

Northern Gateway
(JPA1.1)

Outline Planning Application

Design & Access
Statement

April 2025

 **NORTHERN GATEWAY**





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Date of issue

April 2025

Job Reference

NORM3018

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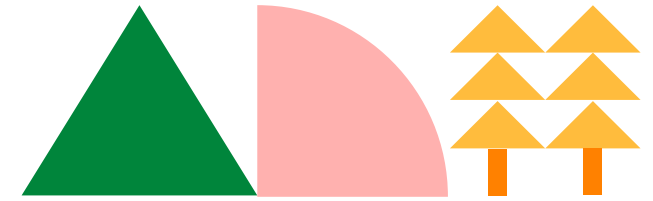
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Northern Gateway (JPA1.1)
Design and Access Statement





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01. Introduction



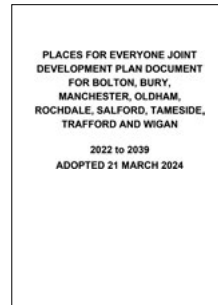
This Design and Access Statement has been prepared by Turley on behalf of the Northern Gateway Development Vehicle LLP (“the Applicant” or “NGDV”). It is submitted in respect of a cross-boundary application for outline planning permission (all matters reserved) for a national-scale employment development on land at Heywood/Pilsworth (Northern Gateway) within Bury and Rochdale.

1.1 The Application Site (“the Site”) represents a major part of the JPA1.1 Northern Gateway Allocation Site 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.

1.2 This application is submitted in outline form. All detailed matters including access, layout, scale, appearance and landscape are reserved for subsequent approval. This approach has been informed by and has followed a full contextual appraisal of the Site, identification of constraints and opportunities and thorough pre-application consultation with representatives from both Bury and Rochdale planning authorities and the local communities surrounding the Site.

1.3 This Design and Access Statement should be read in conjunction with the Design Code submitted as part of the Outline Application.

Places for Everyone (PfE) Status



JPA1.1 Heywood / Pilsworth (Northern Gateway) allocation confirmed within the Places for Everyone Joint Development Plan (Adopted March 2024)

Supplementary Planning Document



Northern Gateway Development Framework (JPA1.1) SPD (Adopted March 2025) established key development requirements and a framework against which all future planning applications on the site will be considered.

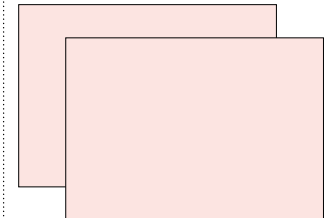
The NGDF is in accordance with the requirements of legislation and the National Planning Policy Framework (NPPF).

Outline Planning Applications & Planning Approval



Outline Planning Application Documents including Design Code, Parameter Plans and Design and Access Statement, set within the context of the NGDF SPD.

Reserved Matters & Discharge of Conditions Applications



If this Outline Application is approved, Reserved Matters Application Documents in line with the approved Outline Planning Application Documents will be submitted.

Discharge of Conditions Application Documents.



Purpose of this Statement

1.4 This Design and Access Statement (DAS) has been prepared in accordance with the requirements of Part Three of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the National Planning Policy Framework (NPPF), and associated Planning Practice Guidance. It is in response to the recognised need to deliver high quality, locally responsive and sustainable developments through the UK planning system.

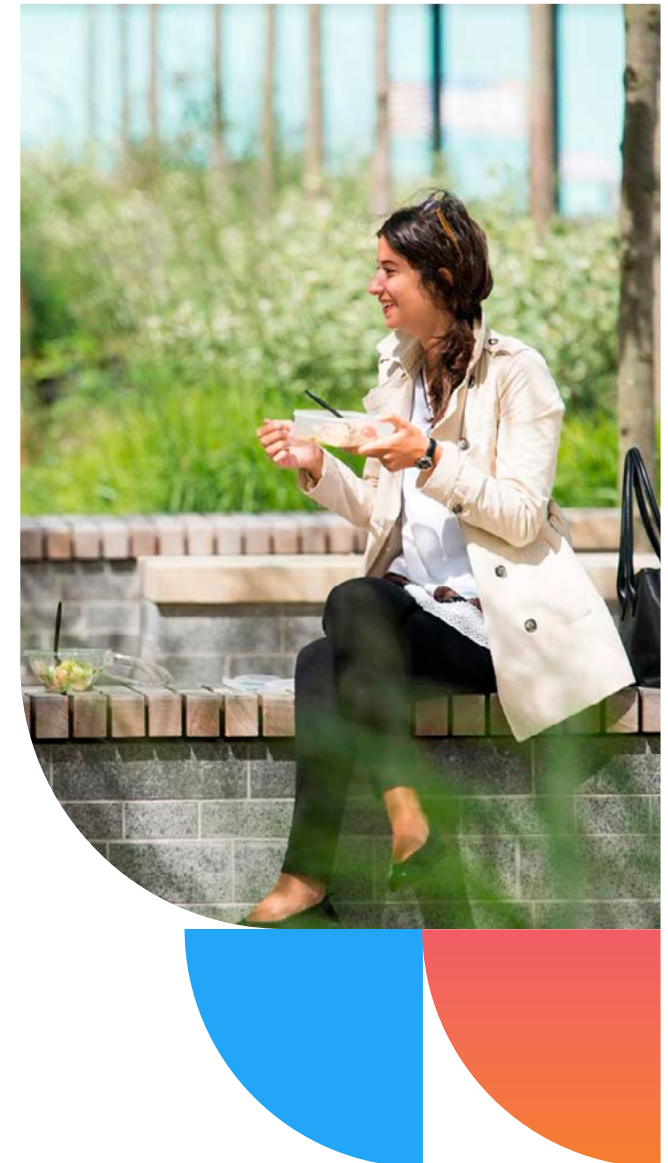
1.5 The role of this DAS is to illustrate the processes which have resulted in the proposed development, and to justify the proposals in relation to their physical and planning context in a transparent, legible and structured method. This approach is embedded and endorsed by the NPPF.

1.6 The purpose of this DAS is to demonstrate that the proposed development is responsive to its surrounding context and in accordance with relevant design policies and the Northern Gateway Development Framework (NGDF) Supplementary Planning Document (SPD). It should be read in conjunction with the full set of documentation submitted as part of the application.

Structure of the Design and Access Statement

1.7 The structure of this document is as follows:

- **Chapter 2 - Strategic Context:** A summary of the Site's strategic location together with a review of relevant design policy and guidance which relate to the design and development of the proposals.
- **Chapter 3 - Site Context:** A focus on the immediate Site context, setting out how the Site's constraints and opportunities will shape the development area.
- **Chapter 4 - Design Evolution:** Identifies the guiding design principles in the NGDF SPD and how these have been interpreted in the proposals. This section also summaries the consultation process.
- **Chapter 5 - Outline Parameters:** Sets out the parameters which are being fixed and approved as part of this outline application, and how the Design Code will set out overarching design standards to be approved.
- **Chapter 6 - Illustrative Proposals:** Explores and establishes how the design principles and parameters identified could be translated. An illustrative layout and supporting visuals have been prepared to support the outline proposals for the Site.
- **Chapter 7 - Landscape Strategy:** An indicative landscape strategy has been prepared to support the application.
- **Chapter 8 - Summary and Conclusions:** A review of the key findings established through the DAS, summarising the key elements which make up the proposed development and how the proposals comply with the relevant planning policies.



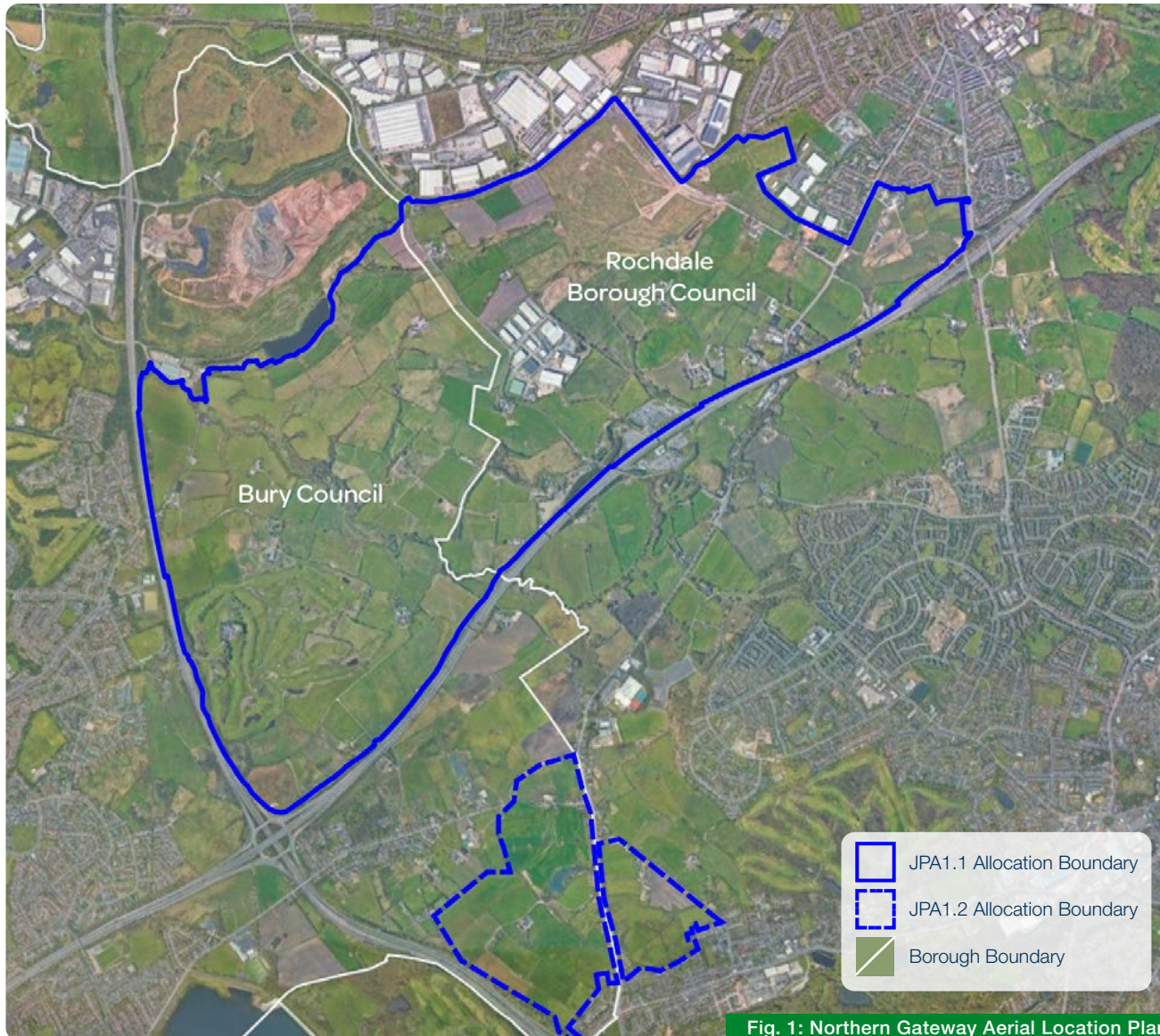


Fig. 1: Northern Gateway Aerial Location Plan

Northern Gateway Site

1.8 The Site extends to 209.8 hectares (ha) and forms part of the wider Northern Gateway (JPA1.1) allocation site which is allocated for employment-led development, supported by new communities. The Northern Gateway (JPA1.1) site extends to around 634 hectares and is located to the east of Bury and south of Heywood, at a strategically important intersection directly to the east of the M66 motorway; to the north west of the M62 motorway and north of the M60 motorway. Part of the allocation site is already being delivered in the form of the South Heywood development; a large mixed-use development which was approved in March 2021 and is currently under construction.

1.9 Consistent with the Places for Everyone allocation, development of the Allocation Site as a whole will deliver an employment-led, mixed-use development, comprising around 1,200,000 sqm of industrial and warehousing floorspace, around 1,200 new homes, a new primary school and an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities, as well as new and improved sustainable transport, active travel and highways infrastructure and multifunctional green and blue infrastructure.

1.10 In the Places for Everyone, Northern Gateway comprises two allocated sites: JPA 1.1 (Heywood/Pilsworth) and JPA 1.2 (Simister/Bowlee). JPA 1.1 is an employment-led allocation and JPA 1.2 is a residential-led allocation, anticipated to deliver around 1,550 homes. Figure 1 shows the two allocations in context with each other.



Fig. 2: Application Site Aerial Location Plan

Vision and Opportunity

Vision

1.11 Northern Gateway is a world-leading multi-sector employment destination that has the potential to deliver far-reaching benefits way beyond its boundaries and redefine growth and employment across the North for the 21st century.

1.12 The Site benefits from an allocation. As the largest site within Atom Valley, Greater Manchester's Mayoral Development Zone, spreading across the boroughs of Rochdale and Bury, Northern Gateway will support a wide variety of different sectors and industries, providing flexibility and resilience on a scale that no other employment zone can offer.

1.13 It will create aspirational employment opportunities through high quality future jobs accessed by a growing workforce, supporting communities and leaving a lasting legacy for future generations.

1.14 Northern Gateway is about delivering an ambition: to create the most accessible and dynamic employment opportunity for the North.

1.15 Northern Gateway is more than an employment zone. It will provide new amenity facilities, extensive green spaces, improved public transport connectivity and extensive active travel routes to link the development with existing communities. It will be a high-quality environment for all who live and work on the site and nearby.



Estimated jobs created upon completion



9,790 gross jobs
accommodated on site



10,435 jobs
directly or indirectly created
throughout the North West



Incl. 5,035 jobs
for residents of Bury
and Rochdale, based on current
trends



**£450m
gross value**
added to Bury and Rochdale each
year, with £630m added to the
North West

**Potential further
opportunities during
construction**



180 gross jobs
directly supported per
annum over a 19-year build



200 jobs
directly or indirectly
supported each year
throughout the North West



**£255m
gross value**
added to the North West over
the construction period

Summary of the Proposed Scheme

Proposed Scheme

1.16 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. The Proposed Scheme includes:

- Around 600,000 sqm of employment floorspace at a range of sizes whose location, size, design and environment will attract major UK and International employers from a variety of different business sectors
- A state-of-the-art hub for advanced manufacturing, where businesses can cluster to collaborate and innovate
- Opportunity for up to 5,000 sqm of other uses to support the employment development. These could potentially include retail, café/restaurants, a hotel, office space and conference and training facilities and community uses
- A network of integrated 'Transport Hubs and Nodes' across the Site enabling safe, easy and secure interchange between bus, cycle, scooter and walking.
- Vibrant, biodiverse parkland that will support local wildlife and ecosystems as well as providing space to play, exercise and have fun
- Walking and cycling routes across the Site and onwards to surrounding communities
- New woodland planting and species rich meadows, along Brightley Brook and Whittle Brook to enhance existing habitats
- Blue infrastructure that will sustainably drain the development and provide attractive spaces for visitors and people working at Northern Gateway, as well as opportunities for biodiversity
- Exemplar standards in sustainable design and construction, resource efficient building design and the use of innovative energy technology.





Fig. 3: Illustrative Masterplan (Option 1)

Strategic Context

02





02. Strategic Context

This chapter sets out the strategic location of the Site, together with a summary of national and local design policies and guidance which will influence the Site's development.



Strategic Location

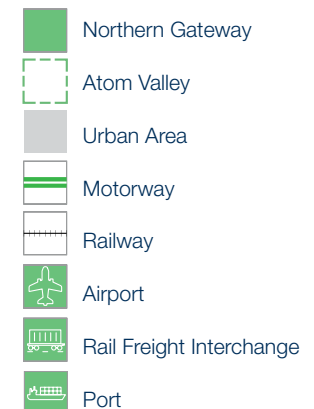
2.1 At a wider strategic scale, the JPA1.1 Allocation Site sits at a crucial juncture, encompassing the convergence of the M60, M62, and M66 motorways, straddling the administrative boundary of Bury and Rochdale. This strategic and highly accessible location provides the Site access to the UK motorway network. 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. 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. The 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.

