

Northern Gateway (JPA1.1)

Outline Planning Application

Planning Statement



Planning Statement

Northern Gateway (JPA1.1) – Outline Planning Application

Northern Gateway Development Vehicle LLP

April 2025

Contents

Executive Summary	1
1. Introduction	7
2. Context and Relevant Background	12
3. Site and Surroundings	17
4. Proposed Scheme	27
5. Relevant Planning Policy Context	33
6. Compliance with PfE Policy JPA1.1	48
7. Fostering Economic Growth & Employment	60
8. Highways, Active Travel and Public Transport	66
9. Design, Environment & Amenity	79
10. Planning Balance & Conclusions	115
Appendix 1: Application Documents	121
Appendix 2: Planning History of Immediate Surrounding Area	129
Appendix 3: Schedule of Relevant Development Plan Policy and Other Material Considerations	136
Appendix 4: Draft Section 106 Heads of Terms	155

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Client

Northern Gateway Development Vehicle LLP

Our reference

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Executive Summary

Northern Gateway – the Opportunity

1. The Northern Gateway Development Vehicle LLP ('NGDV') is seeking outline planning permission for a national-scale employment development on land which is allocated within the Places for Everyone ('PfE') joint development plan, which was adopted by nine Greater Manchester local authorities in March 2024.
2. Northern Gateway is the largest opportunity within the Atom Valley Mayoral Development Zone (MDZ), which was established in August 2022 and represents the single largest employment opportunity for the Greater Manchester city region. The MDZ focuses on the delivery of Northern Gateway, as well as Stakehill Industrial Estate (Rochdale and Oldham) and Kingsway Business Park (Rochdale). As a long-term, large-scale regeneration endeavour, the MDZ will play a pivotal role in levelling up the north of Greater Manchester and enhancing the overall prosperity of the city region.
3. Northern Gateway is a *"once-in-a-generation opportunity"* to create a *"dynamic, interconnected manufacturing mega-cluster, blending innovative world class industry with ground-breaking research and development"*¹. It is strategically located at the intersection of the M60, M62 and M66 motorways. The scale of development proposed at Northern Gateway positions the site as a transformative opportunity to drive economic growth, enhance connectivity, and contribute to inclusive regeneration across the northern areas of Greater Manchester.
4. The Northern Gateway Development Vehicle LLP ('NGDV') is a 50:50 joint venture between Harworth Group plc and Russell LDP. The NGDV is working alongside other key partners and stakeholders – including Bury and Rochdale Councils – to bring forward the Northern Gateway opportunity.

Land at Heywood / Pilsworth (JPA1.1)

5. PfE allocates land at Heywood / Pilsworth under Policy JP Allocation 1.1 ('JPA1.1') for a nationally significant employment development, capable of delivering around 1.2 million square metres ('sqm') of industrial and warehousing floorspace, around 1,200 homes, a primary school and an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities.
6. The employment-led development at JPA1.1 is in addition, and separate, to a residential-led development on land to the south of the M62, which is allocated under PfE Policy JP Allocation 1.2 ('JPA1.2') for around 1,550 new homes.
7. Bury and Rochdale Councils have produced the Northern Gateway Development Framework ('NGDF') Supplementary Planning Document ('SPD') to support the delivery of the JPA1.1 Allocation Site. Bury Council resolved to adopt the NGDF SPD on 5 March 2025, and Rochdale Council resolved to adopt it on 18 March 2025. The NGDF SPD

¹ Atom Valley MDZ Vision: Northern Gateway Development Framework SPD (March 2025)

establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the JPA1.1 Allocation Site.

Outline Planning Application

8. The NGDV is seeking outline planning permission (with all matters reserved) for approximately half of the total floorspace envisaged within the JPA1.1 Allocation Site. The application seeks approval for up to 600,000 sqm of new employment floorspace and up to 5,000 sqm of supporting uses.
9. Extensive pre-application engagement has been undertaken with the Councils, local community and key stakeholders prior to the submission of this application. Full details are set out within the Consultation Statement which accompanies the application.
10. The Application is accompanied by an extensive range of detailed evidence and information, including an Environmental Impact Assessment ('EIA'). The Environmental Statement ('ES') has been prepared having regard to the EIA Regulations 2017 and associated guidance.
11. The Application Site extends to 209.8 hectares, located to the east of Bury and south of Heywood. It is bounded to the north by Brightley Brook, Pilsworth Fisheries, Pilsworth Road and Heywood Distribution Park; to the west by Whittle Brook; to the east by agricultural fields; and to the south by the M62 corridor, including Moto Birch Services (Eastbound) and other existing properties. The Application Site wraps around Birch Business Park, as well as a series of existing properties to the east of Moss Hall Road.
12. The Application Site is located to the west of the consented South Heywood Masterplan Area ('SHMA') which forms part of the JPA1.1 Allocation Site and is currently being developed for employment, residential and supporting uses.
13. As the Application Site straddles the administrative boundaries of Bury and Rochdale Councils, duplicate applications have been submitted to both Local Planning Authorities ('LPAs').

The Proposals

14. The Proposed Scheme comprises a national-scale employment development, including logistics, warehousing, industrial and manufacturing uses, with a range of other supporting uses and associated demolition works, landscaping, drainage, ecological enhancements, highway works, cycleway and footpath linkages and other infrastructure.
15. As the Application is submitted in outline, detailed matters relating to access, design, landscaping, scale and appearance will be determined at a later stage ('reserved matters'). The Application seeks a flexible planning permission which will be capable of accommodating a range of potential occupiers and operators, so that the NGDV can respond to market interest over the longevity of the Proposed Scheme. However, a parameter-based approach has been adopted to understand and assess potential

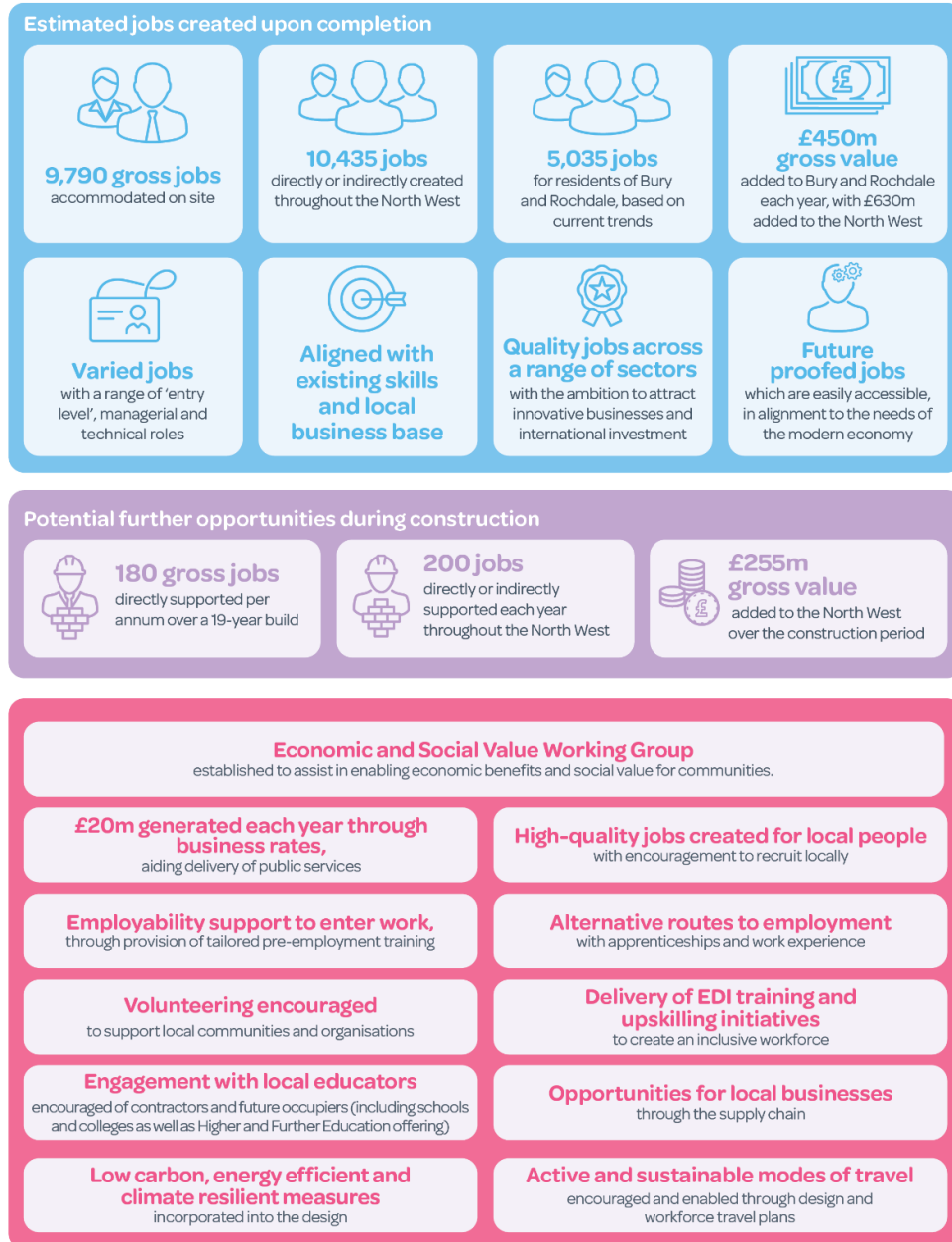
impacts, and the Application will set a framework against which future reserved matters applications must accord.

16. The Application is supported by a series of drawings and documents for 'approval' which will "control" the detailed design of the Proposed Scheme. These include:
 - *Parameter Plans* which define the spatial extent of development across the Application Site, setting out parameters for land use, access, green infrastructure, scale, excavation, retention and demolition.
 - *A Uses Schedule* which defines all of the land use classes proposed as part of the Proposed Development, cross referring to the 'Development Areas' defined within the Parameters Plans, and
 - *A Design Code* which establishes overarching design standards to support this Application and to ensure accordance with the vision and guidance contained within the NGDF SPD.
17. It is anticipated that the *Parameter Plans*, *Uses Schedule* and *Design Code* will be 'approved' documents referred to in condition(s) on any outline planning permission granted. As a result, any future reserved matters application(s) will be required to comply with the *Parameter Plans*, *Uses Schedule* and *Design Code*.
18. The Application also includes *Illustrative Masterplans* which display two possible ways in which the Proposed Scheme could come forward at detailed design stage. The *Design and Access Statement* explains how the design has evolved in response to the opportunities and constraints of the Application Site and its surroundings, as well as pre-application and consultation feedback and the NGDF SPD.
19. The means of access to and within the Application Site is a 'reserved matter' and will be confirmed as part of the detailed design stage of the Proposed Scheme. However, the *Parameters Plan: Uses* identifies two potential primary access points which could be delivered as part of the Proposed Scheme; comprising a primary access from an existing access point from the north (Moss Hall Road / Pilsworth Road junction) and an initial primary access from Whittle Lane to the south.
20. Additional pedestrian and cycle accesses into and around the Application Site will also be provided to ensure permeability. Land for a public transport interchange (to be funded and delivered by TfGM) will be safeguarded and other active travel hubs will be incorporated into the Proposed Scheme to promote active travel and use of public transport.

Planning Appraisal

21. This Planning Statement has been prepared on behalf of the NGDV to assist the Councils in their determination of the Application. It includes a detailed appraisal of the Proposed Scheme against relevant planning policies.
22. In summary, this Planning Statement demonstrates that:

- The principle of employment development at Northern Gateway is firmly established in PfE – the JPA1.1 Allocation Site is the largest employment allocation in the joint development plan. The Application Site comprises a substantial part of the JPA1.1 Allocation Site and the Proposed Scheme represents 50% of the total quantum of employment floorspace envisaged within the JPA1.1 Allocation Site. The Proposed Scheme also includes supporting uses which are of genuinely ancillary scale, and which are appropriate to the main employment use by providing services and facilities to support the occupants and users of the Proposed Scheme and the wider JPA1.1 Allocation Site.
- The Proposed Scheme is compliant with the detailed criteria of relevance set out within the site-specific allocation policy (PfE Policy JP Allocation 1.1). Therefore, the development is acceptable in principle and should be approved without delay, subject to compliance with other relevant policies.
- The Proposed Scheme has been informed by the guidance and requirements of the NGDF SPD, including the site-wide design principles, character areas and indicative development framework plan.
- The submitted *Parameters Plans* and *Design Code* set out the design concepts and principles which have been applied to the Proposed Scheme, and how the proposals have evolved to reflect the site's context, identified technical and environmental constraints and opportunities. The *Design Code* establishes overarching design standards for the future detailed design (at reserved matters stage) and demonstrates how the defined parameters and design codes ensure that the Proposed Scheme will accord with the vision and guidance contained within the NGDF SPD. Any subsequent reserved matters applications relating to land within the Application Site will need to demonstrate compliance with the principles and design standards contained within the *Design Code*. The *Illustrative Masterplans* and *Design and Access Statement* demonstrate how a detailed scheme could potentially be delivered in accordance with the requirements established by the *Parameters Plans* and *Design Code*.
- The Proposed Scheme will convey very significant social and economic benefits over a sustained period of time to Bury and Rochdale, Greater Manchester, the wider North West region and nationally. These are set out in detail in the accompanying Economic Benefits & Social Value Framework and summarised at Chapter 7 of this Planning Statement, but include:



- The Proposed Scheme has been appraised against relevant policies of the adopted Development Plan(s) and other material considerations, including the prevailing policies of the National Planning Policy Framework ('NPPF') and the NGDF SPD. The Proposed Scheme responds positively to this policy context on the whole, but some limited policy conflict has been identified.
- This limited degree of policy conflict sits against a very significant degree of consistency and explicit policy support for the Proposed Scheme. In very large part, the Proposed Scheme accords with the strategic Development Plan (PfE), and the accordance with the site-specific allocation policy (PfE Policy JPA1.1) is of great significance. It is concluded therefore, that the Proposed Scheme accords with the Development Plan when read as a whole.

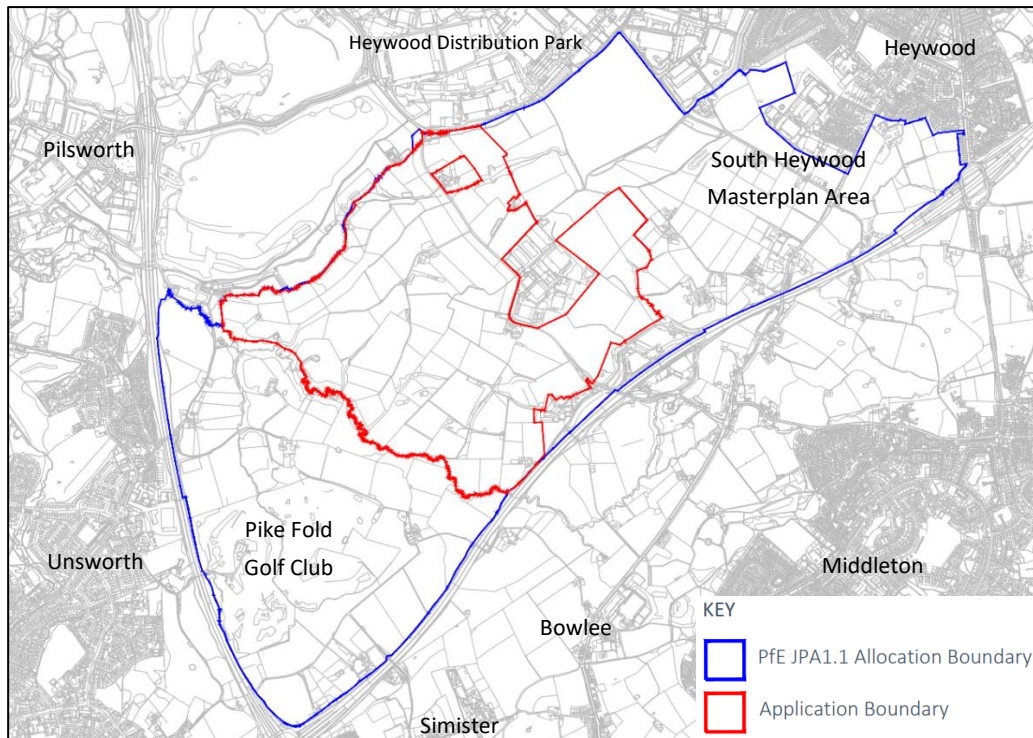
- The Proposed Scheme fully reflects and will facilitate the delivery of a very significant allocation within PfE, responding to and aligning with the vision and objectives of the Development Plan.
- In addition, the Proposed Scheme is consistent with and draws support from a wide range of other material considerations, including the NPPF (and its presumption in favour of sustainable development) and the recently adopted site-specific NGDF SPD, which weigh very strongly in favour of the proposals. The limited harms that arise from the Proposed Scheme are overwhelmingly outweighed by the very significant benefits.
- Accordingly, in applying Section 38(6) of the Planning and Compulsory Purchase Act 2004 and NPPF paragraph 11, planning permission should be granted, without delay. This will represent a very significant milestone and one which will enable the delivery of this transformational project for Greater Manchester and the wider region.

1. Introduction

- 1.1 This Planning Statement has been prepared by Turley on behalf of the Northern Gateway Development Vehicle LLP ('the Applicant' or 'NGDV'). It is submitted in respect of a cross-boundary application for outline planning permission (all matters reserved) ('the Application') for a national-scale employment development on allocated land at Heywood/Pilsworth (Northern Gateway) ('the Application Site').
- 1.2 The Application Site straddles the administrative boundaries of Bury Metropolitan Borough Council ('BMBC') and Rochdale Metropolitan Borough Council ('RMBC') (collectively referred to as 'the Councils'). Duplicate applications have been submitted to both Councils.
- 1.3 Land at Heywood/Pilsworth is allocated under Policy JP Allocation 1.1 of the adopted Places for Everyone Joint Development Plan ('PfE') for a nationally significant employment development, capable of delivering around 1.2 million square metres ('sqm') of industrial and warehousing floorspace, around 1,200 homes, a primary school and an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities ('JPA1.1 Allocation Site').
- 1.4 The JPA1.1 Allocation Site is strategically located within the North-East Growth Corridor, a key focus for employment and housing growth in Greater Manchester. Encompassing approximately 634 hectares ('ha') of land across the administrative boundaries of Bury and Rochdale, it the largest employment-focused allocation in PfE. This scale of development positions the JPA1.1 Allocation Site as a transformative opportunity to drive economic growth, enhance connectivity, and contribute to inclusive regeneration across the northern areas of Greater Manchester.
- 1.5 The Application Site represents a major part of the JPA1.1 Allocation Site (see **Figure 1.1**) and the Application seeks approval for up to 600,000 sqm of new employment floorspace and up to 5,000 sqm of supporting uses on 209.8 ha of land.
- 1.6 The description of development is as follows ('the Proposed Scheme'):

"Application for outline planning permission (all matters reserved) for a national-scale employment development, comprising Storage & Distribution (Use Class B8) and Industrial (Use Classes B2, E(g)(ii) and E(g)(iii)) uses (including, but not limited to, Logistics, Manufacturing Processes and Data Centres), with supporting ancillary uses including Hotel (Use Class C1), Commercial, Business & Service (Uses Class E(a-g)), Education (Use Class F1(a)), Local Community (Use Class F2(a-c) uses, Sui Generis uses (in accordance with the Uses Schedule), and associated demolition works, landscaping, drainage, ecological enhancements, highway works, cycleway and footpath linkages and other ancillary infrastructure".

Figure 1.1: The Application Site within the PfE JPA1.1 Allocation Boundary



1.7 The Proposed Scheme will deliver a transformational scale and breadth of benefits, which in summary include:

- **Delivery of new employment floorspace:** The Proposed Scheme will deliver up to 600,000 sqm of employment floorspace, representing 50% of the total quantum of floorspace envisaged within the JPA1.1 Allocation Site. It is therefore of such a significant scale that it will make a substantial contribution to the delivery of the JPA1.1 Allocation Site, as well as realising the PfE objective to support the rebalancing of economic growth within Greater Manchester by boosting the competitiveness of the north of the conurbation, especially in Bury and Rochdale. It will also provide a range of uses which match the composition expected by Policy JPA1.1, including the potential for advanced manufacturing.
- **Delivery of supporting uses:** The Proposed Scheme will deliver up to 5,000 sqm of supporting uses which are appropriate to the main employment use of the allocation by providing services and facilities to support the occupants and users of the Proposed Scheme, as well as the wider JPA1.1 Allocation Site. The supporting uses are set out in full in the *Uses Schedule* but include those uses specified under Part 6 of PfE Policy JPA1.1, including hotel, leisure and conference facilities.
- **Operational phase economic benefits, including:**
 - Supporting **9,790** gross direct full-time equivalent (FTE) jobs on-site within the proposed commercial floorspace during the operational phase, including higher-value and skilled employment opportunities.

- Generate a total of **10,435** direct, indirect and induced net additional FTE jobs in the North West, including **8,890** within Greater Manchester, and **5,030** for the residents of Bury and Rochdale.
- Contribute **c.£630 million** GVA to the North West’s economy each year of operation, inclusive of **c.£545 million** within Greater Manchester and **c.£450 million** concentrated in Bury and Rochdale, and
- Generate **£19.6 million** in Business Rates revenue for collection annually by the Councils, contributing to maintaining and enhancing the delivery of local public services and infrastructure.
- **Construction phase economic benefits**, including:
 - Directly support a total of **3,445** person-years of employment through construction investment, equating to an average of **180** FTE gross direct jobs over the duration of the estimated construction period of **19** years.
 - Generate an average of **200** direct, indirect and induced net additional FTE employment opportunities for workers in the North West region during construction, of which **170** could be held by residents of Greater Manchester, which is inclusive of **95** within Bury and Rochdale, and
 - Contribute **£255 million** GVA to the North West’s economic output during the construction period, of which **c.£225 million** will be concentrated in Greater Manchester, inclusive of **£190 million** within Bury and Rochdale.
- **Creation of a high-quality environment which respects the character of the area** – The *Parameters Plans* and *Design Code* submitted with the Application demonstrate how the Proposed Scheme responds positively to its built, historic and environmental context and the character of the surrounding area, including the neighbouring historic assets. These parameters and design codes will guide future detailed design at reserved matters stage.
- **Provision of new landscaping, green & blue infrastructure and public open space** – approximately 37ha of land within the Application Site has been identified for the delivery of open space, landscaping and green and blue infrastructure enhancement, creating a high-quality landscape setting, alongside spaces for recreation and amenity, which are accessible for future users of the Proposed Scheme and the surrounding communities.
- **Ecological enhancement opportunities** – The landscaping strategy for the Proposed Scheme will deliver ecological enhancement and will result in a net benefit to biodiversity.
- **Provision of a high-quality active travel network and public transport enhancements** – The Proposed Scheme will deliver new pedestrian and cycle links to, from and within the Application Site, enhancing connections between existing local communities and opening up the proposed employment uses. It will also support enhancements to public transport infrastructure, incorporating

land safeguarded for a public transport interchange alongside other active travel hubs.

- **Support for the transition to a low carbon future** – The Proposed Scheme will mitigate and can adapt to future climate change through sustainable design, on-site energy generation and a commitment to deliver high quality, energy efficient and low carbon buildings. The Applicant is also committed to achieving a BREEAM ‘Excellent’ rating for each building within the Proposed Scheme where viable.

- 1.8 The planning application is accompanied by an extensive range of detailed evidence and information, including Environmental Impact Assessment (‘EIA’). The Environmental Statement (‘ES’) which accompanies the application has been prepared in accordance with the EIA Regulations 2017 and associated guidance.
- 1.9 The full range of plans / drawings and documentation which is submitted by the Applicant – clarifying those that form part of the Application and those that are in submitted in support – is set out at **Appendix 1**.

The Applicant

- 1.10 Northern Gateway is spearheaded by the Northern Gateway Development Vehicle LLP (‘NGDV’), a 50:50 joint venture between Harworth Group plc and Russell LDP. The NGDV is working alongside other key partners and stakeholders, including the Greater Manchester Combined Authority (‘GMCA’), the Councils and the Atom Valley Board, to bring forward the overarching vision for Northern Gateway.

Structure of the Planning Statement

- 1.11 This Planning Statement is intended to assist the Councils, as the Local Planning Authorities (‘LPA’) responsible for determining the Application, by providing an evaluation of the Proposed Scheme against the relevant planning considerations.
- 1.12 Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, this Planning Statement considers the conformity of the Proposed Scheme with the adopted Development Plan and the weight to be applied to other material planning considerations.
- 1.13 The remainder of this Planning Statement is structured as follows:
- Chapter 2 sets out the relevant context and background to the Proposed Scheme.
 - Chapter 3 describes the Application Site and its surroundings.
 - Chapter 4 sets out details of the Proposed Scheme.
 - Chapter 5 provides a brief outline of relevant planning policies.

- Chapters 6-9 appraise the Proposed Scheme against relevant planning policies on a thematic basis.
- Chapter 10 presents the planning balance and concluding remarks.

2. Context and Relevant Background

- 2.1 This Chapter sets out the context and relevant background to the Proposed Scheme, including the strategic policy context and the pre-application consultation undertaken by the Applicant.

Strategic Context

Places for Everyone

- 2.2 Places for Everyone ('PfE') is a long-term joint development plan for jobs, new homes, and sustainable growth and is the strategic plan for Greater Manchester. It was produced by the GMCA on behalf of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) and became part of their statutory Development Plan on 21 March 2024.
- 2.3 The PfE Joint Development Plan:
- Sets out how the nine authorities should develop over the plan period to 2039.
 - Identifies the amount of new development that will come forward across the nine authorities, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused.
 - Supports the delivery of key infrastructure, such as transport and utilities.
 - Protects the important environmental assets across the city region.
 - Allocates sites for employment and housing outside of the existing urban area.
 - Defines a new Green Belt boundary for Greater Manchester.
- 2.4 PfE Policy JP-Strat 6 (Northern Areas) states that a significant increase in the competitiveness of the northern areas of Greater Manchester will be sought. This includes parts of Bury and Rochdale, including the Application Site. Whilst it seeks to prioritise the re-use of previously developed land, it acknowledges that the selective release of Green Belt in key locations will be needed to help boost economic opportunities and diversify housing provision.
- 2.5 PfE highlights the opportunity for growth along the 'North-East Growth Corridor'², focused on the M62 corridor between Junctions 18 to 21, extending across parts of Bury, Rochdale and Oldham. The North-East Growth Corridor comprises three key sites: Northern Gateway, spanning areas across Rochdale and Bury³; Stakehill Industrial Estate, located in Rochdale and Oldham⁴; and Kingsway Business Park in Rochdale⁵.

² PfE Policy JP-Strat 7

³ PfE Policies JP-Strat 7, JP Allocation 1.1 and JP Allocation 1.2

⁴ PfE Policies JP-Strat 7 and JP Allocation 2

⁵ PfE Policy JP-Strat 7

Together, these sites form the core of the Atom Valley Mayoral Development Zone, which has been established to realise the potential of the North-East Growth Corridor.

- 2.6 PfE also proposes investment in new public transport infrastructure and routes to connect Bury and Rochdale Town Centres with the Northern Gateway sites and to Manchester City Centre. The North-East Growth Corridor can help to connect the eastern and central parts of the city region with economic growth and investment opportunities.
- 2.7 Northern Gateway comprises two sites allocated within PfE, situated within the wider North-East Growth corridor and straddling the districts of Bury and Rochdale:
- Heywood / Pilsworth – allocated under PfE Policy JP Allocation 1.1 ('JPA1.1') for around 1,200,000 sqm of industrial and warehousing space, alongside around 1,200 homes, a primary school and an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. It is part of this Allocation Site that the Proposed Scheme relates to.
 - Simister / Bowlee – allocated under PfE Policy JP Allocation 1.2 ('JPA1.2') for around 1,550 homes, alongside a primary school and a local centre which includes a range of appropriate retail, health and community facilities.
- 2.8 Northern Gateway is positioned at a strategically important intersection around the M60, M62 and M66 motorways and comprises a large, national-scale employment opportunity capable of helping to rebalance the Greater Manchester economy, ensure PfE plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally⁶. PfE recognises Northern Gateway as one of the key growth locations that will help to deliver inclusive growth across the city region, together with boosting the competitiveness of the northern parts of Greater Manchester.
- 2.9 PfE also sets out a range of other policies relating to development management and technical / environmental matters – these are considered later in this Statement.

Atom Valley

- 2.10 Atom Valley is a Mayoral Development Zone ('MDZ') established in August 2022, representing the single largest employment opportunity for the Greater Manchester city-region, with the focus being on the three key sites within the North-East Growth Corridor identified in PfE (referenced above). Collectively these three sites have the potential to provide 1.6 million sqm of employment space, generating 20,000 high-quality jobs and facilitating the construction of 7,000 new homes – they therefore represent an unparalleled industrial development opportunity for the North of England and the UK as a whole⁷.
- 2.11 Atom Valley is led by a partnership of developers, industrialists, universities, and local government. The vision is to create an extensive and interconnected manufacturing

⁶ PfE (March 2024), paragraph 11.17

⁷ [The Vision - Atom Valley Manchester](#)

“mega-cluster”, which builds on existing local strengths in advanced manufacturing, materials, and machinery in the local area. Bringing together world-class research, manufacturing, research and development, it aims to shape the future while levelling up communities.

- 2.12 As a long-term, large-scale regeneration endeavour, this project will play a pivotal role in levelling up the north of Greater Manchester and enhancing the overall prosperity of the city region.

Northern Gateway Development Framework

- 2.13 In order to support the delivery of the JPA1.1 Allocation Site, Bury and Rochdale Councils have adopted the Northern Gateway Development Framework (‘NGDF’) Supplementary Planning Document (‘SPD’), which establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the JPA1.1 Allocation Site. The NGDF SPD fulfils the requirement of PpE Policy JPA1.1 for a site-wide masterplan to be agreed by the LPAs, with which future development proposals should comply.
- 2.14 The Councils resolved to adopt the NGDF SPD in March 2025 and it is now a material consideration in the determination of all planning applications relating to the JPA1.1 Allocation Site, including this Application. Further detail on the requirements and content of the NGDF SPD are set out in the subsequent chapters of this Planning Statement.

Socio-Economic Context

- 2.15 As set out in detail in the *Economic Benefits and Social Value Framework* submitted with the Application, the surrounding community is defined by having relatively high rates of deprivation. A summary of the findings is presented below:
- The Index of Multiple Deprivation (‘IoMD’)⁸ revealed that overall deprivation across both local authorities is high, with Rochdale ranked as the 17th most deprived in England (within the first decile⁹) and Bury as the 110th (within the fourth decile).
 - Across Greater Manchester, five of the ten boroughs are ranked within the first decile of deprivation.
 - Within Rochdale, the majority of domains rank within England’s most deprived local authorities. The authority ranks within the top 10% most deprived in relation to income, employment, health and crime and the top 20% in relation to education. Bury ranks within England’s top 20% most deprived in relation to employment and crime, and the top 30% in relation to health.

⁸ Department for Levelling Up, Housing and Communities (2019) English Indices of Deprivation 2019

⁹ The IoMD splits England’s 317 local authorities into 10 different deciles, with the 1st decile being the most deprived and the 10th decile being the least.

- At a community impact level, which comprises 76 'Lower Super Output Areas' ('LSOA'), or 11 different wards in close proximity to the Application Site, there is a significant degree of deprivation. 15 of these LSOAs rank within the top 10% most deprived in England, including in relation to income, employment, education, health and crime. These LSOAs are particularly concentrated towards the north of the Community Impact Area, around North and West Heywood, the South East, surrounding Middleton, and towards the South-West, within Besses and Holyrood wards.
- Economic activity and employment rates are particularly low within Bury (72.3% and 68.9%, respectively), whereas the rates for Rochdale (76.3% and 73.2%) are more on par with Greater Manchester (75.4% and 71.4%) and the North West region (76.7% and 72.3%). However, all of which are lower than England's average rates (78.8% and 75.7%).
- There is a mixed picture in terms of education related deprivation across the Local Impact Area, with Bury scoring within the 6th decile for this indicator (top 40% least deprived), whereas Rochdale scores within the 2nd decile (top 20% least deprived). In terms of the Community Impact Area, 53 of the LSOAs are listed within the top 50% most deprived (5th decile or lower). Areas of particular education related deprivation are concentrated towards the north of the Community Impact Area, particularly within West and North Heywood, and around the south east, surrounding Middleton.
- In terms of health-related deprivation, both boroughs score within the top 30% most deprived across England, with Rochdale in particular scoring within the top 10%. Within the Community Impact Area, 17 of LSOAs (22%) also score within the top 10% most deprived. These most deprived LSOAs have a particular concentration towards the South (around Middleton, but also the wards of Holyrood and Hopwood Hall), and across the North (within Heywood), and patches within the East of the Impact Area (within Besses and Unsworth wards).

Pre-Application Consultation

Local Planning Authorities

- 2.16 Extensive pre-application engagement has been undertaken with the Councils over an extended period, to develop the proposals, and to agree the scope of the Application, including the drawings and documents to be submitted, as well as the defined parameters.
- 2.17 In particular, two virtual briefing sessions were held on 24 June and 9 July 2024 with officers from both Councils to provide an overview of Northern Gateway and the approach to the planning and EIA strategy for the Application. This included officers from the Councils' planning, highways, public rights of way, ecology, trees/woodlands, flood risk, environmental/public protection, conservation, economic growth and climate change and sustainability teams.
- 2.18 An EIA Scoping Opinion Request was submitted by the Applicant on 17 October 2024 (BMBC ref. 71262; RMBC ref. 24/01039/SCO). At the time of completing this Planning Statement, a Scoping Opinion had not been issued.

Stakeholder & Community Engagement

- 2.19 A *Consultation Report*, prepared by Font Communications, is submitted alongside the Application. This details the extensive engagement which has been undertaken with the local community and other key stakeholders, including other landowners, agricultural tenants, elected representatives, community groups, local business and education institutions, in respect of the Proposed Scheme prior to submission of the Application. It confirms that a fully inclusive consultation process was undertaken.
- 2.20 Broadly, two thirds of the feedback received was positive or neutral in sentiment. Where concerns were raised, the *Consultation Report* provides a detailed response on a thematic basis and the technical work submitted with the Application has been prepared to respond as necessary.
- 2.21 A letter of support from the Greater Manchester Mayor (Andy Burnham) was received and in summary states:
- “Northern Gateway is a key site for Greater Manchester, providing considerable opportunity for the economic growth and boosting the prosperity of the city region, and it is a fundamental part of the Atom Valley Mayoral development Zone (MDZ)....I am particularly pleased to see the commitment to contributing to Greater Manchester’s net zero carbon target of 2038, the intention to empower local communities through skills development initiatives, and the need for the site to be derived by a network of travel routes, with an emphasis on public transport and active travel options”.*
- 2.22 The consultation on the Proposed Scheme builds upon the extensive consultation and engagement activity undertaken in respect of the preparation and adoption of PfE itself, as well as the recently adopted NGDF SPD, both of which considered the principle of employment development in this location, the quantum of development and the vision and strategic objectives to guide the future of the JPA1.1 Allocation Site. These previous consultation processes have provided a multitude of opportunities to influence, inform and engage with the vision and objectives of Northern Gateway.

3. Site and Surroundings

- 3.1 This Chapter provides a brief description of the Application Site and its surroundings. A further detailed description is provided within *Environmental Statement Volume 1, Chapter 3 (Site Context)*.

Application Site

- 3.2 The Application Site encompasses 209.8 ha of land, located to the east of Bury and south of Heywood. It is bounded to the north by Brightley Brook, Pilsworth Fisheries, Pilsworth Road and Heywood Distribution Park; to the west by Whittle Brook; to the east by agricultural fields; and to the south by the M62 corridor which includes Moto Birch Services (Eastbound) and a series of other existing properties.
- 3.3 The Application Site wraps around Birch Business Park, as well as a series of existing properties to the east of Moss Hall Road.
- 3.4 Though not directly abutting, the Application Site is to the west of the South Heywood Masterplan Area (referred to further below).
- 3.5 **Figure 3.1** below identifies the Application Site within its immediate context.

