Town and Country Planning Act 1990, or other enabling powers, having regard to the final scheme design, planning position and land requirements.

   Should a future decision be taken to progress a CPO, the Council will need to demonstrate a compelling case in the public interest, sufficient funding and deliverability, compliance with the Human Rights Act 1998 and Equality Act 2010, and that reasonable steps have been taken to acquire interests by agreement before compulsory powers are exercised. A further report will therefore be required before any decision is taken to make a CPO.

   The Council must also ensure that all funding, land assembly, and commercial arrangements associated with the project comply with the Subsidy Control Act 2022 and any applicable grant funding requirements.

Financial Implications:

7. The recommendations at this stage do not commit the Council to undertake a CPO process and therefore no funding is committed at this stage.

8. At a future decision to progress a CPO the Council will need to demonstrate that there is a reasonable prospect of the scheme proceeding, this considers a designed deliverable scheme, sufficiently advanced funding arrangements and no obvious barriers that would prevent delivery in a reasonable timeframe after the CPO is made.
9. Future cabinet reports seeking more binding commitments to a CPO will need to demonstrate this deliverability to substantiate the recommendations.

Appendices:

Please list any appended documents (please save these as clearly labelled separate documents in the Teams folder).

Appendix 1 – Indicative CPO Map

Appendix 2 – Site Compound indicative justification

Appendix 3 – NGWA Land Acquisition Strategy (final draft)

Appendix 4 – Draft EqIA

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

Place for Everyone Plan adoption – Bury Council Full Council report (20th March 2024) - Final PfE Adoption v1.pdf

Northern Gateway JPA 1.1 Development Framework Supplementary Planning Document adoption – Bury Council Cabinet report (5th March 2025) - Northern Gateway Development Framework SPD.pdf

Balfour Beatty UK Limited appointment to undertake initial pre-construction stages – Bury Council Cabinet report (12th February 2025) - Northern Gateway - Western Access Scheme Pre-Construction Stage Contract Award v04.pdf

Balfour Beatty UK Limited approval of Main Pre-Construction and Construction Contract, and Stage 2B pre-construction contract sum – Bury Council Cabinet report (3rd December 2025) - Northern Gateway Western Access Scheme.pdf

Balfour Beatty UK Limited approval of Stage 3 pre-construction contract sum – Bury Council Cabinet report (14th October 2026) - 3. Northern Gateway Western Access Cabinet Report - 14.10.26.pdf

Acceptance of Investment Zone grant funding (initial grant funding tranche) – Bury Council Cabinet report (6th November 2024) - Northern Gateway - IZ Funding Atom Valley SOBC Part A.pdf

Acceptance of Investment Zone grant funding (final grant funding tranche) – Bury Council Cabinet report (14th October 2026) - 3. Northern Gateway Western Access Cabinet Report - 14.10.26.pdf

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

Term	Meaning
CPO	Compulsory Purchase Order
RIBA	Royal Institute of British Architects (stages of development)
OBC	Outline Business Case
FBC	Full Business Case
NEC 4	New Engineering Contract series 4
PSC	Professional Service Contract
ECC	Engineering and Construction Contract (NEC4)
IZ	Investment Zone
PfE	Places for Everyone Plan
SPD	Supplementary Planning Document
EIA	Environmental Impact Assessment Regulations
MDC	Mayoral Development Corporation (Atom Valley/ Northern Gateway)