2.2 Frequent and wide-reaching rail services are available from Rochdale Station with direct connections to Manchester, Leeds, Chester and Blackburn. For rail freight, the Site is 35 minutes drive from Manchester Euroterminal, 50 minutes from Wakefield Europort and two hours fifteen minutes from the Ham Hall (West Midlands) railhead.

2.3 International and domestic flights and air cargo services are available from both Manchester Airport and Liverpool John Lennon Airport. Manchester Airport lies approximately 23 miles away from the Site, reachable within a 25-minute drive. 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 Site, offering further travel options.

2.4 The Manchester Metrolink, renowned as the UK's largest light rail network, boasts several stations conveniently located within a short distance of the Site, including Bury, Whitefield, and Rochdale Town Centre.

2.5 In summary, the Site represents a highly accessible opportunity for growth in Greater Manchester, enabling the delivery of a large, nationally significant employment opportunity to attract high quality businesses and investment on the M62 corridor, together with supporting services and facilities.



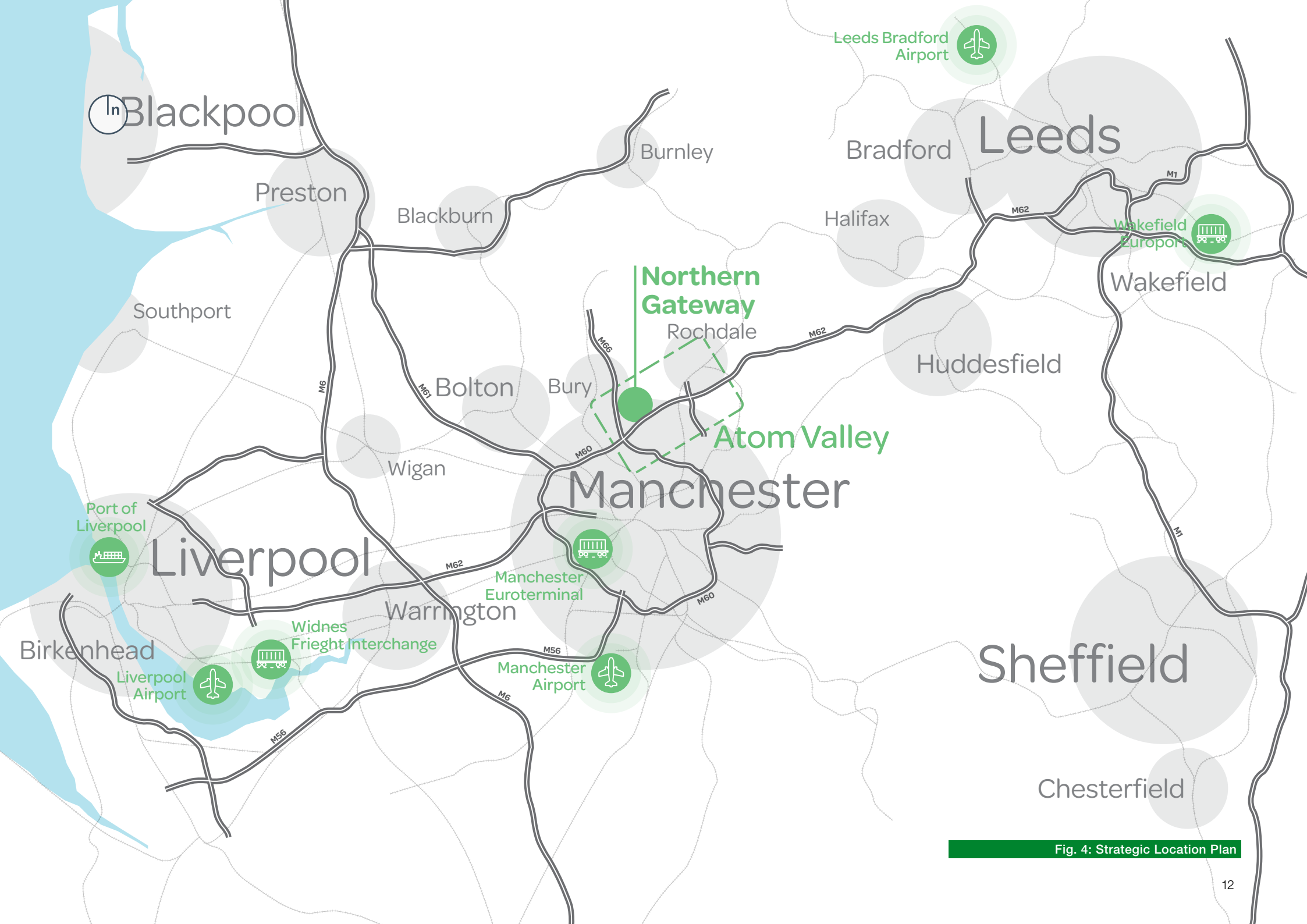


Fig. 4: Strategic Location Plan



Design Policy Context

National Planning Policy Framework

2.6 The National Planning Policy Framework (NPPF) (December 2024) sets out the Government's planning policies for England and how they are expected to be applied. Further guidance is provided in the National Planning Practice Guidance (NPPG).

2.7 The NPPF is a material consideration in the determination of applications (paragraph 2) and states that due weight should be given to existing policies according to their degree of consistency with the new NPPF.

2.8 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives - economic, social and environmental - which are interdependent.

2.9 Paragraph 11 of the NPPF states that at the heart of the NPPF is a presumption in favour of sustainable development.

2.10 Paragraph 124 encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

2.11 Section 12 places considerable importance on creating high quality buildings and places as the key to sustainable development. It recognises the importance of good design in making better places to live and work and helps make development acceptable to the community (paragraph 131).

2.12 Paragraph 135 states that local authorities should make decisions which ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.13 Paragraph 139 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, but that 'significant weight' should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

National Planning Practice Guidance

2.14 The National Planning Practice Guidance (PPG) also deals with design and reiterates the position set out in the NPPF, identifying that good quality design is an integral part of sustainable development.

2.15 Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. This is the spirit of bringing forward this Design Code, which further is influenced by the National Design Guide.

National Design Guide

2.16 The National Design Guide (NDG), published in September 2019, seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2.17 The guidance sets out 10 key characteristics of well-designed places which all work together to create character; help nurture and sustain a sense of community; and address environmental issues affecting the climate.

2.18 The NDG illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

2.19 Development at Northern Gateway has been designed to address ten characteristics highlighted on the NDG:

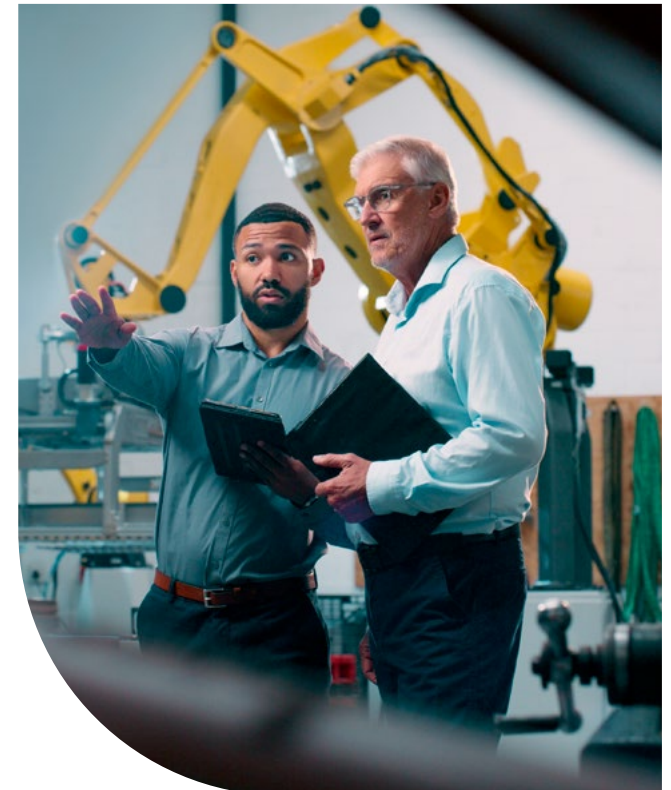
- **Context:** the context of Heywood and the wider area and its local character assessed to make sure that the design responds positively to its features, takes cues and inspiration of its surroundings and enhances its setting.
- **Identity:** the identity of the scheme has been informed by the site and its environs - interpreted to create an informed character of development.
- **Built form:** the development will deliver an appropriate mix of building types, forms and scale along with green open spaces to create a coherent form of development that people can enjoy and feel ownership of.

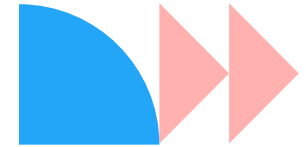
- **Movement:** streets have been designed to encourage way finding. Key buildings will help create a sense of direction.
- **Nature:** the existing green infrastructure has been retained and enhanced to celebrate nature.
- **Public spaces:** open green space will be overlooked where possible to encourage natural surveillance. Key frontages are focused around green spaces and main movement routes.
- **Uses:** the development will deliver a positive mix of uses in addition to acting as a key economic hub.
- **Homes and buildings:** the development will aim to meet the needs of a wide range of users and meet adequate size standards for the market on all new buildings.
- **Resources:** the design will be durable and adaptable, so that it works well over time and reduces long-term resource needs.
- **Lifespan:** management and maintenance will be considered at detailed stage in order to ensure the potential impacts of service charges on the future residents.

National Model Design Code

2.20 The National Model Design Code (NMDC) provides detailed guidance on the production of design codes, guides and policies to promote successful design.

2.21 Whilst the NMDC is primarily used as a basis for the production of design codes and guides by local planning authorities, it does offer useful definitions and set approaches to write particular design standards which has been reflected in the content of this document.





Places for Everyone

2.22 Places for Everyone Plan (PfE) is a joint development plan document of nine Greater Manchester authorities (excluding Stockport) which was adopted in March 2024.

2.23 A central theme of PfE's spatial strategy is to deliver inclusive growth across the city region complemented by a key aim to significantly boost the competitiveness of the northern parts of Greater Manchester.

2.24 It is a long term plan for jobs, new homes and sustainable growth which allocates large strategic sites for employment and housing. This includes the employment-led allocation at Northern Gateway (Heywood/Pilsworth) (PfE Policy JPA1.1). Development within this allocation should (summarised):

- Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region.
- Deliver around 1,200,000 sqm of industrial and warehousing space, comprising a mix of high quality employment premises in an attractive business park setting.
- Deliver around 1,000 new homes along with a new primary school in the eastern part of the allocation; and around 200 new homes in the western part of the allocation, including provision for affordable housing.
- Deliver an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities.
- Make provision for new and improved sustainable transport and highways infrastructure.

- 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).
- Retain and enhance existing recreation facilities or, where necessary, make provision for replacement facilities.
- Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure including the integration and enhancement of existing features.
- Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt.
- Strengthen the boundary of the Green Belt to the north of the Site.
- Ensure that any development is safe from and mitigates for potential flood risk from all sources and does not increase the flood risk elsewhere.
- Provide an appropriate buffer between the development and the motorway/local road network where required.
- Take appropriate account of relevant heritage assets, and their settings and undertake a detailed assessment and evaluation of known and potential archaeological sites.

Atom Valley

2.25 Atom Valley is a Mayoral Development Zone (MDZ) within the North-East Growth Corridor identified in Places for Everyone and established in August 2022. This MDZ incorporates the three strategic allocations identified within the North East Growth corridor within PfE, including Northern Gateway.

2.26 Collectively the sites within Atom Valley have the potential to deliver 1.6 million square metres of employment space, 20,000 high-quality jobs and 7,000 new homes. Situated at the heart of a vibrant city region, Atom Valley fosters collaboration among businesses and institutions, with quick access to the motorway network and Manchester city centre.

2.27 Atom Valley is led by a partnership of developers, industrialists, universities, and local government. The vision is to create an extensive and interconnected manufacturing “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.

Northern Gateway Development Framework Supplementary Planning Document

2.28 Bury and Rochdale Councils resolved to adopt the Northern Gateway Development Framework Supplementary Planning Document (NGDF SPD) in March 2025. It establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the allocation site. The NGDF SPD is a material consideration in the determination of all planning applications relating to the JPA1.1 Allocation Site.

2.29 The NGDF SPD sets out that the following site-wide design principles should be applied to all future development proposals within the Northern Gateway site and are key principles which will be addressed within this Design and Access Statement.

2.30 The SPD contains a Development Framework Plan that presents an indicative interpretation of how these design principles could be realised spatially across the Northern Gateway site.

2.31 The Development Plan is illustrative in nature and should be considered as such. It is based on a number of assumptions which may change or evolve during the delivery of the project. It therefore presents one way the design principles in the SPD could be delivered.

Built Form and Use

- Striking building forms, design and materiality should help create a distinctive destination with a clear identity and contribute to branding Northern Gateway and the wider region.

- Large format industrial buildings in key prominent locations should embrace innovative elevation design solutions in a way which breaks up their visual form and reduces their impact on the surroundings.
- Ensure building design and form provides a positive interface with proposed adjacent uses and spaces, as well as responding to existing constraints and characteristics.
- Ensure building typologies create a human scaled and comfortable environment with positive relationships with public spaces.
- Office elements, primary entrances and other active uses within buildings should face primary routes and public realm where possible for improved legibility and to maximise levels of natural surveillance and perceived safety and security.
- Build forms, scale, use and appearance should positively respond to gateway locations, key junctions and nodes where possible.

Streets and Movement

- Primary Routes running through site should take the form of a boulevard incorporating segregated foot and cycleways as well as tree planted verges to ensure routes provide safe and enjoyable Active Travel Corridors which prioritises the movement of pedestrians and cyclists as well as fulfilling their function to serve surrounding proposed uses.



- Secondary Routes running through the site should take the form of green streets incorporating segregated foot and cycleways as well as suitable landscaping to ensure routes provide safe and enjoyable Active Travel Corridors which prioritises the movement of pedestrians and cyclists as well as fulfilling their function to serve surrounding proposed uses.
- Vehicle carriageways should be reduced in width at pedestrian and cyclist crossing points and along long stretches of road to help reduce traffic speeds and create a safe and attractive crossing point and prioritise the movement of pedestrians and cyclists. These should be marked with changes in surface materials and increased levels of tree/shrub planting.
- Where feasible, consolidation of parking should be explored to ensure efficient use of land and maximise space given to other features. Large areas of car parking should be located away from streets wherever possible, or include high levels of formal landscaping and suitable boundary treatments to break up large areas of hardstanding and create a positive interface and allow for natural surveillance with and over adjacent pedestrian/cycle routes.
- Service and good yards should be located away from streets wherever possible or be screened from public view through provision of suitable levels of landscape planting so not to have a negative impact on surrounding streets.
- All pedestrian and cycle routes throughout the site should be designed to be accessible to all and well-lit to provide safe and easy movement for all throughout daytime and evening hours.

Landscape

- Ensure provision of a high-quality public realm providing safe, accessible and attractive public spaces with a strong identity, character and a sense of place.
- Maximise levels of natural surveillance over areas of public open space.
- Green and blue infrastructure networks across the site should be formed through the retention of identified environmental features of the existing landscape. Valuable existing natural assets should be retained where possible and integrated within a series of structural landscaped corridors.
- Retention of existing vegetation of value and considered within the parcel layout where possible.
- Tree and hedgerow planting to be included in all car parks to break up the visual mass of vehicles and create an overall consistency of urban greening within the development.
- Carriageway structure to include sufficiently sized landscaped verges for tree lined streets and naturalised linear swales or rain gardens to manage rainwater runoff.
- Delivery of naturalised and habitat friendly mitigation measures for drainage, land re-profiling, noise and visual matters to be prioritised.