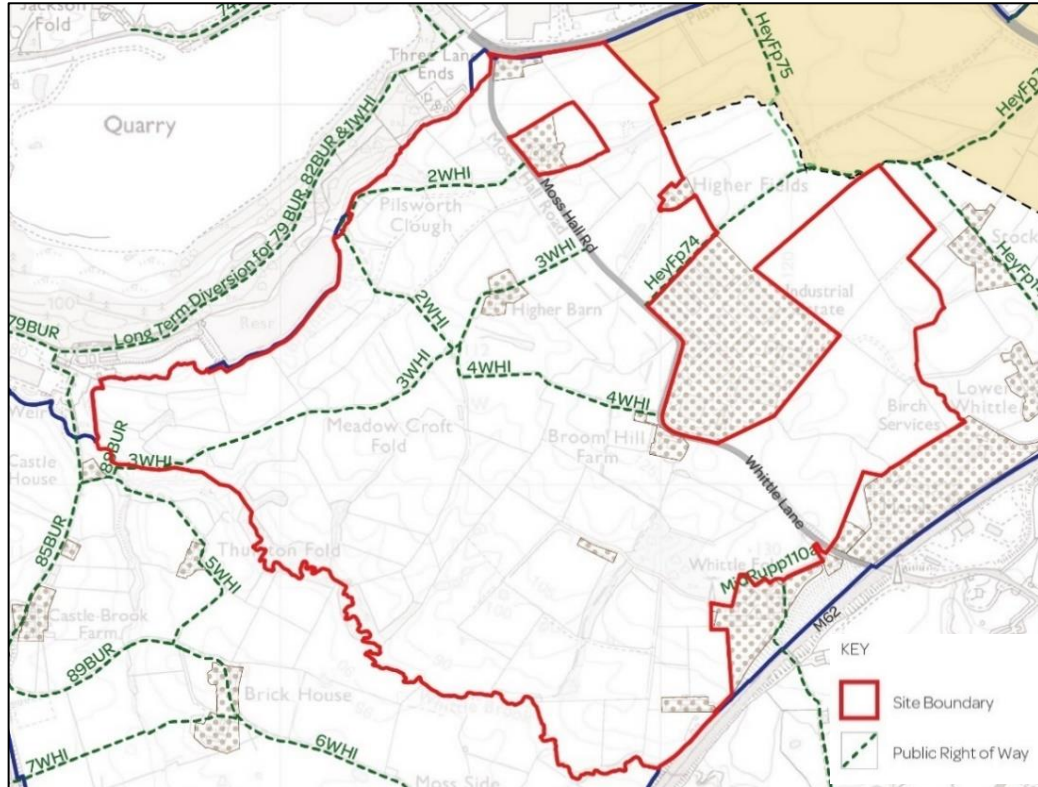
Figure 3.1: Application Site within its immediate context



- 3.6 The Application Site is visually contained to the east, south and west by a combination of mature vegetation along the western and southern boundaries, and the existing urban context of Heywood Distribution Park to the north. To the northwest of the Application Site boundary, opposite Brightley Brook, is Pilsworth Landfill.

- 3.7 Existing access roads within the Application Site include Moss Hall Road, Pilsworth Road and Whittle Lane. **Figure 3.2** below illustrates the Public Rights of Way ('PRoW') which intersect the Application Site.

Figure 3.2: Public Rights of Way within the Application Site

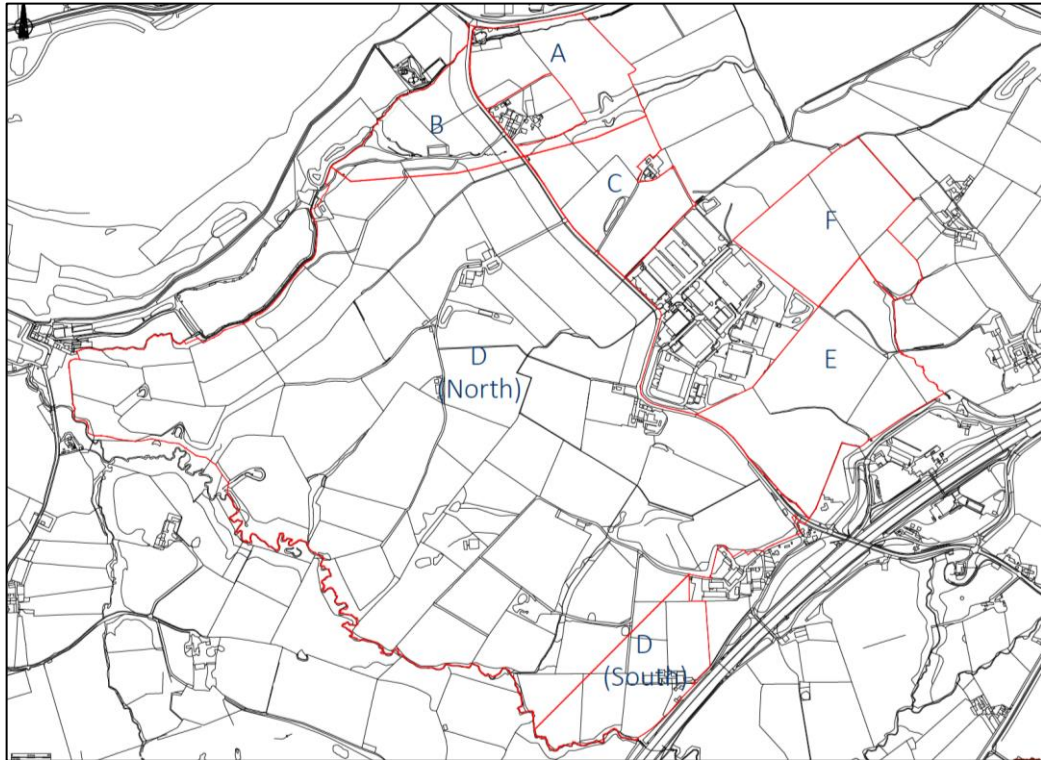


- 3.8 Given the scale of the Application Site, the Application Site is broken down into 'Application Plots', as per **Figure 3.3**, purely for the purposes of referencing within this Application, as follows:

- Application Plots A and B comprise undeveloped fields to the south of Pilsworth Road and the Brightley Brook, with the Plots separated by Moss Hall Road and a hamlet of residential and agricultural buildings at Coal Pits Farm (locally listed).
- Application Plot C is situated to the south of Application Plot A and east of Moss Hall Road and comprises agricultural fields. To the east is Higher Fields Farm (locally listed).
- Application Plot D (North) is the largest of the Application Plots, bounded by Moss Hall Lane in the east and the Whittle Brook to the west. To the south is Application Plot D (South) and to the north is Brightley Brook. The Plot is characterised by undeveloped fields crossed by a network of field boundaries, hedgerows, footpaths and tracks. It contains Meadow Croft Fold Farmhouses and barn (locally listed), Broom Hill Farm (locally listed) and Higher Barn Farmhouse.

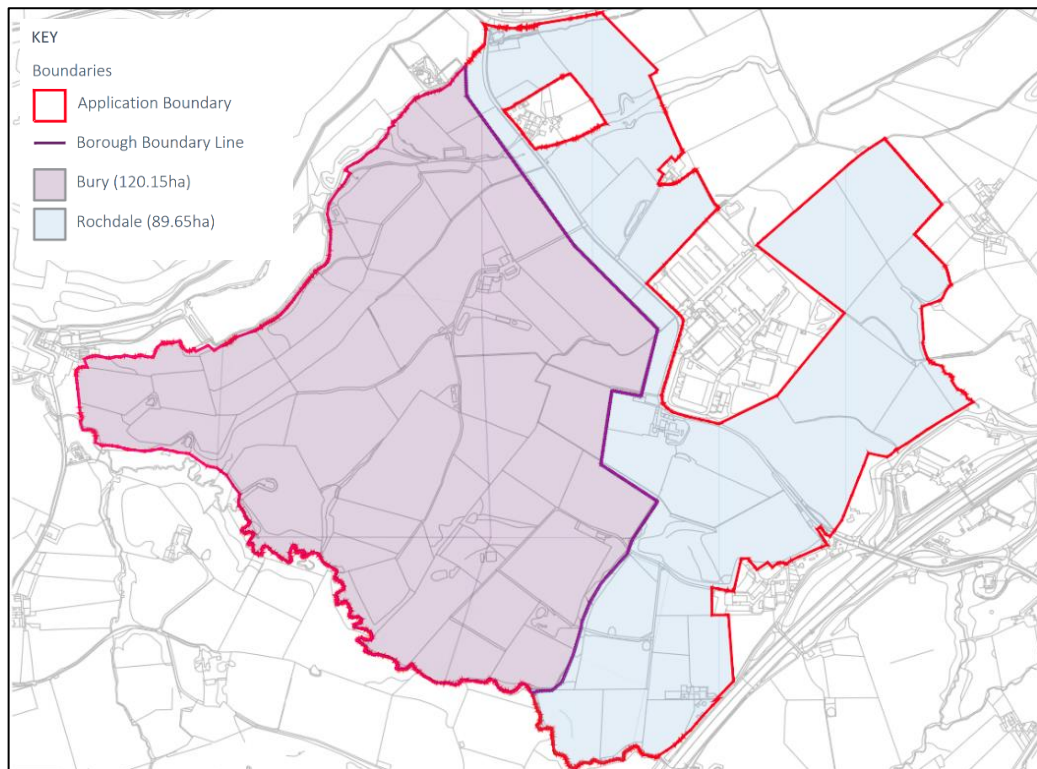
- Application Plot D (South) is bounded to the south by Moto Birch Services (Eastbound) motorway service area and existing residential development.
- Application Plots E and F are situated to the south and east of Birch Business Park respectively and are also comprised of undeveloped fields.

Figure 3.3: Application Plots



3.9 The Application Site is situated within the administrative boundaries of Bury Council (120.15 ha) and Rochdale Borough Council (89.65 ha). **Figure 3.4** illustrates the division of administrative boundaries across the Application Site, with the purple shaded area representing land within Bury and the blue shaded area representing land within Rochdale.

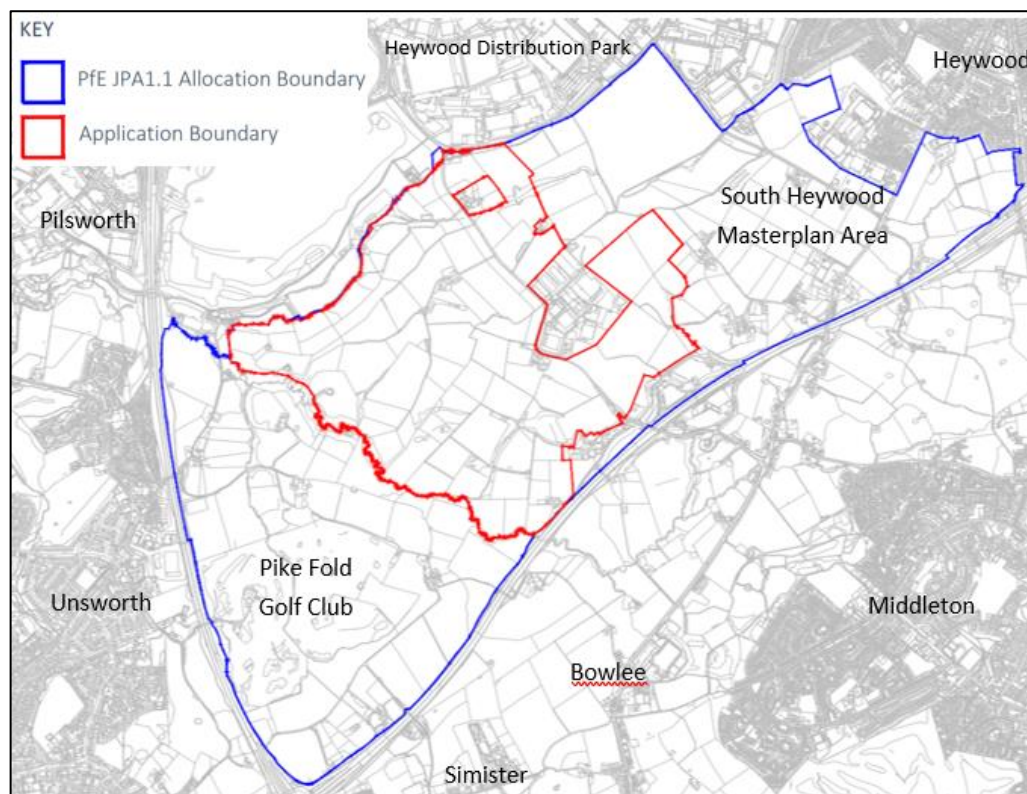
Figure 3.4: Administrative Boundaries



Surroundings

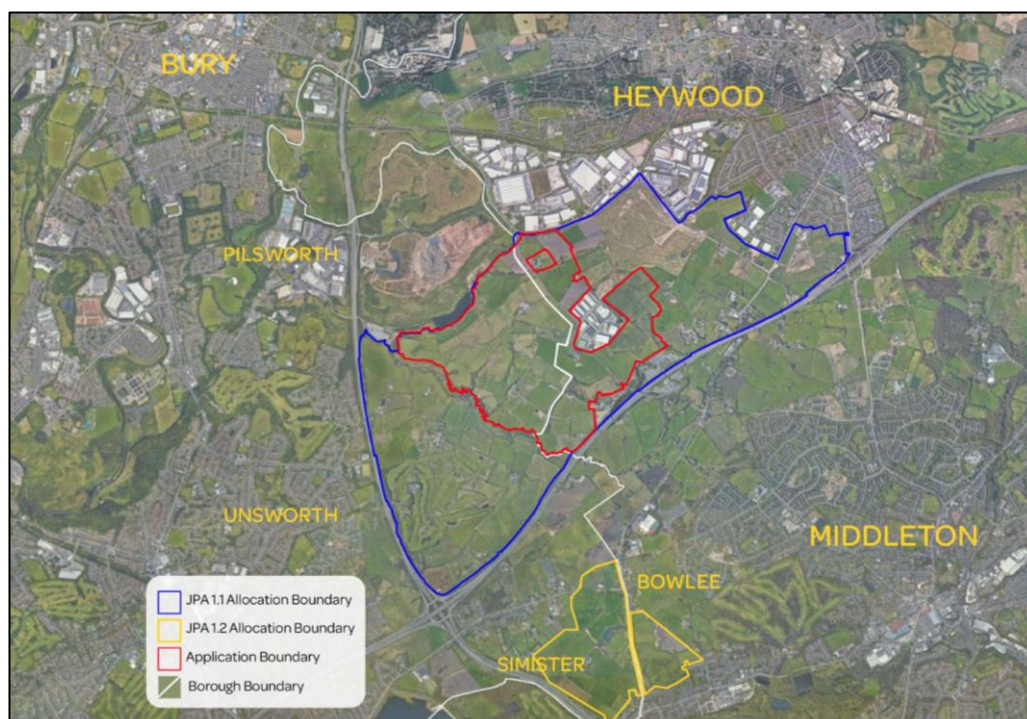
- 3.10 The Application Site forms part of the wider PfE JPA1.1 Allocation Site as illustrated in **Figure 3.5**.
- 3.11 To the east of the Application Site, within the JPA1.1 Allocation Site, is the consented South Heywood Masterplan Area ('SHMA') (RMBC refs. 16/01399/HYBR and 22/01569/OUT). The SHMA has been partially constructed and is ongoing, including the majority of the highway infrastructure (including 'Queen Elizabeth II Way') and some residential development.
- 3.12 Further east and northeast of the SHMA lies the existing residential area of Heywood. To the south of the Application Site, beyond the M62, are agricultural fields – some of which form part of the JPA1.2 Allocation Site, allocated for residential-led development – as well as the existing settlements of Bowlee, Simister and Middleton. To the southwest, within the JPA1.1 Allocation Site is Pike Fold Golf Club, while further to the west the surrounding area predominantly consists of the residential neighbourhood of Unsworth.
- 3.13 Heywood, Middleton, Rochdale and Bury serve as the nearest town centres to the Application Site, offering diverse retail options alongside a variety of cultural attractions, including museums, art galleries, and entertainment venues. These towns also feature essential community amenities such as schools, medical facilities, and green spaces.

Figure 3.5: The Application Site within the PFE JPA1.1 Allocation Boundary



3.14 **Figure 3.6** identifies the broad location of the Application Site in relation to the surrounding area.

Figure 3.6: Application Site in relation to the surrounding area



Accessibility

- 3.15 At a wider strategic scale, the JPA1.1 Allocation Site sits at a crucial juncture, encompassing the convergence of the M60, M62, and M66 motorways. This strategic and highly accessible location provides the Application Site access to the UK motorway network – specifically via the M66 Junctions 2 & 3 ('M66 J2' and 'M66 J3'), M62 Junction 19 ('M62 J19') and M60 Junction 19 ('M60 J19'). Within an hour's drive there are three major cities with international airports, two freight ports, and the West Coast Main Line; all supported by the strategic road network. 65% of the UK is accessible within a single heavy goods vehicle (HGV) drive time. The M60 facilitates connections to the rest of the Greater Manchester conurbation, as well as facilitating access into Manchester City Centre itself, just 7 miles away.
- 3.16 The local highway network includes:
- Moss Hall Road and Whittle Lane corridor, which extends through the Application Site on a north-south alignment.
 - To the north, Moss Hall Road connects to the Pilsworth Road / Moss Hall Road / Hareshill Road / Queen Elizabeth II corridor. A significant portion of this corridor has recently been constructed to accommodate the SHMA.
 - To the south, Whittle Lane connects to the Manchester Road / Heywood Old Road corridor, which provides a route between Bowlee and Heywood.
- 3.17 The Application Site benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park to the north and Pilsworth Industrial Estate to the east.
- 3.18 Within an hour's drive there are three major cities with international airports, two freight ports, and the West Coast Main Line; all supported by the strategic road network.
- 3.19 Frequent and wide-reaching rail services are available from Rochdale Station, located c.20 minutes' drive to the west of the Application Site, with direct connections to Manchester, Leeds, Chester and Blackburn. For rail freight, the site is in close proximity to the Manchester Euroterminal, which handles c.100,000 containers per year.
- 3.20 International and domestic flights and air cargo services are available from Manchester Airport, which lies approximately 23 miles away from the Application Site, reachable within a 25-minute drive. Manchester Airport's cargo facility, the World Freight Terminal, is a community of more than 1,000 professionals managing freight-only aircraft as well as consignments that arrive or depart in the holds of passenger aircraft. The Airport carries approximately 29 million passengers annually, with plans to expand capacity over the next 15 years.
- 3.21 In addition, Leeds Bradford Airport is located approximately 30 miles away, and Liverpool John Lennon Airport is located approximately 28 miles away. Both airports are situated within an hour's drive from the Application Site.

- 3.22 Further details on the accessibility of the Application Site are set out in the *Transport Assessment* submitted with the Application.

Local Connectivity and Movement

- 3.23 At a local scale, access into the Application Site can be gained off Pilsworth Road along the northern boundary which connects to Junction 3 of the M66 Motorway facilitating north/south travel. Whittle Lane/ Moss Hall Road runs north/south through the middle of the Application Site and offers further connectivity.
- 3.24 The 125 Bus Service which connects Heywood and Middleton is the only bus route which currently serves the Application Site, offering one service per hour in each direction. Other bus services are accessible in Heywood to the east and Unsworth to the west. The approved South Heywood Masterplan Area, currently being implemented to the east of the Application Site, includes provision for a number of new bus stops to accommodate new/extended bus routes in order to serve the development. This will significantly increase accessibility to the eastern part of the Application Site in the next few years.

Environmental Designations

Ecological

- 3.25 There are no European or Nationally designated sites within the Application Site. Hollins Vale Local Nature Reserve ('LNR') is located approximately 0.8 km west of the Application Site within Bury. To the east, approximately 2 km from the Application Site in Rochdale, lies Hopwood Woodlands LNR. Additionally, the Rochdale Canal, situated around 3 km to the west in Rochdale, runs north to south and is designated as both a Site of Special Scientific Interest ('SSSI') and a Special Area of Conservation ('SAC'). No other SSSIs or SACs are located within 3 km of the Application Site.

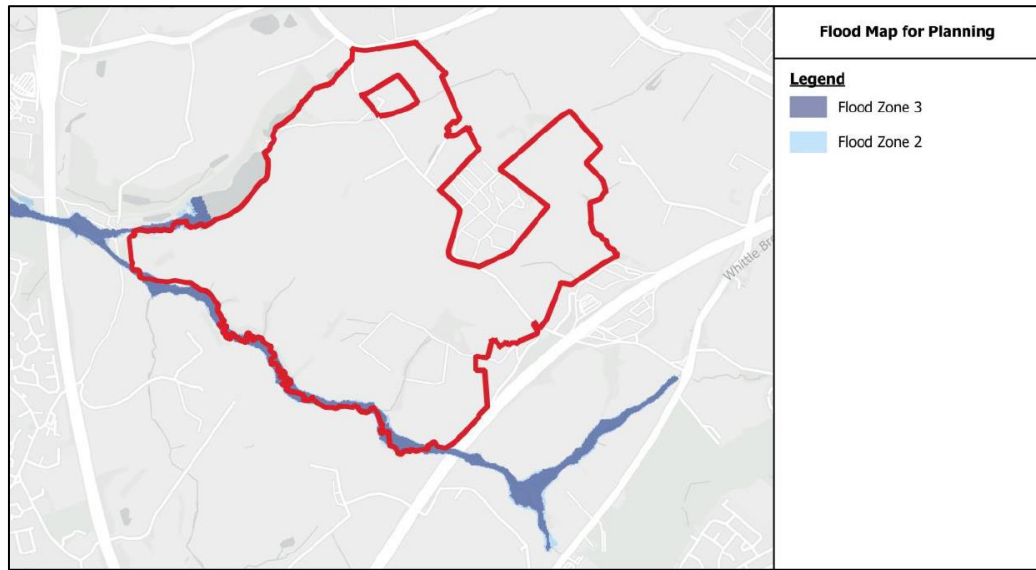
Flood Risk

- 3.26 There are three watercourses within the Application Site that are classified as Main Rivers. Whittle Brook flows from southeast to northwest across the Application Site and Brightley Brook flows from east to west through the northern area of the Application Site and also converges with Hollins Brook, a tributary of the River Roch.
- 3.27 The Environment Agency's Flood Map¹⁰ indicates that most of the Application Site lies within Flood Zone 1. However, portions of the northern boundary, on both sides of Moss Hall Road (spanning both administrative areas), fall within Flood Zone 2, associated with Brightley Brook (**Figure 3.7**). Along the western and southwestern boundary in Bury, the land is classified as Flood Zone 3, associated with Whittle Brook.

¹⁰

[Flood risk information for this location - Flood map for planning - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/flood_risk_information_for_this_location_-_flood_map_for_planning.pdf)

Figure 3.7: Flood Map for the Site



Source: Tetra Tech Flood Risk Assessment

Heritage

3.28 There are no designated heritage assets within the Application Site. There are however two non-designated heritage assets ('NDHAs') within the Application Site, which have been identified by the Councils during the pre-application process. These are:

- Broom Hill Farm, located within Rochdale, and
- Meadowcroft Fold, located within Bury.

3.29 In addition, there are a number of NDHAs proximate to the Application Site with potential for their significance to be affected by the Proposed Scheme. These are:

- Grange Farm, Stock Nook, Saxon's Farm, The Gardener's Arms PH, New Gap Farm, Higher Fields Farm, Coal Pits Farm, Whittle Farm Farmhouse, Doctor Fold and Siddal Farm located in Rochdale, and
- Moss Side Barn/Farm, Bridge at Whittle Brook, Sandfield Farm and Thurston Fold located within Bury

3.30 **Table 3.1** provides an overview of the statutory heritage designations within a 1 km radius of the Application Site.

Table 3.1: Designated Heritage Assets within 1km of the Application Site

Heritage Category	Name	Administrative Boundary	Location in relation to the Application Site
Listed Building (Grade II)	Lower Whittle Farmhouse	Rochdale	Approximately 0.2km to the east.
Listed Building (Grade II)	Brick Farmhouse	Bury	Approximately 0.4km to the west.
Conservation Area	Birch Conservation Area	Rochdale	Approximately 0.4km to the south.

- 3.31 The Temple to the northeast of Heaton Hall (Grade II* Listed Building) within Heaton Park Registered Park and Garden (Grade II RP&G) and Alkrington Hall (Grade II* Listed Building) are both at a greater distance than 1 km from the Application Site but are of particular sensitivity due to their high grading and the contribution setting makes to their significance.

Planning History

- 3.32 Within both administrative areas, the Application Site has been subject to minor planning applications and prior notifications, relating primarily to the existing agricultural use, including extensions to agricultural buildings. None of this planning history is of direct relevance to the current Application.
- 3.33 Part of the JPA1.1 Allocation Site is already being delivered through the South Heywood Masterplan Area¹¹, a mixed-use scheme which is currently under construction to the east of the current Application Site. The South Heywood Masterplan Area includes up to 175,460 sqm of employment floorspace (Use Classes B2 and B8), up to 1,000 new homes, a new local centre and primary school, plus associated landscaping, public open space, sports pitches, drainage, ecological enhancements, footpath linkages and ancillary infrastructure. It also includes the recently completed 2.2 km link road, Queen Elizabeth II Way, which connects Junction 19 of the M62 motorway to existing employment areas off Pilsworth Road. The South Heywood Masterplan Area represents 14.6% of the total quantum of employment floorspace and 83.4% of the total quantum of residential development allocated within the JPA1.1 Allocation Site.
- 3.34 **Figure 3.8** demonstrates the proximity of the Application Site to the South Heywood Masterplan Area and within the context of the JPA1.1 Allocation Site.

¹¹ RMBC refs. 16/01399/HYBR and 22/01569/OUT

Figure 3.8: Location of the South Heywood Masterplan Area



- 3.35 In April 2024, National Highways submitted an application seeking a Development Consent Order ('DCO') for the M60 / M62 / M66 Simister Island Interchange¹². The improvement scheme seeks to reduce peak congestion and facilitate future economic growth across Greater Manchester, including supporting the delivery of proposed development sites close to the M60 and M66. The Examining Authority completed its Examination of the DCO application on 11 March 2025. It is expected that the findings and conclusions of the Examination, together with the Examining Authority recommendation, will be sent to the Secretary of State for Transport no later than 11 June 2025¹³.
- 3.36 **Appendix 2** provides a summary of all other planning permissions / applications of relevance in the immediate surrounding area, including within the JPA1.1 Allocation Site.

¹² [M60/M62/M66 Simister Island - Project information](#)

¹³ [s99 Completion of Examination notification](#)

4. Proposed Scheme

- 4.1 The Proposed Scheme comprises a national-scale employment development, including logistics, warehousing, industrial and manufacturing uses, with a range of other supporting uses and associated demolition works, landscaping, drainage, ecological enhancements, highway works, cycleway and footpath linkages and other infrastructure.
- 4.2 The Application is supported by a series of drawings and documents for ‘approval’ which will “control” the detailed design of the Proposed Scheme. These include:
- *Parameter Plans* which define the spatial extent of development across the Application Site, setting out parameters for land use, access, green infrastructure, scale, excavation, retention and demolition.
 - *A Uses Schedule* which defines all of the land use classes proposed as part of the Proposed Development, cross referring to the ‘Development Areas’ defined within the *Parameters Plans*, and
 - *A Design Code* which establishes overarching design standards to support this Application and to ensure accordance with the vision and guidance contained within the NGDF SPD.
- 4.3 It is anticipated that the *Parameter Plans*, *Uses Schedule* and *Design Code* will be ‘approved’ documents referred to in condition(s) on any outline planning permission granted. As a result, any future reserved matters application(s) will be required to comply with the *Parameter Plans*, *Uses Schedule* and *Design Code*.
- 4.4 The Application also includes *Illustrative Masterplans*, which show how the Proposed Scheme *could* come forward at detailed design stage. Additionally, a *Design and Access Statement*, prepared by Turley Design, is provided which explains how the design has evolved in response to the opportunities and constraints of the Application Site and its surroundings, as well as pre-application and consultation feedback.
- 4.5 The Application is supported by a full suite of technical assessments and an ES. **Appendix 1** provides a schedule of documents confirming those which are for approval and those which are illustrative.
- 4.6 A summary of the Proposed Scheme is provided below, including a summary of the *Parameters Plans*, *Uses Schedule* and *Design Code* for the Application Site.
- 4.7 Further detailed description of the Proposed Scheme is provided in *Environmental Statement Volume 1, Chapter 5 (Development Specification – Proposed Scheme)*.

Quantum of Development

- 4.8 The Proposed Scheme incorporates the following quantum of development:

- Up to 600,000 sqm of employment floorspace, comprising 70% Use Class B8 and 30% Use Class B2, E(g)(ii) and E(g)(iii) floorspace; and
- Up to 5,000 sqm of other supporting uses (in accordance with the Uses Schedule submitted with the Application).

Uses Schedule

- 4.9 The enclosed *Uses Schedule* is submitted for approval as part of this Application and would be secured via planning condition. It sets out all the land use classes proposed as part of the Proposed Development.
- 4.10 The range of land uses proposed are consistent with the uses set out in PfE Policy JPA1.1.

Parameter Plans

- 4.11 The enclosed *Parameter Plans* are submitted for approval as part of this Application. They contain the following information which can be fixed spatially at the time of determination.

Parameter Plan: Use

- 4.12 Due to its scale, terminology has been developed in order to apportion elements of the Proposed Scheme into distinct areas; the spatial extent of which are defined by the submitted *Parameters Plan: Uses* and shown at **Figure 3.3**.
- 4.13 The *Parameter Plan: Uses* defines the spatial extent within which built form development can occur, provided it aligns with the identified land use classes for each plot, as set out within the *Uses Schedule* and summarised at **Table 4.1**.

Table 4.1: Proposed Scheme Developable Areas & Application Plots

Developable Area	Application Plot / Description	Proposed Uses
Developable Area 1	• Application Plot C – The area to the east of Moss Hall Road, south of Application Plot A and bordered to the south by Birch Business Park. • Application Plot D – The area to the east of Whittle Brook, west of Moss Hall Road and north of the M62. • Application Plot F – The area to the east of Birch Business Park.	This may include land use classes: B2, B8, E(a-b), E (c)(iii), E(g)(i-iii), F2(a), F2(c) and Sui Generis Uses (in accordance with the submitted <i>Uses Schedule</i>).
Developable Area 2	• Application Plot A – The area to the east of Moss Hall Road, south of Pilsworth Road and north of	This may include land use classes: B2, B8, C1, E(a-b), E(c)(i-iii), E(d-f), E(g)(i-iii), F1(a), F2(a-

Pilsworth Clough / gas pipeline: 6790_1071.	c) and Sui Generis Uses (in accordance with the submitted <i>Uses Schedule</i>).
• Application Plot B – The area to the west of Moss Hall Road and north of Pilsworth Clough / gas pipeline: 6790_1071.	
• Application Plot E – The area to the south of Birch Business Park, east of Moss Hall Road.	

4.14 In addition to the Developable Areas, the *Parameters Plan: Uses* also identifies areas of the Application Site which are not suitable for built form development but are suitable for development for the purposes of access, mitigation and associated works as listed above. These include:

- **Peripheral Landscape Buffer:** Development offsets around the periphery of the Application Site for use as landscape buffers to mitigate visual impact and impacts on residential amenity either in relation to nearby residential uses or long-distance views of the Application Site. These will include retention of existing landscape planting within the area where possible with additional landscape enhancements.
- **Temporary Peripheral Landscape Buffer:** Temporary development offsets around the periphery of the Application Site for use as landscape buffers to mitigate impacts on residential amenity for existing properties which are likely to be demolished in later phases of the development of the Application Site. This will include retention of existing landscape planting within the area where possible with additional temporary landscape enhancements for as long as the residential property remains occupied/capable of occupation.
- **Landscape Mitigation Area:** Areas not considered suitable for built-form development, either due to accessibility issues or to ensure delivery of strategically important green infrastructure, including ecological corridors, areas of recreational and amenity uses, as well as areas required for other mitigation uses.

4.15 Furthermore, *Parameter Plan: Use* identifies areas of the Application Site which are not suitable for built form development or for the purposes of mitigation. These areas are only suitable for limited access/crossing points and include:

- **Wetland Habitat Corridor:** Areas of the Application Site which bound existing water courses which are required to accommodate either/or a) existing fluvial drainage patterns b) existing Category A Trees to be retained and c) ecological movement corridors. These areas are to be retained in situ through the course of development with the exception of a limited number of vehicle and/or pedestrian/cycle crossing points for the purposes of access.

- **Build Over Easement:** Areas not considered suitable for development due access/maintenance requirements associated with the existence of strategically important utilities and infrastructure.

Parameter Plan: Scale

- 4.16 The *Parameter Plan: Scale* defines the maximum scale parameters across the Application Site on a plot-by-plot basis, as summarised at **Table 4.2**.

Table 4.2: Scale Parameters

Plot/Area	Maximum Amount of Fill (M) Above Existing Ground Levels	Maximum Building/Structure Height (M) Above Maximum Fill	Maximum Change to Ground Level <u>and</u> Maximum Building/Structure Height (M)
A	6	30	36
B	6	30	36
C	8	45	53
D (North)	24	45	69
D (South)	10	30	40
E	6	45	51
F	6	45	51

Parameter Plan: Excavation, Retention and Demolition

- 4.17 The *Parameter Plan: Excavation, Retention and Demolition* defines the maximum extent of excavation across the Application Site and any existing building on the Application Site to be retained and demolished.

Movement and Access

- 4.18 The means of access to and within the Application Site is a reserved matter and will be confirmed as part of the detailed design stage of the Proposed Scheme.
- 4.19 However, it is expected that two potential existing primary access points could be utilised as part of the Proposed Scheme, including:
- **Primary Access, Moss Hall Road** – utilising an existing access point from the north, a primary access point will be provided from Moss Hall Road/Pilsworth Road junction. Access to the Birch Business Park will be maintained and provide connection to a primary access corridor to the west of the Proposed Scheme; and
 - **Initial Primary Access, Whittle Lane** – utilising an existing access point from the south, an initial primary access point¹⁴ will be provided from Whittle Lane (and

¹⁴ Primary access point in the short to medium term.

its junction with Heywood Old Road which is outside of the Application Boundary). Access to Birch Business Park will be maintained and provide connection to the Proposed Scheme. Whittle Lane is subject to an HGV weight restriction¹⁵.

- 4.20 RMBC and TfGM aspire for Whittle Lane to be closed to all traffic except for public transport. Their aspiration has been tested as part of the *Transport Assessment* in order to inform decision makers of the implication of that closure. The access strategy can be advanced with either Whittle Lane option (capacity constrained or closed for all except public transport) and should TfGM & RMBC wish to close Whittle Lane, they may do so using their powers and rights as the highway authorities.
- 4.21 Secondary roads will in due course lead off the primary access corridors to service localised Plots. Secondary roads will provide active travel routes connecting to primary access corridors.
- 4.22 Works to the wider strategic and local road networks are proposed as part of the delivery of the JPA1.1 Allocation Site as a whole (including the Proposed Scheme) and these are discussed in further detail in Chapter 8 of this Planning Statement.
- 4.23 Pedestrian and cycleway access will be made available throughout the Proposed Scheme, via a combination of segregated routes alongside roads and routes away from roads. Along some routes, pedestrians will be segregated from cyclists and along other routes the pedestrians and cyclists will share facilities.
- 4.24 Pedestrian and cycleway access routes will connect to the wider JPA 1.1 Allocation Site and surrounding area. It is assumed that to allow development of the Plots, several of the existing PRoW across the Application Site will be extinguished. A network of replacement PRoW will maintain and improve permeability through the Application Site and throughout the JPA1.1 Allocation Site. The replacement PRoW will be provided to a higher standard than is currently provided across the Application Site, ensuring accessibility for all users – this is confirmed within the *Design Code* submitted with the Application.
- 4.25 A network of replacement footpaths / cycleways will be delivered with reference to the Greater Manchester Streets for All Design Guide (2023).

Illustrative Masterplans

- 4.26 As set out within the *Design and Access Statement*, an illustrative masterplan (*Illustrative Masterplan: Option 1*) has been prepared to test principles and capacity, offering an interpretation of how the Application Site *could* be taken forward for development in the future. The layout presented is indicative in nature. It demonstrates a possible solution showing how development could be delivered within the proposed parameters, in accordance with the *Design Code*, the NGDF SPD and other relevant national and local policy.

¹⁵ This may be altered in future to provide active travel and bus access only as part of an emerging TfGM strategy.

- 4.27 A second illustrative masterplan (*Illustrative Masterplan: Option 2*) has been prepared to demonstrate how a giga-scale industrial building could be accommodated.

Summary

- 4.28 The Application drawings and documents demonstrate how the detailed analysis of the Application Site and surroundings, pre-application consultation and technical assessments that have been undertaken have informed the Proposed Scheme.
- 4.29 A high-quality industrial and logistics development of national-scale importance is proposed, tailored to its context, respecting the latest in good design principles and attractive to a broad range of potential occupiers with flexibility to reflect changes in market requirements. The grant of planning permission would establish a clear, positive framework for the submission of reserved matters, to enable phased delivery.

5. Relevant Planning Policy Context

- 5.1 In line with planning law¹⁶, planning applications should be determined in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 5.2 This chapter identifies the key national and local planning policy tests against which the merits of the Proposed Scheme must be appraised, including those set out in the adopted Development Plans for Bury and Rochdale.
- 5.3 A schedule of all relevant policies is set out at **Appendix 3**. The following represents a summary and draws out the key considerations from the strategic and site-specific planning policies.

The Development Plan

- 5.4 Within Bury, the adopted Development Plan comprises:
- Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 ('PfE') (adopted 21 March 2024)
 - Saved policies of the Bury Unitary Development Plan ('Bury UDP') (adopted 29 August 1997)¹⁷
 - Greater Manchester Joint Minerals Plan ('GMJMP') (adopted 26 April 2013), and
 - Greater Manchester Joint Waste Plan ('GMJWP') (adopted 1 April 2012).
- 5.5 Within Rochdale, the adopted Development Plan comprises:
- PfE (adopted 21 March 2024)
 - Rochdale Core Strategy ('Rochdale CS') (adopted 19 October 2016)¹⁸
 - Saved policies of the Rochdale Borough Unitary Development Plan ('Rochdale UDP') (adopted June 2006)
 - GMJMP (adopted 26 April 2013), and
 - GMJWP (adopted 1 April 2012).