- Allocation boundary
- Potential developable area
- Existing built development
- South Heywood Application Area
- Green open space
- Woodland
- Woodland Riparian Corridor
- Woodland/Priority Habitat
- Watercourse
- Listed Building (Grade II)
- Indicative Highway Improvement Area
- Proposed Access Point (all traffic)
- Proposed Access Point (restricted traffic)
- Potential Access Point (all traffic)
- Proposed Access Point (pedestrian / cycle access)
- Primary Road (all traffic)
- Secondary Road (all traffic)
- Residential Road (no HGV)
- Bus Road (bus only)
- Retained Footpath
- Relocated/New Shared Path
- Employment uses
- Residential uses
- Mixed-use
- Gateway location
- Bus enabled route

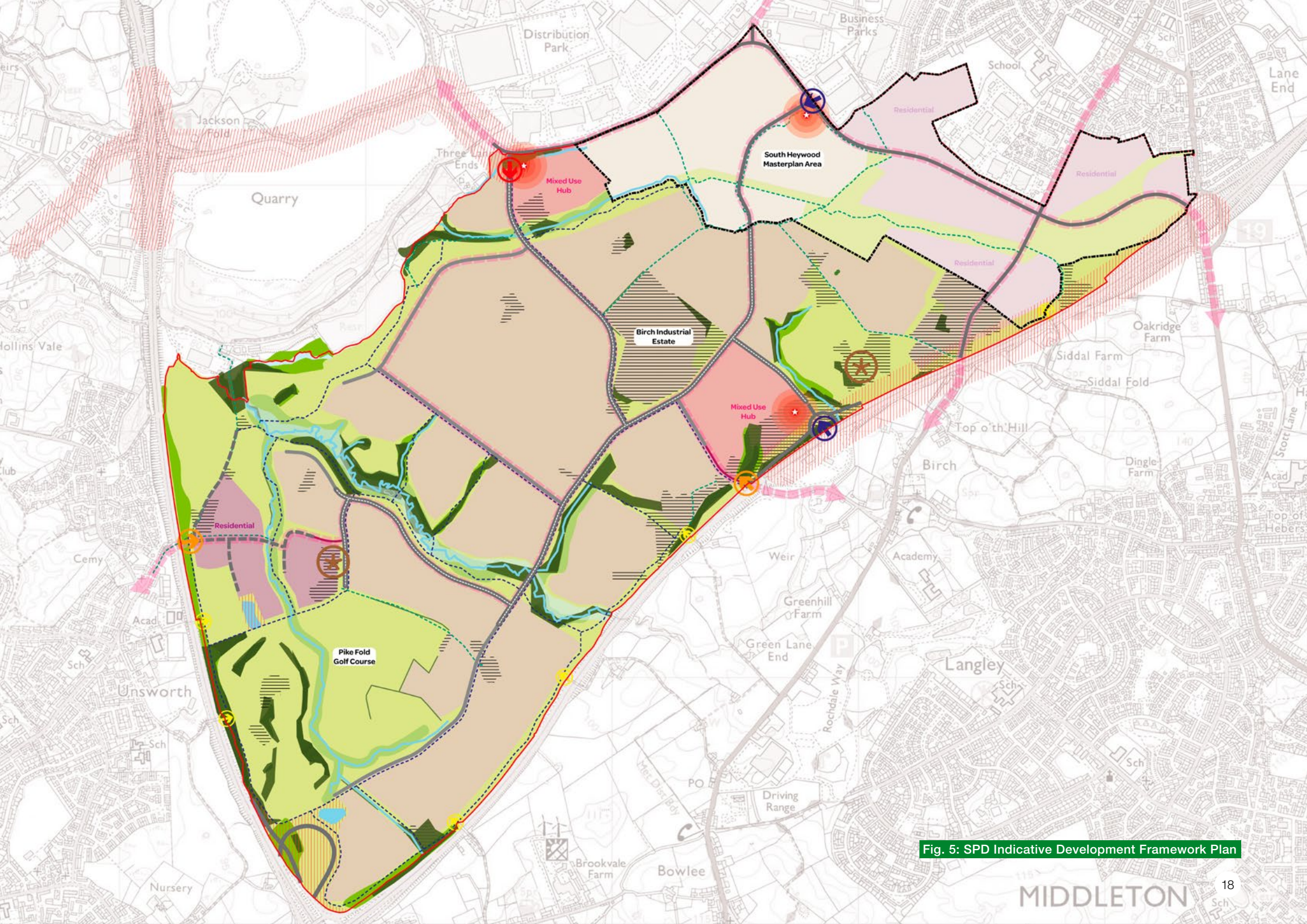


Fig. 5: SPD Indicative Development Framework Plan

Site Context

03





03. Site Context

This chapter sets out the analysis of the Site and immediate context to inform a series of locally responsive and sustainable design principles which will influence the illustrative proposals included within this application.



3.1 This analysis informs parameters which need to be accommodated within the development proposal or addressed as part of the Proposed Scheme's design through mitigation or substitution.

3.2 The key factors of the Site which are deemed to be most relevant to the development are as follows:

- Access and Movement
- Landscape and Visual Character
- Arboriculture
- Ecology
- Flood Risk and Drainage
- Heritage and Archaeology
- Noise
- Air Quality
- Geo-environmental
- Utilities.

3.3 Along with this DAS, a full suite of documents have been produced to support this planning application, covering the above topics and has informed the evolution of the proposed development. A summary of the key findings of these reports are documented on the following pages. This chapter concludes with a summary of opportunities and constraints for the Site.

Site Overview

3.4 The Site extends to 209.8 hectares. The western portion of the Site (within Bury) is bound to the north by Brightley Brook and Pilsworth Fisheries and is defined by Whittle Brook along the western boundary. The eastern portion of the Site (within Rochdale) is bound to the north by Pilsworth Road and Heywood Distribution Park, and to the south by the M62 corridor, including Moto Birch Services (Eastbound) and Whittle Fold Farm and associated agricultural buildings.

3.5 The Site wraps around Birch Business Park, as well as a series of existing properties to the east of Moss Hall Road. It 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 northeast of the Site boundary, opposite Brightley Brook, is Pilsworth Landfill.

3.6 The Site comprises undulating land which rises above the motorway to the south. It rises from c.90m AOD along the western (Whittle Brook) and northern boundaries to a high point of c.130m AOD towards Birch Business Park and Whittle Lane.



Heywood

Langley

Heywood
Distribution Park

Moss Hall Road

Birch Business
Park

Whittle Lane

Birch Motorway
Services

M62 Motorway

Whittle Brook

Castle Road

M66 Motorway

Unsworth

Access and Movement

3.7 The Site is partially bounded by the M62 to the south and by Pilsworth Road to the north east.

3.8 Existing access roads within the Site include Moss Hall Road, Pilsworth Road and Whittle Lane. Access into the Site is gained off Pilsworth Road, which provides direct access to Junction 3 of the M66 motorway to facilitate north/south travel. Access into the Site is also possible via Whittle Lane / Moss Hall Road which runs north / south through the Site. Vehicular access into the Site across the M62 motorway is provided via Whittle Lane.

3.9 The 125 bus service which connects Heywood and Middleton is the only bus route which currently serves the Site, offering one service per hour in each direction.

3.10 There are 4 Public Rights of Way (PRoWs) within the Site: Bury 2WHI, 3WHI, 4WHI and Rochdale: Hey-Fp-74.

Landscape and Visual Character

3.11 There are no World Heritage Sites, National Parks or National Landscapes (previously known as Areas of Outstanding Natural Beauty) located within close proximity of the Site. Part of the Site is currently located within a Special Landscape Area, as designated in the Bury Unitary Development Plan.

3.12 The Site is located within three Landscape Character Types (LCTs); predominantly 'Mosslands and Lowland Farmland' and 'Urban Fringe Farmland', with the area around Brightley Brook to the north of the Site falling within 'Incised Urban Fringe Valleys'.

3.13 The surrounding views are an important aspect of the visual amenity of the Site, with long distance views available to the north being a key characteristic. Local receptors within the Site and outside the boundaries consist mainly of farms and associated residences, as well as users of the public footpath network through the Site.

3.14 The M62 forms a key feature in the view to the south along with its associated infrastructure and lighting.

Arboriculture

3.15 There is a mix of individual trees, collective groups of trees and pocket areas of woodland of largely good to moderate quality spread throughout the Site. The majority of tree cover is situated within established field boundary hedgerows.

3.16 Areas of mature woodland is situated on the banks of Whittle Brook as well as several mature individual specimen trees. The woodland provides a notable contribution to the Site's landscape, whilst providing a natural habitat corridor through the western part of the Site. Additionally, there are a number of spurs that veer off from the woodland to the east, all of which are of moderate to high quality.

3.17 There is a network of hedgerows that span across the Site, situated almost exclusively at the field parcel boundaries, or along access roads. These are generally of moderate quality.



Ecology

3.18 There are no European or Nationally designated sites within the 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 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 Site.

3.19 The baseline habitats within the Site overwhelmingly comprises species poor modified grassland, which is of low distinctiveness.

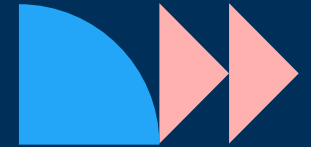
Flood Risk and Drainage

3.20 There are three watercourses within the Site that are classified as Main Rivers. Whittle Brook flows from southeast to northwest across the Site and Brightley Brook flows from east to west through the northern area of the Site and also converges with Hollins Brook, a tributary of the River Roch.

3.21 The Environment Agency's Flood Map indicates that most of the Site lies within Flood Zone 1. However, portions of the northern boundary, on both sides of Moss Hall Road, fall within Flood Zone 2, associated with Brightley Brook. Along the western and southwestern boundary in Bury, the land is classified as Flood Zone 3, associated with Whittle Brook.

3.22 There are a number of unnamed watercourses, tributaries and ditches across the Site that drain run-off from the land and farm buildings into the nearby watercourses and rivers.





Heritage and Archaeology

3.23 There are no designated heritage assets within the Site. There are however several non-designated heritage assets within the Site, which have been identified by the Councils during the pre-application process. These are:

3.24 Coal Pits Farm, Higher Fields Farm, Higher Barn Farmhouse and Broom Hill Farm (located within Bury)

3.25 Meadowcroft Fold (located within Rochdale).

3.26 The 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.

Noise

3.27 Parts of the Site are dominated by road traffic noise sources from the nearby motorways. Noise from farming, commercial and industrial uses are also present within the Site. Generally, there are a limited number of noise sensitive receptors within and around the Site, however these include private residential premises.



Air Quality

3.28 Motorway emissions are considered the greatest source of emissions relating to the Site. Future development traffic has the potential to increase pollutant levels in the area and affect levels within the Air Quality Management Area. However, with the implementation of best practice air mitigation measures, in the form of sustainable transport options, it is not expected that there will be adverse effects in terms of air quality as a result of the development.

Geo-Environmental

3.29 No geotechnical or geo-environmental constraints have been identified which would prevent future development of the Site.

3.30 Geotechnical considerations at the Site include mining, compressible peat deposits, backfilled quarries and pits and groundwater presence. There are 4 mineshafts located within the Site.

Utilities

3.31 There is a localised high pressure gas main within the Site, which is subject to an easement of 6 metres, along with a building offset of 8m minimum either side of the mains.

3.32 Two water mains run through the Site. These may have the potential to be diverted to accommodate development.

3.33 A sludge main also runs across the north eastern part of the Site which requires an easement of 3.5m either side.



Site Constraints and Opportunities

3.34 There are no known technical constraints which would preclude the proposed development of the Site. A number of spatial constraints and technical considerations have been identified which will need to be considered in the design of any forthcoming proposals for the Site. These can be summarised as follows:

Access and Movement

- Provide additional walking and cycling routes within the Site to connect to enhanced Public Rights of Way
- Include provision for bus routes through the Site and an interchange and series of smaller transport hubs.

Landscape, Trees and Ecology

- Development should be incorporated successfully into the local landscape setting
- Creation of new high quality, accessible green infrastructure corridors throughout the Site to enhance habitat connectivity
- Blue and green infrastructure opportunities along Whittle Brook, including opportunities for enhanced biodiversity and sustainable drainage.
- Where possible, existing trees, hedgerows and woodland blocks should be retained and enhanced. Any loss should be compensated for with new planting.
- Extend tree planting along motorway corridors to enhance visual amenity and promote wildlife corridors
- Retention of long distance views from the Site to connect the Site to the wider landscape.

Flood Risk and Drainage

- Development buffers will be required to existing watercourses.
- Sustainable drainage opportunities along existing and new green infrastructure corridors.

Noise

- The incorporation of key design measures will mitigate against any adverse noise impacts. These may include adequate separation distances between proposed employment uses and residential properties; or orientating service yards/access routes away from residential properties where possible, and the use of localised screening in the form of bunds or fences.

Air Quality

- Position sources of emissions (e.g. spine roads) away from sensitive receptors where feasible
- Provision of green and blue infrastructure networks to provide health benefits to users of the Proposed Scheme
- Encourage sustainable means of transport, including cycling and walking, through the delivery of improved public transport infrastructure.



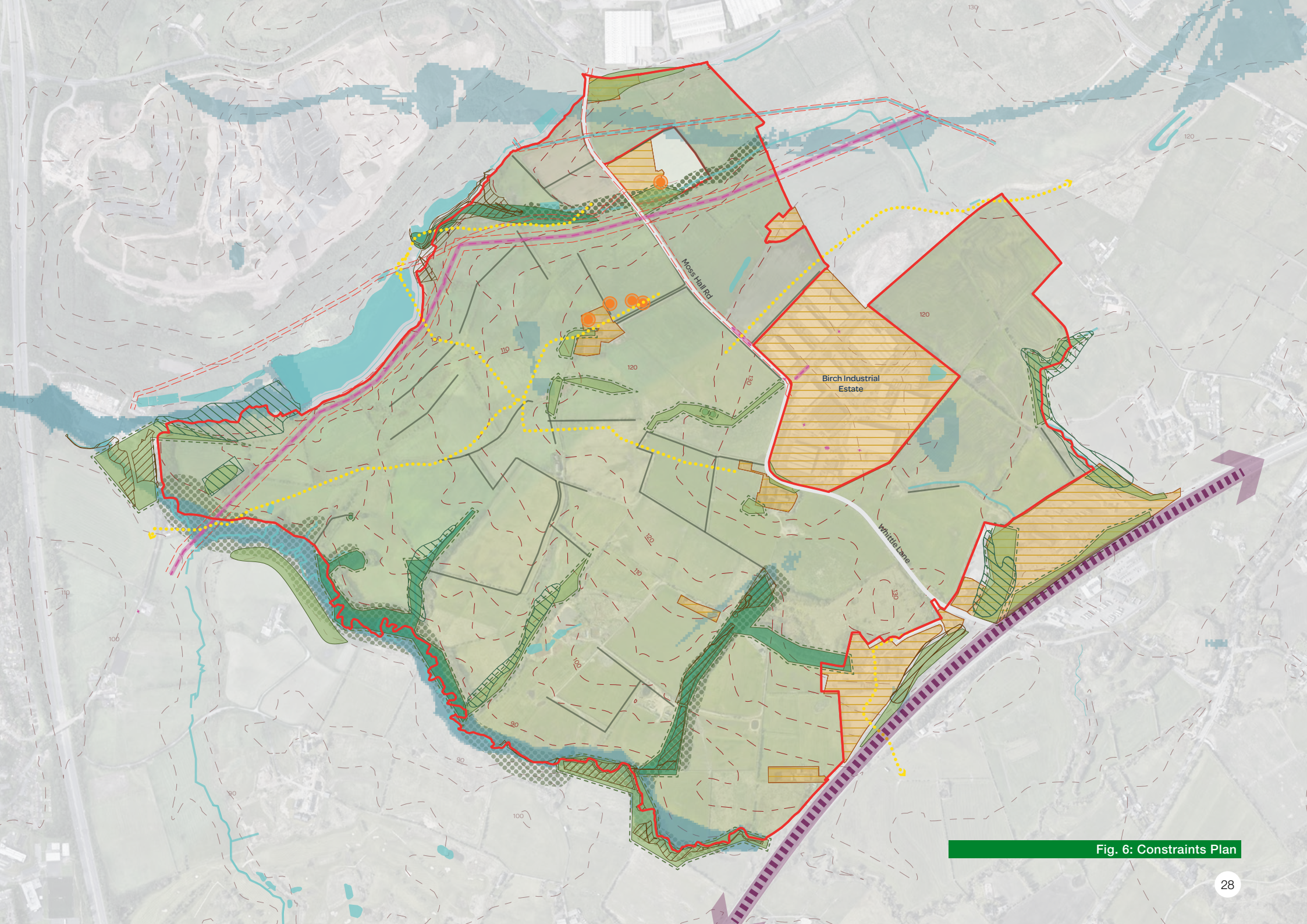


Fig. 6: Constraints Plan

Design Evolution

04





04. Design Evolution



This chapter will discuss the spatial arrangement for the Site through a sequence of guiding design principles identifying how the opportunities and constraints have been addressed.

Masterplan Principles

4.1 The Masterplan Principles which underpin the development proposals for the Site have been informed by the design principles set out in the NGDF SPD, to ensure a robust and policy compliant approach.

4.2 In order to develop proposals which are sustainable, suitable and locally responsive, it is necessary to demonstrate how development can be accommodated on the Site whilst incorporating the considerations identified in the previous chapters.

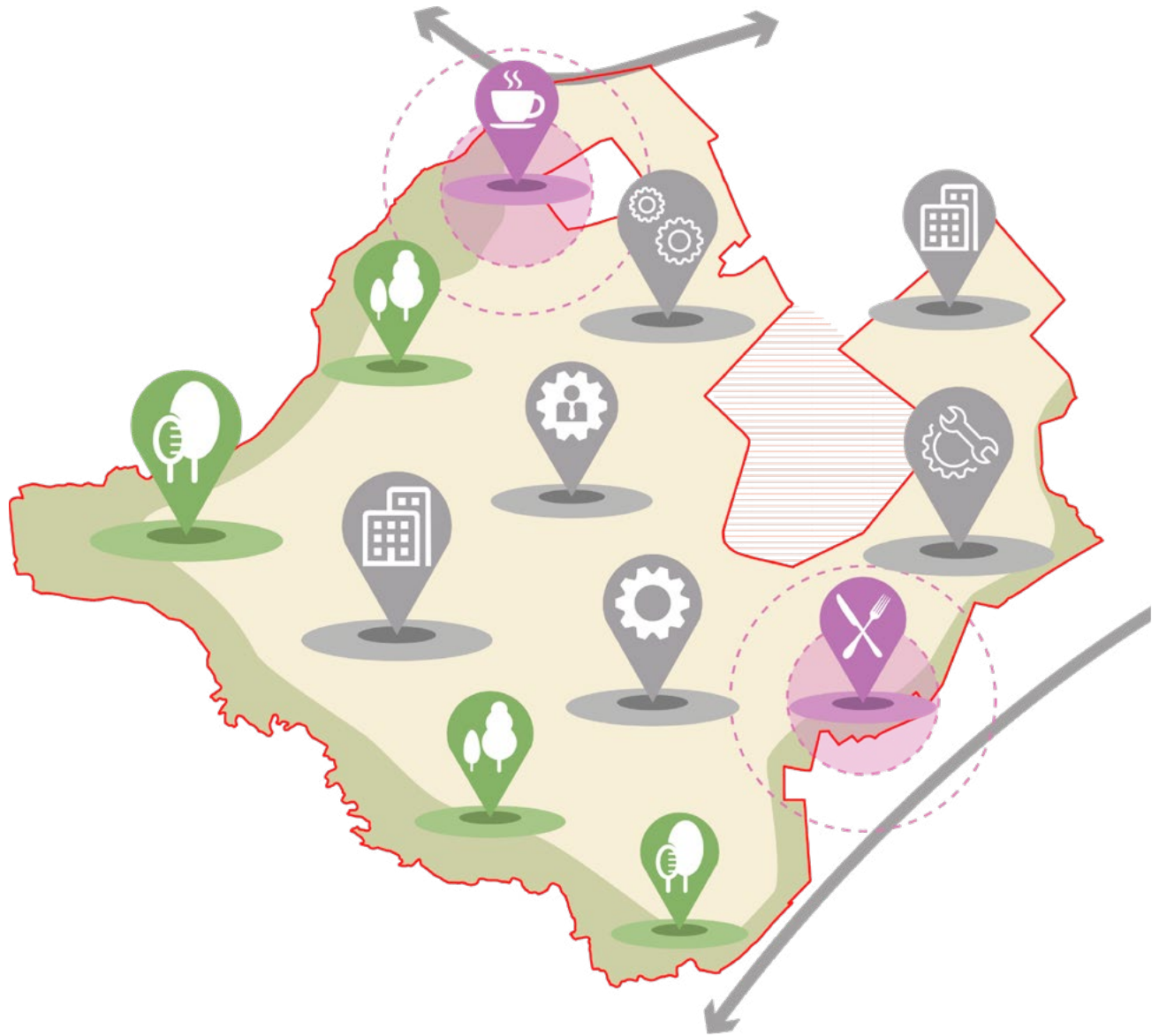
4.3 Design principles for the masterplan are expressed as a series of 'placemaking steps', which together inform a spatial vision for the Site. These, once refined through the later design evolution stages inform the outline parameters proposed in Chapter 5 of this statement and are further articulated through the illustrative design proposals expressed in Chapters 6 and 7.

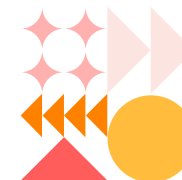




Built Form and Use Principles

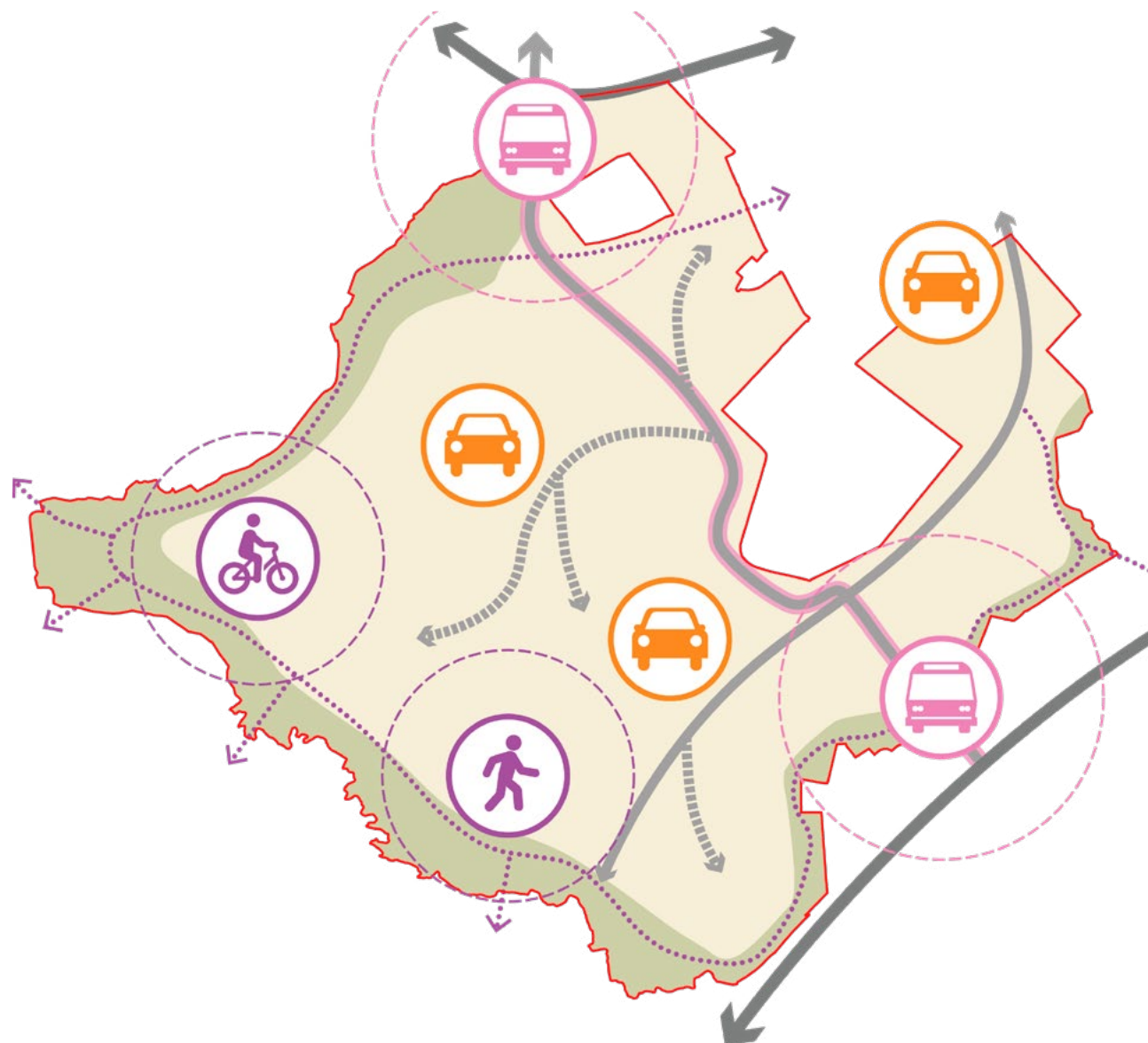
- Development should reflect the Site's sustainable location within a strategically important employment-led development.
- Advanced Manufacturing Corridor identified to cluster associated uses together in prominent and highly accessible part of the Site. The smaller scale form of these buildings to be located along linear parks and near existing residential development.
- Mixed-Use Hubs will contain a range of uses, including transport interchanges, and act as primary nodal points within the Site and the wider Northern Gateway development.
- Provision of flexible development plots, to accommodate a diverse range of employment uses, layouts and scales, together with a range of ancillary uses.
- Flexibility in plot size to enable larger plots to be combined in order to accommodate a potential large or strategically significant 'giga-scale' employer.
- Use of distinctive architecture at key locations and junctions to create a strong identity to the Proposed Scheme and contribute to the wider Northern Gateway identity.
- Active building uses and frontages to be located around gateways, transport nodes, and along key routes and spaces to establish positive building relationships with streets and public spaces, contributing to a safe environment.





Movement and Access Principles

- Maximise the Site's location immediately adjacent to the M62, M60 and M66 Motorways to enhance accessibility and connection to the surrounding region.
- Identify existing vehicular, public transport and active travel points of access into the Site and potential additional points of access to maximise permeability.
- Provide a range of access points to accommodate different users, e.g. vehicles, public transport, pedestrians and cyclists.
- Create a legible hierarchy of routes through the Site to ensure safe and convenient access for all users.
- Prioritise the movement of non-vehicular traffic over vehicular traffic to deliver a safe, healthy and accessible human environment.
- Maintain existing Public Rights of Way, where possible, with diversions through public open space or as segregated highway pedestrian and cycle paths to facilitate delivery of the development.
- Promote Active Travel through the delivery of a high-quality, cohesive, safe and accessible footpath and cycleway network with Active Travel Hubs and secure cycle parking.
- Primary and secondary streets to accommodate bus routes with regular bus stops.



Landscape and Public Realm Principles

- Adopt a landscape-led approach to the layout of the proposed development to establish a high-quality parkland setting.
- Retention and enhancement of environmental features where possible, integrating these into a site-wide green and blue infrastructure network.
- Encourage physical activity through the provision of a range of open space typologies to promote health and wellbeing for existing and future occupiers and nearby communities.
- Deliver connected structural landscaped corridors to form a cohesive wildlife movement network connecting to neighbouring habitats off-site. Primarily protecting and enhancing Whittle Brook corridor as the area of highest ecological value.
- The delivery of naturalised mitigation measures, opposed to engineered solutions, for land reprofiling, drainage and noise and visual mitigation to maximise opportunities for habitat and recreational value.
- Delivery of ecological mitigation measures to achieve Biodiversity Net Gain (BNG).
- Integration of soft landscaping, habitat creation and recreation beyond areas of open space, utilising streets, public realm and building plots.
- Provision of high-quality public realm providing safe, accessible and attractive streets and public spaces with a strong identity, character and a sense of place.



Public Consultation and Engagement

Local Planning Authorities

4.4 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.

4.5 Two virtual briefing sessions were held on 24 June and 09 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 & sustainability teams.

Stakeholder & Community Engagement

4.6 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.

4.7 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. A letter of support from the Greater Manchester Mayor was received and in summary states:

4.8 “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”.

4.9 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.



Outline Parameters

05





05. Outline Parameters

This application is submitted in outline form. All detailed matters including access, layout, scale, appearance and landscape are reserved for subsequent approval.



Outline Parameter Plans

5.1 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 future applications 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.

5.2 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 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, and
- 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.

5.3 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.

5.4 The Application also includes a series of Illustrative Masterplans which display two possible ways in which the Proposed Scheme could come forward at detailed design stage.

Design Code

5.5 Any other parameters or mitigation which cannot be fixed spatially at this stage is discussed in the Design Code which accompanies this application.

5.6 The Parameter Plans set out in this DAS define the spatial parameters associated with this application which can be fixed at this time, whilst the Design Code defines the parameters and their associated specification which cannot yet be fixed. Combined they are designed to offer comfort to officers and stakeholders on the commitments of the applicant to deliver a high-quality scheme which is sensitive to the specific demands of the Site and its context, whilst also providing flexibility to develop and refine future proposals for individual phases / plots within the Site according to the specific needs of developers, prospective tenants and the wider market.

5.7 The submission of a Design Code also satisfies the requirements of the PfE policy allocation and will ensure that all development that comes forward pursuant to the outline planning permission will be coordinated and ensure comprehensive development.





Parameter Plans

5.8 The following plans comprise the Parameter Plans which are submitted for approval as part of this outline planning application.

Parameter Plan – Use

Developable Areas and Uses

5.9 This sets the spatial extent of proposed uses across the application.

Developable Areas (including earthworks, access, cycleway and footpath links, and other mitigation and associated works)

5.10 Identifying areas of the 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 Site for use as landscape buffers to mitigate visual impact and impacts on residential amenity either from nearby residential uses or long-distance views of the 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 Site for use as landscape buffers to mitigate impacts on residential amenity near existing properties which are likely to be demolished in later phases of the development of the 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.
- **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.
- **Building Proximity Offset:** Areas not considered suitable for built-form development due to their proximity to strategically important utilities and infrastructure.

Non-Developable Area

5.11 Identifying areas of the 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 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.