¹⁶ Section 38(6) of the Planning and Compulsory Purchase Act 2004

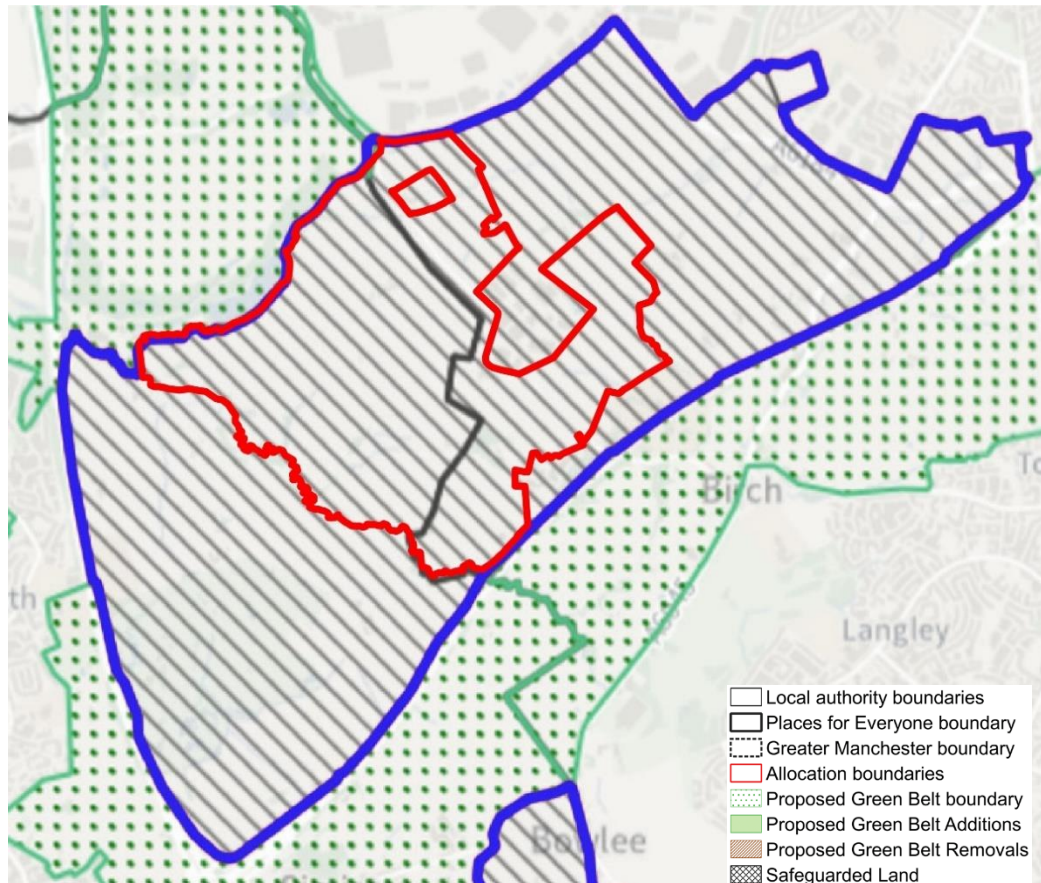
¹⁷ PfE Appendix A Table A.2 sets out the policies of the Bury UDP which have been superseded following adoption of PfE and are therefore no longer relevant.

¹⁸ PfE Appendix A Table A.5 sets out the policies of the Rochdale CS and Rochdale UDP which have been superseded following adoption of PfE and are therefore no longer relevant.

PfE Allocations & Designations

- 5.6 An extract of the PfE Policies Map is provided below at **Figure 5.1**. It identifies key land use designations from PfE which are applicable to the Application Site; notably that the Application Site is wholly located within the JPA1.1 Allocation Site.

Figure 5.1: Extract of PfE Policies Map showing boundary of JPA1.1 Allocation Site (outlined in blue) (Application Site outlined in red)



JPA1.1 Allocation Site

- 5.7 As set out in Chapter 2 of this Statement, the Application Site comprises part of the land at Heywood / Pilsworth (Northern Gateway) site which was removed from the Green Belt and allocated under PfE Policy JPA1.1 for around 1.2 million sqm of industrial and warehousing space (with around 935,000 sqm delivered within the PfE plan period to 2039), around 1,200 homes, a primary school and a range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities.
- 5.8 The JPA 1.1 Allocation Site has been recognised as a major, nationally important location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The magnitude of this opportunity is expected to provide a substantial jobs boost to the broader northern and eastern regions of the conurbation, enhancing the area's economic output and contributing to the rebalancing of the Greater Manchester economy. Additionally, there is potential for delivering a significant amount of new housing along with a suitable range of supporting and ancillary services and facilities. These factors, in the context of the

needs of the area, were considered to demonstrate the exceptional circumstances required to justify the release of the JPA1.1 Allocation Site (including the Application Site) from the Green Belt.

5.9 PfE Policy JP Allocation 1.1 contains a number of criteria that any development coming forward within the JPA1.1 Allocation Site is required to adhere to in order to create a sustainable development and protect areas of retained Green Belt. These criteria require development to:

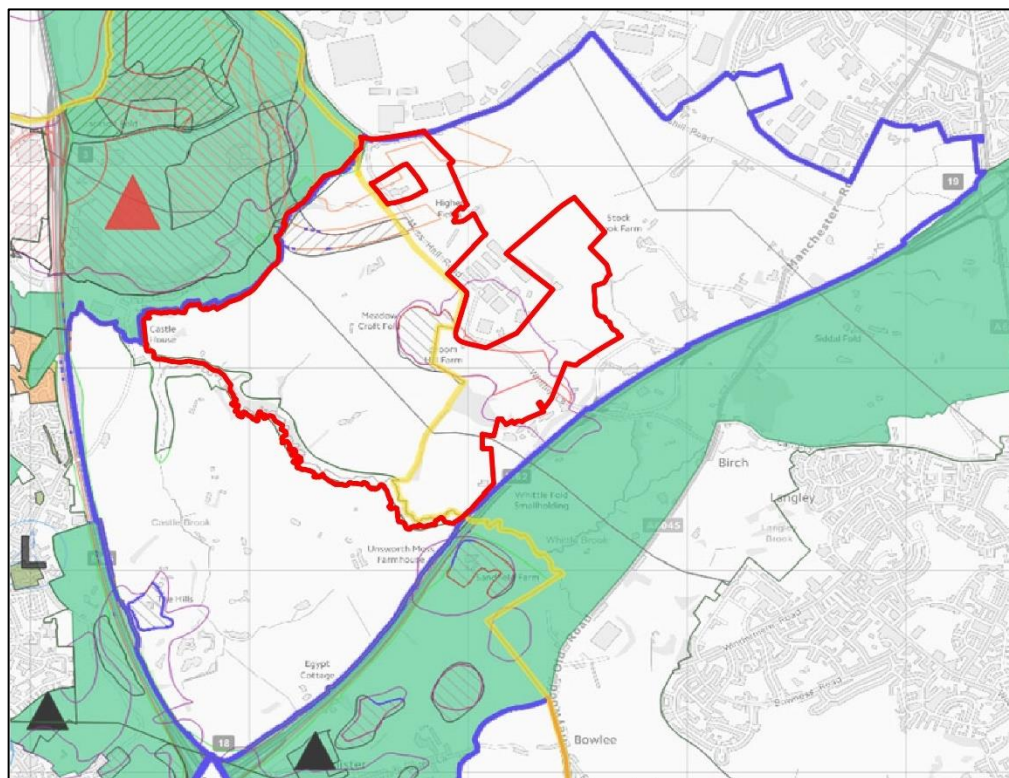
1. *"Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities;*
2. *Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation and should;*
3. *Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 935,000 sqm being delivered within the plan period). This should comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors including the development of an Advanced Manufacturing Park;*
4. *Deliver around 1,000 additional homes along with a new primary school in the eastern part of the allocation to support the early delivery of the infrastructure and provide a buffer between existing housing and the new employment development;*
5. *Deliver around 200 new homes, which includes an appropriate mix of house types and sizes and the provision of plots for custom and self-build housing (subject to local demand, having regard to Bury's self-build register and other relevant evidence), in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area;*
6. *Deliver an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation;*
7. *Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;*
8. *Make provision for affordable housing in accordance with local planning policy requirements;*
9. *Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;*

10. *Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (JPA1.2);*
11. *Retain and enhance existing recreation facilities (including Unsworth Academy playing fields and Pike Fold Golf Course) or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location;*
12. *Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure including the integration and enhancement of existing features such as Brightly Brook, Whittle Brook and Castle Brook;*
13. *Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;*
14. *Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent;*
15. *Ensure that any development is safe from and mitigates for potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;*
16. *Provide an appropriate buffer between the development and the motorway/local road network where required to serve multiple functions including air quality, noise, visual mitigation and high-quality landscaping;*
17. *Take appropriate account of relevant heritage assets, and their settings, including Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings in accordance with Policy JP-P2;*
18. *Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets;*
19. *Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans); and*
20. *Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided."*

- 5.10 The principle of development of the Application Site for employment related uses, including B2, B8, E(g)(ii) and E(g)(iii) uses, as well as supporting uses of genuinely ancillary scale that are appropriate to the main employment use of the allocation, is therefore established.
- 5.11 The key consideration for assessing the Proposed Scheme is its compliance with the site allocation policy (PfE Policy JPA1.1) and all other relevant development management policies of the adopted Development Plan – these policies are summarised below and are listed within the schedule at **Appendix 3**.

Bury Local Plan

- 5.12 Following the adoption of PfE, the Bury UDP Policies Map has been updated to reflect the removal of the JPA 1.1 Allocation Site from the Green Belt (**Figure 5.2**).



- 5.13 The Whittle Brook dissects the Application Site from the north-west to the south-east and is a designated Wildlife Corridor under Bury UDP Policy EN6/4¹⁹. The policy states that Bury Council will not permit development which would adversely affect the area, and where appropriate, will seek to ensure that new development within or adjacent to the corridor contributes to its effectiveness through the design, landscaping and siting of development proposals.

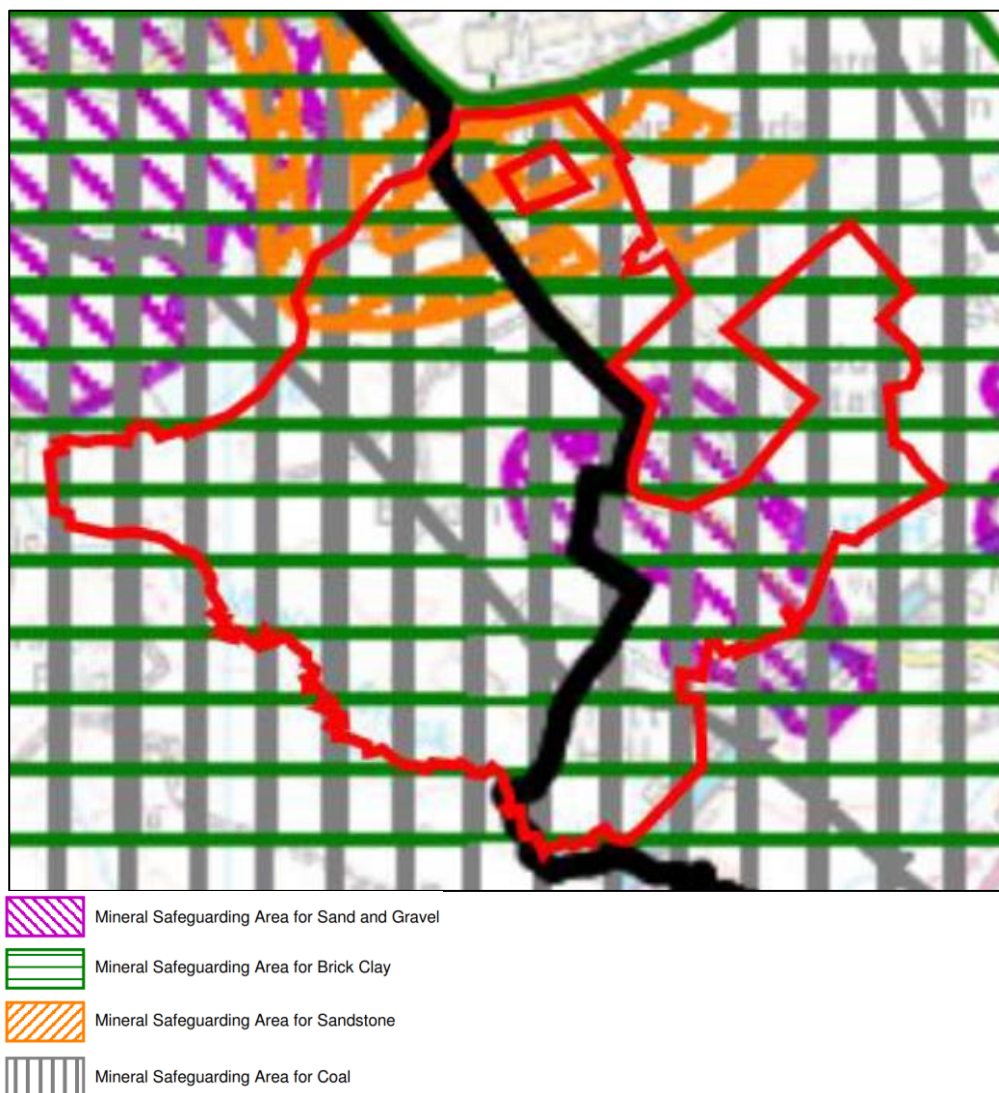
Rochdale Local Plan

- 5.14 Following the adoption of PFE and the removal of the JPA 1.1 Allocation Site from the Green Belt, the Rochdale UDP Policies Map has been superseded – however as it is yet to be formally updated, an extract of the map has not been included. RMBC has confirmed during pre-application discussions that there are no current Local Plan designations within the Application Site.

Greater Manchester Joint Minerals Plan

- 5.15 The Application Site contains Mineral Safeguarding Areas ('MSA') for sandstone, and gravel, surface coal and brick clay as defined in the GMJMP. An extract of GMJMP Policies Map is provided at **Figure 5.3** below.

Figure 5.3: Extract of GMJMP Map



GMJMP Policy 8 (Prior Extraction of Mineral Resources)

- 5.16 Map 21 Bury of the adopted GMJMP shows that the Application Site coincides with a MSA for Brick Clay and an MSA for Coal. Smaller areas of the Application Site also coincide with MSAs for Sand & Gravel and for Sandstone.

5.17 GMJMP Policy 8 (Prior Extraction of Mineral Resources) sets out the criteria for non-mineral development within an MSA. It states that non-mineral development proposals will only be permitted where:

- The need for the development outweighs the need to extract the mineral; or
- It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place; or
- It can be clearly demonstrated that the mineral is either not present or of no economic value or too deep to extract in relation to the proposed development; or
- The development is limited or temporary and would not prevent minerals extraction taking place in the future.

Development Management Policies

5.18 The adopted Development Plans for Bury and Rochdale also include development management policies relevant to the Proposed Scheme and consideration of the Application. For the sake of brevity, these policies are not summarised here but are listed thematically in the schedule at **Appendix 3** and referenced in the appraisal of the Proposed Scheme in subsequent chapters of this Planning Statement.

Other Material Considerations

5.19 Documents that are capable of being ‘other material considerations’ in the determination of the Application include:

- The National Planning Policy Framework (adopted December 2024) (‘NPPF’) and associated Planning Practice Guidance (‘PPG’)
- Adopted and emerging Supplementary Planning Documents (‘SPD’) and Guidance (‘SPG’) as listed in the schedule at **Appendix 3**; particularly the Northern Gateway Development Framework (‘NGDF’) SPD, and
- The emerging Local Plans for Bury and Rochdale and the emerging Greater Manchester Joint Waste & Minerals Plan.

5.20 The key messages and themes from these documents are summarised below.

The NPPF and PPG

5.21 The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The PPG also provides relevant guidance and is referred to within the following analysis and in other supporting reports where applicable.

5.22 Extensive parts of the NPPF are of relevance and for the sake of brevity are not recited in full here but are listed in the schedule at **Appendix 3** and referred to in reaching conclusions in later chapters of this Planning Statement. In summary, the following sections of the NPPF are of particular relevance:

- **Positive Planning** – The Government has made clear its expectation, through the NPPF, that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing needed to create inclusive and mixed communities.
- **Achieving Sustainable Development** – NPPF paragraph 11 sets out a presumption in favour of sustainable development. This means that planning applications that accord with the policies in the development plan should be approved without delay, unless material considerations indicate otherwise. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless: (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- **Economic Growth** – NPPF paragraphs 85 and 87 demonstrate the importance of economic growth within a planning context and the approach to decision making. The NPPF confirms that “...significant weight should be placed on the need to support economic growth and productivity...” (NPPF paragraph 85). Furthermore, paragraph 7 confirms that planning decisions should recognise and address the specific locational requirements of different sectors, including storage and distribution operations, as well as clusters or networks of knowledge and data-driven, creative or high technology industries, and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including Data Centres and grid connections).

Supplementary Planning Documents and Guidance

- 5.23 The adopted and emerging SPDs / SPGs of relevance to the Proposed Scheme are listed thematically in the schedule at **Appendix 3** and considered as part of the appraisal of the Proposed Scheme in the following chapters of this Planning Statement.

Northern Gateway Development Framework (NGDF) SPD

- 5.24 PfE Policy JP Allocation 1.1 requires the development of the JPA1.1 Allocation Site to be developed in accordance with a Masterplan and Design Code:

“Development at this allocation will be required to: 1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities.”

- 5.25 Following engagement with both Bury and Rochdale Councils, it was agreed that a comprehensive masterplan and infrastructure phasing and delivery strategy would be drafted jointly and adopted by both councils, covering the entire JPA1.1 Allocation Site, and that Design Code(s) would be required to accompany future planning applications relating to land within the JPA1.1 Allocation Site.
- 5.26 The draft NGDF SPD was subject to public consultation between November 2024 – January 2025. Bury Council resolved to adopt the NGDF SPD on 5 March 2025, and

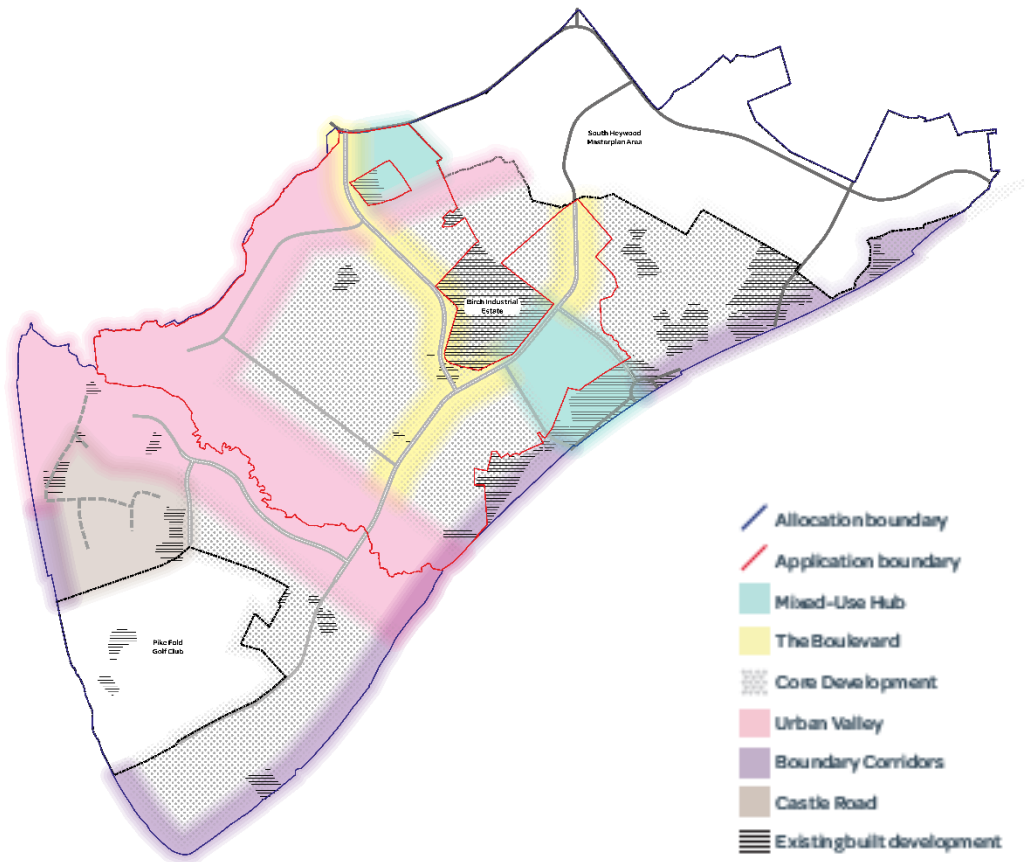
Rochdale Council resolved to adopt it on 18 March 2025. The NGDF SPD will therefore be a material consideration in the determination of all applications within the JPA1.1 Allocation Site.

- 5.27 The NGDF SPD sets out that all future planning applications relating to land within the JPA1.1 Allocation Site will be required to be accompanied by a Design Code, which would be secured pursuant to a planning condition attached to any future planning permission. If the planning permission is in outline, then all future Reserved Matters Applications would be assessed against the Design Code approved at outline stage. A *Design Code* for the Proposed Scheme, prepared by Turley Design, is submitted with the Application (as summarised in Chapter 4).
- 5.28 As per the PfE policy, the Councils are also preparing an Infrastructure Phasing and Delivery Strategy ('IPDS') which will be separate to, but support, the implementation of the NGDF SPD. A draft IPDS was published alongside the draft SPD in November 2024 and is expected to evolve over the coming months following further engagement with relevant stakeholders, including National Highways, TfGM and the GMCA.
- 5.29 The NGDF SPD establishes key design principles for all future developments within the JPA1.1 Allocation Site. These principles focus on built form, movement, and landscape, ensuring a high-quality, sustainable, and well-integrated development – these are considered and summarised in the *Design Code*.

Character Areas

- 5.30 The NGDF SPD divides the JPA1.1 Allocation Site into six Character Areas – the Application Site spans across four of these as follows:
- Mixed-Use Hub
 - The Boulevard
 - Core Development
 - Urban Valley
- 5.31 Each area is designed to reflect its surroundings and create a distinct identity while ensuring cohesion across the development. The boundaries of these areas are flexible and may overlap, requiring careful design considerations. The NGDF SPD outlines design principles for each Character Area, guiding the development of plots, buildings, streets, open spaces, and mitigation measures. While the Proposed Scheme does not aim to fully deliver each Character Area (because some extend beyond the boundary of the Application Site), it demonstrates a commitment to their relevant principles.
- 5.32 **Figure 5.4** shows the spatial distribution of the Character Areas across the JPA1.1 Allocation Site and the Application Site.

Figure 5.4: Character Area Plan (with Application Site edged red)



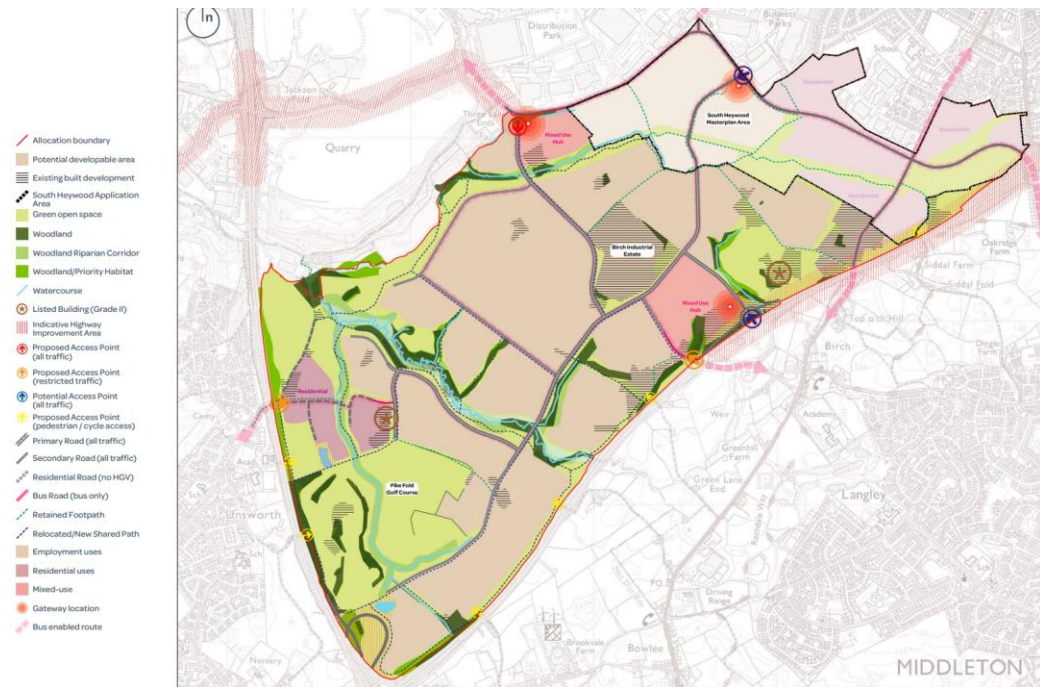
Source: Turley Design

5.33 Details of these character areas are summarised in the *Design Code*.

Indicative Development Framework Plan

5.34 The NGDF SPD includes an “Indicative Development Framework Plan” (**Figure 5.5**), which establishes the principal spatial components of development at Northern Gateway, including the extent of indicative development areas, land uses, areas of strategic open space, key access points and primary movement routes, and demonstrates how a high-quality, sensitive and site-specific response based around urban design best-practise can be delivered on the JPA1.1 Allocation Site.

Figure 5.5: Indicative Development Framework Plan



Source: NGDF SPD, Figure 15: Indicative Development Framework Plan (Page 85)

5.35 The key elements of the Development Framework Plan are as follows:

- Delivery of around 1,200,000 sqm of high-quality employment space suitable for a range of employment uses including advanced manufacturing, industrial, storage and distribution, as well as around 1,200 new homes, consisting of around 1,000 new homes at South Heywood and around 200 new homes off Castle Road, alongside other ancillary uses.
- Delivery of a permeable, safe and legible network of routes across the JPA1.1 Allocation Site creating a highly accessible and sustainable development which fully integrates into surrounding movement and transport infrastructure and promotes sustainable transport choices.
- Delivery of a structured network of green and blue routes and spaces helping to provide a meaningful and accessible recreation resource to proposed and surrounding communities, helping to support and enhance local habitats and biodiversity, and provide naturalised mitigation helping limit any negative impacts the development of Northern Gateway may have on its surrounding context.

5.36 The Proposed Scheme is appraised against the NGDF SPD in Chapters 7-9 of this Planning Statement.

Other SPDs and SPGs

5.37 Within Bury, the following other SPDs and SPGs are of relevance:

- Holcroft Moss Planning Obligations Joint SPD – Bury Council resolved to adopt this SPD on 5 March 2025.

- SPG 2: Wildlife Links and Corridors (June 2001)
- SPG 3: Planning Out Crime in New Development (June 2001)
- SPG 4: Per cent for Public Art (July 2003)
- SPD 11: Parking Standards in Bury (May 2007)
- SPD 12: Travel Plans in Bury (May 2007)
- SPD 16: Design and Layout Out of New Development (October 2008)

5.38 Within Rochdale, the following other SPDs are of relevance:

- Holcroft Moss Planning Obligations Joint SPD (March 2025) – Rochdale Council resolved to adopt this SPD on 18 March 2025.
- South Pennine Moors Special Area of Conservation (SAC) / Special Protection Areas (SPAs) Joint SPD (March 2025) – Rochdale Council resolved to adopt this SPD on 18 March 2025.
- Biodiversity and Development SPD (January 2008, updated February 2017)
- Climate Change Adaptation SPD (June 2012)
- Heywood Green Infrastructure Action Plan SPD (September 2010)
- Design & Planning Progress: A Guide to Good Practice SPD (September 2007)
- Urban Design Guide SPD (September 2007)
- Public Realm Design Guide SPD (September 2007)

5.39 The above SPDs/SPGs are listed thematically in the schedule at **Appendix 3** and the Proposed Scheme is appraised against them in Chapters 8-9 of this Planning Statement.

Emerging Local Plans

5.40 Following the adoption of PfE, both BMBC and RMBC have given notice that they are proposing to prepare a new Local Plan to replace the existing policies under Regulation 18(1) of the Town and Country Planning (Local Planning) (England) Regulations 2012. The emerging Local Plans comprise:

- The new Bury Local Plan, which will replace the Bury UDP.
- The new Rochdale Local Plan, which will replace the Rochdale CS and UDP.

5.41 In addition, the Association of Greater Manchester Authorities Executive Board agreed at their meeting of 28 March 2025 to commence the preparation of a new Joint Minerals and Waste Plan for Greater Manchester, which would replace the existing GMJMP and GMJWP.

Emerging Bury Local Plan

- 5.42 Bury Council's Cabinet approved a draft Bury Local Plan for consultation on 5 March 2025 and consultation is taking place between 17 March and 12 May 2025.
- 5.43 The draft Local Plan is a 'Part 2 Local Plan', which builds upon PfE and provides a series of specific policies for Bury.
- 5.44 The Strategic Vision of the draft Local Plan confirms that by 2042, *"underpinned by the transformational Northern Gateway (Heywood/Pilsworth) site, the Borough will have a strong local economy that provides good quality and accessible jobs, and which makes a significant contribution towards boosting the economic output from the north of Greater Manchester"*²⁰.
- 5.45 The following Strategic Objectives of the draft Local Plan are of relevance to the Proposed Scheme:
- Strategic Objective 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 zero net carbon by 2028.
 - Strategic Objective 4: Deliver a competitive and diverse local economy and accessible high-quality jobs throughout the Borough.
 - Strategic Objective 7: Make a positive contribution towards addressing issues associated with deprivation and the health and wellbeing across all the Borough's communities.
 - Strategic Objective 8: Ensure that the Borough's residents have access to good quality education and other community facilities.
 - Strategic Objective 9: Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles.
 - Strategic Objective 10: Ensure that all new development displays high standards of design and layout.
 - Strategic Objective 11: Positively manage the conservation and enjoyment of the Borough's heritage assets.
 - Strategic Objective 12: Ensure that the Borough's residents have access to enough good quality green and blue infrastructure, open space, sport and recreation facilities.
 - Strategic Objective 13: Conserve and enhance the Borough's natural environment and support a net gain in Bury's biodiversity.

²⁰ Draft Bury Local Plan (March 2025), paragraph 3.4

- Strategic Objective 14: Protect the Green Belt from inappropriate development and support beneficial uses within it.
- Strategic Objective 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.
- Strategic Objective 16: Ensure the sustainable management of water, both in terms of sustainable drainage and the protection and efficient use of public water supply resources.
- Strategic Objective 17: Prevent both new and existing development from contributing to, or being adversely affected by, poor air quality, unacceptable levels of pollution or hazards.
- Strategic Objective 18: Ensure and that new and existing development is supported by necessary infrastructure.

5.46 Draft Bury Local Plan Policy LP-E1 (Employment Floorspace Requirements) confirms that in order to contribute towards achieving the overall employment floorspace requirements set out in PfE, at least 971 sqm of office floorspace and at least 617,753 sqm of industrial and warehousing floorspace will be provided in Bury.

5.47 Due to the early stage of preparation of the draft Local Plan, the draft policies it contains can only be afforded limited weight at the current time. However, the draft policies are included in the schedule at **Appendix 3** and considered in the appraisal of the Proposed Scheme in the following chapters of this Planning Statement.

Emerging Rochdale Local Plan

5.48 RMBC published a new Local Development Scheme in March 2025, which indicates that a draft of the emerging Rochdale Local Plan will be published for consultation (Regulation 18) in October / November 2025. In the event that a draft Local Plan is published during the determination of the Application, the Applicant reserves the right to provide an appraisal of the Proposed Scheme to inform decision making, recognising the limited weight that could be applied in any event.

Emerging Joint Waste & Minerals Plan

5.49 The emerging Joint Waste & Minerals Plan for Greater Manchester has not yet been published. However, in the event that a draft Plan is published during the determination of the Application, the Applicant reserves the right to provide an appraisal of the Proposed Scheme to inform decision making, recognising the limited weight that could be applied in any event.

Summary

5.50 This Chapter has summarised the key policy context of relevance to the Proposed Scheme, including policies of the adopted Development Plans for each Council, as well as the relevant other material considerations.

5.51 In summary:

- The Application Site comprises a substantial part of the JPA1.1 Allocation Site, which is allocated within PfE as a major, nationally important location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The magnitude of this opportunity is expected to provide a substantial jobs boost to the broader northern and eastern regions of the conurbation, enhancing the area's economic output and contributing to the rebalancing of the Greater Manchester economy.
- The Application Site is situated within a number of Minerals Safeguarding Areas, as defined by the GMJMP. The development of the Proposed Scheme should therefore have regard to the viability of pre-extraction of minerals.
- The Development Plans for Bury and Rochdale set out a series of policies relating to development management, and environmental and technical assessment, which must be considered in appraising the Proposed Scheme.
- There are also a range of other material considerations, including the NPPF, adopted/emerging SPDs and the emerging Local Plans for Bury and for Rochdale which must also be taken into consideration.

5.52 The following chapters of this Planning Statement appraise the Proposed Scheme against the identified policy context on a thematic basis, including:

- Chapter 6 sets out the Proposed Scheme's compliance with the site-specific allocation policy (PfE Policy JPA1.1).
- Chapter 7 sets out the contribution of the Proposed Scheme to fostering economic growth and generating employment opportunities.
- Chapter 8 considers the highways and active travel elements of the Proposed Development.
- Chapter 9 appraises the Proposed Scheme against all other environmental and amenity related policies.

6. Compliance with PfE Policy JPA1.1

- 6.1 Greater Manchester has an ambition to become a ‘top global city’ as stated in PfE. However, it faces significant challenges in terms of the current levels of productivity and deprivation; with the northern areas of Greater Manchester, including Bury and Rochdale, performing significantly worse overall than the southern areas²¹. PfE acknowledges that significant interventions are needed to address extensive deprivation and low levels of economic activity and recognises that a good supply of high-quality development sites across all districts supports greater competitiveness²².
- 6.2 The principle of employment development at Northern Gateway is firmly established through the removal of land at Heywood/Pilsworth from the Green Belt and allocation under PfE Policy JPA1.1 for the delivery of around 1.2 million square metres of industrial and warehousing space. Northern Gateway is a fundamental component of the strategy to deliver the vision and objectives of PfE – it represents an opportunity of national-scale importance. The magnitude of this opportunity is expected to provide a substantial jobs boost to the broader northern and eastern regions of the conurbation, enhancing the area's economic output and contributing to the rebalancing of the Greater Manchester economy.
- 6.3 PfE Policy JPA1.1 sets out a series of criteria that any development coming forward within the JPA 1.1 Allocation Site is required to adhere to. This chapter appraises the Proposed Scheme against the specific criteria of relevance²³.

1. Masterplan, Design Code and Infrastructure Phasing and Delivery Strategy

- 6.4 Part 1 of PfE Policy JPA1.1 requires all development within the JPA1.1 Allocation Site to be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with PfE Policy JP-D1 (Infrastructure Implementation), that has been agreed with the LPAs.
- 6.5 The comprehensive masterplan for the JPA1.1 Allocation Site is set out in the NGDF SPD, which was prepared by the Councils and resolved to be adopted in March 2025 and is a material consideration in the determination of the Application. The Proposed Scheme has been prepared in accordance with the guidance and requirements of the NGDF SPD, including the site-wide design principles, character areas and indicative development framework plan.
- 6.6 In accordance with the NGDF SPD, a Design Code for the Proposed Scheme is submitted as part of the Application. The Design Code is proposed to be approved as

²¹ GMCA (March 2024), Places for Everyone Joint Development Plan, paragraphs 2.31 and 4.6

²² GMCA (March 2024), Places for Everyone Joint Development Plan, paragraph 4.46

²³ Note: PfE Policy JPA1.1 also sets out a range of criteria and requirements relating to the residential components of the JPA1.1 Allocation Site (including Parts 4, 5, 8, 9 and 11) – residential development is not proposed as part of this Application and therefore these Criteria are not referenced further.

part of the Application and future reserved matters applications will be required to comply with the parameters and codes that it establishes.

- 6.7 At the time of submission, the Councils have published a draft Infrastructure Phasing and Delivery Strategy ('IPDS') (dated November 2024), and a further draft is expected to become available during the determination of the Application. The Applicant reserves the right to provide an appraisal of the Proposed Scheme against the IPDS at that time.

2. Scale and Quality

- 6.8 The Proposed Scheme (600,000 sqm) comprises 50% of the total quantum of employment floorspace allocated within the JPA1.1 Allocation Site (1,200,000 sqm) and includes a range of uses which are consistent with those set out within PfE Policy JPA1.1.
- 6.9 Excluding the already consented South Heywood Masterplan Area (175,460 sqm), the Proposed Scheme represents 58.6% of the residual total quantum of employment floorspace (1,024,540 sqm) allocated within the JPA1.1 Allocation Site. Conversely, the combination of the Proposed Scheme and the consented South Heywood Masterplan Area represents 64.6% of the total quantum.
- 6.10 The Proposed Scheme is therefore of such a significant scale that it will make a substantial contribution to the delivery of the JPA1.1 Allocation Site, as well as realising the PfE objective to support the rebalancing of economic growth within Greater Manchester by boosting the competitiveness of the north of the conurbation, especially in Bury and Rochdale. It will also provide a range of uses which match the quality expected by Policy JPA1.1, including the potential for advanced manufacturing.
- 6.11 The scale and quantum of economic benefits arising from the Proposed Scheme are set out in Chapter 7 of this Planning Statement.

3. Employment Uses

- 6.12 PfE Policy JPA1.1 (Part 3) requires the JPA1.1 Allocation Site to deliver a total of around 1.2 million sqm of industrial and warehousing floorspace (with around 935,000 sqm being delivered within the plan period 2022 to 2039).
- 6.13 Part 3 of Policy JPA1.1 confirms that development within the JPA1.1 Allocation Site should comprise a mix of high-quality employment premises, in an attractive business park setting, in order to appeal to a wide range of business sectors, including the development of an Advanced Manufacturing Park.
- 6.14 As confirmed within the submitted *Uses Schedule*, the Proposed Scheme includes up to 600,000 sqm of employment floorspace, comprising industrial & manufacturing (including Advanced Manufacturing) (Use Class B2 and E(g)(iii)), storage & distribution (Use Class B8) and research & development (Use Class E(g)(ii)) uses. This will be delivered with Developable Areas 1 and 2, as defined by the *Parameters Plan: Uses*.

- 6.15 On this basis, the range of employment uses intended to be delivered as part of the Proposed Scheme are entirely consistent with the uses set out within Policy JPA1.1.

6. Supporting Uses

- 6.16 In addition to the principal employment uses, PfE Policy JPA1.1 (Part 6) confirms that an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities, should also be delivered. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation.
- 6.17 The Proposed Scheme comprises up to 5,000 sqm of supporting uses, which is less than 1% of the total quantum of floorspace proposed as part of this Application. Therefore, in accordance with PfE Policy JPA1.1 (Part 6), the proposed supporting uses are of genuinely ancillary scale. The supporting uses are set out in full in the *Uses Schedule* but include those uses specified under Part 6 of PfE Policy JPA1.1, including hotel, leisure and conference facilities.
- 6.18 These uses are appropriate to the main employment use of the allocation by providing services and facilities to support the occupants and users of the Proposed Scheme, as well as the wider JPA1.1 Allocation Site. Therefore, the principle of the proposed supporting uses is in accordance with PfE Policy JPA1.1 (Part 6).

7. & 10. Sustainable Transport, Highways Infrastructure and Active Travel

- 6.19 Part 7 of PfE Policy JPA1.1 requires development within the JPA1.1 Allocation Site to make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in PfE Appendix D in accordance with PfE Policy JP-C8.
- 6.20 Furthermore, Part 10 of PfE Policy JPA1.1 requires new development to ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (PfE Policy JPA1.2).
- 6.21 An assessment of the sustainable transport and highways elements of the Proposed Scheme is undertaken in Chapter 8 of this Statement, with reference to the submitted *Transport Assessment*. The key conclusions of this assessment are as follows:
- The means of access to and within the Application Site is a reserved matter and will be confirmed as part of the detailed design (reserved matter) stage of the Proposed Scheme. However, as set out at paragraph 4.19 of this Planning Statement, it is expected that two potential primary access points could be delivered as part of the Proposed Scheme; from the Moss Hall Road / Pilsworth Road junction to the north and from Whittle Lane to the south.
 - A series of potential highway mitigation measures have been identified, including infrastructure already delivered in anticipation of Northern Gateway (i.e. Queen Elizabeth II Way (QEII Way)), new onsite highways infrastructure and

offsite highways mitigation (to both the strategic and local road network), as well as active travel measures, public transport improvements and travel plans. The scope of mitigation, funding mechanisms, phasing, and responsibility for delivery will be agreed with relevant stakeholders during the course of determination of the Application. As set out throughout this Planning Statement, the Proposed Scheme is of a national scale and is capable of delivering very significant benefits. A substantial upfront financial investment will be required to pump-prime and deliver the scale of development proposed, to the quality required by PfE and the NGDF SPD, including the wider mitigation measures identified in policy (including PfE , NGDF SPD and the emerging Northern Gateway IPDS) and through technical assessment work. The Proposed Scheme represents an early phase of delivery of the wider JPA1.1 Allocation Site, helping to kick start realisation of the strategic vision for Northern Gateway – however, early investment and the consequent growth benefits which derive from development may not be realized if the early phases of the Proposed Scheme were required to deliver or fund all section 106 requirements and infrastructure asks, some of which will also serve the wider JPA1.1 Allocation Site and the wider growth aspirations within PfE, as well as addressing existing capacity constraints. Where this is shown to be the case, a proportionate contribution towards section 106 requirements should be applied to the earlier phases of the Proposed Scheme reflecting the up-front costs of pump-priming the scheme, and reflecting the fact that the scale of investment in the delivery of early phases may not be recouped over the lifetime of the Proposed Scheme – whether through revenues generated by the operation of the Proposed Scheme or through enhancements in land value - thereby presenting viability constraints. This is likely to be more of an issue in the early stages of delivery, but will be kept under review throughout the delivery of the Proposed Scheme. On this basis, the Applicant commits to evidencing, as necessary, the costs of pump-priming the Proposed Scheme, any investment that is to be made ahead of when it may actually be needed, and any ensuing viability issues, so that a suitable strategy can be agreed with the Councils and other relevant stakeholders to addressing this during determination of the Application, in accordance with PfE Policy JP-D2.

- There is currently limited walking and cycling infrastructure provision within the Application Site given it is currently largely undeveloped. However, whilst the Application is submitted in outline (with all matters reserved), the *Design Code* will ensure that the detailed design and layout of the Proposed Scheme, which will come forward at later reserved matters stage, is developed to promote sustainable travel and to prioritise pedestrians, cyclists and public transport users. New pedestrian and cycle routes will enhance the existing PRoW network across the site, including diverted and improved routes.
- The Proposed Scheme will safeguard land for a public transport interchange (to be funded and delivered by TfGM) in line with the NGDF SPD. In addition, a series of active travel hubs would be embedded across the wider site and delivered by the Applicant.

- Overall, the TA concludes that the Proposed Scheme would not result in a severe residual cumulative impact on the road network, following implementation of the mitigation identified.

6.22 On this basis, the Proposed Scheme provides the framework for compliance with the sustainable transport and highways requirements of PfE Policy JPA1.1.

12. Green & Blue Infrastructure

- 6.23 Part 12 of PfE Policy JPA1.1 requires development within the JPA1.1 Allocation Site to make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure including the integration and enhancement of existing features such as Brightly Brook, Whittle Brook and Castle Brook.
- 6.24 The spatial extent of proposed strategic green infrastructure (GI) and blue infrastructure (BI) features are shown within the submitted *Parameters Plan: Uses* – further areas of GI and BI will be identified as part of the detailed layout and landscape design of the Proposed Scheme at reserved matters stage.
- 6.25 The *Design Code* (Chapter 8, CODE O2) confirms that GI across the Application Site should form a cohesive and multifunctional network of green and blue spaces that provide biodiversity benefits, alongside wider ecological and climatic functions to enhance the built environment. This includes the approach to tree planting, as well as the contribution of GI to climate resilience and integrated networks/connections for habitats.
- 6.26 The *Design Code* (Chapter 8, CODE O3) confirms that BI across the Application Site is a critical component of the wider GI strategy, providing essential ecological, hydrological, and social functions. It encompasses all water-related features within the Proposed Scheme, including existing natural watercourses, as well as proposed wetlands, ponds, and sustainable urban drainage systems (SuDS). These features serve as vital tools for managing water sustainably while supporting biodiversity, enhancing climate resilience, and delivering recreational and aesthetic benefits.
- 6.27 The BI strategy is designed to integrate seamlessly with GI, creating a multifunctional network of spaces that delivers environmental, economic, and social value. It prioritises nature-based solutions to address challenges such as flood risk, water quality, and urban heat, while contributing to the development's overall sense of place and identity. The BI strategy requires the function and character of the existing Whittle Brook and Brightly Brook Corridors to remain and be protected from any ill effects of development, particularly regarding water quality, habitat provision, and surrounding green infrastructure. The BI strategy also includes a series of measures relating to drainage and attenuation.
- 6.28 On this basis, the Proposed Scheme provides the framework for compliance with the blue and green infrastructure requirements of PfE Policy JPA1.1 (Part 12). It also provides the framework for compliance with PfE Policies JP-Strat13 (Strategic Green Infrastructure), JP-G2 (Green Infrastructure Network), JP-C6 (Walking and Cycling) and JP-G3 (River Valleys and Waterways), as well as Bury UDP Policy EN6/4 (Wildlife Links and Corridors) and Rochdale CS Policies G6 (Enhancing Green Infrastructure) and DM2

(Delivering Planning Contributions & Infrastructure). The Proposed Scheme also provides the framework for compliance with all other material considerations including Bury SPG 2 (Wildlife Links & Corridors), NPPF paragraphs 96c and 159, the Natural Environment PPG and Draft Bury Local Plan Policies LP-Gi1 (Green & Blue Infrastructure), LP-Gi5 (Biodiversity Assets) and LP-CC1 (Climate Change).

13. Green Belt Compensation

- 6.29 Part 13 of PfE Policy JPA1.1 requires new development to make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the JPA1.1 Allocation Site in accordance with PfE Policy JP-G2.
- 6.30 As part of the evidence base prepared to support the preparation of PfE, the GMCA commissioned LUC to undertake an assessment to identify potential opportunities to enhance the beneficial use of remaining Green Belt in the vicinity of the proposed site allocations²⁴. This included a list of potential enhancement projects relating to access, sport & recreation, biodiversity & wildlife corridors and landscape & visual improvements, which are specific to the JPA1.1 Allocation Site²⁵.
- 6.31 The Applicant understands that further guidance on the approach to providing compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt is expected to be published by the GMCA on behalf of the nine Greater Manchester PfE districts in due course. Furthermore, it is expected that any such compensation would be delivered as part of a JPA1.1 Allocation Site site-wide strategy and that this is likely to be considered as part of the emerging Northern Gateway Infrastructure Phasing and Delivery Strategy being produced by the Councils²⁶. As this guidance emerges, the Applicant will engage with the Councils to identify a delivery mechanism for Green Belt compensation, proportionate to the scale of the Proposed Scheme, in the context of development viability and in accordance with the requirements of PfE Policy JPA1.1 Part 13 – this is reflected within the S106 Heads of Terms presented at **Appendix 4**.
- 6.32 On this basis, the Proposed Scheme provides the framework for compliance with the Green Belt requirements of PfE Policies JPA1.1 (Part 13) and JP-G2 (Green Infrastructure Network) and Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure), as well as the Green Belt PPG.

²⁴ Stage 2 Greater Manchester Green Belt Study - Identification of Opportunities to Enhance the Beneficial use of the Green Belt, prepared by LUC (September 2020).

²⁵ Stage 2 Greater Manchester Green Belt Study - Identification of Opportunities to Enhance the Beneficial use of the Green Belt, prepared by LUC (September 2020), Appendix B – Bury and Appendix E – Rochdale.

²⁶ Note: Infrastructure Item GBC1 of the Northern Gateway (JPA1.1) [Draft Infrastructure Phasing and Delivery Strategy \(dated November 2024\)](#) confirms that a scheme of Green Belt Compensation is to be agreed with the Councils.

14. Green Belt Boundaries

- 6.33 Part 14 of PfE Policy JPA1.1 requires new development to strengthen the boundary of the Green Belt to the north around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent.
- 6.34 The *Parameter Plan: Uses* incorporates a series of landscape buffers along the northern boundary of the Application Site, adjacent to Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries, which serve to create a new defined Green Belt boundary.
- 6.35 On this basis, the Proposed Scheme provides the framework for compliance with the Green Belt requirements of PfE Policies JPA1.1 (Part 14) and JP-G2 (Green Infrastructure Network) and Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure), as well as the Green Belt PPG.

15. Flood Risk & Drainage

- 6.36 Part 15 of PfE Policy JPA1.1 requires new development to ensure it is safe from and mitigates for potential flood risk from all sources including Whittle Brook, Castle Brook and Brightly Brook and does not increase the flood risk elsewhere. It confirms that the delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development.
- 6.37 An assessment of the flood risk and drainage impacts of the Proposed Scheme is undertaken in Chapter 9 of this Statement with reference to the submitted *Flood Risk Assessment* and *Outline Drainage Strategy*. The key conclusions of this assessment are as follows:
- The Application Site has areas of Flood Zone 2 and 3, located along the alignment of the existing watercourses (Whittle Brook, Brightly Brook, Pilsworth Clough and an unnamed watercourse).
 - The *Parameters Plan: Uses* defines a 'Wetland Habitat Corridor', which encompasses the 0.1% annual exceedance probability, plus 35% climate change allowance fluvial event extent. Within this corridor, no development is proposed apart from structural interventions for bridge crossings at strategic locations which are not expected to post any additional fluvial risk to the Application Site or elsewhere. The location of built development outside of the area subject to fluvial risk removes the risk to the Proposed Scheme and negates the need for flood alleviation measures.
 - Surface water flooding on the Application Site is aligned with the existing watercourses noted above, and the mitigation posed for fluvial risk (i.e. development siting outside of the Wetland Habitat Corridor) will also provide appropriate mitigation for the Proposed Scheme in respect of the surface water flood risk.

- The Application Site has areas of topographic low points throughout the site; however, the Proposed Scheme will require reprofiling which will remove these risks.
- The additional hard standing areas that will be introduced by the Proposed Scheme have the potential to increase the risk of surface water flooding to the Application Site and elsewhere. The submitted *Outline Drainage Strategy* sets out measures to mitigate the risk of surface water flooding on site and reduce the risk of flows off site causing flooding – this will be developed into a detailed drainage scheme at reserved matters stage.

6.38 On this basis, the Proposed Scheme provides the framework for compliance with the flood risk and drainage requirements of PfE Policy JPA1.1 (Part 15).

16. Buffers to Motorway / Local Road Network

6.39 Part 16 of PfE Policy JPA1.1 requires development within the JPA1.1 Allocation Site to incorporate an appropriate buffer between the development and the motorway/local road network where required to serve multiple functions including air quality, noise, visual mitigation and high-quality landscaping.

6.40 The *Parameters Plan: Uses* establishes the maximum developable areas, as well as defining the location and scale of buffers to sensitive boundaries, including the motorway and road network, which have been informed by technical assessments. The *Parameters Plan: Uses* will be secured via planning condition and future detailed proposals at reserved matters stage will be required to comply with the established buffer zones.

6.41 On this basis, the Proposed Scheme provides the framework for compliance with PfE Policy JPA1.1 (Part 16) through the provision of appropriate buffers.

17. Built Heritage

6.42 Part 17 of PfE Policy JPA1.1 requires new development to take appropriate account of relevant heritage assets, and their settings, including Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings in accordance with PfE Policy JP-P2.

6.43 An assessment of the built heritage impacts of the Proposed Scheme is undertaken in Chapter 9 of this Statement, with reference to the *Built Heritage Assessment (Environmental Statement Volume 2: Appendix 16.1)*. The key conclusions of this assessment are as follows:

- The preparation and definition of the *Parameters Plans* and *Design Code* submitted with the Application have been informed by detailed assessment of the significance of designated and non-designated heritage assets and have incorporated mitigation measures (such as maximum height parameters) to mitigate harm to that significance.
- There are no conservation areas, Registered Parks & Gardens ('RPG') or listed buildings within the Application Site. However, the *Built Heritage Assessment*

(*Environmental Statement Volume 2: Appendix 16.1*) concludes that the Proposed Scheme will result in less than substantial harm, at the lower or lowest end of the scale, to the significance of the following designated heritage assets in the surrounding area arising from change within their setting:

- Birch Village Conservation Area
 - Heaton Park (grade II RPG)
 - Temple to the northeast of Heaton Hall (grade II* listed building)
 - Alkrington Hall (grade II* listed building)
 - Brick Farmhouse (grade II listed building)
 - Lower Whittle Farmhouse (grade II listed building)
- As 'less than substantial harm' has been identified, NPPF paragraph 215 is engaged which states that "*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*". There are no identified heritage benefits arising from the Proposed Scheme. The wider public benefits of the Proposed Scheme are summarised throughout this Planning Statement and are weighed against the less than substantial harm in Chapter 9, demonstrating that this less than substantial harm is clearly outweighed.
 - A degree of harm (ranging from negligible to loss of significance in the limited instances where demolition is proposed) has also been identified to various non-designated heritage assets ('NDHAs'). The NPPF clearly differentiates between designated heritage assets and NDHAs, and the proportionate way they should be addressed in the planning process. In weighing applications that directly or indirectly affect NDHAs, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the asset. This balancing exercise is undertaken at Chapter 9 of this Planning Statement. Again, it is demonstrated that the less than substantial harm to is clearly outweighed.

6.44 On this basis, the Proposed Scheme provides the framework for compliance with the built heritage requirements of PfE Policy JPA1.1 (Part 17).

18. Archaeology

6.45 Part 18 of PfE Policy JPA1.1 requires new development to carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.

6.46 An assessment of the archaeological impacts of the Proposed Scheme is undertaken in Chapter 9 of this Statement, drawing upon *Environmental Statement Volume 1*:

Chapter 15 Archaeology and the Archaeological Desk Based Assessment (Environmental Statement Volume 2: Appendix 15.1). The key conclusions of this assessment are as follows:

- The Application Site does not contain any designated archaeological heritage assets but has known potential to contain non-designated archaeological assets, ranging from negligible to regional level archaeological significance.
- The construction of the Proposed Scheme will result in direct impacts including truncation, disturbance or removal of known and unknown archaeological remains, resulting in the following effects:
 - Moderate adverse effects to Meadowcroft Fold (medieval settlement and iron smelting site) and Whittle Brook (medieval iron smelting site), which are both located in Application Plot D and are considered to be un-designated archaeological assets of regional archaeological significance.
 - Moderate – Major adverse effects to other non-designated archaeological assets across Application Plots A-F. The significance of any non-designated archaeological assets would be refined through further archaeological investigation secured via planning conditions, which would also refine the conclusion on the level of effect (which could be reduced).
- It has been agreed with Greater Manchester Archaeological Advisory Service that all further archaeological works can be secured via planning conditions.

6.47 On this basis, the Proposed Scheme provides the framework for compliance with the archaeology requirements of PfE Policy JPA1.1 (Part 18).

19. Minerals Safeguarding

6.48 Part 19 of PfE Policy JPA1.1 requires new development to consider the extraction of any viable mineral resources within Mineral Safeguarding Areas ('MSA'), in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan.

6.49 An assessment of matters relating to minerals safeguarding is undertaken in Chapter 9 of this Statement. The key conclusions of this assessment are as follows:

- The Application Site is entirely situated within MSAs for Brick Clay and for Coal, and partially within MSAs for Sand & Gravel, and for Sandstone.
- The submitted *Minerals Safeguarding Assessment*, prepared by Tetra Tech, concludes that a commercial scale prior extraction of all mineral resources within the Application Site would be economically unviable and environmentally unsustainable. Therefore an 'incidental minerals extraction scheme' is the most appropriate strategy for the management of minerals as part of the Proposed Scheme. Incidental extraction would comprise the excavation or cutting out of any encountered mineral resource through the preparatory earthworks required for the construction of the Proposed Scheme – this can be managed through the

implementation of a Materials Management Plan, which can be secured via planning condition.

- 6.50 On this basis, the Proposed Scheme provides the framework for compliance with the minerals safeguarding requirements of PfE Policy JPA1.1 (Part 19). It also provides the framework for compliance with GMJMP Policy 8 (Prior Extraction of Mineral Resources) and Rochdale CS Policy G10 (Managing mineral resources), as well as paragraphs 217-218 of the NPPF and the Minerals PPG.

20. Peatland

- 6.51 Part 20 of PfE Policy JPA1.1 requires new development to undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the JPA1.1 Allocation Site to inform the potential for restoration and the comprehensive masterplanning which should ensure that the loss or deterioration of any irreplaceable habitat is avoided.
- 6.52 An assessment of peatland is presented within *Environmental Statement Volume 2, Appendix 2.4*, which in summary confirms:
- The British Geological Society (BGS) mapping²⁷ does not indicate any peat deposits within the Application Site.
 - Ground investigations have been completed as part of the preparation of the Application. One borehole location within Application Plot D (BH 207) identified 2.5m thick 'soft clay peat', which occurs in a low point onsite determined by openholing and as such is anticipated to be organic clay.
 - The limited presence of peat within the Application Site will not provide a constraint in terms of geotechnical design and is unlikely to be significant in terms of loss of a soil resource or carbon store, hydrological regime or increase the potential for archaeological remains to be present.
 - The presence of limited pockets of peat within the Application Site will be validated through detailed site / ground investigations prior to the commencement of development, pursuant to a planning condition.
- 6.53 On this basis, the Proposed Scheme provides the framework for compliance with the peatland requirements of PfE Policy JPA1.1 (Part 20).

Conclusion on Compliance with Policy JPA1.1

- 6.54 As demonstrated above, the Proposed Scheme provides the framework for compliance with the requirements of Policy JPA1.1, which should be afforded **very significant weight** in the planning balance (presented at Chapter 10). An assessment of the

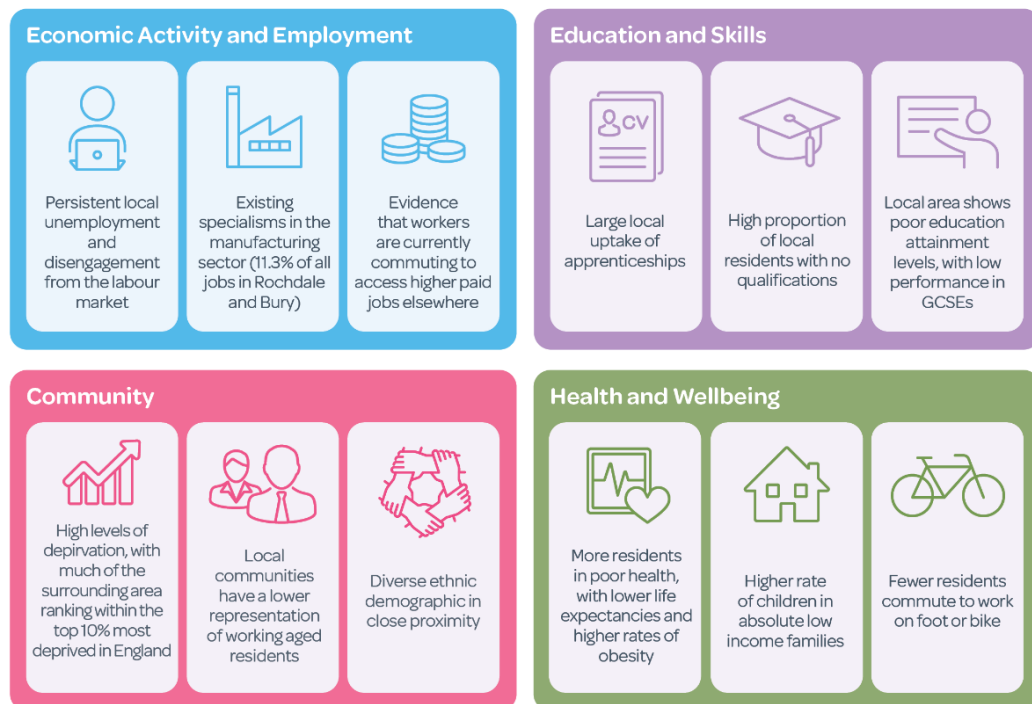
²⁷ BGS Sheet 85 Manchester, Bedrock and Superficial 2011. Available: <https://www.bgs.ac.uk/map-viewers/bgs-geology-viewer/>

Proposed Scheme against all other relevant development plan and other planning policies is set out in the following chapters of this Statement.

7. Fostering Economic Growth & Employment

- 7.1 The Proposed Scheme will convey significant social and economic benefits over a sustained period to Bury and Rochdale, Greater Manchester, the wider North West region and nationally. This is evidenced in full within the *Economic Benefits & Social Value Framework* as well as *Environmental Statement Volume 1, Chapter 7: Socio-Economics and Human Health*.
- 7.2 The Application Site is situated in an area of economic and social need (**Figure 7.1**). The local economies of Bury and Rochdale, and Greater Manchester as a whole, face structural challenges, contain areas of significant deprivation and are expected to grow more slowly than national and regional comparators. This is set out in detail in the *Economic Benefits & Social Value Framework*, which identifies that Rochdale and Bury are the 17th and 110th most deprived boroughs nationally, respectively, and summarises data showing that Bury and Rochdale perform below national averages across metrics such as economic activity, employment, and productivity.

Figure 7.1: Appreciating Local Needs



Economic Benefits

Operational Phase Impacts

7.3 The Proposed Scheme's operational phase is estimated to:

- Support up to **9,790** gross direct full-time equivalent (FTE) jobs on-site within the proposed commercial floorspace. The prevailing jobs will:
 - Be **varied in nature**, given that whilst a proportion of jobs will be 'foundational' or elementary, a growing number of logistics jobs are now managerial or office-based and/or involve advanced technical skills and that the manufacturing sector also offers a range of jobs requiring different skill levels.
 - Ensure that the new jobs created include **higher-value and skilled** employment opportunities by attracting innovative businesses and international investment, recognising that such jobs are increasingly prevalent within the manufacturing, including advanced manufacturing, and logistics sectors.
 - Align with **existing skills and the local business base**, recognising the existing scale of the manufacturing sector in particular and the associated business base including new advanced manufacturing businesses.
- Generate a total of **10,435** direct, indirect and induced net additional FTE jobs in the North West, including **8,890** within Greater Manchester, and **5,030** for the residents of Bury and Rochdale.
- Contribute **c.£630 million** GVA to the North West's economy each year of operation, inclusive of **c.£545 million** within Greater Manchester and **c.£450 million** concentrated in Bury and Rochdale, and
- Generate **c.£20 million** in Business Rates revenue for collection annually by the Councils, contributing to maintaining and enhancing the delivery of local public services and infrastructure.

Construction Phase Impacts

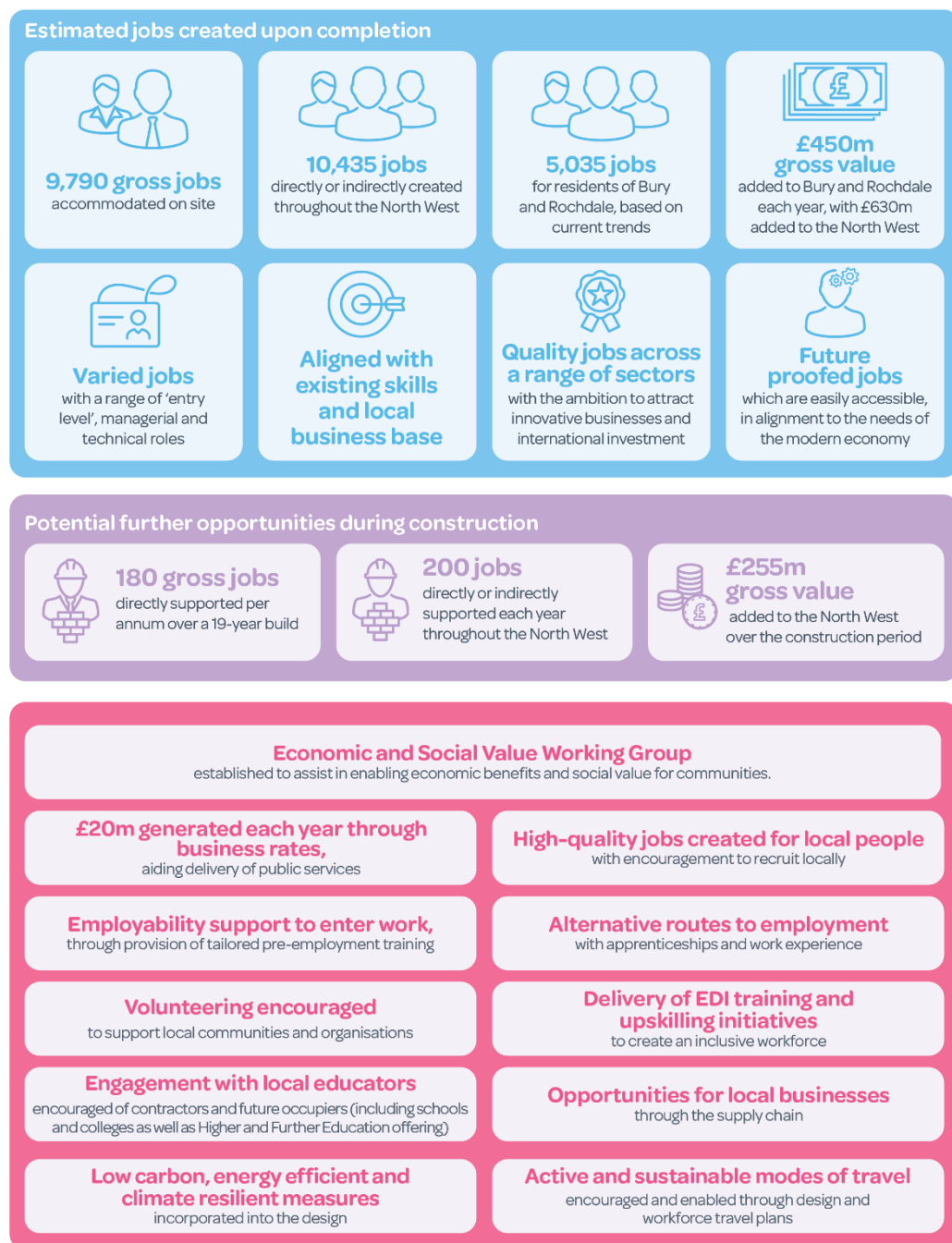
7.4 The Proposed Scheme's construction phase is estimated to:

- Directly support a total of **3,445** person-years of employment through construction investment, equating to an average of **180** FTE gross direct jobs over the duration of the estimated construction period of **19** years.
- Generate an average of **200** direct, indirect and induced net additional FTE employment opportunities for workers in the North West region during construction, of which **170** could be held by residents of Greater Manchester, which is inclusive of **95** within Bury and Rochdale, and

- Contribute **£255 million** GVA to the North West's economic output during the construction period, of which **c.£225 million** will be concentrated in Greater Manchester, inclusive of **£190 million** within Bury and Rochdale.

7.5 In considering that the context is a local area which lags behind economically and evidences higher levels of deprivation and economic inactivity relative to other parts of the country, the benefits highlighted above become even more important and gain even more significance.

Figure 7.2: Economic & Social Benefits Infographic



Social Value Framework

- 7.6 The *Economic Benefits & Social Value Framework* confirms that employment is widely recognised as one of the most significant factors in terms of a person's health and wellbeing. The social impact of employment is far reaching and has benefits at both the individual and wider societal level, shown clearly by the fact that the NHS's Healthy Urban Development Unit (HUDU) consider access to employment and training opportunities as a 'primary determinant' of health²⁸.
- 7.7 The *Economic Benefits & Social Value Framework* (Section 6) provides a Social Value Framework to ensure that the significant social benefits of the Proposed Scheme will be realised through the implementation of a range of measures, including initiatives relating to:
- Ongoing community engagement
 - Creating local high-quality jobs
 - Aligning with the skills and training agenda
 - Capturing local supply chain benefits, and
 - Encouraging health and wellbeing.
- 7.8 This Social Value Framework will form the basis for the development of subsequent documents which will formalise the targets recommended, through various mechanisms related to the planning process, such as employment and skills plans and/or local labour agreements – these will be secured via S106 obligations and are reflected in the S106 Heads of Terms presented at **Appendix 4**. This will then enable future monitoring of impacts, with the method of measurement to be agreed at the appropriate time with the respective local authorities.

Policy and Strategy Fulfilment

- 7.9 These significant benefits align fully with policies referred to in Chapter 5; in particular:
- The ambition and objectives of PfE for Greater Manchester to be a "top global city".
 - The aims of PfE Policy JP-J1 (Supporting Long-Term Economic Growth) to maintain a very high level of economic diversity and facilitate the development of high value clusters within various sectors, including logistics, advanced manufacturing, digital and cyber, health innovation and low carbon goods.
 - The requirement to deliver new, accessible, industrial and warehousing floorspace, set out under PfE Policy JP-J4 (Industry and Warehousing

²⁸ NHS Health Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th Edition)

Development), in order to help Greater Manchester maximise its ability to attract and retain businesses.

- The aims of PfE Policy JP-Strat 6 (Northern Areas) to significantly increase the competitiveness of the northern areas of Greater Manchester and reduce deprivation through the provision of new employment opportunities and improving transport connections.
- The identification of the North-East Growth Corridor, under PfE Policy JP-Strat 7, as a nationally significant area of economic activity, aiming to boost economic activity and ensure inclusive growth. Land at Heywood / Pilsworth (Northern Gateway), including the Application Site, is identified as one of the key components of delivering these objectives. PfE Policy JPA1.1 specifically requires development to be of a sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation.
- The recognition of the JPA 1.1 Allocation Site as a major, nationally important location for new employment-led development, capable of providing a substantial jobs boost to the broader northern and eastern regions of the conurbation, enhancing the area's economic output and contributing to the rebalancing of the Greater Manchester economy.
- The economic objectives set out within Bury UDP (Chapter 4), which seek to strengthen and diversify the local economy, recognising that the development of the local economy is central to the future success of the Borough.
- The economic objectives set out within the Rochdale CS, under Policies SP1 (Rochdale borough's role in the city region) and SP2 (The Spatial Strategy for the borough), which include promoting the Borough as an attractive location for employment growth and focusing employment development so that it supports the overall economic growth of the Greater Manchester sub region.
- The ambition to create more and better jobs with new high quality employment opportunities within the employment areas to the south and east of Heywood, as established under Rochdale CS Policy SP3/H (The Strategy for Heywood).
- The economic objective of sustainable development set out at NPPF paragraph 8, which seeks to build a strong, responsive and competitive economy.
- The intention to create the conditions in which business can invest, expand and adapt, established under NPPF paragraph 85. The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local, regional and national business needs and wider opportunities for development.
- The contribution to the delivery of employment floorspace needed within Bury as established under Draft Bury Local Plan Policy LP-E1 (Employment Floorspace Requirements).

Weight to be given to Socio-Economic Benefits

7.10 The above socio-economic benefits should be given ***very significant*** weight in the context of:

- Greater Manchester's ambition of becoming a "top global city", particularly the opportunity that the development provides to stimulate economic growth and generate new employment opportunities, of national-scale importance.
- The rebalancing effects of the Proposed Scheme on the Greater Manchester economy, particularly in the northern boroughs of Bury and Rochdale which (as evidenced) experience high levels of deprivation and economic inactivity relative to other parts of the country.
- The potential for job creation and increased spend across Bury, Rochdale and the wider Greater Manchester region during the construction and operational phases of the Proposed Scheme.

8. Highways, Active Travel and Public Transport

Context

Strategic policy context

- 8.1 The planning system promotes a ‘vision-led’ approach to plan-making and development proposals, which is reflected in national planning policy²⁹ and National Highways guidance³⁰. The ‘vision-led’ approach represents a shift in focus from the previous approach of ‘predict and provide’ which sought to estimate future volumes of traffic on the network and provide highway capacity to meet this demand, in turn perpetuating car dependency. The change in emphasis focuses more on meeting travel demand through the provision of sustainable transport and active travel, which aligns with a move towards net zero and decarbonising the transport network.
- 8.2 The Greater Manchester Transport Strategy 2040³¹ sets out a strategy to reduce vehicle trip rates so that 50% of all journeys in Greater Manchester are made by walking, cycling and public transport by 2040. The strategy also seeks an overall reduction in travel by car as compared to 2017 levels. As Greater Manchester transitions to this modal share, TfGM strategies will deliver improved opportunities for greater take up of alternative travel modes to the private car.