Other

5.12 Other features considered suitable to identify within the Use Parameter Plan include:

- Buildings to be Demolished
- Location of Primary Access

KEY

Boundaries

-  Application Boundary
-  Application Plot

Developable Areas and Uses

-  **Developable Area 1**
(Application Plots C, D and F)
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 Uses Schedule)
-  **Developable Area 2**
(Application Plots A, B and E)
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-c) and Sui Generis Uses
(in accordance with the Uses Schedule)

Maximum Quantum of Development
Employment Uses: Up to 600,000 sqm.
(Incl. B2, B8 and E(g)(i-iii))

Other Uses: Up to 5,000 sqm.
(Incl. C1, E(a-b), E(c)(i-iii), E(d-f), F1(a), E(g)(i),
F2(a-c) and Sui Generis Uses)

Developable Areas

(Incl. earthworks, access, cycleway and footpath links,
and other mitigation and associated works)

-  Peripheral Landscape Buffer
-  Temporary Peripheral Landscape Buffer
-  Landscape Mitigation Area
-  Building Proximity Offset

Non-Developable Areas

-  Wetland Habitat Corridor
(Bridge crossings only)
-  Build Over Easements
(Access only)

Other

-  Existing Building (To be demolished)
-  Location of Primary Access

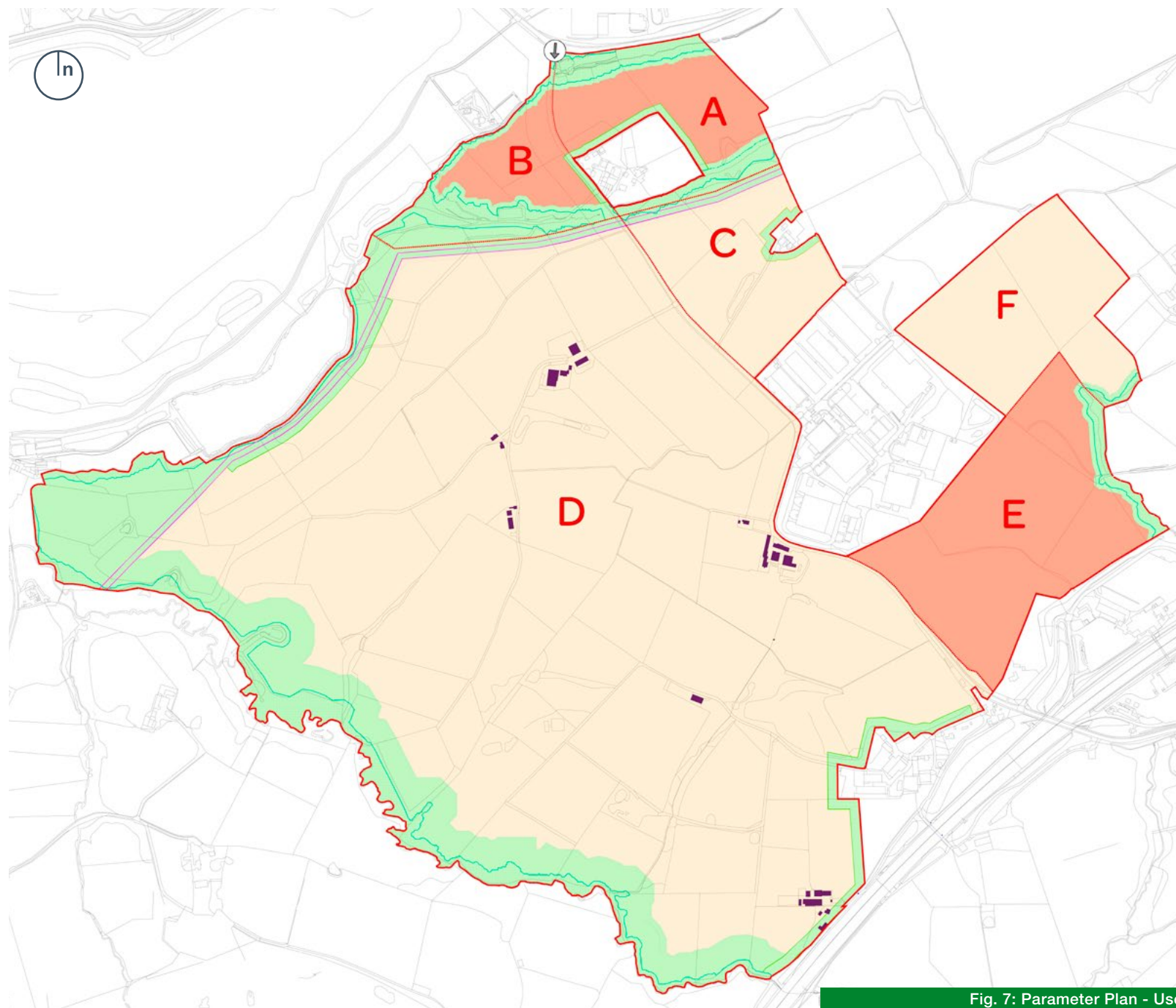
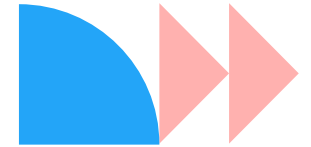


Fig. 7: Parameter Plan - Use



Parameter Plan – Scale

5.13 Defining the maximum scale parameters across the Site on a plot-by-plot basis according to the following:

- Maximum amount of fill (in meters) above existing ground levels
- Maximum building heights (in meters) above maximum amount of fill
- Maximum overall scale parameters (in meters) combining maximum amount of fill and maximum building heights.



KEY



Application Boundary



Application Plot

Heights measurements listed as
Above Existing Ground Levels (AGL)



Plot A

Max. Fill: 6m
Max. Building Height: 30m
Max. Overall Height: 36m



Plot B

Max. Fill: 6m
Max. Building Height: 30m
Max. Overall Height: 36m



Plot C

Max. Fill: 8m
Max. Building Height: 45m
Max. Overall Height: 53m



Plot D (North)

Max. Fill: 24m
Max. Building Height: 45m
Max. Overall Height: 69m



Plot D (South)

Max. Fill: 10m
Max. Building Height: 30m
Max. Overall Height: 40m



Plot E

Max. Fill: 6m
Max. Building Height: 45m
Max. Overall Height: 51m



Plot F

Max. Fill: 6m
Max. Building Height: 45m
Max. Overall Height: 51m

Note:

Max. Building Height is the
structural height of a building
including parapet and roof top plant.

Max. Overall Height combines the
Max. Building Height with the Max.
Fill.

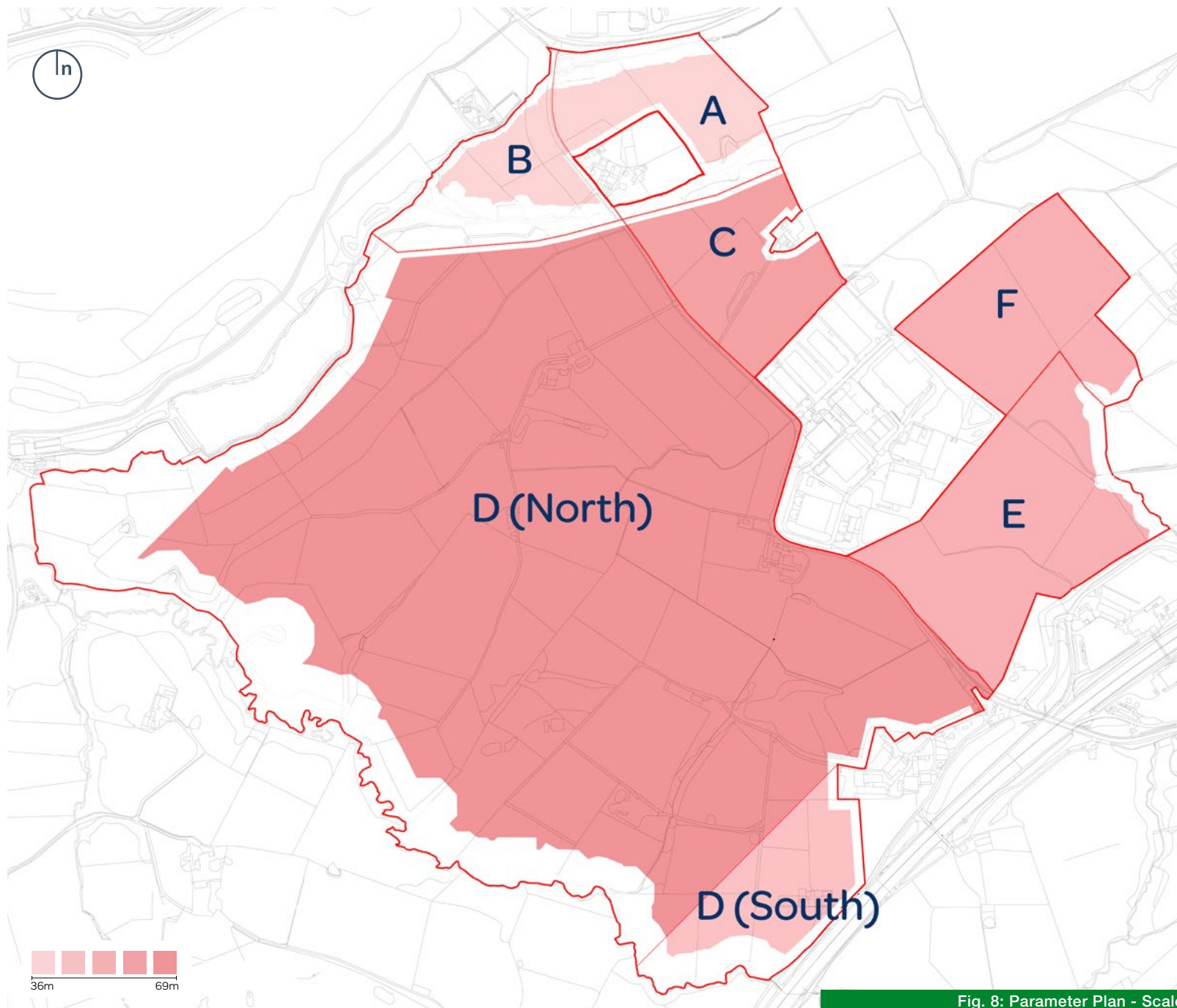


Fig. 8: Parameter Plan - Scale



Excavation, Retention and Demolition Plan

5.14 Defining the maximum extent of excavation across the Site and any existing building on the Site to be retained and demolished.



- KEY
-  Application Boundary
 -  Application Plot
 -  Anticipated Extent of Excavation
 -  Existing Building (To be demolished)

Note:

Plots shown are for reference only and are not an indication of Reserved Matters Plots nor are they intended to align with Character Areas.

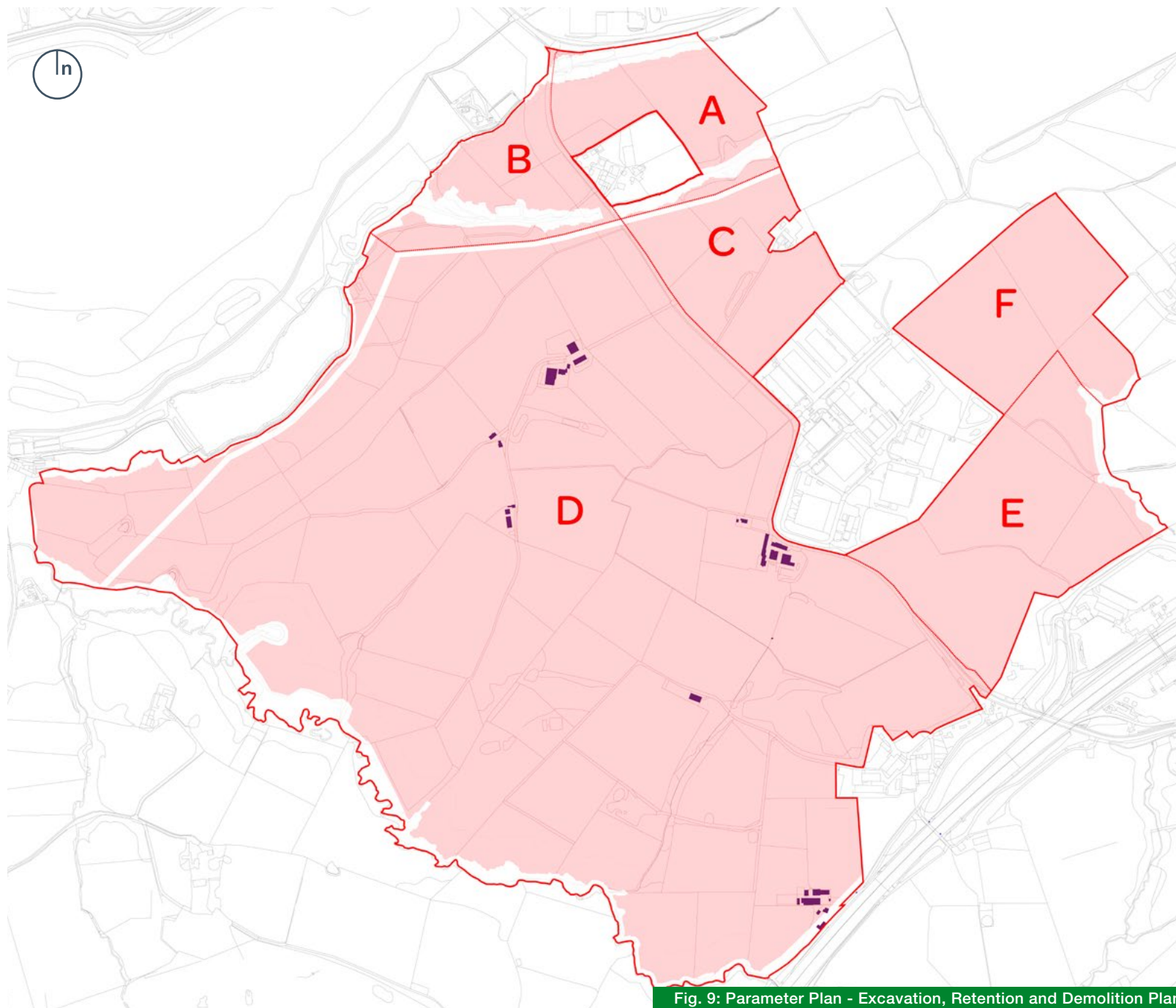


Fig. 9: Parameter Plan - Excavation, Retention and Demolition Plan

Illustrative Proposals

06





06. Illustrative Proposals



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.

6.1 The parameter-based approach to this application has been adopted in order to maximise flexibility throughout the lifetime of the proposed development to ensure proposals are able to adapt and evolve to ever changing market conditions. However, in setting key parameters within this application, this ensures future proposals limit their impact on their surrounding environment and that future impacts are suitably mitigated. Such limits and parameters are controlled through the Parameter Plans, Uses Schedule and Design Code which accompany this application.

6.2 To demonstrate the flexibility and suitability of the above, this chapter includes a number of illustrative proposals which have been drafted in full compliance with the Parameter Plans, Uses Schedule and Design Code including 2 options of an Illustrative Masterplan.

6.3 The Illustrative Masterplans have been prepared to demonstrate the following:

- How key design principles should be interpreted
- The Sites capacity to accommodate the level of development being proposed
- How flexible the parameters associated with this application are in accommodating development of varied scales and forms, and
- How the impacts associated with such uses can be suitably mitigated to minimise impacts on their surroundings.
- The Illustrative Masterplans presented here are not intended to be exhaustive, are indicative in nature and should be interpreted as such. They demonstrate how future proposals could be delivered in numerous forms and scales which still fully accord with the parameters being set through the accompanying Parameter Plans, Uses Schedule and Design Code.





Overview

6.4 The illustrative proposals 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
- Up to 5,000 sqm of other supporting uses (in accordance with the Uses Schedule submitted with the Application).

Illustrative Masterplans

6.5 The Illustrative Masterplans include a diverse range of plot and building sizes are proposed to accommodate a range of different uses, meet current market needs and provide flexibility to adapt to future market trends and demands.

6.6 Smaller scale buildings and plots are located in the eastern part of the Site, including within potential Mixed-Use Hubs to the northeast and south west and the Advanced Manufacturing Corridor. These smaller scale buildings are suited for areas along linear parks and near existing development where they are less likely to have a negative impact on their surrounding context.

6.7 Where possible, buildings and their primary entrances are located as close as possible to one of the key frontages of the plot to provide visual connectivity between the proposed uses and surrounding areas accessible to the public, be that surrounding streets or areas of open space. This will also help contain areas of public open space as well as maximise opportunities for natural surveillance and overlooking.

6.8 Car parking is positioned as close as possible to the primary entrance of the proposed building and close to surrounding streets to maximise convenience, navigation and safety for users.

6.9 Each plot within the development is designed to accommodate regular servicing and deliveries. Service and delivery areas are strategically positioned to align with the building's internal operations and overall business functionality, while remaining appropriately screened from view from surrounding public areas. Wherever possible, service areas are positioned at the rear or side of a building to reduce their visual and operational impact on the street network and primary building frontage.

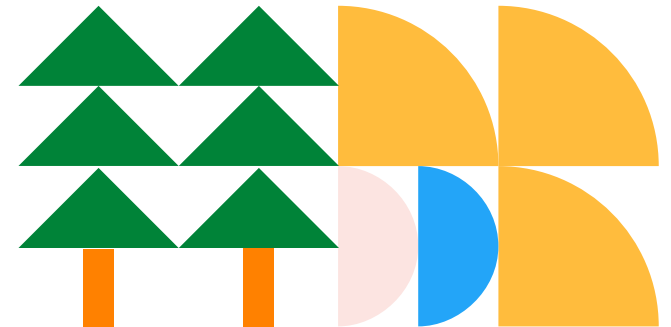




Fig. 10: Illustrative Masterplan (Option 1)

Masterplan flexibility

6.10 The Illustrative Masterplans in this Design and Access Statement are designed to demonstrate how much flexibility is contained within the parameter-based approach which has been adopted for this application. They cover two scenarios:

- Option 1: Conventional Employment and Distribution Masterplan, based on built forms and scales on current industry standards according to the uses proposed within this application (Figure 10), and
- Option 2: 'Giga Scale' Employment and Distribution Masterplan, based on the potential of the Site to accommodate larger scale, single occupier employment use (Figure 11).

6.11 This exercise demonstrates how flexible both the Site and the parameters associated with this application

are in accommodating different forms and scales of development. This exercise is not however exhaustive and only represents 2 out of numerous scenarios the proposed parameters have been tested against. Such scenarios include:

- The ability of different plots across the Site to be merged or divided to accommodate development of different scales to accommodate varying market demands,
- The ability of the site to contain one or more Mixed-Use Hubs and Transport Interchanges according to demand and evolving trends in movement/travel habits, and
- The ability to accommodate future points of access, either through the delivery of new highway infrastructure which is outside of the scope and control of this application, or the provision of access to future development plots and phases.

Design Code

6.12 Refer to Chapter 5 Plot Design Codes for further detailing on the layout and orientation of plots within the Site, through the arrangement of buildings, parking, service and delivery areas, boundary treatments and landscaping alongside plot lighting and signage.

6.13 Refer to Chapter 6 Building Design Codes for further detailing on the individual buildings within the Site, including their uses, scale and massing, built form alongside façade treatments and frontages. Building lighting, signage and sustainable design is also considered.

6.14 Refer to Chapter 7 Movement Codes for further detailing on the potential location of proposed and potential access points and connecting through the site.

Compliance with NGDF SPD

The illustrative proposals comply with the SPD in terms of Built Form in that they:

- Include two mixed-use hubs which form key gateways
- Adopt a flexible approach to plot layout, enabling the potential for a giga-scale opportunity
- Incorporate active frontages and uses at key junctions, gateways and routes.



Fig. 11: Illustrative Masterplan (Option 2)

Movement and Access

6.15 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.

6.16 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 Industrial Estate will be maintained and provide connection to a primary access corridor to the west of the Proposed Scheme
- **Initial Primary Access, Whittle Lane** – utilising an existing access point from the south, an initial primary access point will be provided from Whittle Lane (and its junction with Heywood Old Road which is outside of the Application Boundary). Access to the Birch Industrial Estate will be maintained and provide connection to the Proposed Scheme. Whittle Lane is subject to an HGV weight restriction.

6.17 Rochdale 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 & Rochdale wish to close Whittle Lane, they may do so using their powers and rights as the highway authorities.

Street Hierarchy

6.18 A clear Street Hierarchy is proposed to help accommodate movement through the Site and improve site-wide legibility whilst also ensuring the operational needs of the development are met. This street hierarchy includes Primary Streets and Secondary Streets as follows:

- **Primary Streets** take the form of a boulevard incorporating segregated foot and cycleways as well as tree planted verges to ensure routes provide safe and enjoyable Active Travel Corridors which prioritise the movement of pedestrians and cyclists as well as fulfilling their function to serve surrounding proposed uses.
- **Secondary Streets** running through the Site take the form of green streets which provide access to development plots incorporating segregated foot and cycleways as well as suitable landscaping to ensure routes provide safe and enjoyable Active Travel Corridors.





Fig. 12: Illustrative Street Hierarchy Plan

Active Travel

6.19 Pedestrian and cycleway access will be made available throughout the Proposed Scheme in the alignment of access corridors, via a combination of segregated routes, routes divorced from roads and shared routes.

6.20 Pedestrian and cycleway access routes will connect to the wider JPA1.1 Allocation and surrounding area. It is assumed that to facilitate the proposed development, existing PROWs across the Application Boundary will be diverted as required. A network of diverted PROWs will ensure permeability throughout the Application Boundary and maintained connectivity between PROWs within the wider JPA1.1 Allocation Site and further afield. The replacement PROWs are to be primarily diverted through public open space or alternatively as segregated pedestrian and cycle paths part of the highway structure. The replacement PROWs will be provided to a higher standard than is currently provided across the Application Site, ensuring accessibility for all users.

6.21 A network of replacement footpaths / cycleways will be delivered with reference to the Transport for Greater Manchester's Streets for All Design Guide (2023) and Cycle Infrastructure Design LTN1/20.

6.22 A number of active travel hubs are to be incorporated along primary and secondary access routes across the Proposed Scheme and be equipped with amenities to support and encourage sustainable commuting options and a user-friendly travel experience. These facilities should include showers and changing rooms and secure storage including lockers and designated areas for bicycles and other equipment.

Public Transport

6.23 Primary and secondary streets throughout the proposed development will be designed to accommodate bus routes with regular bus stops.

6.24 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.

6.25 Transport interchanges will provide regular shuttle bus connections to Secondary Travel Nodes within Northern Gateway as well as alternative active travel transport options such as e-scooters and e-bike rental and potential opportunities for an integrated parking facility/multi-storey car park to support potential park and ride services.



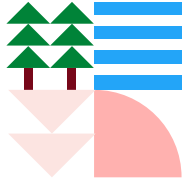


Fig. 13: Indicative Primary Street Cross Section



Fig. 14: Indicative Secondary Street Cross Section

Public Rights of Way

6.26 Figure 17 shows the existing PRow within the Site. Some PRow are to be retained and enhanced; others are to be realigned / diverted to facilitate the delivery of the Proposed Scheme and to create a permeable and legible development and maintain a cohesive PRow network. The PRow network will primarily locate or divert routes through public open space or alternatively as segregated pedestrian and cycle paths as part of the highway structure. Any such diversions would be determined at Reserved Matters stage.

Design Code

6.27 Refer to Chapter 7 Movement Design Codes for further details on the access and movement within Northern Gateway, including the hierarchy of streets, active travel, wayfinding and public transport. Street furniture, street trees and soft landscaping are also considered.

Compliance with NGDF SPD

The illustrative proposals comply with the SPD in terms of Movement and Access in that they:

- Provide a legible hierarchy of routes with priority of pedestrians and cyclists over road-based traffic
- Maximise permeability
- Have good levels of natural surveillance to routes and spaces to create a safe environment for Active Travel
- Provision is made for bus routes through the development and a transport interchange.





Fig. 15: Illustrative PRoW Strategy Plan

Character Areas

6.28 The NGDF SPD divides the JPA1.1 allocation site into six Character Areas. Four of these Character Areas feature within the application boundary of this outline planning application and reflected in the Illustrative Masterplan as follows:

- Mixed-Use Hubs
- The Boulevard
- Core Development
- Urban Valley.

4.29 Each Character Area responds to its unique physical setting and reflects key attributes from the surrounding area. This helps to create distinct places within the Northern Gateway with its own clear identity whilst helping to improve legibility and improve navigation around such a large development. Whilst Character Areas may look, feel and operate differently from each other, it is important they tie-in together in other ways to ensure the Northern Gateway development as a whole appears as a single comprehensive development.

6.30 The NGDF SPD introduces the roles and high-level design aspirations for each Character Area and sets out key design principles, which have guided the proposals for this outline planning application.

6.31 The Character Areas defined within the NGDF SPD extend beyond the boundaries of this outline planning application. It is therefore not within the remit of the application to deliver each Character Area and their objectives in their entirety.

Design Code

6.32 The accompanying Design Code demonstrates how the application will commit to delivering the Character Areas relevant to any given part of the Site. The extent, form and distribution of the Character Areas contained within the NGDF SPD are indicative only may vary from future proposals as part of the design evolution and refinement process. However, the Code seeks to demonstrate a commitment to deliver on the principles and objective of each of the Character Areas as set out in the SPD.

6.33 These key design principles of each Character Area as set out within the NGDF SPD have been used to inform the Design Codes covering Plots, Buildings, Streets and Movement, Open Space and Mitigation.



Mixed-Use Hubs Character Area

6.34 As defined within the NGDF SPD:

“The Mixed-Use Hubs serve as the primary points of arrival and as central focal points and meeting places for Northern Gateway. These areas will include Transport Interchanges which will provide both regular connections to wider Greater Manchester and the potential for regular shuttle bus connections to secondary travel nodes within Northern Gateway. [...] They should contain a range of ancillary uses which could include a hotel and conference facilities, retail and commercial, a gym and crèche and other related active uses to contribute to the delivery of a vibrant meeting place at the heart of surrounding employment uses.”

6.35 The Mixed-Use Hubs are located at highly accessible key gateways into the Site, to the north east and south west, and comprise a range of complimentary and ancillary uses for the development, including provisions for hotels and conference facilities, gym and crèche facilities and other supporting retail / commercial uses. A transport interchange is proposed in the southern Mixed-Use Hub. The Mixed-Use Hubs will also support the surrounding uses and compliment the proposed South Heywood Local Centre.

6.36 Additional uses could also include smaller format and higher density employment uses, including office, research, start-up and co-working, which will complement the vibrant character of these areas.

6.37 Both the architectural and public realm design should create a high-quality, distinctive destination with a clear identity and branding to reflect the character area’s role as the primary centres of Northern Gateway. Increased building scales within the Mixed-Use Hubs will enhance local legibility and strengthen their role and visual presence as key arrival points.

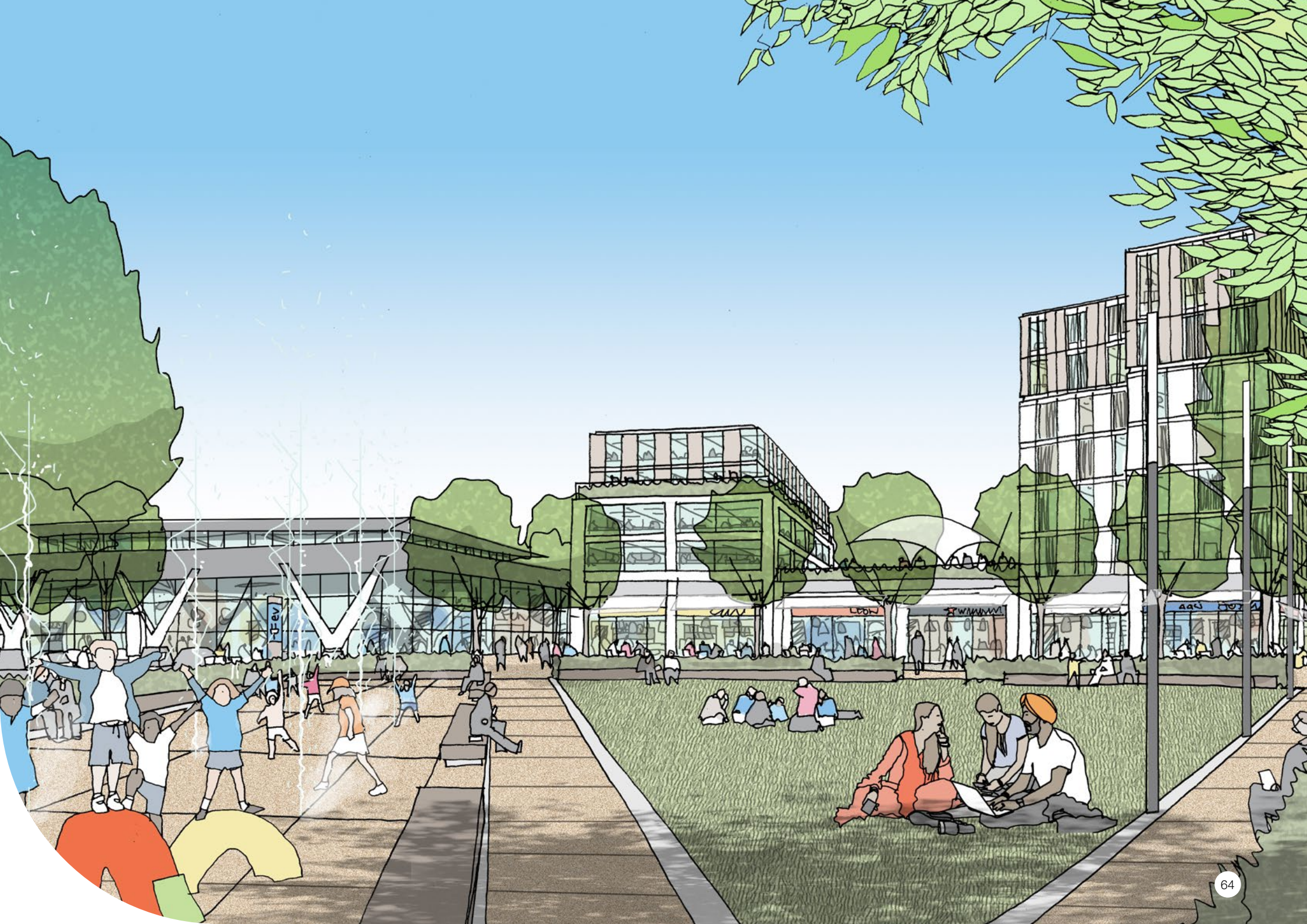


6.38 The Mixed-Use Hubs will provide a flexible range of building sizes and spaces with well lit and safe routes and spaces. These hubs will also serve as central focal points and meeting places. Formal spaces within the character area create areas for seating, dining, social interaction and play which strengthen the vibrancy of these areas.

Compliance with NGDF SPD

The illustrative proposals comply with the SPD's Mixed-Use Hubs Character Area principles in that they:

- Create a sense of arrival into the Northern Gateway development
- Comprise a range of ancillary uses which complement the wider development
- Are distinctive in appearance
- Building forms and scale enhance legibility
- Include areas of high-quality public spaces for social interaction
- Include safe and well-lit routes and spaces
- Include a bus station in the southern hub.



The Boulevard Character Area

6.39 As defined within the NGDF SPD:

“The Boulevard Character Area creates a highly prominent and accessible corridor that acts as the primary axis through the development and will form a spine for those moving through and within Northern Gateway. The Boulevard Character Area accommodates all vehicular traffic, supports sustainable public transport, and promotes active travel modes while establishing a high-quality public realm. Primary Routes running through The Boulevard incorporate Active Travel Corridors with segregated footpaths and cycleways and tree planted verges, ensuring these routes are safe and enjoyable and prioritise pedestrian and cyclist movement.”

6.40 The Boulevard Character Area comprises the primary route through the Site. Building design and form will respond to and reflect the prominence and high visibility of this route.

6.41 Active Travel corridors with segregated footpaths and cycleways encourage pedestrian and cycle movement through the Site. These incorporate tree planted verges to create a buffer between vehicles and cyclists, creating a safe and attractive environment.

6.42 Roads and streets will be designed in accordance with Manual for Streets principles, whilst accommodating movements for large vehicles where appropriate. Carriageway widths will be as narrow as possible throughout with crossing points located at appropriate locations.