PfE evidence base

- 8.3 As has been explained at Chapter 5 of this Planning Statement, the JPA1.1 Allocation Site was allocated in PfE in order to deliver economic growth at a transformational scale to rebalance the Greater Manchester economy in a location which currently has high levels of deprivation.
- 8.4 PfE was informed by evidence on the potential impacts of the growth proposed across the plan area on traffic and transport, contained within Locality Assessment Reports. The PfE evidence recognised that the surrounding road network is already extremely busy and congested at times, including the M60, M62 and M66 motorways which already operate at or close to capacity with limited scope to increase provision on the network. PfE recognised that significant mitigations, including potential new junctions on the motorway network, may be required to support and achieve the wider aspirations of PfE, including Northern Gateway. The GMCA and examining inspectors found the potential highways impacts to be acceptable on balance when considering the scale of socio-economic benefits that the site would deliver, and in the context of a vision-led approach to delivering sustainable development.
- 8.5 On the basis of the assessment work undertaken as part of the preparation of PfE, it was envisaged that in order to accommodate the full development of the JPA1.1

²⁹ NPPF, paragraph 109

³⁰ Including Circular 01/22: Strategic road network and the delivery of sustainable development (Department for Transport, updated 23 December 2022) and Planning for the Future: A guide to working with National Highways on planning matters (National Highways, October 2023)

³¹ Greater Manchester Transport Strategy 2040 (TfGM and GMCA, February 2017, updated January 2021)

Allocation Site (as well as the JPA1.2 Allocation Site), upgrades to M66 J3 and an intervention at M62 J19 and at M62 J2 would be necessary. Around the same time a preference emerged for an alternative solution, potentially involving an access to the M62 (subject to detailed future analyses), accompanied with a smaller scale improvement at M66 J3 incorporating active travel facilities. The preferred option for this has been identified by Pell Frischmann on behalf of National Highways, based on the principle of providing a new junction on the site of the existing M62 Moto Birch Services (Eastbound) connection to the motorway (known as 'the M62 Access Solution'), as shown at Appendix D of the TA.

- 8.6 Since the adoption of PfE, National Highways has undertaken Project Control Framework (PCF) analysis of alternative solutions to improve M62 J19 and initial findings suggest that those improvements may be suitable. Likewise, PCF work by National Highways has identified options which could improve M66 J3 and M66 J2.

Framework for Northern Gateway

- 8.7 TfGM is preparing a comprehensive framework to guide the development of Northern Gateway in the context of the Greater Manchester Transport Strategy 2040, including active travel and public transport strategies. Those strategies are set out in the Northern Gateway Transport Framework Document (NG TFD), a draft of which is appended to the TA.
- 8.8 Within the context of national, city-regional and local planning³² and transport policy, the transport priorities of the JPA1.1 Allocation Site are to:
- Provide realistic and attractive alternatives to the car
 - Maximise the accessibility of the site by public transport
 - Give priority to pedestrians and cyclists across the site, and
 - Provide the capacity (both public transport and highway) for growth.
- 8.9 This vision-led approach places an emphasis on sustainable travel being at the heart of Northern Gateway, both in terms of local connections and strategic trips to the JPA1.1 and JPA1.2 Allocation Sites.

Assessment Scope and Strategic Model

- 8.10 The Applicant and their appointed consultant team has worked collaboratively with key stakeholders, including Transport for Greater Manchester (TfGM), National Highways and Bury and Rochdale Councils (as Local Highway Authorities) to assess the highways and transport impacts of the Proposed Scheme, and of the wider Northern Gateway (comprising the JPA1.1 and JPA1.2 Allocation Sites).
- 8.11 A *Transport Assessment* (TA) has been prepared by TetraTech and is submitted as part of the Application. The TA assesses the impact of the Proposed Scheme in isolation, the JPA1.1 Allocation Site in isolation and a 'cumulative assessment' which includes the

³² Including the strategic priorities contained within the NGDF SPD

impacts of both the JPA1.1 and JPA1.2 Allocation Sites (i.e. the Northern Gateway opportunity as a whole).

- 8.12 The scope of the TA has been informed by scoping discussions with the key stakeholders over almost three years, since the issue of a Preliminary Transport Assessment Scoping Note in July 2022 which was subsequently updated in August 2024. An overview of the scoping correspondence is provided at Table 1.1 of the TA.
- 8.13 Strategic modelling within the TA has been carried out using the Northern Gateway Transport Model (NGTM) which has been built by consultant WSP to a methodology which has been discussed and amended via the input of the Transport Steering Group (TSG), which includes representatives of TfGM, National Highways, the Councils, the Applicant and respective transport consultants. The TSG met 10 times between 2022 and 2024.

Approach

- 8.14 The TA adopts a 'vision-led approach' in accordance with the NPPF and National Highways policy. As a result, it provides assessments of 'Policy On' scenarios which recognise the Government and Greater Manchester's strategies for reducing reliance on private car travel and promoting sustainable travel.
- 8.15 As noted above, the GM Transport Strategy seeks to ensure that 50% of all journeys in Greater Manchester are made by non-car modes by 2040. In relation to Northern Gateway specifically, TfGM recognise that target as their "Scenario 3" within the NG TFD, but have also identified a "Scenario 2", which assumes that 65% of journeys will be by private car, is *"the most likely, balanced, and economically viable vision-led transport package"*³³.
- 8.16 Whilst the key assessments included in the TA were scoped to have 50% of trips by sustainable modes, the authors were cognisant that TfGM may request a scenario with more vehicles present. The Assessment modelling was undertaken in advance of TfGM concluding the above, and the 'Policy On' assessments within the TA model 60% of trips as vehicle drivers and so align well with the TfGM Scenario 2 for Northern Gateway referenced above. The 'Policy On' scenarios that are assessed within the TA provide a robust assessment of impact, given that a full vision-led assessment aligning with Government and GMCA strategy would only have 50% of development trips by vehicles, rather than the 60% which has been assessed.
- 8.17 Whilst a significant number of 'Policy Off' assessments are also presented in the TA; these have only been undertaken to inform the ES and at the request of National Highways to provide robust sensitivity test results for non-vision-led assessment cases.
- 8.18 It is the 'Policy On' assessments that should be the basis for determining this Application given that they reflect the vision-led approach advocated by current national planning policy, National Highways guidance and city-regional strategies.

³³ Northern Gateway Transport Framework Document: First Draft (TfGM, January 2025), page 29

Existing Conditions

- 8.19 There is currently limited walking and cycling infrastructure provision within the Application Site given it is currently largely undeveloped.
- 8.20 There are four PRoW within the Application Site and a further 16 PRoW within the wider JPA1.1 Allocation site. A PRoW walkover survey was carried out in summer 2024 to record the current condition and typical level of provision along each of the PRoW; the survey report and findings is provided at Appendix C to the TA. The general findings were that the existing PRoW within the JPA1.1 Allocation Site were overgrown, purposefully blocked in some locations, not well maintained and very little used, even in summer.
- 8.21 The nearest existing bus stops to the east side of the JPA1.1 Allocation Site are located on the A6045 Manchester Road near to The Birch Hotel. The nearest existing bus stops to the west side of the JPA1.1 Allocation Site are located on Parr Lane near to its junction with Castle Road.
- 8.22 Delivery of the JPA1.1 Allocation Site has already commenced with the delivery of the South Heywood Masterplan Area, including QEII Way which has been completed and is operational. The infrastructure funding which facilitated the delivery of the QEII Way was secured on the basis of supporting the delivery of the JPA1.1 Allocation Site as a whole. The South Heywood Masterplan Area development also secured £1 million towards enhanced bus services which will be used to improve overall public transport services beyond the existing situation and thus contribute to the public transport strategy for Northern Gateway.

Proposed Scheme

Access Strategy

- 8.23 The means of access to and within the Application Site is a reserved matter and will be confirmed as part of the detailed design (reserved matter) stage of the Proposed Scheme.
- 8.24 However, as set out at paragraph 4.19 of this Planning Statement, it is expected that two existing potential primary access points could be delivered as part of the Proposed Scheme; from the Moss Hall Road / Pilsworth Road junction to the north and from Whittle Lane to the south.
- 8.25 Whittle Lane is subject to an HGV weight restriction and could require traffic management in the form of shuttle working signals to limit the number of vehicles which can travel along it. RMBC and TfGM aspire for Whittle Lane to be closed to all traffic except for public transport. That aspiration has been tested in the TA to inform decision-makers of the implication of that closure. The access strategy can be advanced with either Whittle Lane option (capacity constrained or closed for all except public transport).

On-site Provision

- 8.26 The Proposed Scheme will seek to maximise levels of walking and cycling, and will align internal provision with high-quality corridors in the surrounding network.

- 8.27 Whilst the Application is submitted in outline (with all matters reserved), the *Design Code* will ensure that the detailed design and layout of the Proposed Scheme, which will come forward at later reserved matters stage, is developed to promote sustainable travel and to prioritise pedestrians, cyclists and public transport users. New pedestrian and cycle routes will enhance the existing PROW network across the site, including diverted and improved routes.
- 8.28 The Proposed Scheme will safeguard land for a public transport interchange (to be funded and delivered by TfGM) in line with the NGDF SPD. The location, size and specification of the safeguarded land will be discussed with the key stakeholders during the determination process. In addition, a series of active travel hubs would be embedded across the wider site and delivered by the Applicant. This will be secured through the *Design Code* which states that:
- The Proposed Scheme will safeguard land for a public transport interchange (to be funded and delivered by TfGM) in line with the NGDF SPD (Code S7)
 - Active travel hubs must be incorporated along primary and secondary streets across the Site and must include provision for a bus stop (subject to agreement with local operators) and provide showering, changing and secure storage facilities (Code S5-2).
 - All developed areas should be within 10–12-minute walking distance (1km) from an Active Travel Hub to ensure that all parts of the Site are accessible to Active Travel connections (Code S5-2).
 - All primary and secondary streets and Public Transport Corridors should be designed to a specification which can accommodate future bus routes and associated infrastructure (Code S7-1).
 - The location of Bus Stops must align with the location of Active Travel Hubs, with agreement on the location of both to be sought with local bus operators (Code S7-1).
- 8.29 The active travel and public transport infrastructure that will be delivered on-site as part of the Proposed Scheme will offer sustainable and active travel choices to those travelling to and from existing communities.

Mitigation

- 8.30 The TA confirms that there are five principal sources from which the need for mitigation can be derived:
- PfE Policy JPA1.1 and PfE Appendix D set out mitigation measures which were considered necessary based on the assessments and evidence that informed the decision to allocate Northern Gateway.
 - TfGM's NG TFD sets out the public transport and active travel infrastructure and services required to support the vision.

- Current and best practice design guides to inform the extent and standard of active travel and public transport services on-site.
 - Planning policy setting out the need for mitigation and Travel Plan measures.
 - The numerical assessments of junction performance, merge / diverge arrangements, etc. undertaken for the strategic road network and local road network across the multiple development phasing, future year and route options, set out in Section 13 of the TA.
- 8.31 In addition to the above it is anticipated that mitigation will also be guided during the determination period by requests from statutory consultees through consultation responses and ongoing Highway Technical Working Group meetings.
- 8.32 The TA identifies appropriate mitigation for the Proposed Scheme in isolation, an early phase (to 2032) of the Proposed Scheme in isolation, and the cumulative impact of the whole of Northern Gateway (i.e. both of the JPA1.1 and JPA1.2 Allocation Sites).
- 8.33 The TA confirms that the proposed transport improvements and mitigation which will come forward fall into five categories:
- (i) Mitigation which has already been delivered to support the JPA1.1 Allocation Site (i.e. the QEII Way which was consented, funded and delivered on the basis of supporting the JPA1.1 Allocation Site).
 - (ii) New on-site infrastructure which is delivered within the JPA1.1 Allocation Site (including the Application Site), including new highways, active travel routes and public transport facilities (including those delivered by the Proposed Scheme).
 - (iii) Off-site mitigation, identified through PfE Policy JPA1.1 and Appendix D, as well as the TA and/or by the Councils, TfGM and/or National Highways as part of wider transport strategies. This includes S278 highway works on the local and strategic road networks, active travel routes or public transport facilities and services, as well as funding towards those items.
 - (iv) Proportional funding towards future, as yet unidentified highways works or future active travel or public transport initiatives, which will emerge from TfGM and GM strategies and which may also serve wider GM 2040 Transport Strategy objectives and which may also serve wider GM 2040 Transport Strategy objectives.
 - (v) Implementation of a Travel Plan.
- (i) Mitigation Already Delivered**
- 8.34 As set out at paragraph 3.33 of this Planning Statement, delivery of the JPA1.1 Allocation Site has already commenced with the delivery of the South Heywood Masterplan Area, including QEII Way which has been completed and is operational. The infrastructure funding which facilitated the delivery of the QEII Way was secured on the basis of supporting the delivery of the JPA1.1 Allocation Site as a whole. The South Heywood Masterplan Area development also secured £1 million towards enhanced bus

services which will be used to improve overall public transport services beyond the existing situation and thus contribute to the public transport strategy for Northern Gateway.

(ii) New onsite infrastructure

- 8.35 Onsite infrastructure to be delivered as part of the Proposed Scheme is summarised at paragraphs 8.25 – 8.28 above.

(iii) Offsite Mitigation

- 8.36 Certain identified off-site highway works have been included in all the modelling assessments which test development coming forward. These comprise:
- M60 J18 Simister Island improvement works currently being advanced by National Highways through a Development Consent Order (DCO) (also in the Do-Minimum assessments in line with the agreed scope).
 - Upgrades and traffic management interventions along Moss Hall Road / Whittle Lane.
 - The QEII Way which, as set out above, has already been delivered as mitigation to support the JPA1.1 Allocation Site. It features in both the Do-Minimum and With Development assessments.
 - M66 J3 improvements identified by Pell Frischmann on behalf of BMBC, which are shown at Appendix D of the TA.
 - The upgrade of Pilsworth Road and junctions from M66 J3 through to the Moss Hall Road junction, including the Fowler Welch junctions (known as the ‘Western Access Works’), to be delivered by BMBC, which are shown at Appendix D of the TA.
- 8.37 The latter three elements are referred to as the “Common Highways Mitigation Package” as they are mitigation works associated with the development which are included in all TA assessments which feature development coming forward. The Simister Island (M60 J18) works are also included in all future Do-Minimum and With Development assessments but are not part of the Common Highways Mitigation Package for the Proposed Scheme as they are works which are currently being advanced by National Highways under a live DCO application.
- 8.38 In addition to the above, the impact of implementing National Highways proposed M62 Access Solution has also been considered within some of the modelling assessments presented in the TA.
- (iv) Emerging Mitigations to Achieve the Vision-Led / Transport Strategy Sustainable Travel Targets**
- 8.39 In line with the vision-led approach, future mitigations to address significant impacts on the road network would most appropriately be directed towards active travel and public transport interests.

- 8.40 TfGM has been developing the Active Travel and Public Transport Strategies for Northern Gateway over a number of years. The initial work was carried out by Arup and was presented in November 2022 and that has evolved into the NG TFD (as described above).
- 8.41 Given that the JPA1.1 Allocation Site will not be fully built out until 2039 at the earliest, some of the future active travel and public transport mitigations are not yet known.

(v) Implementation of a Travel Plan

- 8.42 The Applicant is committed to the implementation, monitoring and review of travel plans during the operational phase of the Proposed Development.
- 8.43 A site-wide Travel Plan will be implemented to encourage travel by sustainable travel modes. The Travel Plan will set targets which seek to achieve 40% of trips being made by sustainable modes, in line with the NG TFD. The Travel Plan will in fact continue to encourage sustainable travel towards the GM Transport Strategy 2040 ambition of 50% of trips being made by sustainable modes.
- 8.44 The proposed approach to highways, active travel, public transport and travel plan within a Section 106 Agreement are set out below.

Impacts

- 8.45 Detailed findings of the traffic impact assessments are set out at Section 11-13 of the TA. In summary, the vision-led 'Policy On' assessments presented within the TA demonstrate that subject to the above mitigation measures being secured prior to the occupation of the Proposed Scheme (either via planning condition or S106 obligation):
- When assessing the impacts of the Proposed Scheme for which this Application relates (i.e. 600,000 sqm), excluding the M62 Access Solution, all junctions operate within acceptable limits, although there is a delay of 4min:12sec on one approach of the M66 J2.
 - When assessing the impacts of the full development of Northern Gateway (i.e. both the JPA1.1 and JPA1.2 Allocation Sites), with the M62 Access Solution in place, all junctions will operate within acceptable limits with the exception of M66 J2, where the queue on the northbound off slip and on the circulatory carriageway in the AM peak hour would exceed the available queueing space.
 - When assessing the impacts of the full development of Northern Gateway (i.e. both the JPA1.1 and JPA1.2 Allocation Sites), without the M62 Access Solution in place, most junctions will operate within acceptable limits with the exception of M62 J19, M66 J2 and Hollins Brow. The M62 J19 is forecast to be subject to significant queues, over the available slip road and circulatory queue limits and long delays. The circulatory at M66 J2 would be subject to queues in excess of the queueing capacity.
- 8.46 The TA indicates that Whittle Lane should be capacity restricted to ensure that traffic volumes on that route remain within acceptable levels. TfGM and the Councils have indicated an aspiration to close Whittle Lane to vehicular traffic, except buses. The

impacts of doing so are presented within the TA, including the negative impacts which would arise on other parts of the network as a result. The approach to the potential restriction and / or closure of Whittle Lane will be discussed further with the key stakeholders during the determination of this application.

- 8.47 The TA therefore demonstrates that, on the basis of the vision-led 'Policy On' assessments (and the mitigation measures listed above), the network would operate adequately for the Proposed Scheme without the M62 Access Solution, and that no additional highway works to improve capacity should be required, although there may be a need to undertake works at the M66 J2 to reduce delay. Further work will be undertaken to establish whether the delays can be reduced through signal timing changes.
- 8.48 The residual effect on driver delay is factored into the planning balance, conducted at Chapter 10 of this Planning Statement. However, this harm is afforded very limited weight considering the degree of harm and that the scale and character of development proposed accords with the adopted PfE allocation.
- 8.49 When the full Northern Gateway (i.e. both the JPA1.1 and JPA1.2 Allocation Sites) is considered, without an M62 Access Solution in place, all existing merge / diverge arrangements are adequate apart from the M66 J2 northbound and southbound diverges, which are very close to the threshold of acceptability for the current layout arrangements.
- 8.50 The impacts identified within the 'Policy On' assessments within the TA are lower than the impacts which were identified in the evidence which underpinned PfE and the allocation of the JPA1.1 Allocation Site. In other words, the more detailed assessments in the TA show conditions which are better than were envisaged when the JPA1.1 Allocation Site was allocated.
- 8.51 It is apparent that in the Vision Led assessments the residual cumulative impacts of development on the road network after mitigation are not severe.
- 8.52 Whilst the 'Policy On' assessments are the relevant scenarios to consider from a planning perspective, 'Policy Off' scenarios have also been assessed at the request of National Highways. The 'Policy Off' testing for the Proposed Scheme, and where a new M62 Access Solution is not delivered, shows significant over capacity performance at four junctions. In this scenario, the proposed application quantum could not come forward without a new M62 Access Solution and an improvement at M66 J2. A number of the junctions on the local highway network would also be significantly congested.
- 8.53 The 'Policy Off' testing for Northern Gateway (i.e. JPA1.1 and JPA1.2 Allocation Sites) in 2039 indicates that:
- The M62 J19 would be significantly overloaded and subject to long queues and large delays in the Do-Minimum and the Do-Something scenarios without the M62 Access Solution; however, it is resolved if the M62 Access Solution is brought forward.

- The queue and delay results at the M62 J2 would be significant, and this junction would be unacceptably congested even without the Northern Gateway development in 2039.
- The existing Moss Hall Road / Pilsworth Road and Fowler Welch junctions would be over and approaching (respectively) capacity in the 2039 Do-Minimum scenarios, even without the Northern Gateway development. With development and with the implementation of the mitigation schemes, capacity issues are resolved, confirming the merit of the Western Access proposals.
- The other local junction assessments show some significant queues and delays which cannot be mitigated by highway works due to the lack of highway land available.

8.54 Given this, it is imperative that the vision is to enhance and promote sustainable modes of travel reflective of the 'Policy On' approach, and this is the appropriate basis on which to determine the application.

Proposed Approach to S106 Obligations for Highways, Active Travel, Public Transport and Travel Plans

8.55 The Section 106 Agreement relating to any grant of outline planning permission will contain provisions relating to highways, active travel, public transport and travel plans to ensure that the development is accessible and that active travel is encouraged and vehicle trips are reduced. In discussion with the Councils and TfGM, the overall target for modal split in travel habits will be set, with the measures being introduced to seek to achieve the target modal split.

8.56 Whilst the detailed provisions will be discussed with the Councils, it is envisaged that the obligations will cover the following matters:

Active Travel Measures

8.57 Appended to the Section 106 Agreement will be a Framework Active Travel Strategy which will set out and govern the overall strategy for the delivery of active travel measures across the Proposed Scheme, including cycling and pedestrian routes on and off site, cycling infrastructure, travel hubs, and other measures to encourage active means of travel. The Framework will be approved as part of the Application and will be a "living" document which can be updated with the agreement of the LPAs to reflect changes in circumstances and policy over the lifetime of the Proposed Scheme.

8.58 Each reserved matters application will be required to be accompanied by a detailed active travel strategy for that part of the development, which will have to accord with the Framework Strategy and set out the detail of the active travel infrastructure and measures to be delivered or funded in association with it. This could include a combination of on-site features, off-site features, and/or funding to support the delivery of related initiatives being advanced by third parties.

8.59 The Agreement will include mechanisms for the ongoing monitoring and review of the active travel plans and features, with the ability to make changes and additions to ensure they are effective.

Public Transport

- 8.60 Appended to the Section 106 Agreement will be a Public Transport Strategy which will set out and govern the overall strategy for how the Proposed Scheme will assist with the delivery of public transport initiatives to serve the development, including potential contributions to public bus services, the facilitation of a public transport interchange, and other measures to encourage the use of public transport. This will require the developer to liaise with TfGM in the preparation of the Strategy. The Strategy will be a “living” document which can be updated with the agreement of the LPAs to reflect changes in circumstances and policy over the lifetime of the scheme.
- 8.61 Each reserved matters application will be required to be accompanied by a detailed strategy setting out how that part of the development will facilitate or contribute towards the achievement of public transport infrastructure and services, in line with the Public Transport Strategy. This could include the provision of land or facilities, or financial contributions to support the delivery of public transport infrastructure being advanced by third parties such as TfGM.
- 8.62 Land will be safeguarded for a public transport interchange (to be delivered by TfGM) and the provision of active travel hubs at appropriate locations across the development (location, scale and specifications to be confirmed through discussions with TfGM and other stakeholders).
- 8.63 The Agreement will include mechanisms for the ongoing monitoring and review of the Public Transport Strategy, with the ability to make changes to support reflect changes to the wider related plans of TfGM and the Councils.

Travel Plan

- 8.64 A site-wide travel plan co-ordinator will be required to be in place prior to the occupation of the first unit on the site, and the Section 106 Agreement will set out that person’s roles and responsibilities.
- 8.65 A travel plan steering group will also be set up to enable the key stakeholders and occupiers to be kept informed of initiatives, consider the annual travel survey results and to liaise and co-ordinate their efforts in encouraging the use of sustainable modes of transport.
- 8.66 A Framework Travel Plan will be appended to the Section 106 Agreement which will set out a strategic framework for the delivery and co-ordination of a series of workplace travel plans across the development with the aim of encouraging those working at the development to use public transport and sustainable means of transport.
- 8.67 The reserved matters for each building on the site will be required to be supported by a workplace travel plan, which will set out the specific travel plan measures to be implemented by the particular occupier.
- 8.68 The Agreement will include mechanisms for the ongoing monitoring and review of the travel plans, with the ability for the travel plans to be updated to ensure they are effective and react to changes in circumstances and policy.

- 8.69 Draft Heads of Terms for the Section 106 Agreement, incorporating the above elements, is provided at **Appendix 4**.

Viability

- 8.70 The Proposed Scheme represents an early phase of delivery of the wider JPA1.1 Allocation Site, helping to kick start realisation of the strategic vision for Northern Gateway – however, early investment and the consequent growth benefits which derive from development may not be realized if the early phases of the Proposed Scheme were required to deliver or fund all section 106 requirements and infrastructure asks, some of which will also serve the wider JPA1.1 Allocation Site and the wider growth aspirations within PfE, as well as addressing existing capacity constraints.
- 8.71 Where this is shown to be the case, a proportionate contribution towards section 106 requirements should be applied to the earlier phases of the Proposed Scheme reflecting the up-front costs of pump-priming the scheme, and reflecting the fact that the scale of investment in the delivery of early phases may not be recouped over the lifetime of the Proposed Scheme – whether through revenues generated by the operation of the Proposed Scheme or through enhancements in land value – thereby presenting viability constraints. This is likely to be more of an issue in the early stages of delivery but will be kept under review throughout the delivery of the Proposed Scheme. On this basis, the Applicant commits to evidencing, as necessary, the costs of pump-priming the Proposed Scheme, any investment that is to be made ahead of when it may actually be needed, and any ensuing viability issues, so that a suitable strategy can be agreed with the Councils and other relevant stakeholders to addressing this during determination of the Application, in accordance with PfE Policy JP-D2.

Policy Compliance

- 8.72 Overall, the TA concludes that the Proposed Scheme would not result in a severe residual cumulative impact on the road network, following implementation of the mitigation identified through the Vision Led approach summarised above, in accordance with NPPF paragraph 116. Furthermore, the TA concludes that sustainable modes of travel are being prioritised in line with a Vision Led strategy and safe and suitable access to the Proposed Scheme can be achieved for all users.
- 8.73 The same is true for Northern Gateway as a whole (i.e. JPA1.1 and JPA1.2 Allocation Sites), albeit that an M62 Access Solution or J19 upgrade and interventions at M66 J2 to reduce queuing and delay are likely to be needed.
- 8.74 As set out above, the means of access to and within the Application Site is a reserved matter and will be confirmed as part of the detailed design stage of the Proposed Scheme. However, the parameters established by this application for outline planning permission set the framework for the Proposed Scheme to accord with the following Development Plan policies:
- PfE Policies JP-Strat6 (Northern Areas), JPA 1.1 (Heywood / Pilsworth (Northern Gateway)), JP-Strat14 (A Sustainable and Integrated Transport Network), JP-C1 (An Integrated Network), JP-C3 (Public Transport), JP-C4 (The Strategic Road Network), JP-C5 (Streets for All), JP-C6 (Walking and Cycling), JP-C7 (Freight and

Logistics) and JP-C8 (Transport Requirements of New Development). It also provides the framework for compliance with PFE Policy JP-P7 (Sport & Recreation) in so far as it relates to Public Rights of Way.

- Bury UDP Policies HT2/4 (Car Parking and New Development), HT2/7 (Lorry Parking), HT3/3 (Design of Roads for Bus Routes), HT5 (Accessibility for those with Special Needs), HT5/1 (Access for those with Special Needs), HT6/1 (Pedestrian and Cyclist Movement) and RT3/3 (Access to the Countryside).
- Rochdale CS Policies T1 (Delivering Sustainable Transport), T2 (Improving Accessibility), SP1 (Rochdale Borough's Role in the City Region), DM1 (General Development Management Requirements) and DM2 (Delivering Planning Contributions & Infrastructure).

8.75 The Application also sets the framework for the Proposed Scheme to accord with the following other material considerations:

- NPPF paragraphs 96(a), 96(b), 109, 110, 114-118 and 129(c)
- Travel Plans, Transport Assessments and Statements PPG
- Open space, sports and recreation facilities, public rights of way and local green space PPG
- NGDF SPD
- Bury SPD 11: Parking Standards
- Bury SPD 12: Travel plans in Bury
- Draft Bury Local Plan Policies LP-TR1 (Sustainable Transport), LP-TR2 (Walking, Wheeling & Cycling), LP-TR3 (Public Transport), LP-TR4 (Travel Hubs), LP-TR5 (Highways), LP-TR6 (Parking Provision & Drop-off Facilities), LP-TR7 (Electric vehicle charging infrastructure), LP-BE6 (Design & Layout of New Development), LP-CC1 (Climate Change), LP-E2 (Business, Industrial & Warehousing Development), LP-CM2 (New Development & Health) and LP-BE8 (Amenity), in so far as they relates to highways, active travel and public transport matters.

9. Design, Environment & Amenity

- 9.1 The preceding chapters have demonstrated the contribution that the Proposed Scheme will make to achieving sustainable development, as expressed in the NPPF, in relation to the multiple and notable positive effects it will have on economic growth, socio-economic conditions, as well as the impacts on highways and active travel. In so doing it has appraised the Proposed Scheme against the relevant planning policies (Development Plan and otherwise) as they relate to those themes.
- 9.2 This Chapter addresses all other matters considered material to the planning balance. The technical documents and ES which are submitted alongside the Application have assessed the impact of the Proposed Scheme in respect of all relevant technical and environmental issues. The content and findings of these assessments is summarised thematically below, in the context of relevant policies of the Development Plan and other material considerations as summarised in Chapter 5 and set out in detail at **Appendix 3**.

Design, Landscaping & Public Realm

Assessment

- 9.3 The Application is in 'outline' and all matters (appearance, access, landscaping, layout and scale) are reserved for future approval.
- 9.4 However, the *Parameters Plans* and *Design Code* set out the design concepts and principles which have been applied to the Proposed Scheme, and how the proposals have evolved to reflect the site's context, identified technical and environmental constraints and opportunities.
- 9.5 The *Design and Access Statement* and the *Design Code* collectively explain the design rationale for the Proposed Scheme and how this has been adopted to ensure that the design of the Proposed Scheme will produce a place which is appropriate for its physical, social and economic context. The *Design Code* establishes overarching design standards for the future detailed design of the Proposed Scheme (at reserved matters stage) and demonstrates how the defined parameters and design codes ensure that the Proposed Scheme is in accordance with the vision and guidance contained within the NGDV SPD.
- 9.6 It also describes the key principles that will create a sense of place based on good urban and landscape design principles and the components that will define the character across the Proposed Scheme, including the approach to defining character areas, as well as the approach to plot and building design; movement; open space; and mitigation measures for residential amenity, noise, flood risk and drainage, landscape and visual impact (drawing upon the conclusions of the ES and other technical assessments).
- 9.7 Any subsequent reserved matters applications relating to land within the Application Site will need to demonstrate compliance with the principles and design standards contained within this *Design Code*. Separate Design Codes will be drafted to support other planning applications on other parts of the wider JPA1.1 Allocation Site.

- 9.8 As explained in Chapter 4 of this Planning Statement, the *Illustrative Masterplans* and *Design and Access Statement* demonstrate how a detailed scheme could potentially be delivered in accordance with the requirements established by the *Parameters Plans* and *Design Code*.

Policy Compliance

- 9.9 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:
- PFE Policies JP-P1 (Sustainable Places), JP-G5 (Urban Green Space), JP-C5 (Streets for All) and JPA1.1 (Heywood / Pilsworth (Northern Gateway))
 - Bury UDP Policies EC6 (New Business, Industrial and Commercial Development), EC6/1 (Assessing New Business, Industrial and Commercial Development), EN1/2 (Townscape & Built Design), EN1/4 (Street Furniture), EN1/6 (Public Art), EN1/7 (Throughroutes and Gateways), EN8/2 (Woodland and Tree Planting) and EN8/3 (Red Rose Forest)
 - Rochdale CS Policies P1 (Improving Image), P2 (Protecting and Enhancing Character, Landscape and Heritage), P3 (Improving Design of New Development), DM1 (General Development Management Requirements) and DM2 (Delivering Planning Contributions & Infrastructure)
- 9.10 The Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraphs 131, 135 and 137
 - Design: Process & Tools PPG
 - NGDF SPD
 - Bury's SPD 4: Per cent for Public Art and 16: Design and Layout of New Development
 - Rochdale's Design & Planning Progress: A Guide to Good Practice SPD, Urban Design SPD and Public Realm Design Guide
 - Draft Bury Local Plan Policies LP-BE6 (Design & Layout of New Development), LP-CC1 (Climate Change), LP-E2 (Business, Industrial & Warehousing Development), LP-CM2 (New Development & Health), LP-BE8 (Amenity), LP-Gi1 (Green & Blue Infrastructure), LP-Gi5 (Biodiversity Assets), LP-Gi8 (Trees, Woodland & Hedgerows), LP-W1 (New Development & Flood Risk) and Policy LP-W2 (Sustainable Drainage), in so far as they relate to design, landscaping and public realm matters.

Landscape Character & Visual Impact

Assessment

- 9.11 *Environmental Statement Volume 1, Chapter 17 (Landscape & Visual)* presents an assessment of the potential impact of the Proposed Scheme in relation to landscape and visual matters. The key conclusions are summarised below:
- A series of primary and tertiary mitigation measures are set out, which include:
 - The retention and protection of watercourse alignments, including Whittle Brook, as part of the Wetland Habitat Corridors, as well as the protection of Landscape Mitigation Areas and Peripheral Landscape Buffers to motorway corridors, all of which are defined within the *Parameters Plan: Uses*.
 - Lower height development plots located at the edges of the Application Site to help to create a softer transition into the wider landscape and residential context, as defined within the *Parameters Plan: Scale*.
 - The enhancement of the aforementioned Wetland Habitat Corridors, Landscape Mitigation Areas and Peripheral Landscape Buffers in accordance with ‘must’ codes stated within the *Design Code*.
 - Incorporation of pedestrian and cycle routes through the Proposed Scheme to ensure permeability and connectivity to the wider PRoW network in the area.
 - Construction stage mitigation, including a Construction Environmental Management Plan (CEMP); a Construction Method Statement; a Lighting Strategy; use of protective fencing around retained trees; use of visual screening for sensitive visual receptors; and an Arboricultural Method Statement (AMS) incorporating best practice guidance set out in British Standard 5837: ‘Trees in Relation to Design, Demolition and Construction’ which will ensure retained trees and other vegetation are not adversely affected during the construction process.
 - Incorporation of the design principles and requirements set out in the *Design Code* in relation to landscape character and visual amenity at detailed design / reserved matters stage.
 - A series of mitigation measures (summarised above) are embedded within the Proposed Scheme, some of which are controlled by the *Parameters Plans* and *Design Code* (which will be approved and secured via planning condition), and others capable of being secured via condition. These measures seek to ensure that the Proposed Scheme reflects and responds to the special qualities and sensitivities of the key landscape characteristics of its location and its interface with the surrounding countryside / landscape.
- 9.12 Notwithstanding these extensive mitigation measures it is inevitable that a development of this scale and character on a currently largely undeveloped site will

cause a high degree of change and in some respects, adverse impact. This will have been understood and accepting the site for these purposes within PfE. The assessments that accompany the application have identified the specific impact that are anticipated to arise.

- Likely significant effects have been identified during the construction and operational stages of the Proposed Scheme in respect of changes to landscape character. The residual effects and level of significance include:

Receptor	Construction Stage Residual Effect (Significance)	Operational Stage Residual Effect (Significance)
Local Landscape Character: Mosslands and Lowland Farmland Landscape Character Type ³⁴	Moderate adverse (not significant)	Moderate adverse (not significant)
Local Landscape Character: Urban Fringe Farmland Landscape Character Type	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Landscape Character Area No. 26 Prettywood, Pilsworth and Unsworth Moss	Major / moderate adverse (significant)	Major / moderate adverse in Year 1 (significant) reducing to Moderate Adverse in Year 15 (not significant)
Landscape Character Area No. 27. Simister, Slattocks and Healds Green	Major / moderate adverse (significant)	Major / moderate adverse (significant)
The Character and Features of the Application Site	Major / moderate adverse (significant)	Major / moderate adverse (significant)

- Likely significant effects have been identified during the construction and operational stage of the Proposed Scheme in respect of changes to the character and amenity of views. The residual effects and level of significance include:

Receptor	Construction Stage Residual Effect (Significance)	Operational Stage Residual Effect (Significance)
Users of footpaths and roads within the western	Major / moderate adverse (significant)	Major / moderate adverse (significant)

extents of the Application Site		
Users of Unsworth Academy Playing Fields	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Users of footpath BY/12WHI / Pole Lane	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Users of footpath BY/9WHI / Egypt Lane	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Users of footpaths BY/8WHI and BY/46WHI	Major / moderate adverse (significant)	Major / moderate adverse in Year 1 (significant) reducing to moderate adverse in Year 15 (not significant)
Users of footpath BY/3WHI	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Users of Rochdale Way Promoted Long Distance Footpath	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Users of footpaths RD/Hey/Fp72, RD/Hey/Fp75 and RD/Hey/Fp74	Major / moderate adverse (significant)	Major / moderate adverse (significant)
Users of footpath BY/1WHI (along the south-eastern edge of Pilsworth Quarry) to the north	Major / moderate adverse (significant)	Major / moderate adverse (significant)

Policy Compliance

9.13 Based on the conclusions above, the Proposed Scheme would be partially in conflict with the following Development Plan policies:

- PfE Policy JP-G1 (Landscape Character)
- Rochdale CS Policies P2 (Protecting and enhancing character, landscape and heritage) and DM1 (General Development Management Requirements)

9.14 The Proposed Scheme is also considered to be partially in conflict with the following other material considerations:

- NPPF paragraphs 135(c), 187(a) & 187(b)
- Natural Environment PPG
- Draft Bury Local Plan Policies LPTO1 (Tourism & Cultural Assets) and LP-BE6 (Design and layout of new development)

- 9.15 This policy conflict and the degree of harm identified is to be weighed in the planning balance (presented in Chapter 10). However, in light of the allocated status of the Application Site, under PfE Policy JPA1.1, and the measures taken to minimise and mitigate the harm, limited weight should be applied to both this harm and limited policy conflict.