6.43 A series of secondary gateways, key junctions and nodes will introduce variation to the streetscape. Highly visible building façades in prominent locations to include innovative elevational solutions where possible, varying their forms, scales, uses, and appearances to aid orientation. The Boulevard Character Area will also include the frontages of employment buildings situated along the Primary Route. Office elements, primary entrances, and other active uses within these buildings will be designed to interact positively with the Primary Route and the surrounding public realm.

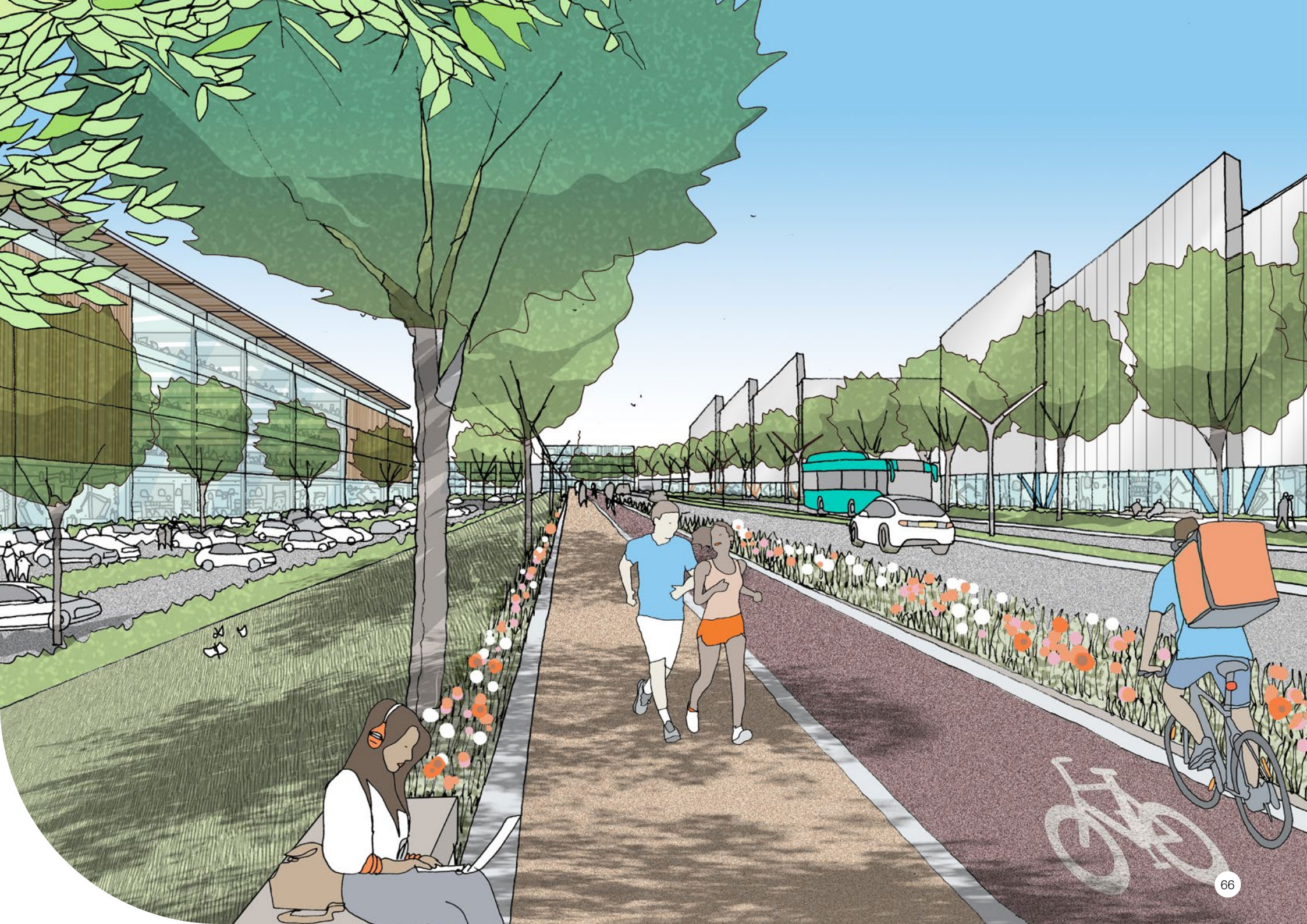


6.44 Boundary treatments along the Primary route will be high quality, formal and low level to maximise natural surveillance between surrounding uses and the street frontage.

Compliance with NGDF SPD

The illustrative proposals comply with the SPD's Boulevard Character Area principles in that they:

- Create a safe and segregated active travel route, enhanced with planted verges and crossing points
- Building forms create an active frontage to the primary route with low level boundary planting to maximise natural surveillance
- Create variation to the streetscape through secondary gateways and key junctions/nodes.



Core Development Character Area

6.45 As defined within the NGDF SPD:

“The Core Development Character Area serves as the functional employment element of Northern Gateway and provides the greatest flexibility for delivering development for a variety of growing and emerging business sectors. The Core Development Character Area aids the delivery of a dynamic and thriving innovation hub for advanced manufacturing, as well as the opportunity to embrace the Site's scale in order to accommodate a potential ‘Giga-Scale’ employer alongside logistics, industrial, storage and distribution sectors.”

6.46 The secondary routes through the Core Development Character Area are served via the Boulevard / Primary Street and take the form of green streets, incorporating segregated foot and cycleways enhanced by high quality landscaping to create safe and enjoyable Active Travel Corridors. Additional footpaths and cycle routes run between development plots with suitable levels of natural surveillance to deliver a permeable and legible network of routes across the Site.

6.47 A range of building sizes, including communal and co-working facilities, are proposed to attract various scales of businesses and allow them to grow and upscale on-site. Larger format buildings are enclosed by areas of substantial planting to lessen their impact on the surroundings.

6.48 Permeability through the Site for pedestrians and cyclists, including connections to surrounding complementary uses, are maximised to provide access to shared facilities.

6.49 Additional pedestrian /cycle routes are provided between development plots to further improve permeability through the Site. These will be designed to include suitable levels of natural surveillance, landscape and be accessible to all users.

6.50 Areas of parking are designed with flexibility to allow shared / communal parking for smaller buildings.

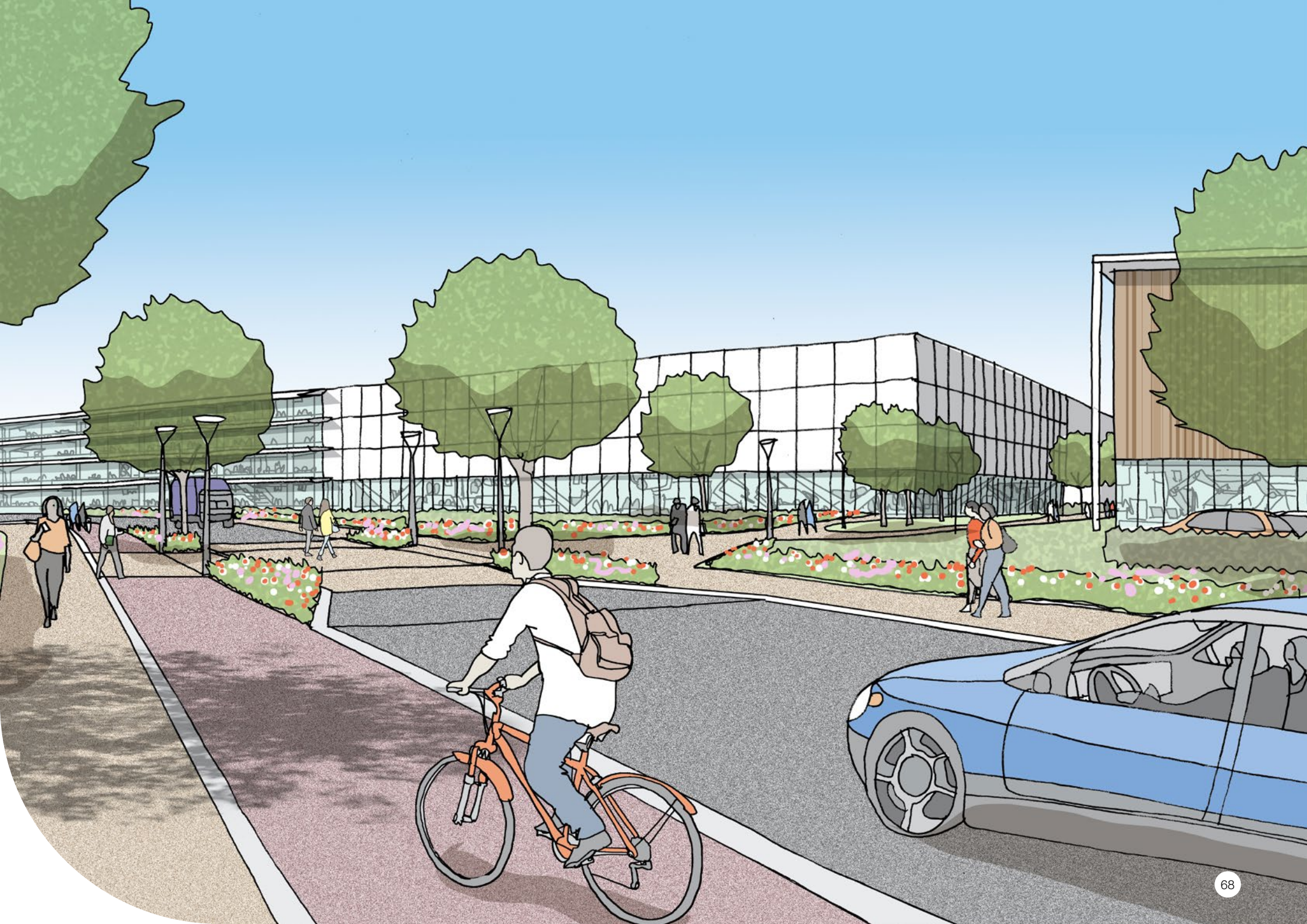
6.51 Areas of soft landscaping, public realm, open space and Sustainable Drainage Systems (SuDS) soften the development and maximise ecological opportunities.



Compliance with NGDF SPD

The illustrative proposals comply with the SPD's Core Development Character Area principles in that they:

- Comprise a range of building sizes and formats to attract a range of businesses
- Create additional permeability through the Site for pedestrians and cyclists, through safe and attractive routes
- Provide large areas of soft landscaping for visual amenity and ecological opportunities
- Allow for flexible parking solutions.



Urban Valley Character Area

6.52 As defined within the NGDF SPD:

“The Urban Valley Character Area forms a high-quality parkland setting to enable new areas of meaningful and accessible public open space with diverse opportunities for sport and recreation to bring about health and well-being benefits for employees, residents and the wider community. Development here is set within the landscape setting with building form, design and appearance having a positive impact on the area’s role. Walking and running trails will meander throughout the Character Area with integrated community spaces and sport provision where compatible with ecological considerations. In connection with the Boundary Corridors Character Area, Whittle Valley protects areas of the highest ecological value and forms a cohesive wildlife movement and habitat network within Northern Gateway as well as connecting to green spaces within the surrounding local area to integrate with the wider landscape setting.”

6.53 The Urban Valley Character Area comprises the western and northern edges of the Site, incorporating Whittle Brook and Brightley Brook. The brooks and associated habitats are retained and enhanced where possible, creating distinctive and mature landscaped corridors, supplemented by naturalised and habitat-friendly sustainable water management, land reprofiling solutions and additional soft landscaping, creating a parkland setting to the development.

6.54 Due to the large format nature of employment-led developments, a network of footpaths and cycle routes between development plots will provide further permeability through the Site, linking areas of public space with internal streets, the wider development and neighbouring communities.

6.55 Building design and forms fronting these areas will respond to their proximity to areas of public open space, where they are highly visible to pedestrians and cyclists, with building elevations adopting innovative design solutions to reduce their visual impact.



Compliance with NGDF SPD

The illustrative proposals comply with the SPD's Urban Valley Character Area principles in that they:

- Create a strong green and blue infrastructure network through the retention and enhancement of existing natural assets
- Provide an attractive setting for a network of footpaths and cycleways
- Provide opportunities for ecological management and enhancement
- Provide opportunities for innovative building design solutions.





Landscape and Open Space

6.56 Within the Site, around 37 hectares will be provided for green infrastructure around the perimeter of the Site, and along key corridors such as the enhanced watercourses and primary routes. In addition, there will be areas of landscape and incidental Public Open Space (POS) within the proposed development parcels.

6.57 A Landscape Strategy for the Proposed Scheme is set out in Chapter 7 of this DAS.

Ecology

6.58 On the basis of the submitted Parameters Plans, which represent a worst-case scenario, the Proposed Scheme will result in a total net biodiversity change of:

- A loss of 243.38 habitat units, equating to -47.87%
- Total loss of 41.00 hedgerow units, equating to -100.00%
- Partial loss of watercourse units (-4.47), equating to -13.70%

6.59 However, during the 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.

6.60 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.

Drainage Strategy

6.61 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.

6.62 The surface water drainage strategy will aim to provide a corridor of green and blue infrastructure with the principal SuDS attenuation features being located close to the river corridor but outside the extent of the current and future flood zones. The Proposed Scheme plots will provide a suitable level of water quantity and quality management in accordance with relevant guidance.

6.63 The following SuDS features will be considered:

- Rainwater harvesting
- Filter drains
- Pervious surfaces
- Swales
- Basins and ponds.

6.64 These SuDS, as part of the wider blue and green infrastructure network, will bring wider benefits to the Proposed Scheme including:

- Amenity through integration with walkways, providing attractive environments to enhance the local community.
- Enhanced biodiversity.



Sustainable Design



6.65 Energy usage is to be minimised as far as possible within the Proposed Scheme in line with the following energy hierarchy:

- Minimise energy demand
- Maximise energy efficiency
- Use renewable energy
- Use low carbon energy, and
- Utilise other energy sources.

Minimise Energy Demand

6.66 Industrial and logistics buildings generally have low energy demand compared with other building sectors, and the strategy for the Proposed Scheme is to adopt the Future Buildings Standard (FBS) to minimise energy demand.

6.67 Natural ventilation will be prioritised in the design, particularly in warehouses, before considering mechanical ventilation and active cooling.

6.68 Passive cooling measures will be incorporated into the design to reduce cooling demand and the risk of overheating. These measures will be masterplan led to maximise effectiveness, and could include:

- Deciduous tree planting, providing shade in summer and allowing solar gains in winter.
- Extensive green and blue infrastructure to reduce the urban heat island effect.
- Low albedo surfaces.
- Orientation of offices to avoid significant south facing glazing.
- Brise soleil over windows which may be at risk of excessive solar gain.

Maximise Energy Efficiency

6.69 Measures can be incorporated into the design to maximise energy efficiency and limit energy wastage. These can include:

- Mechanical Ventilation Heat Recovery (MVHR).
- Energy efficient LED lighting.
- Internal and external lighting controls to minimise unnecessary use e.g. presence and daylight detection.
- Building management system which monitors energy usage and can control heating systems to avoid out of hours use.

Use Renewable Energy

6.70 On-site renewable energy generation is a core principle of the Proposed Scheme.

6.71 Energy modelling has been undertaken to estimate the potential energy demands of the Proposed Scheme, and how a portion of this demand can be met through renewable energy generation.

6.72 A review of renewable energy technologies which could be suitable for inclusion in the buildings' design is set out in the accompanying Sustainability and Energy Statement and could potentially include:

- Roof mounted Wind Turbines
- Solar Photovoltaics (PV): these are well suited to the Proposed Scheme due to the large, clear roof areas and consistent electrical base load. Furthermore, they require minimal maintenance once installed.

Use Low Carbon Energy

6.73 As heat pumps use electricity, they emit no air pollution, are low carbon and decarbonise in line with the power grid, which, in line with the Government's ambitions, is expected to reach zero carbon during the delivery of the Proposed Scheme.