Built Heritage

Assessment

Impacts of the Proposed Scheme

- 9.16 The *Built Heritage Assessment (Environmental Statement Volume 2: Appendix 16.1)*, prepared by Turley, confirms that overall, the character of the Application Site and surrounding area can be defined as transitional having historically been rural but, since the late 20th century has become increasingly urbanised through an expanded motorway and road network and a combination of business park, logistics and residential development which exist alongside farmsteads (some former and/or highly altered) and undeveloped fields.
- 9.17 There are no conservation areas, Registered Parks & Gardens ('RPG') or listed buildings within the Application Site. However, there are a number of non-designated heritage assets ('NDHAs') within the Application Site and further NDHAs, a RPG, conservation area and listed buildings are within the broader surroundings to the Application Site.
- 9.18 The *Design Code* contains a series of mandatory requirements intended to mitigate and minimise impacts on heritage assets, including in relation to any development which is visible from the setting of a designated heritage assets (Code M4-1) and development adjacent to Lower Whittle Farm and Coal Pits Farm (Code M4-2). This mitigation has been taken into account when assessing the impact of the Proposed Scheme on Built Heritage.
- 9.19 The *Built Heritage Assessment (Environmental Statement Volume 2: Appendix 16.1)* concludes that the Proposed Scheme will result in less than substantial harm, at the lower or lowest end of the scale, to the significance of the following designated heritage assets due to its effect on setting:
- Birch Village Conservation Area, in respect of the Proposed Scheme's impact on the character and appearance of the Conservation Area.
 - Heaton Park (grade II RPG), in respect of the Proposed Scheme's impact on the historic interest of the RPG.
 - Temple to the northeast of Heaton Hall (grade II* listed building), in respect of the Proposed Scheme's impact on the special architectural and historic interest of the listed building.
 - Alkrington Hall (grade II* listed building), in respect of the Proposed Scheme's impact on the special architectural and historic interest of the listed building.

- Brick Farmhouse (grade II listed building), in respect of the Proposed Scheme's impact on the special architectural and historic interest of the listed building.
 - Lower Whittle Farmhouse (grade II listed building), in respect of the Proposed Scheme's impact on the special architectural and historic interest of the listed building.
- 9.20 The Proposed Scheme will result in the demolition of two NDHAs resulting in total loss of their significance, including:
- Meadowcoft Fold Barns and Farmhouse (Bury)
 - Broomhill Farm (Rochdale)
- 9.21 The Proposed Scheme will also result in harm to the significance of the following NDHA (the level of harm is set out in brackets):
- Moss Side Barn/Farm (small) (Bury)
 - Sandifield Farm (small) (Bury)
 - Thurston Fold (small) (Bury)
 - Grange Farm (small) (Rochdale)
 - Birch Conservation Area Group, including 724 Heywood Old Road, 743-747 Heywood Old Road and 757-763 Heywood Old Road (negligible) (Rochdale)
 - Stock Nook (small) (Rochdale)
 - New Gap Farm (small) (Rochdale)
 - Higher Fields Farm (small) (Rochdale)
 - Coal Pits Farm (medium) (Rochdale)
 - Whittle Farm Farmhouse (small) (Rochdale)
 - Doctor Fold Farm (negligible) (Rochdale)
 - Siddal Farm (negligible) (Rochdale)

Heritage Balance

- 9.22 In accordance with section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the LBCA Act'), the decision-taker must have special regard to the desirability of preserving listed buildings, or their settings or any features of special architectural or historic interest which they may possess. Case law has confirmed that Parliament's intention in enacting section 66(1) was that decision makers should give "*considerable importance and weight*" to the desirability of preserving the special interest and setting of listed buildings.

- 9.23 The setting of conservation areas is not protected by primary legislation. The NPPF does however state that the setting of a heritage asset (including conservation areas and RP&Gs) can contribute to its significance and is therefore required to be considered in policy terms.
- 9.24 NPPF paragraph 215 requires heritage harms to be weighed against the public benefits of the proposed development and NPPF paragraph 216 requires harm to any non-designated asset to be taken into account.
- 9.25 There are no identified heritage benefits arising from the Proposed Scheme. However, there are a series of wider public benefits which are wide ranging and are of unparalleled transformational scale. These are set out at Chapter 10 of this Planning Statement and are not repeated here for the sake of brevity.
- 9.26 The benefits are together very substantial and based on the findings of the detailed heritage impact assessment, are considered to materially outweigh the degree of harm which has been identified to the significance of the designated and non-designated heritage assets. This conclusion acknowledges the special regard required by section 66(1) of the LBCA Act and reflects the balancing exercise required in NPPF paragraphs 215 and 216.

Policy Compliance

- 9.27 On the basis of the above assessment, the Proposed Scheme provides the framework for compliance with the following Development Plan policies in so far as the policies align with the framework for the consideration of harm to the significance of heritage assets set out in the NPPF:
- PFE Policies JP-P2 (Heritage) and JPA 1.1 (Heywood / Pilsworth (Northern Gateway))
 - Bury UDP Policies EN1 (Built Environment), EN2/1 (Character of Conservation Areas) and EN2/3 (Listed Buildings)
 - Rochdale CS Policy P2 (Protecting and enhancing character, landscape and heritage)
- 9.28 On the basis of the above assessment, the Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraphs 207, 210, 212-216, 219 & 220
 - Historic Environment PPG
 - Draft Bury Local Plan Policies LP-BE1 (Conservation Areas), LP-BE2 (Listed Buildings), LP-BE3 (Scheduled Monuments), LP-BE5 (Local Non-Designated Heritage Assets), LP-BE6 (Design & Layout of New Development) and LPTO1 (Tourism & Cultural Assets) in so far as the policies align with the framework for the consideration of harm to the significance of heritage assets set out in the NPPF

Archaeology

Assessment

Impacts of the Proposed Scheme

9.29 The impact of the Proposed Scheme upon archaeological remains is considered within *Environmental Statement Volume 1: Chapter 15 Archaeology* and the *Archaeological Desk Based Assessment (Environmental Statement Volume 2: Appendix 15.1)*, both prepared by Orion Heritage Ltd. The key conclusions of this assessment are as follows:

- The Application Site does not contain any designated archaeological heritage assets but has known potential to contain non-designated archaeological assets, ranging from negligible to regional level archaeological significance.
- The construction of the Proposed Scheme will result in direct impacts including truncation, disturbance or removal of known and unknown archaeological remains, resulting in the following effects:
 - Moderate adverse effects to Meadowcroft Fold (medieval settlement and iron smelting site) and Whittle Brook (medieval iron smelting site), which are both located in Application Plot D and are considered to be un-designated archaeological assets of regional archaeological significance.
 - Moderate – Major adverse effects to other non-designated archaeological assets across Application Plots A-F. The significance of any non-designated archaeological assets would be refined through further archaeological investigation secured via planning conditions, which would also refine the conclusion on the level of effect (which could be reduced).
- It has been agreed with Greater Manchester Archaeological Advisory Service that all further archaeological works can be secured via planning conditions.

Heritage Balance

9.30 NPPF paragraph 216 requires harm to any non-designated archaeological asset to be weighed in the balance, having regard to the scale of any harm or loss and the significance of the heritage asset.

9.31 There are no identified heritage benefits arising from the Proposed Scheme. However, there are a series of wider public benefits which are wide ranging and are of unparalleled transformational scale. These are set out in detail at Chapter 10 and are not repeated here for the sake of brevity.

9.32 The benefits are together very substantial and based on the findings of the archaeological impact assessment, are considered to materially outweigh the degree of harm which has been identified to the significance of the non-designated archaeological assets. This conclusion reflects the balancing exercise required in NPPF paragraph 216.

Policy Compliance

- 9.33 The Proposed Scheme provides the framework for compliance with the following Development Plan policies in so far as the policies align with the framework for the consideration of harm to the significance of heritage assets set out in the NPPF:
- PFE Policies JP-P2 (Heritage), JPA 1.1 (Heywood / Pilsworth (Northern Gateway)), and JP-G1 (Landscape Character)
 - Bury UDP Policies EN3 (Archaeology), EN3/1 (Impact of Development on Archaeological Sites), and EN3/2 (Development Affecting Archaeological Sites)
 - Rochdale CS Policy P2 (Protecting and enhancing character, landscape and heritage)
- 9.34 The Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraphs 207 & 216
 - Draft Bury Local Plan Policies LP-BE4 (Archaeological Features), LP-BE5 (Local Non-Designated Heritage Assets) and LP-BE6 (Design & Layout of New Development)

Flood Risk & Drainage

Assessment

- 9.35 A *Flood Risk Assessment* has been prepared by Tetra Tech, which confirms that:
- The Application Site contains areas of Flood Zone 2 and 3 along the existing watercourses, including Whittle Brook, Brightley Brook, Pilsworth Clough, and an unnamed watercourse.
 - Site-specific fluvial modelling has been carried out to assess flood risk up to the 0.1% AEP plus 35% climate change allowance event.
 - The areas of fluvial flood risk around the watercourses have been designated as a 'Wetland Habitat Corridor' within the submitted *Parameters Plans*, covering the extent of the 0.1% AEP plus 35% climate change event. No development is proposed within this corridor, except for minor structural interventions such as bridge crossings. These works are not expected to increase fluvial risk or require additional flood alleviation measures, as the proposed built development is located outside of these flood zones.
 - Areas of existing surface water flooding risk align with the existing watercourses, and therefore the Wetland Habitat Corridor will also address surface water flooding risk. The introduction of additional hardstanding areas could increase the risk of surface water flooding. However, the implementation of a Surface Water Drainage Strategy will manage this risk, preventing surface water flooding on-site and reducing the potential for flooding off-site.

9.36 An *Outline Drainage Strategy* has been prepared by Tetra Tech, which sets out the overarching principles for the site-wide drainage strategy – as the detailed layout of the Proposed Scheme is reserved for future approval, the final drainage design will be secured via planning condition and/or as part of the approval of reserved matters. The *Outline Drainage Strategy* confirms that:

- The Proposed Scheme will increase the rates and volumes of runoff to the existing main rivers, watercourses and tributaries within and surrounding the Application Site. This will be mitigated by the inclusion of various attenuation and sustainable drainage systems (SuDS) features across the Proposed Scheme.
- It is proposed that post-development rates of runoff will be limited to pre-development greenfield runoff rates.
- Attenuation requirements will consider the volume of water generated by the rainfall events up to and including the 100-year storm, including an allowance of 45% climate change.
- There will be multiple points of outfall for the surface water system throughout the Application Site due to scale of the Proposed Scheme and the complexity of the catchment analysis. Where feasible, the volumes of water being discharged will be reduced by maximising infiltration to the ground.
- Infiltration opportunities will be assessed in the context of the significant, site-wide ground re-profiling that is required to achieve the required developable areas. Any infiltration testing will be confirmed by a series of soakaway tests in accordance with BRE Digest 365.
- A key objective of the surface water strategy is to avoid the need for permanent pumping stations. The proximity of the Application Site to numerous existing watercourses, combined with a strategic plan for levels and plateau design, should prohibit the requirement for surface water pumping.
- Two agreed points of connection for foul water drainage have been agreed in-principle with United Utilities (UU). It is proposed for foul water from the initial phases of the Proposed Scheme to outfall to the existing public sewers via pumping mains in Hareshill Road, north of the South Heywood Masterplan Area. Future phases are planned to discharge to the west into the 1350mm diameter sewer in Pilsworth Way, which will ultimately discharge into the existing Bury Wastewater Treatment Works west of Unsworth.
- At this stage it is anticipated that primary pumping stations will be required to achieve the connection points that are agreed in principle with UU. Further pumping stations will be required throughout the Proposed Scheme to facilitate the phasing strategy and to limit the maximum depth of the foul sewer system to an acceptable design standard for UU.

9.37 The sequential test was applied during the preparation of PfE and the process to allocate the JPA1.1 Allocation Site and is therefore not required to be undertaken again at planning application stage.

Policy Compliance

9.38 On the basis of the above assessment, the Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policies JP-S4 (Flood Risk and the Water Environment) and JPA 1.1 (Heywood / Pilsworth (Northern Gateway))
- Rochdale CS Policies G6 (Enhancing Green Infrastructure), G8 (Managing Water Resources and Flood Risk), DM1 (General Development Management Requirements) and DM2 (Delivering Planning Contributions & Infrastructure)

9.39 On the basis of the above assessment, the Proposed Scheme provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 161, 164, 170 and 173-182
- Flood Risk & Coastal Change PPG
- Draft Bury Local Plan Policies LP-W1 (New Development & Flood Risk), LP-W2 (Sustainable Drainage), LP-W3 (Water Resources), LP-CC1 (Climate Change) and LP-BE6 (Design & Layout of New Development), in so far as they relate to flood risk and drainage matters

Water Quality

Assessment

9.40 *Environmental Statement Volume 1, Chapter 12 (Hydrology, Flood Risk and Water Quality)* presents an assessment of the potential impact of the Proposed Scheme on water quality. The key conclusions are summarised below:

- The Application Site is located within a Water Framework Directive (WFD) surface body catchment, the Whittle Brook (Irwell) catchment. The water quality can be inferred from the ecological status of the waterbody as a higher ecological classification is indicative of better water quality. This catchment has an ecological WFD classification of moderate.
- Impacts to water quality may arise as a result of:
 - Run off from additional or new hard surfaces and roads resulting in emission pollutants like copper and zinc, as well as oil and petrol (hydrocarbons), entering watercourses or waterbodies which can cause a decrease in the water quality of those receiving watercourses or waterbodies.
 - Run off from plant protection products, which are expected to be used on a number of the green spaces and hard areas to control unwanted plant growth and pests as part of a routine site management plan. This run-off can enter the watercourse through the discharge of the drainage network or via overland flows.

- The potential development of Data Centres as part of the Proposed Scheme, which may have the potential to result in large amounts of water being used for cooling. Whilst the development and location of these data centres and the volumes of water required are not confirmed at this stage, there is a risk that the discharge of treated the waterbody and subsequent effects on the ecosystem.
- These potential impacts upon water quality are identified as ‘likely significant effect’ arising from the operation of the Proposed Scheme.
 - The *Outline Drainage Strategy* identifies that the Proposed Scheme will provide a suitable level of water quantity and quality management, the principles of which will be agreed with the contributing statutory undertakers.
 - Secondary mitigation will be in place in the form of water demand and disposal assessments carried out on a Plot-by-Plot basis as required, which will be secured via planning condition. Where uses are proposed that have the potential to require large volumes of water that will be discharged into waterbody receptors, these assessments will be required to determine the potential effects and to present appropriate mitigation measures where required.
 - Overall, there is considered to be a direct, temporary, long-term, adverse residual effect associated with a potential data centre use only, which is considered to be negligible and not significant.
- 9.41 A *WFD Screening Assessment* is also submitted with the Application, which concludes that plot-by-plot WFD Impact Assessments, supported as necessary by further hydromorphological studies should be produced at reserved matters stage. This can be secured by planning condition.

Policy Compliance

- 9.42 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:
- PfE Policy JP-G3 (River Valleys and Waterways)
 - Bury UDP Policies EN7/3 (Water Pollution) and EN7/5 (Waste Water Management).
 - Rochdale CS Policies G8 (Managing Water Resources and Flood Risk) and G9 (Reducing the Impact of Pollution, Contamination and Land Instability)
- 9.43 The Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraph 187(e)
 - Water Supply, Wastewater and Water Quality PPG
 - Draft Bury Local Plan Policies LP-W3 (Water Resources), LP-W4 (Water Efficiency), LP-CC1 (Climate Change), LP-E2 (Business, Industrial & Warehousing

Development) and LP-BE6 (Design & Layout of New Development), in so far as they relate to water quality matters.

Biodiversity & Ecology

Assessment

Ecological Assessment

- 9.44 *Environmental Statement Volume 1, Chapter 11 (Biodiversity)* presents an assessment of the potential impact of the Proposed Scheme on biodiversity, drawing upon the results of detailed habitat surveys and species surveys including for bats, birds, badgers, amphibians, otters, water voles, reptiles, brown hare and hedgehog.
- 9.45 The key conclusions are summarised below:
- There are no European or Nationally designated sites within the Application Site.
 - There are four internationally designated sites within 20km of the Application Site (as shown at *Environmental Statement Volume 1, Figure 11.1*):
 - Rochdale Canal SAC; located 3.5km east of the Application Site. Designated for its important habitats for submerged aquatic plants and emergent vegetation, including extensive colonies of nationally scarce SAC species of floating water-plantain *Luronium natans*.
 - South Pennine Moors SAC; located 17km east of the Application Site. Designated for its moorland habitat.
 - South Pennine Moors SPA; located 17km east of the Application Site. Designated for supporting a moorland breeding bird assemblage of national importance, including (inter)nationally important breeding populations of merlin *Falco columbarius*, curlew *Numenius arquata*, golden plover *Pluvialis apronaria* and twite *Carduelis flavirostris*, and
 - Manchester Mosses SAC (Holcroft Moss Component); located 19km southwest of the Application Site. Designated for 'mossland' habitat with raised bogs.
 - There are four Local Nature Reserves (LNR) of statutory designation, which are located within 2 km of the Application Site (as shown at *Environmental Statement Volume 1, Figure 11.2*), which are Hollins Vale 60m west; Hopwood Woodlands 390m east; Alkrington Woods, 1km SE and Blackley Forest 1.9km south east.
 - There are eight non-statutory designated sites within 2km of the Application Site (as shown at *Environmental Statement Volume 1, Figure 11.2*). They are all designated as 'Sites of Biological Importance' (SBI).
 - In accordance with the South Pennine Moors SPD, Natural England has concluded that there is "no credible risk to the habitats and species on the SAC

and SPAs from recreation impacts. Consequently, Natural England considers that new development within the Places for Everyone (PfE) area, specifically the three areas of Oldham, Tameside and Rochdale, does not need to provide mitigation in accordance with part 7c of JP-G5”.

- A series of primary, tertiary and secondary mitigation measures have been identified for both the construction and operational stages of the Proposed Scheme to mitigate potential adverse effects.
- Following the implementation of these mitigation measures, the Proposed Scheme will result in the following residual effects during the construction stage:
 - Minor to negligible beneficial residual effects for habitats including broadleaved woodland, hedgerows, neutral grassland, standing water/ponds and scattered trees. These effects are not significant.
 - Minor beneficial residual effects in relation to the risk of killing / injury / loss of habitat and disturbance to populations of wildlife for amphibians and bats and negligible benefits residual effects for birds (breeding and over-wintering). There would be a negligible residual effect for otter. There would however be negligible adverse residual effects of badgers, other fauna, reptiles and water voles. These effects are not significant.
- The Proposed Scheme will also result in the following residual effects during the operational stage:
 - Negligible adverse residual effects on non-statutory designated sites as a result of degradation through recreational pressure. These effects are not significant.
 - Negligible beneficial residual effects on the overall loss / degradation of retained and created habitats. These effects are not significant.
 - Negligible adverse residual effects in relation to the risk of killing / injury / loss of habitat and disturbance to populations of wildlife for amphibians, badgers, bats, birds (breeding and over-wintering), otter, other fauna, reptiles and water voles. These effects are not significant.

9.46 The residual adverse effects to biodiversity must therefore be factored into the planning balance, conducted at Chapter 10 of this Planning Statement. However, this harm should be afforded very limited weight considering the degree of harm and that the scale and character of development proposed accords with the recently adopted PfE allocation.

Biodiversity Net Gain

9.47 A *Biodiversity Net Gain Assessment* is submitted with the Application and the key conclusions are as follows:

- The baseline habitats within the Application Site overwhelmingly comprise species poor modified grassland, which is of low distinctiveness. The baseline

value of the Application Site comprises 508.42 habitat units, 41.00 hedgerow units and 32.63 watercourse units.

- On the basis of the submitted *Parameters Plans*, which represent a worst-case scenario for biodiversity³⁵, the Proposed Scheme will result in a total net biodiversity change of:
 - A loss of 243.38 habitat units, equating to -47.87% and the trading rules not satisfied.
 - Total loss of 41.00 hedgerow units, equating to -100.00%
 - Partial loss of watercourse units (-4.47), equating to -13.70%
- However, during detailed design at reserved matters stage it is likely that a greater proportion of existing habitats will be retained and incorporated into the green/blue infrastructure of the Proposed Scheme.
- A biodiversity net gain (BNG) mitigation strategy is set out at Section 3 of the *Biodiversity Net Gain Assessment*, which describes a methodology to achieve the statutory 10% BNG through a mixture of on-site and offsite habitat creation, whilst also meeting the trading rules.
- Once detailed landscape design and BNG mitigation proposals are agreed at reserved matters stage, all habitats created, retained and enhanced as part of the Proposed Scheme, and any potential offsite enhancements, will be maintained for at least 30 years post development to satisfy the conditions for BNG in the Environment Act 2021. This would be secured through a Habitat Management and Monitoring Plan via a planning condition.

Habitat Regulations Assessment

- 9.48 A *Shadow Habitat Regulations Assessment* (SHRA) is submitted with the Application, which examines the likely effects of the Proposed Scheme on the four identified statutory designated European sites (as listed above), both alone and in combination with other proposals. It provides information to inform a Habitat Regulations Assessment (HRA) which will ultimately be carried out by the Councils as the relevant competent authority.
- 9.49 The HRA Stage 1 screening exercise, set out in the submitted SHRA, has identified potential for likely significant effects on some of the qualifying features of the South Pennine Moors SPA and the Manchester Mosses SAC (Holcroft Moss SSSI component) through loss of functionally linked land (construction stage impact) and degradation through air pollution (operation stage impact).

³⁵ The *Parameters Plans* and *Biodiversity Net Gain Assessment* assume a total loss of all existing habitats within the proposed Developable Areas. However, this is considered to be worst case as the detailed design at reserved matters stage is expected to enable the retention and enhancement of some existing habitats, as well as the creation of new habitats, resulting in an overall net gain.

9.50 The HRA Stage 2 appropriate assessment concluded that:

- The Application Site is not functionally linked to the South Pennine Moors SPA due to the absence of the two breeding bird species for which the SPA is designated for (merlin and golden plover). Three birds (lapwing, snipe and wheatear) which are 'assemblage' feature species of the SPA were recorded in small numbers, whilst the other two assemblage feature species (short-eared owl and curlew) were not recorded. It was also considered that the 16 sites identified for in-combination assessment were not likely to provide functionally linked land for the SPA bird species, largely due to unsuitable habitat and distance from the designated site. Therefore, no mitigation is proposed for the Proposed Scheme.
- Mitigation in the form of financial compensatory payments, secured via S106 obligation, shall provide the Holcroft Moss component of the Manchester Mosses SAC with mitigation for likely significant effects resulting from degradation of the Mosses from air pollution, with in respect of the Proposed Scheme in isolation and in-combination with other schemes, in accordance with PfE Policy JP-C8 (Part 17). This requirement is reflected within the S106 Heads of Terms presented at **Appendix 4**. In accordance with PfE Policy JP-D2 and the Holcroft Moss Planning Obligations Joint SPD, where development viability constraints are identified, the Applicant will evidence these, as necessary, to the Councils' satisfaction and agree a suitable strategy with the Councils and other relevant stakeholders to addressing this during determination of the Application.

9.51 Overall, the SHRA concludes that with the implementation of the mitigation measures recommended during construction and operation of the Proposed Scheme, should allow the competent authority to conclude that there will be no significant adverse effects arising from the Proposed Scheme on the conservation objectives or the qualifying features of the designated sites.

Policy Compliance

9.52 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policies JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) and JP-C8 (Transport Requirements of New Development) Part 17
- Bury UDP Policies EN6/1 (Sites of Nature Conservation Interest), EN6/2 (Sites of Nature Conservation Interest), EN6/3 (Features of Ecological Value), and EN6/4 (Wildlife Links and Corridors)
- Rochdale CS Policies G7 (Increasing the Value of Biodiversity and Geodiversity), G8 (Managing Water Resources and Flood Risk), DM1 (General Development Management Requirements), and DM2 (Delivering Planning Contributions & Infrastructure), as well as Rochdale UDP Policy NE/2 (Designated Sites of Ecological and Geological / Geomorphological Importance)

9.53 The Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 187(d) & 193
- Biodiversity Net Gain PPG
- Natural Environment PPG
- Holcroft Moss Planning Obligations Joint SPD
- Bury's SPD 2: Wildlife Links and Corridors
- Rochdale's Biodiversity and Development SPD
- South Pennine Moors SAC/SPA Joint SPD
- Draft Bury Local Plan Policies LP-Gi5 (Biodiversity Assets), LP-Gi6 (Biodiversity Net Gains from New Development) and LP-Gi7 (Local Nature Recovery Network)

Arboriculture

Assessment

9.54 A Preliminary Arboricultural Impact Assessment ('PAIA') (*Environmental Statement Volume 2, Appendix 11.9*), including a Preliminary Tree Retention and Removal Plan ('PTRRP'), has been prepared by Tyler Grange. In summary:

- The PTRRP illustrates the potential extent of tree removal required to accommodate the Proposed Scheme.
- At this outline stage, the PAIA and PTRRP demonstrate a worst-case scenario, assuming that all trees and hedgerows within the Developable Areas (as defined by the *Parameters Plan: Uses*) would be removed. No irreplaceable habitats, such as ancient woodlands or veteran trees, are proposed for removal. However, it is expected that detailed proposals coming forward at reserved matters stage will seek to retain and integrate existing habitats into the green infrastructure – meaning the actual extent of tree removal would be reduced.
- Key habitats, such as broadleaved woodland, hedgerows, grasslands, ponds, and trees, will be preserved within the Brightley, Castle, and Whittle Brook corridors – as shown within the *Parameters Plan: Uses*. The final landscape design (reserved matter) will also establish green corridors within the Developable Areas that will create a network across the Application Site, enhancing habitat connectivity.
- To mitigate habitat loss, the Proposed Scheme will incorporate replacement planting of native trees and hedgerows – the precise specification of this will be confirmed at reserved matters stage through detailed landscape design, but this commitment is secured through the *Design Code*.
- Details to demonstrate how both the above-ground and below-ground structures of retained trees will be protected throughout the construction process, in the form of an Arboricultural Method Statement ('AMS'), are proposed to be secured pursuant to a pre-commencement planning condition.

Policy Compliance

- 9.55 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:
- PfE Policies JP-G7 (Trees and Woodland) and JP-G8 (A Net Enhancement of Biodiversity and Geodiversity)
 - Bury UDP Policies EN8/2 (Woodland and Tree Planting) and EN8/3 (Red Rose Forest)
 - Rochdale CS Policies G6 (Enhancing Green Infrastructure), G7 (Increasing the Value of Biodiversity and Geodiversity), and DM2 (Delivering Planning Contributions & Infrastructure), as well as Rochdale UDP Policy NE/2 (Designated Sites of Ecological and Geological / Geomorphological Importance)
- 9.56 On the basis of the above assessment, the Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraphs 136, 187(d), and 193
 - Rochdale's Biodiversity and Development SPD
 - Draft Bury Local Plan Policies LP-Gi5 (Biodiversity Assets) and LP-Gi8 (Trees, Woodland & Hedgerows)

Health & Wellbeing

Assessment

- 9.57 A *Health Impact Assessment* is submitted with the Application which describes the potential consequences, both positive and negative, for health and wellbeing resulting from the construction and operation of the Proposed Scheme. A summary of the main findings and conclusions is set out below:
- The aspiration is for the Proposed Scheme to deliver long-term health and wellbeing benefits for existing communities, workers and visitors. As acknowledged by Greater Manchester planning, health and economic policy and strategy, and validated by the baseline analysis presented in the submitted *Health Impact Assessment*, analysis indicates that health outcomes are poorer in Bury and Rochdale in a number of respects in comparison with wider geographies. This suggests that there is significant potential to deliver health and wellbeing improvements through the enhancement of the built environment.
 - Overall, the *Health Impact Assessment* has found that the Proposed Scheme is not likely to result in any negative impacts on the health of existing or future communities – including potentially vulnerable groups – in the surrounding locality or the future workforce.
 - Indeed, the Proposed Scheme is assessed as making the following positive contributions in terms of health and wellbeing:

- **A significant number of new employment opportunities will be created**, during both the temporary construction period and on a permanent basis once operational.
- **High-quality public realm and new and enhanced open space could be delivered**, accompanied by new pedestrian and cycling links. This would promote walking and cycling, which will be further encouraged by the proposed on-site Active Travel Hubs, which would include provision of secure bike storage, charging points and showers (as defined by the *Design Code*). Other sustainable transport options, including bus and car-sharing would be promoted through implementing the measures set out within the *Framework Workplace Travel Plan*.
- **Access to the natural environment would be opened up**, substantially enhancing usable provision of open and green space and significantly improving biodiversity.
- **Commercial buildings and other structures will be designed so as to be energy efficient**, prioritising energy efficiency and responding passively to changes in temperature, whilst also basing its energy strategy on low-carbon and renewable energy technologies. The Proposed Scheme is targeting a BREEAM 'Excellent' Rating.

9.58 The *Health Impact Assessment* sets out a series of recommended mitigation and enhancement measures, to be secured through reserved matters and planning conditions, which will mitigate potentially adverse impacts and further enhance the potential of the Proposed Scheme to deliver positive health and wellbeing outcomes for residents, workers, visitors and the wider local community. These measures are summarised below:

- Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the *Design Code* submitted with the Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage.
- Production of a CEMP and implementation of the CEMP measures and ongoing monitoring as to their effectiveness in consultation with the Councils and community, which will be secured via planning condition.
- Production of a Landscape Management Plan at Reserved Matters stage.
- Implementation of the *Framework Workplace Travel Plan* measures aimed at promoting sustainable transport modes and reduction in vehicle trips.
- Production of noise assessments as part of Reserved Matters applications for each phase of the Proposed Scheme and identification of mitigation measures to control any potential noise impact.
- Monitor usage of parking provision and uptake for private cars, car-share and cycles, with the potential to convert private car parking spaces to car-share and/or cycle parking should monitoring indicate that there is demand.

- Implementation of identified recommendations by Greater Manchester Police for Design for Security in the submitted *Crime Impact Statement*, to support the Proposed Scheme.
- Provide skills and training opportunities throughout the delivery and operation of the Proposed Scheme, including through local labour and skills agreements secured via planning condition.
- Provide workspaces which are accessible to local businesses to meet their needs through ongoing engagement with the Councils, GMCA and other stakeholders.
- Provide opportunities for work for local people and local businesses via local procurement arrangements during the construction and operational phases through ongoing engagement.
- Explore partnerships with the Councils and other public bodies (including the Department for Work and Pensions and local Job Centres) and local community groups in order to refer/identify suitable applicants/entrants for training and development programmes taking place at the Proposed Scheme.
- Implement measures to reduce carbon emissions at the appropriate design stage, as set out within the submitted *Sustainability & Energy Statement*.
- Implementation of appropriate mitigation measures to secure an overall measurable biodiversity net gain, as set out within the submitted *Biodiversity Net Gain Assessment*.
- Production of a detailed site-wide drainage scheme at reserved matters stage, in accordance with the submitted Outline Drainage Strategy.

Policy Compliance

9.59 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policy JP-P6 (Health)
- Rochdale CS Policies C6 (Improving Health and Wellbeing), DM1 (General Development Management Requirements), and DM2 (Delivering Planning Contributions & Infrastructure)

9.60 On the basis of the above assessment, the Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 96(c), 135(f), and 198
- Healthy & Safe Communities PPG
- Draft Bury Local Plan Policies LP-CM1 (New Development & Social Value), LP-CM2 (New Development & Health), LP-BE6 (Design & Layout of New Development), LP-BE8 (Amenity) and LP-BE9 (Food & Drink Uses), in so far as they relate to health and wellbeing.

Noise & Vibration

Assessment

9.61 *Environmental Statement Volume 1, Chapter 9 (Noise and Vibration)* presents an assessment of the potential impact of the Proposed Scheme on noise and vibration. The key conclusions are summarised below:

- Likely significant effects have been identified in respect of noise from construction; vibration from construction; construction traffic noise on the road network; noise from the proposed commercial and industrial uses; noise from proposed energy infrastructure; noise from general activities (vehicle movements on the internal access roads and car parking); and noise from development generated road traffic and new highway infrastructure. These have the potential to impact upon surrounding existing and, potentially, future residential and other sensitive receptors.
- Following the implementation of these mitigation measures, the Proposed Scheme will result in the following residual effects during the construction stage:
 - Moderate adverse effects to residential receptors and minor adverse effects to recreational facilities (Pilsworth Fisheries) as a result of noise from construction works. The effect is not significant.
 - Moderate adverse effects to residential receptors as a result of vibration from construction works. The effect is not significant.
 - Minor adverse effects to residential receptors as a result of construction traffic noise on the road network. The effect is not significant.
- The Proposed Scheme will also result in the following residual effects during the operational stage:
 - Minor adverse effects to residential receptors and negligible effects to recreational facilities (Pilsworth Fisheries) as a result of noise from the proposed commercial and industrial uses. The effect is not significant.
 - Minor adverse effects to residential receptors and negligible effects to recreational facilities (Pilsworth Fisheries) as a result of noise from energy infrastructure. The effect is not significant.
 - Moderate adverse effects to residential receptors and minor adverse effects to recreational facilities (Pilsworth Fisheries) as a result of general activities (vehicle movements on the internal access roads and car parking areas). The effect is not significant.
 - Negligible to moderate adverse effects to all residential receptors as a result of noise from development generated road traffic and new highway infrastructure. The effect is significant.

- 9.62 The residual adverse effects arising from noise generating activities must therefore be factored into the planning balance, conducted at Chapter 10 of this Planning Statement. However, this harm should be afforded very limited weight considering the degree of harm and that the scale and character of development proposed accords with the recently adopted PfE allocation.

Policy Compliance

- 9.63 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:
- Bury UDP Policy EN7/2 (Noise Pollution)
 - Rochdale CS Policies G9 (Reducing the Impact of Pollution, Contamination and Land Instability), DM1 (General Development Management Requirements), and DM2 (Delivering Planning Contributions & Infrastructure)
- 9.64 The Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraphs 187(e), 198(a), and 200
 - Noise PPG
 - Draft Bury Local Plan Policies LP-E2 (Business, Industrial & Warehousing Development), LP-CM2 (New Development & Health) and LP-BE8 (Amenity), in so far as they relate to noise and vibration matters.

Air Quality

Assessment

- 9.65 *Environmental Statement Volume 1, Chapter 10 (Air Quality)* presents an assessment of the potential impact of the Proposed Scheme on air quality. The key conclusions are summarised below:
- Likely significant effects have been identified in respect of potential changes to concentrations of nitrogen dioxide (NO₂), particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀) and particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}), as a result of changes to traffic flows generated by the Proposed Scheme. These have the potential to impact upon existing sensitive receptors, such as residential properties, schools and medical practices within 200m of any roads experiencing changes in traffic flow as a result of the construction and operation of the Proposed Scheme.
 - Primary and tertiary mitigation during the construction stage comprises the production and implementation of a CEMP to minimise road vehicle exhaust and other emissions, as well as Fugitive Dust Mitigation Measures identified from the IAQM 'Guidance on the Assessment of Dust from Demolition and Construction V2.2' – these measures are set out within *Environmental Statement Volume 3 (Environmental Management Plan)* and can be secured via planning condition.

- Primary and tertiary mitigation during the operational stage comprises the inclusion of active travel measures, such as the creation of new pedestrian and cycle access routes to encourage the use of sustainable transport modes to, from and through the Application Site. The detailed design of these routes will be confirmed at reserved matters stage.
- Potential air quality effects were predicted to be moderate and adverse at receptor R36, a residential property off Moss Hall Lane, as a result of operational stage road vehicle exhaust emissions. As such, measures to reduce effects are considered necessary. This should comprise realignment of Moss Hall Lane to create a suitable separation distance between the emission source and the residential property. The increased distance would allow greater dispersion and dilution of emissions prior to impacting the receptor, reducing the overall effect. In order to inform the exact road realignment required to reduce effects to minor or below, additional dispersion modelling should be undertaken at the detailed design stage. This can be secured through a suitably worded planning condition.
- Overall, there is likely to be a direct, permanent, long-term, adverse residual effect which is considered to range from negligible to minor adverse at all receptors. The effect is considered to be not significant.

9.66 The residual adverse effects arising from air quality impacts must therefore be factored into the planning balance, conducted at Chapter 10 of this Planning Statement. However, this harm should be afforded very limited weight considering the degree of harm and that the scale and character of development proposed accords with the recently adopted PfE allocation.

Policy Compliance

9.67 On the basis of the above assessment, the Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policies JP-S5 (Clean Air) and JP-C5 (Streets for All)
- Rochdale CS Policies G9 (Reducing the Impact of Pollution, Contamination and Land Instability), DM1 (General Development Management Requirements), and DM2 (Delivering Planning Contributions & Infrastructure)

9.68 On the basis of the above assessment, the Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 187(e), 199, and 200
- Air Quality PPG
- Draft Bury Local Plan Policies LP-AP1 (Air Quality & Pollution Control), LP-E2 (Business, Industrial & Warehousing Development), LP-CM2 (New Development & Health) and LP-BE8 (Amenity), in so far as they relate to air quality.

Agricultural Land

Assessment

- 9.69 *Environmental Statement Volume 1, Chapter 14 (Agriculture and Soils)* present an assessment of the potential impact of the Proposed Scheme on agricultural land. The key conclusions are summarised below:
- The Application Site comprises predominantly Grade 3b agricultural land, with pockets of Grade 3a and 4 (as shown with *Environmental Statement Volume 1, Figure 14.1*). Those parcels of Grade 3a are classified as Best and Most Versatile (BMV) Land.
 - The Proposed Scheme will result in the following residual effects:
 - Minor adverse residual effects in respect of the loss of agricultural land (including BMV agricultural land). This effect is not significant.
 - Minor adverse residual effects in respect of the loss of or damage to soil (heavy clay loam and clay textures) and negligible adverse effects to soil (all other textures). This effect is not significant.
 - Moderate adverse effects in respect of the reduction of farmable area and business viability as a result of the removal of the tenanted farm holding at Higher Barn Farm. This effect is significant.
- 9.70 The loss of agricultural land, including BMV agricultural land, and impact on tenanted farm holdings must therefore be factored into the planning balance, conducted at Chapter 10 of this Planning Statement. However, this harm should be afforded limited weight considering the degree of harm and that the scale and character of development proposed accords with the recently adopted PfE allocation.

Policy Compliance

- 9.71 As a result of the loss of agricultural land, including BMV agricultural land, and the loss of a tenanted farm holding, the Proposed Scheme is in conflict with the following Development Plan policies
- PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity), Part 7
 - Bury UDP Policies OL4 (Agriculture), OL4/1 (Agricultural Land Quality) and OL4/2 (Protection of Farm Holdings)
- 9.72 For the same reasons, the Proposed Scheme is also in conflict with the following other material considerations:
- Draft Bury Local Plan Policy LP-Gi10 (Soils)
- 9.73 This policy conflict is to be weighed in the planning balance (presented in Chapter 10). In light of the allocated status of the Application Site, under PfE Policy JPA1.1, we afford limited weight to this policy conflict.

9.74 The Proposed Scheme however provides the framework for compliance with the following Development Plan policies:

- Bury UDP Policy OL4/3 (Development Impact on Farming Areas)
- Rochdale CS Policy E6 (Supporting and diversifying the rural economy), Part f: this policy recognises that agricultural land may be required to meet overriding strategic needs. Therefore, the inclusion of the Application Site within the JPA1.1 Allocation Site, which was allocated to meet a strategic need for employment floorspace, is considered to outweigh any harm arising as a result of the loss of agricultural land.

9.75 On the basis of the above assessment, the Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 187(b) & footnote 65

Ground Conditions & Land Contamination

Assessment

9.76 *Environmental Statement Volume 1, Chapter 13 (Ground Conditions & Contamination)* and the *Geo-environmental and Geotechnical Desk Study and Coal Mine Risk Assessment Report (Environmental Statement Volume 2, Appendix 13.1)* present an assessment of the potential impact of the Proposed Scheme on ground conditions and land contamination. The key conclusions are summarised below:

- The preliminary ground contamination assessment concluded that the Application Site was subject to the following risks:
 - High risk for ground gas associated with infilled land, former landfill at South Heywood, mine shafts and mine workings.
 - Moderate/low risk to future site users and construction and maintenance workers from made ground.
 - Low risk to controlled waters (underlying aquifers) from made ground.
 - Moderate/low risk to surface water courses from made ground.
- Further ground condition and land contamination investigation will be required and is proposed to be secured via planning conditions, including:
 - Intrusive ground investigations will be required to determine the parameters of the underlying soils and to obtain data for geotechnical design including foundations, earthworks, retaining structures, settlement assessment and pavement design and to provide information about groundwater levels.
 - Geo-environmental investigation and testing of the underlying soils will be required for areas including infilled ground and the former bleach works.

- Ground gas and mine gas have been identified as a potential risk associated with the areas of infilled land, the former onsite landfill, potential mine workings and adjacent landfill. Gas monitoring will be required to provide a preliminary assessment of the ground gas risk.

Policy Compliance

9.77 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PFE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))
- Bury UDP Policy EN7/4 (Groundwater Protection)
- Rochdale CS Policies G9 (Reducing the Impact of Pollution, Contamination and Land Instability) and DM1 (General Development Management Requirements)

9.78 The Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 187(e), 187(f), 196 and 197
- Land Affected by Contamination PPG
- Land Stability PPG
- Draft Bury Local Plan Policies LP-AP2 (Contaminated & Unstable Land) and LP-Gi9 Geology & Geodiversity)

Peatland

Assessment

9.79 An assessment of peatland is presented within *Environmental Statement Volume 2, Appendix 2.4*, which in summary confirms:

- The British Geological Society (BGS) mapping³⁶ does not indicate any peat deposits within the Application Site.
- Ground investigations have been completed as part of the preparation of the Application. One borehole location within Application Plot D (BH 207) identified 2.5m thick 'soft clay peat', which occurs in a low point onsite determined by openholing and as such is anticipated to be organic clay.
- The limited presence of peat within the Application Site will not provide a constraint in terms of geotechnical design and is unlikely to be significant in terms of loss of a soil resource or carbon store, hydrological regime or increase the potential for archaeological remains to be present.

³⁶

BGS Sheet 85 Manchester, Bedrock and Superficial 2011. Available: <https://www.bgs.ac.uk/map-viewers/bgs-geology-viewer/>

- The presence of limited pockets of peat within the Application Site will be validated through detailed site / ground investigations prior to the commencement of development, pursuant to a planning condition.

Policy Compliance

9.80 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PFE Policies JP-S2 (Carbon & Energy), JP-G8 (A Net Enhancement of Biodiversity & Geodiversity) and JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) Part 20
- GMJMP Policy 7 (Peat)
- Rochdale CS Policy G10 (Managing Mineral Resources)

9.81 The Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 187(a), 187(d) and 224(d)
- Draft Bury Local Plan Policy LP-Gi10 (Soils)

Mining Risk

Assessment

- 9.82 The presence of coal mine entries within the JPA 1.1 Allocation Site, including the Application Site, has been evidenced within the *Geo-environmental and Geotechnical Desk Study and Coal Mine Risk Assessment Report (Environmental Statement Volume 2, Appendix 13.1)*.
- 9.83 The Mining Remediation Authority applies a general precautionary principle for the avoidance of building over or within the influencing distance of a mine entry³⁷.
- 9.84 In order to fully realise the potential of the JPA1.1 Allocation Site, attracting significant national and international investment and generating substantial socio-economic benefits, it is anticipated that employment units of various sizes, including those capable of accommodating a “giga-scale” employer, will be constructed. To construct a layout which is able to accommodate the size/scale of units capable of realising the benefits anticipated may require building over or within the influencing distance of a mine entry. However, any such requirement would be subject to the Mining Remediation Authority’s approval of a suitable engineering design which takes into account all the relevant safety and environmental risk factors, and safeguards the safety of the public and any structure during and following the completion of the works³⁸. The detailed layout of the Application Site is reserved for future approval and therefore it is necessary to maintain maximum flexibility within the outline planning

³⁷ Point 1 – Policy for building over or within the influencing distance of a mine entry (Coal Authority, January 2012)

³⁸ Point 2 – Policy for building over or within the influencing distance of a mine entry (Coal Authority, January 2012)

permission to accommodate the potential need to build over or within the influencing distance of a mine entry.

- 9.85 On this basis, it is proposed that a planning condition be applied to any future outline planning permission, requiring the submission and approval by the Local Planning Authority (in consultation with the Mining Remediation Authority) of a Mine Entry Justification Statement and Treatment Design for each affected mine entry, as part of any application for reserved matters approval relating to a part of the Application Site which involves building over or within the influencing distance of a mine entry. This will set out the justification for building over, or within the influencing distance of a mine entry, as per the Mining Remediation Authority's policy, for the specific layout proposed at reserved matters stage, as well as the design of the proposed mine entry treatment / capping works. Furthermore, a planning condition would also be applied requiring the submission and approval (prior to first occupation of the development) of a Mine Entry Treatment Works Verification Report, confirming that the mine entry remedial works have been completed.

Policy Compliance

- 9.86 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:
- PFE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))
 - Rochdale CS Policies G9 (Reducing the Impact of Pollution, Contamination and Land Instability) and DM1 (General Development Management Requirements)
- 9.87 The Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraphs 187(e), 187(f) and 196
 - Land Stability PPG
 - Mining Remediation Authority Guidance: Building Over or Within the Influencing Distance of a Mine Entry, 2012
 - Draft Bury Local Plan Policy LP-AP2 (Contaminated & Unstable Land)

Minerals Safeguarding

Assessment

- 9.88 The Application Site is entirely situated within MSAs for Brick Clay and for Coal, and partially within MSA's for Sand & Gravel, and for Sandstone.
- 9.89 The submitted *Minerals Safeguarding Assessment*, prepared by Tetra Tech, concludes that a commercial scale prior extraction of all mineral resources within the Application Site would be economically unviable and environmental unsustainable. Therefore an 'incidental minerals extraction scheme' is the most appropriate strategy for the management of minerals as part of the Proposed Scheme. Incidental extraction would comprise the excavation or cutting out of any encountered mineral resource through

the preparatory earthworks required for the construction of the Proposed Scheme – this can be managed through the implementation of a Materials Management Plan, which can be secured via planning condition.

Policy Compliance

9.90 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))
- GMJMP Policy 8 (Prior Extraction of Mineral Resources)
- Rochdale CS Policy G10 (Managing Mineral Resources)

9.91 The Proposed Scheme provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 224 and 225
- Minerals PPG

Artificial Lighting

Assessment

9.92 The Proposed Scheme will require lighting for safety, amenity and security during the hours of darkness. Key areas to illuminate include building entrances, main access points into plots from roads, staff breakout spaces and service and delivery areas. Effective lighting will enhance the Proposed Scheme's appeal and safety whilst respecting the surrounding environment and supporting ecological sensitive areas.

9.93 Assessments of the potential impact of artificial lighting as part of the Proposed Scheme are set out in the Environmental Statement.

9.94 Detailed artificial lighting design will be confirmed at reserved matters stage or via pre-installation planning condition. Therefore, the *Design Code* sets out a series of criteria and requirements to guide and control the approach to artificial lighting, seeking to reduce light spillage, control glare and limit sky glow.

Policy Compliance

9.95 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- Bury UDP Policy EN1/2 (Townscape & Built Design)
- Rochdale CS Policies G9 (Reducing the Impact of Pollution, Contamination and Land Instability) and DM1 (General Development Management Requirements)

9.96 The Proposed Scheme provides the framework for compliance with the following other material considerations:

- NPPF paragraph 198(c)

- Light Pollution PPG
- Draft Bury Local Plan Policies LP-E2 (Business, Industrial & Warehousing Development), LP-BE6 (Design & Layout of New Development) and LP-BE8 (Amenity), in so far as they relate to artificial lighting matters

Daylight & Sunlight

Assessment

9.97 The *Daylight & Sunlight Impact on Neighbouring Properties Report* submitted with the Application confirms:

- GIA has undertaken a daylight and sunlight assessment, in accordance with the Building Research Establishment Guidance (BR209, 2022), in order to understand the potential daylight and sunlight effects of the Proposed Scheme upon the existing residential properties surrounding the Application Site, based upon the parameters established within the *Parameters Plans*.
- The assessment results show that, based on the maximum developable heights of the individual Application Plots proposed as part of the Proposed Scheme (defined by the submitted *Parameters Plan: Scale*), the daylight and sunlight levels within the majority of the residential properties surrounding the Application Site are unlikely to be significantly affected.
- The effect of the Proposed Scheme upon the daylight and sunlight amenity within the properties listed below will be assessed, in accordance with the BRE Guidance, as part of the application for reserved matters approval relating to the relevant Application Plot, once final massing details have been defined:
 - Castle House
 - Whittle Fold Dairy & Hesketh Villa
 - Whittle Bungalow
 - Residential Properties along Dr Fold Lane
 - Higher Fields Farm
 - Coal Pits Farm, Whippetree Cottage & the Boskins

9.98 The requirement for further daylight and sunlight assessment at reserved matters stage can be conditioned.

Policy Compliance

9.99 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policy JP-P1 (Sustainable Places), Part 15(b)
- Rochdale CS Policy DM1 (General Development Management Requirements)

9.100 The Proposed Scheme also provides the framework for compliance with the following other material considerations:

- Bury's SPD 16: Design and Layout of New Development
- Rochdale's Urban Design SPD
- Draft Bury Local Plan Policies LP-BE6 (Design & Layout of New Development) and LP-BE8 (Amenity)

Sustainability, Energy & Climate Change

Assessment

- 9.101 A *Sustainability and Energy Statement*, prepared by Turley, is submitted with the Application and appraises the Proposed Scheme in relation to energy and carbon related local and national policies and guidance. It sets out a route to meeting the ambitions of the Councils and the GMCA in respect to delivering high quality, energy efficient, net zero (regulated) carbon and climate resilient employment development within the JPA1.1 Allocation Site.
- 9.102 In summary, the *Sustainability and Energy Statement* confirms:
- In accordance with PfE Policies JP-S1 (Sustainable Development) and JP-S2 (Carbon and Energy) the Proposed Scheme will secure reductions in energy use and carbon dioxide emissions to support Greater Manchester's ambition to be net zero by 2038. This includes a series of recommended measures to regulate energy use, which will be explored in the detailed design phase and confirmed via further assessment undertaken at reserved matters stage – this can be secured via planning condition.
 - Whilst a heat network is not considered to be practical, an all-electric building services strategy is proposed to achieve greater savings in carbon emissions over the lifetime of the Proposed Scheme. Furthermore, opportunities for the development of a micro power grid are to be explored, which would provide a way to direct surplus energy generation from solar PVs either into energy storage such as batteries, or to other major energy loads such as vehicle charging, thus reducing energy wastage and reliance on the grid. On this basis, the Proposed Scheme provides the framework for accordance with PfE Policy JP-S3 (Heat and Energy Networks).
 - Due to the uncertainty and further clarifications required relating to the application of PfE Policy JP-S2 (Carbon and Energy), and imminent retirement of the UK Green Building Council Framework, the Applicant has provided an ambitious and deliverable approach to achieving net zero (regulated) carbon emissions. This includes a commitment to contributing to a Carbon Offsetting Fund (subject to viability), as reflected within the S106 Heads of Terms presented at **Appendix 4**. In accordance with PfE Policy JP-D2, where development viability constraints are identified, the Applicant will evidence these, as necessary, to the Councils' satisfaction and agree a suitable strategy with the Councils and other relevant stakeholders to addressing this during determination of the Application

- In line with the NGDF SPD key measures will be incorporated into the design of new buildings and the proposed development to adapt to climate change, including in relation to overheating, water usage, flood risk mitigation and green infrastructure provision.
- In line with the NGDF SPD, the Applicant has committed to achieving a BREEAM 'Excellent' rating for each building within the Proposed Scheme where viable.

Policy Compliance

9.103 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policies JP-S1 (Sustainable Development), JP-S2 (Carbon and Energy), JP-S3 (Heat and Energy Networks), and JP-S6 (Resource Efficiency)
- Rochdale CS Policies G3 (Renewable and Low Carbon Energy Developments) and DM2 (Delivering Planning Contributions & Infrastructure)

9.104 The Proposed Scheme provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 8, 161, 163, 164, 166, and 167
- Climate Change PPG
- Renewable & Low Carbon Energy PPG
- NGDF SPD
- Rochdale's Climate Change Adaptation SPD
- Draft Bury Local Plan Policies LP-CC1 (Climate Change) and LP-BE6 (Design & Layout of New Development)

Security & Crime Prevention

Assessment

9.105 The submitted *Crime Impact Statement* ('CIS'), prepared by Greater Manchester Police Design for Security, confirms:

- The Application Site and surrounding area have been subject to low levels of criminal activity of a type typical to more rural areas.
- A range of security measures are recommended for the Proposed Scheme, including external lighting, CCTV, secure doors/gates, robust boundary treatments, intruder alarms and property marking/tracking.

9.106 The CIS also sets out detailed design guidance (at its Section 3.3) in respect of landscaping & boundaries; layout & building design; access, road & car parking; and the construction phase. This guidance has been applied within the submitted *Design Code*

to inform and guide the detailed design and layout of the Proposed Scheme at reserved matters stage.

Policy Compliance

9.107 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- Bury UDP Policy EN1/5 (Crime Prevention)
- Rochdale CS Policies P3 (Improving Design of New Development) and DM1 (General Development Management Requirements)

9.108 On the basis of the above assessment, the Proposed Scheme also provides the framework for compliance with the following other material considerations:

- NPPF paragraphs 96(b) and 135(f)
- Bury's SPD 3: Planning Out Crime in New Development and SPD 16: Design and Layout of New Development
- Rochdale's Urban Design and Public Realm Design Guide SPDs
- Draft Bury Local Plan Policies LP-CM2 (New Development & Health) and LP-BE6 (Design & Layout of New Development), in so far as they relate to security and crime prevention matters

Waste Management

Assessment

9.109 A *Framework Site Waste Management Plan* (FSWMP) is submitted with the Application, which sets out an overarching framework for waste reduction and resource efficiency that will be incorporated into each of the detailed phases of project design, construction, and operation to ensure policy compliance and promote best practice waste management. The FSWMP includes objectives, targets and measures for the management of waste and resources throughout the construction and operational phases of the Proposed Scheme.

9.110 All future Reserved Matters (RM) applications will be supported by detailed Site Waste Management Plans which will adopt the principles and targets set out in this overarching strategy document – this can be secured via planning condition.

Policy Compliance

9.111 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:

- PfE Policy JP-S6 (Resource Efficiency)
- Rochdale Cs Policy G1 (Managing Waste)

9.112 The Proposed Scheme also provides the framework for compliance with the following other material considerations:

- Waste PPG
- National Planning Policy for Waste (Section 5)

Communications and Digital Connectivity Infrastructure

Assessment

- 9.113 The submitted *Outline Television and Radio Reception Assessment* ('OTRRA'), prepared by Pager Power, confirms that if the detailed design of the Proposed Scheme (which will be confirmed at reserved matters stage) affects television or radio services, potential mitigation measures could include upgrading or repositioning aerials, using alternative transmitters, installing signal amplifiers, or switching to satellite or cable for television. Further assessment of the impact of the Proposed Scheme on TV and radio reception, as well as suitable mitigation measures, should therefore be provided as part of applications for reserved matters approval – this can be secured via planning condition.
- 9.114 The submitted *Outline Broadband Connectivity Assessment* ('OBICA'), prepared by Pager Power, confirms that the Application Site currently has superfast broadband (minimum 30 Mbps) available through at least one provider. Furthermore, ultrafast broadband (minimum 300 Mbps) is expected to be available at multiple nearby addresses by December 2024. In order to comply with PfE Policy JP-C2, FTTP (Full Fibre) infrastructure must be installed as part of any development at the Application Site – this will be confirmed as part of the detailed design at reserved matters stage and can be secured via condition.

Policy Compliance

- 9.115 The Proposed Scheme provides the framework for compliance with the following Development Plan policies:
- PfE Policy JP-C2 (Digital Connectivity)
 - Rochdale CS E2 (Increasing Jobs in Prosperity)
- 9.116 The Proposed Scheme also provides the framework for compliance with the following other material considerations:
- NPPF paragraph 119
 - Draft Bury Local Plan Policies LP-Oi1 (Digital and Communications Infrastructure), LP-Oi2 (Protecting Digital Infrastructure) and LP-E2 (Business, Industrial & Warehousing Development), in so far as they relate to communications and digital connectivity infrastructure matters

Summary

- 9.117 This Chapter has appraised the Proposed Scheme against the relevant policies of the adopted Development Plan and other material considerations, including the relevant policies of the NPPF, PPG and adopted SPD's/SPG's.

9.118 Overall, the Proposed Scheme has been found to provide the framework for compliance with the majority of the relevant policies and this compliance should be afforded significant weight in the planning balance.

9.119 However, an element of policy conflict has been identified in relation to:

- Landscape & visual impact – afforded limited weight.
- Agricultural land – afforded very limited weight.

9.120 This policy conflict is therefore to be weighed in the planning balance, which is presented in Chapter 10.

10. Planning Balance & Conclusions

- 10.1 As noted in Chapter 5 of this Planning Statement, applications for planning permission should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 10.2 The Proposed Scheme has been appraised against the Development Plan and other material considerations in Chapters 6-9. The following Chapter brings this appraisal together and sets out the case for the grant of planning permission, first balancing the identified harms against the benefits of the Proposed Scheme and then undertaking an evaluation under Section 38(6) of the Planning and Compulsory Purchase Act 2004.

Identified Harm

- 10.3 As is shown in this Planning Statement (Chapters 6-9), and in the *Environmental Statement*, through the implementation of mitigation measures (which can be secured through planning conditions / reserved matters approval / S106 obligations) the effects of the Proposed Scheme are in almost every respect either positive or neutral, such that they are also found to be compliant with relevant planning policies. However, it is acknowledged that the Proposed Scheme is likely to cause some residual harm, as summarised below:

- Landscape: The Proposed Scheme will result in major / moderate harm to landscape character and changes to the character and amenity of views. This harm needs to be seen in the context of the Application Site's allocation under PfE Policy JPA1.1. Nevertheless, it is a harm that is to be factored into the overall planning balance; informed by the detailed evaluation that has been undertaken we would attribute **moderate weight** to that harm.
- Built Heritage: The Proposed Scheme will result in less than substantial harm, at the lower or lowest end of the scale, to the significance of designated heritage assets located in the surrounding area, as identified at paragraph 9.19 of this Planning Statement. It will also result in harm to NDHAs, as identified at paragraphs 9.20-9.21. In accordance with NPPF paragraph 215 and 216, a heritage balance has been conducted at Chapter 9, concluding that the public benefits of the Proposed Scheme outweigh the identified heritage harm. Nevertheless, it is a harm that is to be factored into the overall planning balance; informed by the detailed evaluation that has been undertaken we would attribute **moderate weight** to that harm.
- Archaeology: The construction of the Proposed Scheme will result in direct impacts including truncation, disturbance or removal of known and unknown archaeological remains, resulting in residual effects as set out at paragraph 9.29. In accordance with NPPF paragraph 216, a heritage balance (in respect of archaeological NDHAs) has been conducted at Chapter 9, concluding that the public benefits of the Proposed Scheme outweigh the identified heritage harm. Nevertheless, it is a harm that is to be factored into the overall planning balance;

informed by the detailed evaluation that has been undertaken we would attribute **limited weight** to that harm.

- Highways: The vision-led 'Policy On' assessments presented within the TA demonstrate that subject to the identified mitigation measures being secured prior to the occupation of the Proposed Scheme (either via planning condition or S106 obligation), when assessing the impacts of the Proposed Scheme, excluding the M62 Access Solution, all junctions operate within acceptable limits, although there is a delay of 4min:12sec on one approach of the M66 J2. Informed by the detailed evaluation that has been undertaken we would attribute **very limited weight** to this residual harm.
- Biodiversity: The operation of the Proposed Scheme would result in negligible adverse residual effects in relation to the risk of loss of habitat and disturbance to populations of wildlife for amphibians, badgers, bats, birds (breeding and over-wintering), otter, other fauna, reptiles and water voles. These effects are not significant in EIA terms. As demonstrated within Chapter 9, overall the Proposed Scheme would result in a net gain for biodiversity. Therefore, informed by the detailed evaluation that has been undertaken we would attribute **very limited weight** to the identified residual harm.
- Noise: The operation of the Proposed Scheme will result in negligible to moderate adverse effects to all residential receptors as a result of noise from development-generated road traffic and new highway infrastructure. The effect is considered to be significant in EIA terms. The construction and operation of the Proposed Scheme will also result in a series of other residual effects (as set out in Chapter 9), but these are not significant. Therefore, informed by the detailed evaluation that has been undertaken we would attribute **very limited weight** to the identified residual harm.
- Air Quality: The construction and operation of the Proposed Scheme will result in a direct, permanent, long-term, adverse residual effect which is considered to range from negligible to minor adverse at all receptors. The effect is considered to be not significant in EIA terms. Informed by the detailed evaluation that has been undertaken we would attribute **very limited weight** to this residual harm.

Benefits of the Proposed Scheme

- 10.4 There are a series of benefits to be weighed against these acknowledged harms. Each consideration is dealt with in turn, including by reference to other sections of this Planning Statement and the wider Application documentation.

Delivery of new employment floorspace and supporting uses in accordance with PfE Policy JPA1.1

- 10.5 As dealt with in Chapter 6, and demonstrated throughout the wider Application documentation, the Proposed Scheme is compliant with the requirements of PfE Policy JPA1.1.
- 10.6 It will deliver 50% (600,000 sqm) of the total quantum of employment floorspace proposed to be delivered within the JPA1.1 Allocation Site (1.2 million sqm). The

Proposed Scheme is therefore of such a significant scale that it will make a substantial contribution to the delivery of the JPA1.1 Allocation Site, realising the PfE objective to support the rebalancing of economic growth within Greater Manchester by boosting the competitiveness of the north of the conurbation, especially in Bury and Rochdale. It will also provide a range of uses which match the quality expected by Policy JPA1.1, including the potential for advanced manufacturing, as well as a range of supporting uses.

- 10.7 The delivery of a significant scale of new employment floorspace, which will contribute to the realisation of PfE spatial strategy in line with the Site's allocation and meet a previously unmet need, should be given **very significant weight** in the planning balance.

The socio-economic benefits associated with the Proposed Scheme

- 10.8 As dealt with in Chapter 7 and the *Economic Benefits & Social Value Framework*, the Proposed Scheme will result in a substantial and long-term beneficial economic impact that will transform the immediate environs and bring positive change to regional and local economies, throughout the construction and operational phases.
- 10.9 The enormity of the socio-economic benefits associated with the Proposed Scheme, which are all the more significant given local socio-economic conditions, is highly material and are to be afforded **very significant weight** in favour of the grant of planning permission.

Social Value

- 10.10 As dealt with in Chapter 7 and the *Economic Benefits & Social Value Framework*, the Proposed Scheme will make a significant and ongoing contribution of social value to the communities of Bury, Rochdale, Greater Manchester and nationally.
- 10.11 The social value benefits of the Proposed Scheme are highly material, go hand-in-hand with the socio-economic benefits and are to be afforded **significant weight** in the determination of the Application.

Creation of a high-quality environment which respects the character of the area

- 10.12 As dealt with in Chapter 9, as well as the *Parameters Plans* and *Design Code* submitted with the Application, it has been demonstrated how the Proposed Scheme responds positively to its built and environmental context. These parameters and design codes will guide future detailed design at reserved matters stage, ensuring that the Proposed Scheme will be of high-quality design.
- 10.13 This is a benefit of the Proposed Scheme which should be afforded **moderate weight**.

Provision of new landscaping, green & blue infrastructure and public open space

- 10.14 As dealt with in Chapter 9, a high-quality landscape setting is proposed, with a significant proportion of open space and green and blue infrastructure.
- 10.15 Approximately 37ha of land within the Application Site has been identified for the delivery of open space, landscaping and green and blue infrastructure enhancement, creating a high-quality landscape setting, alongside spaces for recreation and amenity, which are accessible for future users of the site and the surrounding communities.

10.16 Whilst the detailed design will be confirmed at reserved matters stage, the *Parameters Plans* and *Design Code* submitted with the Application embed the requirements for and design principles of this landscape setting, ensuring that built development is balanced with spaces for nature and amenity.

10.17 This is a benefit of the Proposed Scheme which should be afforded ***moderate weight***.

Ecological enhancement opportunities

10.18 As dealt with in Chapter 9, and the *Biodiversity Net Gain Assessment*, the landscaping strategy for the Proposed Scheme will deliver ecological enhancement and will result in a net benefit to biodiversity.

10.19 This is a benefit of the Proposed Scheme which should be afforded ***moderate weight***.

Provision of a high-quality active travel network and public transport enhancements

10.20 The Proposed Scheme will deliver new pedestrian and cycle links to, from and within the Application Site, enhancing connections between existing local communities and opening up the proposed employment uses. It will also support enhancements to public transport infrastructure, incorporating land safeguarded for a public transport interchange alongside other active travel hubs.

10.21 This is a benefit of the Proposed Scheme which should be afforded ***moderate weight***.

Support for the transition to a low carbon future

10.22 The Proposed Scheme will mitigate and can adapt to future climate change through sustainable design, on-site energy generation and a commitment to deliver high quality, energy efficient and low carbon buildings. The Applicant is also committed to achieving a BREEAM 'Excellent' rating for each building within the Proposed Scheme where viable.

10.23 This is a benefit of the Proposed Scheme which should be afforded ***moderate weight***.

Balance of benefits and harms

10.24 **Table 10.1** presents a summary of the benefits and harms, and weight to be applied in the planning balance.

Table 10.1: Summary of Harms and Benefits

Harms	Weight	Benefits	Weight
Landscape	<i>Moderate</i>	Delivery of new employment floorspace and supporting uses in accordance with PfE Policy JPA1.1	<i>Very Significant</i>
Built Heritage	<i>Moderate</i>	Socio-economics benefits	<i>Very Significant</i>
Archaeology	<i>Limited</i>	Social value	<i>Significant</i>
Highways	<i>Very Limited</i>	Creation of high-quality environment which respects the character of the area	<i>Moderate</i>

Biodiversity	<i>Very Limited</i>	Provision of new landscaping, green & blue infrastructure and public open space	<i>Moderate</i>
Noise	<i>Very Limited</i>	Ecological enhancement opportunities	<i>Moderate</i>
Air Quality	<i>Very Limited</i>	Provision of high-quality active travel network and public transport enhancements	<i>Moderate</i>
		Support for the transition to a low carbon future	<i>Moderate</i>

10.25 On the basis of the above, it is evident that the scale and significance of benefits associated with the Proposed Scheme clearly collectively outweigh the limited number of identified harms, recognising the respective and collective weight to be applied to those harms. This balance falls firmly in favour of the grant of planning permission.

Compliance with the Development Plan

10.26 The assessment presented in this Planning Statement, including the detailed policy-by-policy appraisal of consistency presented at Chapter 9, demonstrates that the Proposed Scheme provides the framework for compliance with the Development Plan in almost every respect, including and most significantly in respect of the allocation policy (PfE Policy JPA1.1).

10.27 The limited exceptions are:

- PfE Policy JP-G1 (Landscape Character) and Rochdale CS Policies P2 (Protecting and enhancing character, landscape and heritage) and DM1 (General Development Management Requirements) – given the major / moderate harm to landscape character and changes to the character and amenity of views. This conflict needs to be seen in the context of the Application Site's allocation under JPA1.1.
- PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) Part 7, as well as Bury UDP Policies OL4 (Agriculture), OL4/1 (Agricultural Land Quality) and OL4/2 (Protection of Farm Holdings) – given the loss of agricultural land, including BMV agricultural land, and loss of farming operations. Again this limited conflict needs to be seen in the context of the Application Site's allocation under JPA1.1.

10.28 This limited degree of conflict sits against a very significant degree of consistency and explicit policy support for the Proposed Scheme. In very large part the Proposed Scheme accords with the Development Plan, and the accordance with the site-specific allocation policy (PfE Policy JPA1.1) is of great significance. It should be concluded therefore, that the Proposed Scheme accords with the Development Plan when read as a whole. In line with planning law³⁹, planning applications should be determined in

³⁹ Section 38(6) of the Planning and Compulsory Purchase Act 2004

accordance with the adopted Development Plan, unless material considerations indicate otherwise.

Other Material Considerations

- 10.29 A number of other material considerations have been identified in Chapters 6-9 which further weigh in favour of the Proposed Scheme, supporting the identified compliance with the Development Plan.
- 10.30 The proposals accord with the provisions of the NPPF in almost every respect, including, based on these conclusions, the presumption in favour of sustainable development. This is to be afforded **significant weight**.
- 10.31 Equally, **significant weight** should be applied to the Proposed Scheme's accordance with the recently adopted site-specific NGDF SPD.
- 10.32 As has been demonstrated (**Table 10.1**), the benefits of the Proposed Scheme overwhelmingly outweigh the limited harms that will arise. Individually and collectively these considerations weigh far more in favour of the Proposed Scheme.

Overall Planning Balance and Conclusions

- 10.33 The Proposed Scheme reflects and will facilitate the delivery of a very significant allocation within the Development Plan, responding to and aligning with the vision and objectives of the Development Plan.
- 10.34 In addition, the Proposed Scheme is consistent with and draws support from a wide range of material considerations, including the NPPF (and its presumption in favour of sustainable development) and the recently adopted site-specific NGDF SPD, which weigh very strongly in favour of the proposals. The limited harms that arise from the Proposed Scheme are overwhelmingly outweighed by the very significant benefits.
- 10.35 Accordingly, in applying Section 38(6) of the Planning and Compulsory Purchase Act 2004 and NPPF paragraph 11, planning permission should be granted, without delay. This will represent a very significant milestone and one which will enable the delivery of this transformational project for Greater Manchester and the wider region.

Appendix 1: Application Documents

The full range of plans / drawings and documentation which is submitted by the Applicant – and which will assist the Councils in their consideration and determination of the Application – is set out in the following tables.

Table A1.1 List of plans / drawings submitted for approval

Title	Reference	Author
Application Boundary Plan	NORM3018_10_01 Rev 05	Turley (Design)
Parameter Plan 1 – Uses	NORM3018_20_01 Rev E	Turley (Design)
Parameter Plan 1 – Uses – Views Key	NORM3018_20_02 Rev E	Turley (Design)
Parameter Plan 1 – Uses – View 1	NORM3018_20_03 Rev E	Turley (Design)
Parameter Plan 1 – Uses – View 2	NORM3018_20_04 Rev E	Turley (Design)
Parameter Plan 1 – Uses – View 3	NORM3018_20_05 Rev E	Turley (Design)
Parameter Plan 1 – Uses – View 4	NORM3018_20_06 Rev E	Turley (Design)
Parameter Plan 2 – Scale	NORM3018_30_01	Turley (Design)
Parameter Plan 3 – Excavation, Retention and Demolition	NORM3018_40_01 Rev B	Turley (Design)
Parameter Plan 3 – Excavation, Retention and Demolition – Views Key	NORM3018_40_02 Rev B	Turley (Design)
Parameter Plan 3 – Excavation, Retention and Demolition – View 1	NORM3018_40_03 Rev B	Turley (Design)
Parameter Plan 3 – Excavation, Retention and Demolition – View 2	NORM3018_40_04 Rev B	Turley (Design)
Parameter Plan 3 – Excavation, Retention and Demolition – View 3	NORM3018_40_05 Rev B	Turley (Design)
Parameter Plan 3 – Excavation, Retention and Demolition – View 4	NORM3018_40_06 Rev B	Turley (Design)

Table A1.2 List of plans / drawings submitted for information (not for approval)

Title	Reference	Author
Illustrative Masterplan – Option 1	0936-RFM-XX-00-DR-L-0001-S2-P01	Re-Form
Landscape Masterplan – Option 1	0936-RFM-XX-00-DR-L-0002-S2-P01	Re-Form
Illustrative Masterplan – Option 2 (Giga-Scale / Larger Investor Opportunity)	0936-RFM-XX-00-DR-L-0003-S2-P01	Re-Form
Landscape Masterplan – Option 2 (Giga-Scale / Larger Investor Opportunity)	0936-RFM-XX-00-DR-L-0004-S2-P01	Re-Form

Table A1.3 List of documents & reports submitted for approval

Title	Reference	Author
Design Code	Dated April 2025	Turley (Design)
Economic Benefits & Social Value Framework	Dated April 2025	Turley (Economics)
Outline Drainage Strategy Report	B048805-TTE-11-XX-RP-C-405101 P02	Tetra Tech
Framework Travel Plan	Revision 01, Dated 16 April 2025	Tetra Tech
Framework Site Waste Management Plan	Dated April 2025	Turley (Sustainability & ESG)

Table A1.4 List of documents & reports submitted for information (not for approval)

Title	Reference	Author
Application Forms & Ownership Certificates	Dated 24 April 2025	Turley (Planning)
Planning Statement	Dated April 2025	Turley (Planning)
S106 Proforma – Bury Council	Dated April 2025	Turley (Planning)
S106 Proforma – Rochdale Council	Dated April 2025	Turley (Planning)
Land Title Schedule	Dated April 2025	Turley (Planning)
Design & Access Statement	Dated April 2025	Turley (Design)
Health Impact Assessment	Dated April 2025	Turley (Economics)
Sustainability, Energy & Carbon Statement	Dated April 2025	Turley (Sustainability & ESG)
Biodiversity Net Gain Assessment	16551_R07, Dated 09 April 2025	Tyler Grange
Biodiversity Net Gain Statutory Metric	Dated 09 April 2025	Tyler Grange
Shadow Habitat Regulations Assessment	16551_R06 Dated 12 March 2025	Tyler Grange
Crime Impact Statement	2024/0326/CIS/01 Version B Dated 13 February 2025	GMP Design for Security
Flood Risk Assessment	Revision P03 Dated March 2025	Tetra Tech
Water Framework Directive Screening Report	Revision P05 Dated March 2025	Tetra Tech
Transport Assessment	Revision 01, Dated 15 April 2025	Tetra Tech

	Dated April 2025	
Minerals Safeguarding Assessment	Version 1 Dated December 2024	Tetra Tech
Broadband Connectivity Statement	Dated 14 April 2025	Pager Power
Television and Radio Reception Outline Planning Statement	Dated 13 February 2025	Pager Power
Daylight & Sunlight Impact on Neighbouring Properties Report	Dated 02 April 2025	GIA
Consultation Report	Dated April 2025	Font Communications

Table A1.5 Environmental Statement – Volume 1 (Primary Report and Supporting Graphics)

Chapter No.	Chapter Title	Author
1	Introduction	Turley (EIA)
2	Approach to EIA	Turley (EIA)
3	Site Context	Turley (EIA)
4	Development Specification – Project for Assessment	Turley (EIA)
5	Development Specification – Proposed Scheme	Turley (EIA)
6	Consideration of Alternatives	Turley (EIA)
7	Socio-Economics & Human Health	Turley (Economics)
8	Transport & Access	Tetra Tech
9	Noise & Vibration	Sharps Redmore
10	Air Quality	Redmore Environmental
11	Biodiversity	Tyler Grange

12	Hydrology, Flood Risk & Water Quality	Tetra Tech
13	Ground Conditions & Contamination	Tetra Tech
14	Agriculture & Soils	Reading Agricultural Consultants
15	Archaeology	Orion Heritage
16	Built Heritage	Turley (Heritage & Townscape)
17	Landscape & Visual	Tyler Grange
18	Climate Change	Turley (Sustainability & ESG)
19	Assessment of Cumulative Effects	Turley (EIA)
20	Summary – Project for Assessment	Turley (EIA)
21	Summary – Proposed Scheme	Turley (EIA)

Table A1.6 Environmental Statement – Volume 2 (Technical Appendices to the Primary Report)

Appendix No.	Appendix Title	Author
1.1	Information required to be included within an ES	Turley (EIA)
2.1	EIA Scoping Report	Turley (EIA)
2.2	EIA Scoping Opinion Consultee Comments	n/a
2.3	Response to the EIA Scoping Opinion Consultee Comments	Turley (EIA)
2.4	Peat Briefing Note	Turley (EIA)
8.1	Study Area and identification “links for assessment”	Tetra Tech
8.2	Baseline Conditions	Tetra Tech

8.3	Future Baseline Conditions	Tetra Tech
8.4	Assessment of Effects – Operational Stage	Tetra Tech
8.5	Net Impact Assessment of Study Area	Tetra Tech
8.6	Quantitative Assessment of Impacts: Comparison 1a	Tetra Tech
8.7	Quantitative Assessment of Impacts: Comparison 1b	Tetra Tech
8.8	Quantitative Assessment of Impacts: Comparison 2a	Tetra Tech
8.9	Quantitative Assessment of Impacts: Comparison 2b	Tetra Tech
8.10	Quantitative Assessment of Impacts: Comparison 3a	Tetra Tech
8.11	Quantitative Assessment of Impacts: Comparison 3b	Tetra Tech
8.12	Quantitative Assessment of Impacts: Comparison 4a	Tetra Tech
8.13	Quantitative Assessment of Impacts: Comparison 4b	Tetra Tech
8.14	Quantitative Assessment of Impacts: Overview of Moderate and Major Significant Effects	Tetra Tech
8.15	Personal Injury Accident Review	Tetra Tech
9.1	Noise Technical Report – Proposed Commercial and Industrial Uses	Sharps Redmore
9.2	Noise Technical Report – Road Traffic Noise	Sharps Redmore
10.1	Air Quality Supporting Information	Redmore Environmental
10.2	Construction Dust Assessment	Redmore Environmental
10.3	Odour Report	Redmore Environmental
11.1	Badger Survey Results	Tyler Grange
11.2	Bat Survey Results	Tyler Grange

11.3	Bird Survey Results	Tyler Grange
11.4	Extended Phase 1 UK Habs Survey Results	Tyler Grange
11.5	Amphibian / GCn Survey Results	Tyler Grange
11.6	Otter Survey Results	Tyler Grange
11.7	Reptile Survey Results	Tyler Grange
11.8	Water Vole Survey Results	Tyler Grange
11.9	Preliminary Arboricultural Impact Assessment	Tyler Grange
13.1	Geo-environmental and Geotechnical Desk Study and Coal Mining Risk Assessment Report	Tetra Tech
14.1	Agricultural Land Classification and Soil Resources Report	Reading Agricultural Consultants
15.1	Archaeology Desk Based Assessment	Orion Heritage
16.1	Heritage Assessment	Turley
17.1	Methodology	Tyler Grange
17.2	LPA Correspondence	n/a
17.3	Published Landscape Character Area Extracts	Tyler Grange
17.4	Photo Sheets	Tyler Grange
17.5	Type 3 AVRs	Troopers Hill on behalf of Tyler Grange
17.6	Sensitivity of Receptors	Tyler Grange
17.7	Landscape Effects	Tyler Grange
17.8	Visual Effects	Tyler Grange

19.1	Air Quality and Landscape and Visual In-Combination Assessment	Redmore Environmental and Tyler Grange
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Table A1.7 Environmental Statement – Volume 3 (Environmental Management Plan)

Title	Author
Environmental Management Plan	Turley (EIA)

Table A1.8 Environmental Statement – Volume 4 (Non-Technical Summary)

Title	Author
Non-Technical Summary	Turley (EIA)

Appendix 2: Planning History of Immediate Surrounding Area

No	Address	Distance and Direction from the Application Site	Reference	Description	Status
Rochdale					
1	Land bound by Manchester Road, Hareshill Road and Pilsworth Road West of Junction 19 of the M62 Rochdale (South Heywood Masterplan Area)	Adjacent to the eastern boundary. Located within the JPA1.1 Allocation Site.	16/01399/HYBR	Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460m ² Gross Internal Area(GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2500m ² GIA which includes no more than 499m ² of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto.	Approved and conditions being discharged.
2			20/01480/REM	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a	Approved and conditions

		distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, attenuation ponds, landscaping, spine road and other associated works, together with preparatory earthworks and landscaping on adjoining development plots pursuant to 16/01399/HYBR.	being discharged.
3	20/01524/REM	Reserved Matters Approval for appearance, landscaping, layout and scale (with access already approved) for 61 dwellings and associated works pursuant to Hybrid Permission	Approved and conditions being discharged.
4	21/00909/REM	Reserved Matters Approval for appearance, landscaping, layout and scale (with access already approved) for 156 dwellings and associated works pursuant to Hybrid Permission	Approved and conditions being discharged.
5	21/01811/REM	Submission of Reserved Matters for the construction of extension to spine road, pumping station, landscaping and other associated works pursuant to 16/01399/HYBR	Approved and conditions being discharged.
6	22/00130/REM	Reserved matters application for appearance, landscaping, layout and scale (access already approved) for 120 residential dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR.	Approved and conditions being discharged.
7	22/00467/REM	Reserved matters application for landscaping (with access already approved) for the area of Public Open Space between the residential phases of Hareshill Road North and Manchester Road West, pursuant to Hybrid Permission 16/01399/HYBR.	Approved and conditions being discharged.

8			22/00787/REM	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, attenuation ponds, landscaping, spine road and other associated works, together with preparatory earthworks and landscaping on adjoining development plots pursuant to 16/01399/HYBR.	Approved and conditions being discharged.
9	Land on Plot 3 of the South Heywood Masterplan Area, south of Pilsworth Road, Heywood, Rochdale	South of Pilsworth Road and adjacent to the east of the Site. Located within the JPA1.1 Allocation Site.	22/01569/OUT	Outline application (means of access only) for the erection of a Class B8 (storage or distribution) development and associated works.	Approved
			25/00045/REM	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a Class B8 (storage or distribution) distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, landscaping, spur road and other associated works, pursuant to 22/01569/OUT.	Pending determination at time of the submission of this application.
10	Birch Business Park, Whittle Lane, Heywood, OL10 2SX	Located within the JPA1.1 Allocation Site.	16/01455/OUT	Outline planning permission by means of layout and scale for the erection of 3 industrial units of B2/B8 use (with ancillary B1) including the provision of car parking and associated infrastructure including the demolition of existing commercial units.	Approved and conditions being discharged.
11			18/01048/VRCON	The imposition of additional planning condition to planning permission reference 16/01455/OUT to allow the site to be developed in 2 phases. Subsequent variation in the wording of conditions 1, 2, 3, 4, 5, 6, 8, 9, 11, 12, 13, 14 and 17 and the	Approved and conditions being discharged.

				removal of condition 15 for achievement of very good or excellent BREEAM rating.	
12			19/00092/REM	Submission of reserved matters pursuant to outline planning permission 18/01048/VRCON relating to the means of access, appearance and landscaping in relation to phase 1 of the development.	Approved and conditions being discharged.
13	Unit D, Birch Business Park, Whittle Lane, Heywood, OL10 2SX	Located within the JPA1.1 Allocation Site.	20/00955/FUL	Retrospective demolition of Unit D and erection of a B2/B8 warehouse unit with ancillary B1(a) office space at Birch Business Park including ancillary office, parking and servicing areas, associated works and infrastructure	Approved and conditions being discharged.
14	Units B and G, Birch Business Park, Whittle Lane, Heywood, OL10 2SX	Located within the JPA1.1 Allocation Site.	22/01148/FUL	Demolition of Units B and G and erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure.	Approved.
15			24/00453/VRCON	Section 73 application to remove condition 3 (Occupancy Restriction) of planning permission 22/01148/FUL (Demolition of Units B and G and erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure - Resubmission of 21/01489/FUL).	Approved.
16	Department Of Work and Pensions DC's Distribution Centre, Manchester	Located approximately 800m to the east of the Application Site boundary.	22/01410/FUL (Appeal ref. APP/P4225/W/24/3346477)	Redevelopment of site comprising the demolition of all existing units and erection of new storage and distribution units (Use Class B8) with ancillary office space, vehicular, pedestrian and cycle access, external yards, parking, landscaping and associated works.	Approved.

	Road, Heywood, OL10 2PZ				
17	Plot H4, Heywood Distribution Park, Pilsworth Road, Heywood	Located approximately 170m north of the Application Site boundary, north of Pilsworth Road.	24/00805/OUT	Outline application with all matters reserved for the development of land within Use Classes E(g)(iii) (industrial processes), B2 (general industrial), B8 (storage and distribution) and removal of existing structures and hard standing and associated works	Pending determination at time of the submission of this application.
18	Pilsworth Lake/Fisheries, Moss Hall Road, Bury, OL10 2RF	Located within the JPA1.1 Allocation Site. Means of access is located within the Application Site. Proposed development is located adjacent to the northern boundary of the Application Site.	24/00445/CONS	Erection of cafe/shop (Use Class E), rebuilding of existing boathouse and associated access road, parking and landscaping	Approved.
19	Land To The East Of Heywood Old Road,	Located approximately 750m south of the Application	20/00912/OUT	Outline planning application for new secondary school development and associated parking, sports provision and landscaping (with details of access provided, and all other matters reserved)	Approved and conditions being discharged.

20	Middleton, OL10 2QL	Site, south of the M62.	20/01560/REM	Application for approval of reserved matters (including Appearance, Landscaping, Layout and Scale) for a new secondary school development with associated parking, sports provision and landscaping pursuant to outline planning permission 20/00912/OUT	Approved and conditions being discharged.
Bury					
21	Pilsworth Lake/Fisheries, Moss Hall Road, Bury, OL10 2RF	Located within the JPA1.1 Allocation Site. Means of access is located within the Application Site. Proposed development is located adjacent to the northern boundary of the Application Site.	70697	Erection of café/shop (Use Class E), rebuilding of existing boathouse and associated access road, parking & landscaping	Approved.
22	Land at the junction of Hollins Brook Way and Pilsworth Road, Bury, BL9 8RR	Located approximately 1km to the west of the Application Site, across the M66.	68530	Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports	Approved.

				pitch (Including reserved matters of means of access and scale included for determination).	
23			71247	Application for reserved matters approval (appearance, landscaping, layout and scale) for the Zone 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all -weather sports pitch and all details required to discharge the following conditions from application 68530; 4 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 31 (Floodlighting), 32 (Biodiversity), 33 (Ecology), 35 (Transport)	Approved.
24	Pilsworth Quarry, Pilsworth Road, Bury, BL9 8QZ	Located to the north of the JPA1.1 Allocation Site.	71273	Erection and operation of Material Recycling Facility.	Pending determination at time of the submission of this application.

Appendix 3: Schedule of Relevant Development Plan Policy and Other Material Considerations

The following table presents a thematic schedule of the key development management related policies of the adopted Development Plan for each Council and the associated other material considerations of relevance. The strategic and site-specific policies of the Development Plans and other material considerations of relevance are set out in the main body of this Planning Statement and are therefore not repeated here.

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
Highways & Active Travel	• PfE Policy JP-Strat6 (Northern Areas) • PfE Policy JP-Strat14 (A Sustainable and Integrated Transport Network) • PfE Policy JP-C1 (An Integrated Network) • PfE Policy JP-C3 (Public Transport) • PfE Policy JP-C4 (The Strategic Road Network) • PfE Policy JP-C5 (Streets for All) • PfE Policy JP-C6 (Walking and Cycling) • PfE Policy JP-C7 (Freight and Logistics) • PfE Policy JP-C8 (Transport Requirements of New Development) • PfE Policy JP-P7 (Sport & Recreation) [in so far as it relates to Public Rights of Way]	• PfE Policy JP-Strat6 (Northern Areas) • PfE Policy JP-Strat14 (A Sustainable and Integrated Transport Network) • PfE Policy JP-C1 (An Integrated Network) • PfE Policy JP-C3 (Public Transport) • PfE Policy JP-C4 (The Strategic Road Network) • PfE Policy JP-C5 (Streets for All) • PfE Policy JP-C6 (Walking and Cycling) • PfE Policy JP-C7 (Freight and Logistics) • PfE Policy JP-C8 (Transport Requirements of New Development) • PfE Policy JP-P7 (Sport & Recreation) [in so far as it relates to Public Rights of Way]	• NPPF paragraphs 96(a), 96(b), 109, 110, 114-118 and 129(c) • Travel Plans, Transport Assessments and Statements PPG • Open space, sports and recreation facilities, public rights of way and local green space PPG • SPD 11: Parking Standards • SPD 12: Travel plans in Bury • Draft Bury Local Plan Policy LP-TR1 (Sustainable Transport)	• NPPF paragraphs 96(a), 96(b), 109, 110, 114-118 and 129(c) • Travel Plans, Transport Assessments and Statements PPG • Open space, sports and recreation facilities, public rights of way and local green space PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	• PFE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) • Bury UDP Policy HT2/4 (Car Parking and New Development) • Bury UDP Policy HT2/7 (Lorry Parking) • Bury UDP Policy HT3/3 (Design of Roads for Bus Routes) • Bury UDP Policy HT5 (Accessibility for those with Special Needs) • Bury UDP Policy HT5/1 (Access for those with Special Needs) • Bury UDP Policy HT6/1 (Pedestrian and Cyclist Movement) • Bury UDP Policy RT3/3 (Access to the Countryside)	• PFE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) • Rochdale CS Policy T1 (Delivering Sustainable Transport) • Rochdale CS Policy T2 (Improving Accessibility) • Rochdale CS Policy SP1 (Rochdale Borough's Role in the City Region) • Rochdale CS Policy DM1 (General Development Management Requirements) • Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	• Draft Bury Local Plan Policy LP-TR2 (Walking, Wheeling & Cycling) • Draft Bury Local Plan Policy LP-TR3 (Public Transport) • Draft Bury Local Plan Policy LP-TR4 (Travel Hubs) • Draft Bury Local Plan Policy LP-TR5 (Highways) • Draft Bury Local Plan Policy LP-TR6 (Parking Provision & Drop-off Facilities) • Draft Bury Local Plan Policy LP-TR7 (Electric vehicle charging infrastructure) • Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development)	

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
			- Draft Bury Local Plan Policy LP-CC1 (Climate Change) - Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) - Draft Bury Local Plan Policy LP-CM2 (New Development & Health) - Draft Bury Local Plan Policy LP-BE8 (Amenity)	
Design, Landscaping & Public Realm	- PfE Policy JP-P1 (Sustainable Places) - PfE Policy JP-G5 (Urban Green Space_ - PfE Policy JP-C5 (Streets for All) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Bury UDP Policy EC6 (New Business, Industrial and Commercial Development) - Bury UDP Policy EC6/1 (Assessing New Business, Industrial and Commercial Development)	- PfE Policy JP-P1 (Sustainable Places) - PfE Policy JP-G5 (Urban Green Space - PfE Policy JP-C5 (Streets for All)PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy P1 (Improving Image) - Rochdale CS Policy P2 (Protecting and Enhancing Character, Landscape and Heritage) - Rochdale CS Policy P3 (Improving Design of New Development)	- NPPF Chapter 12 (Achieving well-designed places) - Design: Process & Tools PPG - SPG 4: Per cent for Public Art - SPD 16: Design and Layout Out of New Development - Draft Bury Local Plan Policy LP-BE6 (Design &	- NPPF Chapter 12 (Achieving well-designed places) - Design: Process & Tools PPG - Design & Planning Progress: A Guide to Good Practice - Urban Design SPD - Public Realm Design Guide SPD

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	• Bury UDP Policy EN1/2 (Townscape & Built Design) • Bury UDP Policy EN1/4 (Street Furniture) • Bury UDP Policy EN1/6 (Public Art) • Bury UDP Policy EN1/7 (Throughroutes and Gateways) • Bury UDP Policy EN8/2 (Woodland and Tree Planting) • Bury UDP Policy EN8/3 (Red Rose Forest)	• Rochdale CS Policy DM1 (General Development Management Requirements) • Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	• Layout of New Development) • Draft Bury Local Plan Policy LP-CC1 (Climate Change) • Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) • Draft Bury Local Plan Policy LP-CM2 (New Development & Health) • Draft Bury Local Plan Policy LP-BE8 (Amenity) • Draft Bury Local Plan Policy LP-Gi1 (Green & Blue Infrastructure) • Draft Bury Local Plan Policy LP-Gi5 (Biodiversity Assets) • Draft Bury Local Plan Policy LP-Gi8 (Trees, Woodland & Hedgerows)	

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
			- Draft Bury Local Plan Policy LP-W1 (New Development & Flood Risk) - Draft Bury Local Plan Policy LP-W2 (Sustainable Drainage)	
Green & Blue Infrastructure	- PfE Policy JP-Strat13 (Strategic Green Infrastructure) - PfE Policy JP-G2 (Green Infrastructure Network) - PfE Policy JP-C6 (Walking and Cycling)PfE Policy JP-G3 (River Valleys and Waterways) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Bury UDP Policy EN6/4 (Wildlife Links and Corridors)	- PfE Policy JP-Strat13 (Strategic Green Infrastructure) - PfE Policy JP-G2 (Green Infrastructure Network) - PfE Policy JP-C6 (Walking and Cycling) - PfE Policy JP-G3 (River Valleys and Waterways) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy G6 (Enhancing Green Infrastructure) - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- NPPF paragraphs 96c & 164 - Natural Environment PPG - SPG 2 – Wildlife links and corridors - Draft Bury Local Plan Policy LP-CC1 (Climate Change) - Draft Bury Local Plan Policy LP-Gi1 (Green & Blue Infrastructure) - Draft Bury Local Plan Policy LP-Gi5 (Biodiversity Assets)	- NPPF paragraphs 96c & 164 - Natural Environment PPG
Landscape Character & Visual Impact	PfE Policy JP-G1 (Landscape Character)	PfE Policy JP-G1 (Landscape Character)	NPPF Chapter 12 (Achieving well-designed places)	NPPF Chapter 12 (Achieving well-designed places)

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
		- Rochdale CS Policy P2 (Protecting and enhancing character, landscape and heritage) - Rochdale CS Policy DM1 (General Development Management Requirements)	- NPPF paragraphs 187 & 203 - Natural Environment PPG - Draft Bury Local Plan Policy LPTO1 (Tourism & Cultural Assets) - Draft Bury Local Plan Policy LP-BE6 (Design and layout of new development)	- NPPF paragraphs 187 & 203 - Natural Environment PPG
Green Belt Compensation	- PfE Policy JP-G2 (Green Infrastructure Network) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- PfE Policy JP-G2 (Green Infrastructure Network) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- NPPF Chapter 13 (Protecting Green Belt Land) - Green Belt PPG	- NPPF Chapter 13 (Protecting Green Belt Land) - Green Belt PPG
Built Heritage	- PfE Policy JP-P2 (Heritage) - PfE Policy JP-G1 (Landscape Character) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- PfE Policy JP-P2 (Heritage) - PfE Policy JP-G1 (Landscape Character) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- NPPF Chapter 16 (Conserving and enhancing the historic environment) - Historic Environment PPG	- NPPF Chapter 16 (Conserving and enhancing the historic environment) - Historic Environment PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	- Bury UDP Policy EN2/1 (Character of Conservation Areas) - Bury UDP Policy EN2/3 (Listed Buildings)	Rochdale CS Policy P2 (Protecting and enhancing character, landscape and heritage)	- Draft Bury Local Plan Policy LP-BE1 (Conservation Areas) - Draft Bury Local Plan Policy LP-BE2 (Listed Buildings) - Draft Bury Local Plan Policy LP-BE3 (Scheduled Monuments) - Draft Bury Local Plan Policy LP-BE5 (Local Non-Designated Heritage Assets) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development) - Draft Bury Local Plan Policy LPTO1 (Tourism & Cultural Assets)	
Archaeology	- PfE Policy JP-P2 (Heritage) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- PfE Policy JP-P2 (Heritage) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	NPPF Chapter 16 (Conserving and enhancing the historic environment)	NPPF Chapter 16 (Conserving and enhancing the historic environment)

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	- PfE Policy JP-G1 (Landscape Character) - Bury UDP Policy EN3 (Archaeology) - Bury UDP Policy EN3/1 (Impact of Development on Archaeological Sites) - Bury UDP Policy EN3/2 (Development Affecting Archaeological Sites)	- PfE Policy JP-G1 (Landscape Character) - Rochdale CS Policy P2 (Protecting and enhancing character, landscape and heritage)	- Draft Bury Local Plan Policy LP-BE4 (Archaeological Features) - Draft Bury Local Plan Policy LP-BE5 (Local Non-Designated Heritage Assets) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development)	
Flood Risk & Drainage	- PfE Policy JP-S4 (Flood Risk and the Water Environment) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- PfE Policy JP-S4 (Flood Risk and the Water Environment) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy G6 (Enhancing Green Infrastructure) - Rochdale CS Policy G8 (Managing Water Resources and Flood Risk) - Rochdale CS Policy DM1 (General Development Management Requirements)	- NPPF paragraphs 161, 164, 170 and 173-182 - Flood Risk & Coastal Change PPG - Draft Bury Local Plan Policy LP-W1 (New Development & Flood Risk) - Draft Bury Local Plan Policy LP-W2 (Sustainable Drainage)	- NPPF paragraphs 161, 164, 170 and 173-182 - Flood Risk & Coastal Change PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
		Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- Draft Bury Local Plan Policy LP-W3 (Water Resources) - Draft Bury Local Plan Policy LP-CC1 (Climate Change) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development)	
Water Quality	- PfE Policy JP-G3 (River Valleys and Waterways) - Bury UDP Policy EN7/3 (Water Pollution) - Bury UDP Policy EN7/5 (Waste Water Management)	- PfE Policy JP-G3 (River Valleys and Waterways) - Rochdale CS Policy G8 (Managing Water Resources and Flood Risk) - Rochdale CS Policy G9 (Reducing the Impact of Pollution, Contamination and Land Instability)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraph 187(e) - Water Supply, wastewater and water quality PPG - Draft Bury Local Plan Policy LP-W3 (Water Resources) - Draft Bury Local Plan Policy LP-W4 (Water Efficiency)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraph 187(e) - Water Supply, wastewater and water quality PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
			- Draft Bury Local Plan Policy LP-CC1 (Climate Change) - Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development)	
Biodiversity & Ecology	- PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - Bury UDP Policy EN6/1 (Sites of Nature Conservation Interest) - Bury UDP Policy EN6/2 (Sites of Nature Conservation Interest) - Bury UDP Policy EN6/3 (Features of Ecological Value) - Bury UDP Policy EN6/4 (Wildlife Links and Corridors)	- PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - Rochdale CS Policy G7 (Increasing the value of biodiversity and geodiversity) - Rochdale CS Policy G8 (Managing Water Resources and Flood Risk) - Rochdale CS Policy DM1 (General Development Management Requirements) - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 187(d) & 193 - Biodiversity Net Gain PPG - Natural Environment PPG - SPG 2 – Wildlife links and corridors	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 187(d) & 193 - Biodiversity Net Gain PPG - Natural Environment PPG - Biodiversity and Development SPD

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
		Rochdale UDP Policy NE/2 (Designated Sites of Ecological and Geological / Geomorphological Importance)	- Draft Bury Local Plan Policy LP-Gi5 (Biodiversity Assets) - Draft Bury Local Plan Policy LP-Gi6 (Biodiversity Net Gains from New Development) - Draft Bury Local Plan Policy LP-Gi7 (Local Nature Recovery Network)	
Arboriculture	- PfE Policy JP-G7 (Trees and Woodland) - PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - Bury UDP Policy EN8/2 (Woodland and Tree Planting) - Bury UDP Policy EN8/3 (Red Rose Forest)	- PfE Policy JP-G7 (Trees and Woodland) - PfE Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - Rochdale CS Policy G6 (Enhancing Green Infrastructure) - Rochdale CS Policy G7 (Increasing the value of biodiversity and geodiversity) - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure) - Rochdale UDP Policy NE/2 (Designated Sites of Ecological and	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 136, 187(d) & 193 - Draft Bury Local Plan Policy LP-Gi5 (Biodiversity Assets) - Draft Bury Local Plan Policy LP-Gi8 (Trees, Woodland & Hedgerows)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 136, 187(d) & 193 - Biodiversity and Development SPD

Technical Discipline	Development Plan Bury	Other Material Considerations		
		Rochdale	Bury	Rochdale
		Geological / Geomorphological Importance)		
Health & Wellbeing	PfE Policy JP-P6 (Health)	- PfE Policy JP-P6 (Health) - Rochdale CS Policy C6 (Improving Health and Wellbeing) - Rochdale CS Policy DM1 (General Development Management Requirements) - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- NPPF paragraphs 96(c), 135(f) & 198 - Healthy & Safe Communities PPG - Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) - Draft Bury Local Plan Policy LP-CM1 (New Development & Social Value) - Draft Bury Local Plan Policy LP-CM2 (New Development & Health) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development) - Draft Bury Local Plan Policy LP-BE8 (Amenity)	- NPPF paragraphs 96(c), 135(f) & 198 - Healthy & Safe Communities PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
			Draft Bury Local Plan Policy LP-BE9 (Food & Drink Uses)	
Noise & Vibration	Bury UDP Policy EN7/2 (Noise Pollution)	- Rochdale CS Policy G9 (Reducing the Impact of Pollution, Contamination and Land Instability) - Rochdale CS Policy DM1 (General Development Management Requirements) - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 187(e), 198(a) & 200 - Noise PPG - Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) - Draft Bury Local Plan Policy LP-CM2 (New Development & Health) - Draft Bury Local Plan Policy LP-BE8 (Amenity)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 187(e), 198(a) & 200 - Noise PPG
Air Quality	- PfE Policy JP-S5 (Clean Air) - PfE Policy JP-C5 (Streets for All)	- PfE Policy JP-S5 (Clean Air) - PfE Policy JP-C5 (Streets for All)	NPPF Chapter 15 (Conserving and enhancing the natural environment)	NPPF Chapter 15 (Conserving and enhancing the natural environment)

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
		• Rochdale CS Policy G9 (Reducing the Impact of Pollution, Contamination and Land Instability) • Rochdale CS Policy DM1 (General Development Management Requirements) • Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	• NPPF paragraphs 187(e), 199 & 200 • Air Quality PPG • Draft Bury Local Plan Policy LP-AP1 (Air Quality & Pollution Control) • Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) • Draft Bury Local Plan Policy LP-CM2 (New Development & Health) • Draft Bury Local Plan Policy LP-BE8 (Amenity)	• NPPF paragraphs 187(e), 199 & 200 • Air Quality PPG
Agricultural Land	• PfE Policy JP-G8 (A Net Enhancement of Biodiversity & Geodiversity) • Bury UDP Policy OL4 (Agriculture) • Bury UDP Policy OL4/1 (Agricultural Land Quality) • Bury UDP Policy OL4/2 (Protection of Farm Holdings)	• PfE Policy JP-G8 (A Net Enhancement of Biodiversity & Geodiversity) • Rochdale CS Policy E6 (Supporting and diversifying the rural economy)	• NPPF paragraphs 88(b), 187(b) and footnote 65 • Natural Environment PPG • Draft Bury Local Plan Policy LP-Gi10 (Soils)	• NPPF paragraphs 88(b), 187(b) and footnote 65 • Natural Environment PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	Bury UDP Policy OL4/3 (Development Impact on Farming Areas)			
Ground Conditions & Land Contamination	- PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Bury UDP Policy EN7/4 (Groundwater Protection)	- PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy G9 (Reducing the Impact of Pollution, Contamination and Land Instability) - Rochdale CS Policy DM1 (General Development Management Requirements)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 187(e), 187(f), 196, 197 & 224 - Land affected by contamination PPG - Land Stability PPG - Draft Bury Local Plan Policy LP-AP2 (Contaminated & Unstable Land) - Draft Bury Local Plan Policy LP-Gi9 Geology & Geodiversity)	- NPPF Chapter 15 (Conserving and enhancing the natural environment) - NPPF paragraphs 187(e), 187(f), 196, 197 & 224 - Land affected by contamination PPG - Land Stability PPG
Peatland	- PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - PfE Policy JP-S2 (Carbon & Energy) - PfE Policy JP-G8 (A Net Enhancement of Biodiversity & Geodiversity)	- PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - PfE Policy JP-S2 (Carbon & Energy) - PfE Policy JP-G8 (A Net Enhancement of Biodiversity & Geodiversity)	- NPPF paragraphs 187(a), 187(d) and 224(d) - Draft Bury Local Plan Policy LP-Gi10 (Soils)	NPPF paragraphs 187(a), 187(d) and 224(d)

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	GMJMP Policy 7 (Peat)	- GMJMP Policy 7 (Peat) - Rochdale CS Policy G10 (Managing Mineral Resources)		
Mining Risk	PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy G9 (Reducing the Impact of Pollution, Contamination and Land Instability) - Rochdale CS Policy DM1 (General Development Management Requirements)	- NPPF paragraphs 187(e), 187(f) and 196 - Land Stability PPG - Mining Remediation Authority Guidance: Building Over or Within the Influencing Distance of a Mine Entry, 2012 - Draft Bury Local Plan Policy LP-AP2 (Contaminated & Unstable Land)	- NPPF paragraphs 187(e), 187(f) and 196 - Land Stability PPG - Mining Remediation Authority Guidance: Building Over or Within the Influencing Distance of a Mine Entry, 2012
Minerals Safeguarding	- GMJMP Policy 8 (Prior Extraction of Mineral Resources) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway))	- GMJMP Policy 8 (Prior Extraction of Mineral Resources) - PfE Policy JPA 1.1 (Heywood / Pilsworth (Northern Gateway)) - Rochdale CS Policy G10 (Managing mineral resources)	- NPPF Chapter 17 (Facilitating the sustainable use of minerals) - NPPF paragraph 224 - Minerals PPG	- NPPF Chapter 17 (Facilitating the sustainable use of minerals) - NPPF paragraph 224 - Minerals PPG
Artificial Lighting	Bury UDP Policy EN1/2 (Townscape & Built Design)	Rochdale CS Policy G9 (Reducing the Impact of Pollution, Contamination and Land Instability)	- NPPF paragraph 198(c) - Light Pollution PPG	- NPPF paragraph 198(c) - Light Pollution PPG

Technical Discipline	Development Plan Bury	Other Material Considerations		
		Rochdale	Bury	Rochdale
		Rochdale CS Policy DM1 (General Development Management Requirements)	- Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development) - Draft Bury Local Plan Policy LP-BE8 (Amenity)	
Daylight & Sunlight	PfE Policy JP-P1 (Sustainable Places), Part 15(b)	- PfE Policy JP-P1 (Sustainable Places), Part 15(b) - Rochdale CS Policy DM1 (General Development Management Requirements)	- Bury's SPD 16: Design and Layout of New Development - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development) - Draft Bury Local Plan Policy LP-BE8 (Amenity)	Rochdale's Urban Design SPD
Sustainability, Energy & Climate Change	- PfE Policy JP-S1 (Sustainable Development) - PfE Policy JP-S2 (Carbon and Energy) - PfE Policy JP-S3 (Heat and Energy Networks)	- PfE Policy JP-S1 (Sustainable Development) - PfE Policy JP-S2 (Carbon and Energy) - PfE Policy JP-S3 (Heat and Energy Networks)	- NPPF paragraphs 8, 161, 163, 164, 166, 167 - Climate Change PPG - Renewable & Low Carbon Energy PPG	- NPPF paragraphs 8, 161, 163, 164, 166, 167 - Climate Change PPG - Renewable & Low Carbon Energy PPG

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
	PfE Policy JP-S6 (Resource Efficiency)	- PfE Policy JP-S6 (Resource Efficiency) - Rochdale CS Policy G3 (Renewable and low carbon energy developments)⁴⁰ - Rochdale CS Policy DM2 (Delivering Planning Contributions & Infrastructure)	- Draft Bury Local Plan Policy LP-CC1 (Climate Change) - Draft Bury Local Plan Policy LP-BE6 (Design & Layout of New Development)	Climate Change Adaptation SPD
Security & Crime Prevention	Bury UDP Policy EN1/5 (Crime Prevention)	- Rochdale CS Policy P3 (Improving Design of New Development) - Rochdale CS Policy DM1 (General Development Management Requirements)	- NPPF paragraphs 96b & 135f - SPG 3 – Planning out crime in new development - SPD 16: Design and Layout Out of New Development - Draft Bury Local Plan Policy LP-CM2 (New Development & Health) - Draft Bury Local Plan Policy LP-BE6 (Design &	- NPPF paragraphs 96b & 135f - Urban Design SPD - Public Realm Design Guide SPD

⁴⁰ Please Note: PfE Appendix A Table A.5 (Replaced Rochdale Local Plan Policies) confirms that the first paragraph of Rochdale CS Policy G2 (Energy and new development) is deleted. The general approach to renewable and low carbon energy developments is more up to date and provided in more detail within PfE Policies JP-S1, JP-S2 and JP-S3.

Technical Discipline	Development Plan		Other Material Considerations	
	Bury	Rochdale	Bury	Rochdale
			Layout of New Development)	
Waste Management	PfE Policy JP-S6 (Resource Efficiency)	- PfE Policy JP-S6 (Resource Efficiency) - Rochdale CS Policy G11 (Managing Waste)	- Waste PPG - National Planning Policy for Waste (Section 5)	- Waste PPG - National Planning Policy for Waste (Section 5)
Communications and Digital Connectivity Infrastructure	PfE Policy JP-C2 (Digital Connectivity)	- PfE Policy JP-C2 (Digital Connectivity) - Rochdale CS Policy E2 (Increasing jobs and prosperity)	- NPPF Chapter 10 (Supporting high quality communications) - Draft Bury Local Plan Policy LP-Oi1 (Digital and Communications Infrastructure) - Draft Bury Local Plan Policy LP-Oi2 (Protecting Digital Infrastructure) - Draft Bury Local Plan Policy LP-E2 (Business, Industrial & Warehousing Development)	NPPF Chapter 10 (Supporting high quality communications)

Appendix 4: Draft Section 106 Heads of Terms

Suggested Heads of Term for a Section 106 Agreement

The detailed provisions of a potential Section 106 Agreement will be discussed with the Councils and relevant consultees during the determination stage of the Application.

At this stage, it is envisaged that the obligations will cover the following matters:

- (a) Provision and / or financial contribution for off-site highway improvements to be carried out to facilitate the Proposed Scheme.
- (b) On-site provision of active travel hubs, the location and specification of which are to be determined as part of relevant reserved matters applications in consultation with the Councils and TfGM.
- (c) Provision of the following documents as part of each reserved matters application:
 - (i) A Workplace Travel Plan which sets out the specific travel plan measures to be implemented for that phase of development proposed, in line with a Framework Travel Plan to be appended to the Section 106 Agreement.
 - (ii) A detailed Active Travel Strategy which accords with a Framework Strategy to be appended to the Section 106 Agreement and which sets out the detail of the active travel infrastructure and measures to be delivered or funded in association with the phase of development proposed, its delivery and ongoing monitoring.
 - (iii) A detailed Public Transport Strategy which sets out how that phase of development proposed will facilitate or contribute towards the achievement of public transport infrastructure and services in line with a Framework Strategy to be appended to the Section 106 Agreement.
- (d) Appointment of a site-wide travel plan coordinator prior to first occupation, and mechanisms for the ongoing monitoring and review of the Framework Travel Plan and Workplace Travel Plans.
- (e) Commitments to local employment, apprenticeships, skills and training, and social value.
- (f) Provision and / or financial contribution towards compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the Application Site.
- (g) Financial contribution towards the delivery of ecological resilience works within the Manchester Mosses Special Area of Conservation, to be calculated in accordance with the adopted Holcroft Moss Planning Obligations SPD.

- (h) Financial contribution to a carbon offset fund to be agreed with the local planning authorities, proportionate to the residual carbon emissions that cannot be fully mitigated on-site.

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