6.74 The relatively low maintenance, efficiency and capital cost of an Air Source Heat Pump (ASHP) system means that it is suitable for incorporation into the energy strategy for the Proposed Scheme to serve space heating.

Reducing Transport Emissions

6.75 Carbon emissions associated with transport to and from the Proposed Scheme will be reduced as part of the wider low carbon strategy.

6.76 The accompanying Transport Assessment confirms that Transport for Greater Manchester (TfGM) is devising active travel and public transport strategies to minimise private car travel. Additionally, a Framework Workplace Travel Plan has been developed to maximise sustainable travel to and within the Proposed Scheme.

6.77 The following travel plan measures have been proposed (details to be provided with Reserved Matters applications):

- High frequency bus services linking the Site with key local towns including Bury, Middleton, Rochdale, and Heywood.
- High quality pedestrian and cycle routes throughout the Site, connecting to external routes where possible.
- Electric Vehicle (EV) charging points, with capacity for larger vehicles such as HGVs.
- Future provision for hydrogen-fuelled transport.
- Cycle storage with showers and changing facilities.

6.78 Where possible, measures will be linked to other sustainability measures. For example:

- Pedestrian and cycle routes will pass through green and blue infrastructure to promote amenity and health and wellbeing.
- Consideration of how EV charging demand can be linked to on-site renewable energy generation as part of a microgrid, to balance supply and demand.

6.79 The Proposed Scheme will incorporate measures to promote active and low carbon travel to and within the Site. These measures will reduce carbon emissions associated with private car travel and combustion engine vehicles and support the transition to lower polluting and carbon emitting EVs.

Design Buildings for Optimisation

6.80 Buildings designed for optimisation have well-defined long term needs, while being durable, resilient or able to cope with societal and environmental change.

6.81 Benefits of designing optimised buildings include long term operational cost and whole lifecycle carbon savings, due to the reduced need of repairing and replacing damaged elements from operational wear and tear, as well as avoidable weathering and changes to climatic conditions over time.

Green Infrastructure

6.82 The Proposed Scheme will support and enhance the environment through consideration of the existing ecology, including measures to mitigate any impacts, and enhance biodiversity.

6.83 Planting and green infrastructure will be designed to be drought resistant, ensuring that watering demand is as low as possible. No mechanical irrigation systems are proposed within the development.

6.84 Full details of sustainable design are set out in the Sustainability and Energy Statement, which supports this application.



Landscape Strategy

07





07. Landscape Strategy



This Landscape Strategy has been prepared by Re-Form to ensure the implementation of a unique, high-quality development which is landscape led, and where possible, enhances key landscape characteristics within the Site and its setting.

Overview

7.1 The landscape design centres around creating a dynamic and harmonious environment within and around the Northern Gateway development. The Site will serve as a vibrant hub for work, activity, leisure, community, and nature. The landscape design will foster a seamless balance between urban functionality and the natural beauty of the existing landscape, offering spaces that encourage collaboration, innovation, and connection. Thoughtfully designed pathways, green spaces, and recreational areas will invite people to interact with both the built environment and the natural landscape, enhancing the quality of life for all who use it.

7.2 This landscape will be more than just a place for work; it will be a destination that supports a variety of activities, from outdoor events and fitness routines to casual relaxation and community engagement. Nature will be woven into the fabric of the design, with native plantings, blue infrastructure, and wildlife corridors that enhance the surrounding ecosystem. The landscape design will create a sense of place that not only supports the areas of business and commerce but also promotes the well-being of the community, encouraging sustainable living and fostering a deeper connection to the natural world.

Compliance with NGDF SPD

The illustrative proposals comply with the SPD's Landscape and Public Realm principles in that they:

- Adopt a landscape-led approach
- Retain and enhance existing landscape assets where possible
- Create significant levels of green and blue infrastructure
- Incorporate naturalised mitigation measures including drainage and ecological.



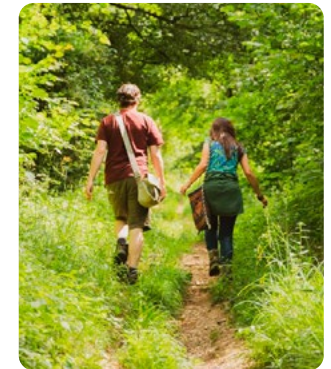
Landscape Design Principles

A place to be active

- Outdoor recreational activities for both workers in the Proposed Scheme and local communities.
- Running tracks with specified route lengths will offer facilities for organised running groups.
- Informal tracks through wildflower meadows will offer routes for casual runners and opportunities for children to play.
- Amenity grass areas will allow space for playing fields and for exercise groups such as yoga and bootcamp.
- Trails through grassland and woodland will create routes suitable for cycling, walking/rambling and horse riding.

A place for the community

- Provide infrastructure for people living and working nearby - the Site will not just be for employment.
- Opportunities for local forest schools to engage with the Site.
- Improve the connections across the motorways in order to reconnect the local communities.
- Local running groups: Heywood Striders, Middleton Harriers, Heaton Park Runners, RunTogether Whitefield, Radcliffe Athletic Club.
- Local gardening groups: Whitefield Horticultural Society, Eden Gardens Allotment Association, Rivers (Hillock) Garden Club, Bowlee Community Association, Heywood in Bloom, Friends of Queen's Park, Heywood.





A place to connect with nature

- The Site contains a small area of priority habitats which will be conserved and enhanced to ensure their longevity and the protection of their species.
- New habitats will be created to encourage wildlife into the Site.
- The existing river corridors and floodplain habitats will be conserved and enhanced for biodiversity and for recreation.
- New nature trails will encourage people to interact with nature and wildlife.
- New interventions such as wildflower meadows will help to maximise the biodiversity of the Site.
- The Site will aim to achieve Biodiversity Net Gain requirements.
- Croal Irwell Group is a local group of the Wildlife Trust that meet in Prestwich.
- The Conservation Volunteers are in Bury and Shaw but nothing in between (the Site).
- City of Trees Manchester works with communities, organisations and businesses to plant a tree for every person across Greater Manchester within 5 years.

A place that is environmentally conscious

- Active travel will be encouraged through new walking and cycle routes with facilities such as bike stores and showers.
- A network of electric vehicle charging points will be implemented along with improvements to the local public transport network.
- The large buildings in the Site will be well suited to solar panels. The aspect and geography of the Site mean there will also be wind energy capabilities.
- Sustainable drainage methods such as rain gardens and attenuation ponds will help to store surface water run-off across the Site and slow and filter water reaching nearby watercourses.
- There will be a number of initiatives to help manage and reduce the waste produced across the Site.



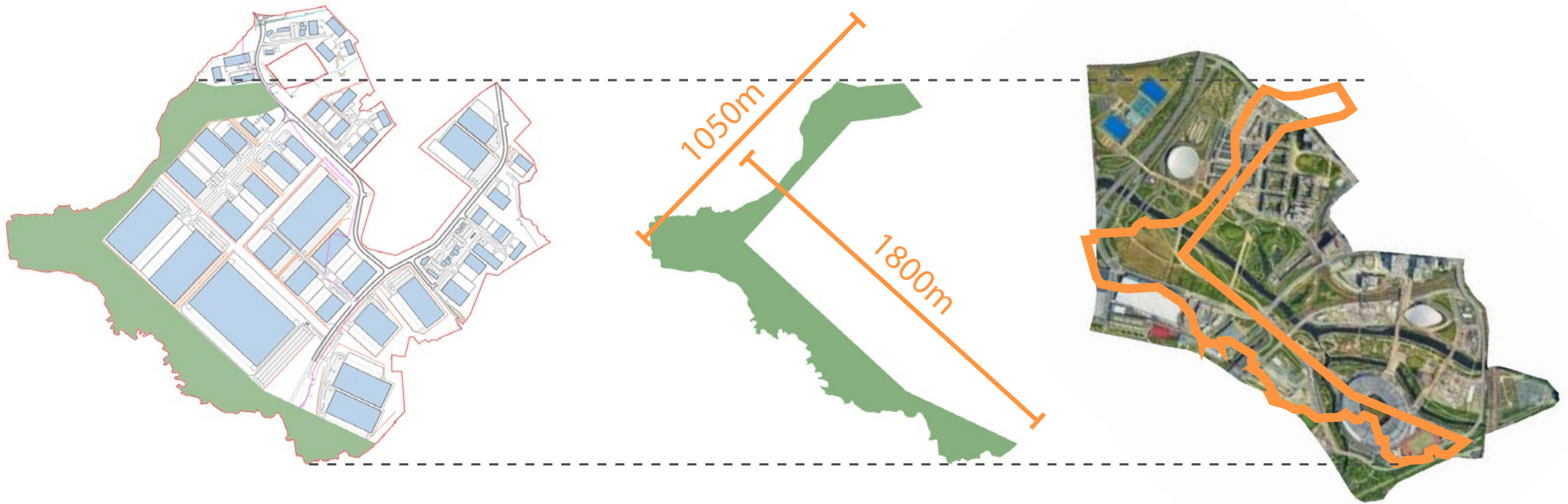
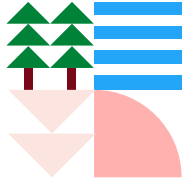
Brief and Size of Opportunity

Scale of the development, Whittle Brook corridor

7.3 The scale and ambition of the landscape masterplan, presents a unique set of opportunities and challenges. The expansive size allows for the creation of diverse, multi-functional spaces that integrate work, leisure, and nature, all while maintaining a strong connection to the surrounding landscape. The existing setting offers a unique opportunity to incorporate natural features such as the brook valley, rolling meadows, and woodlands, creating a tranquil and restorative environment for visitors. The vast open spaces also allow for the development of significant ecological corridors, sustainable water management systems, and large-scale green infrastructure projects, which can foster biodiversity and ecological resilience while enhancing the area's aesthetic and recreational value.

7.4 The integration of a large-scale commercial development within this existing landscape requires careful consideration of environmental impact, particularly regarding biodiversity, water management, and visual aesthetics. The presence of the brooks and natural water systems necessitates sustainable drainage solutions. Additionally, access to the Site is more complex than in an urban environment, requiring innovative solutions for connectivity, including public transport, pedestrian, and cycle links to ensure ease of movement. Creating a harmonious relationship between the built environment and nature will be key to the long-term success of the landscape masterplan.





Queen Elizabeth Olympic Park

- 26 acres of woodland
- 6.5km of waterways
- 13,000 trees
- 60 species of birds
- 250 species of insects.

Fig. 17: Scale Comparison between Urban Valley and Olympic Park

Illustrative Landscape Masterplan

7.5 Thoughtfully integrated into the existing environment, the landscape design features expansive green and blue infrastructure, including wildlife corridors, recreational areas, and sustainable water management systems. The plan prioritises connectivity with pedestrian and cycling routes, while ensuring that nature remains at the heart of the development.

Landscape Character

7.6 This sets out the landscape character of the masterplan, which align with the Character Areas set out in Chapter 6 of this DAS, including mixed-use hubs, vibrant core development zones, tree-lined boulevards, and an expansive urban valley. The gateways serve as welcoming entrances to the Site, comprising dynamic mixed-use areas that combine work, retail, and leisure. The central core development areas are complemented by wide boulevards offering pedestrian and cycling-friendly routes, while the urban valley acts as a green heart of the Site, providing open space for recreation and connection with nature. These distinct character zones work together to create a balanced, functional, and accessible environment.

7.7 The landscape character areas are set out across the following pages.

KEY

- 1 Brook
- 2 Wetland meadow
- 3 Marginal wetland
- 4 Grassland & meadow
- 5 Woodland
- 6 Reedbeds
- 7 SUDs along road
- 8 Leisure provision
- 9 Recreational space
- 10 Water body
- 11 Board walk
- 12 Main spine road
- 13 Green corridor between buildings
- 14 Future road expansion
- Cycle route
- Primary pedestrian route
- Secondary pedestrian route
- Planning application boundary





Fig. 18: Illustrative Landscape Masterplan

Mixed-Use Hub Landscape Character

7.8 The design will focus on creating a high-quality, distinctive destination with a strong identity, emphasizing human-scale features, an active public realm, and seamless integration of green and blue infrastructure. The space will prioritise comfort, relaxation, and wellbeing, encouraging visitors to linger, ultimately providing commercial benefits by creating an inviting, vibrant environment.



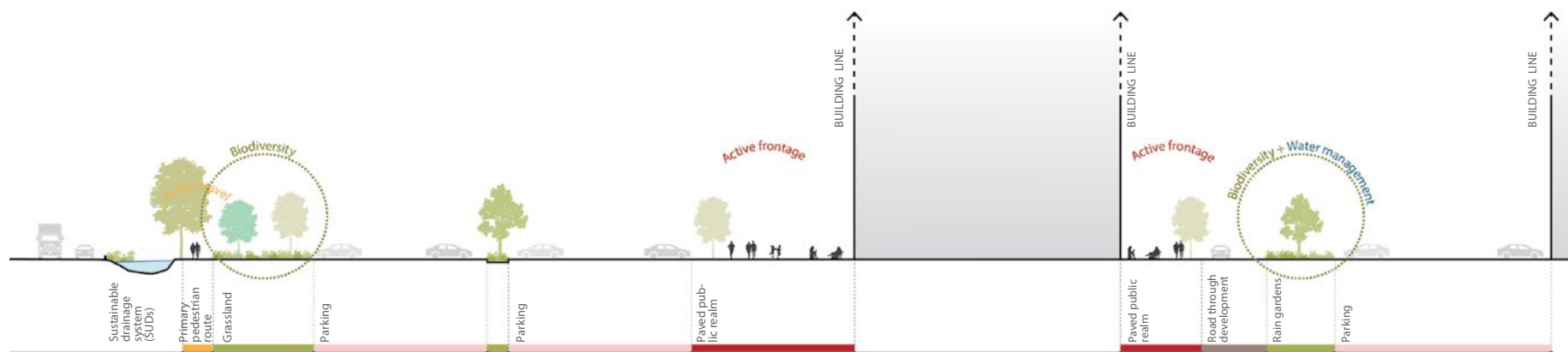


Fig. 19: Illustrative Section A-A

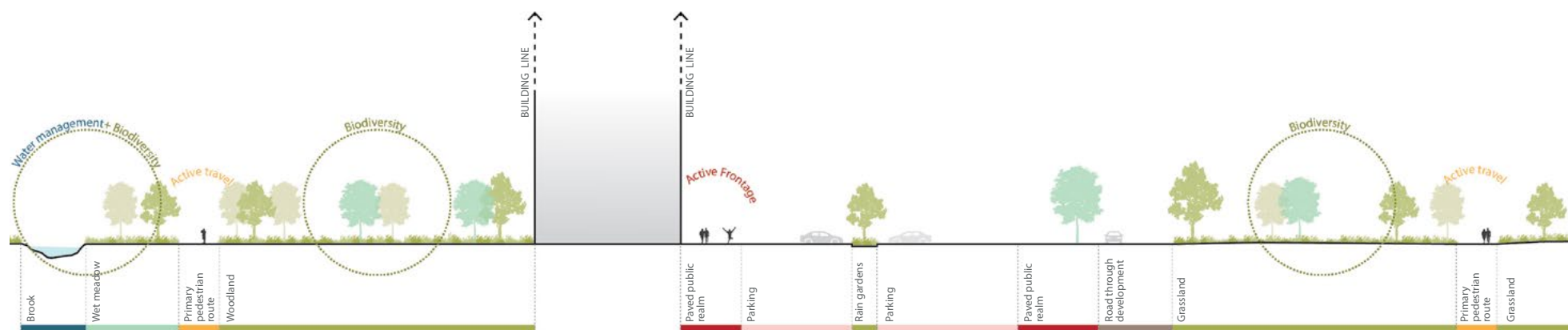
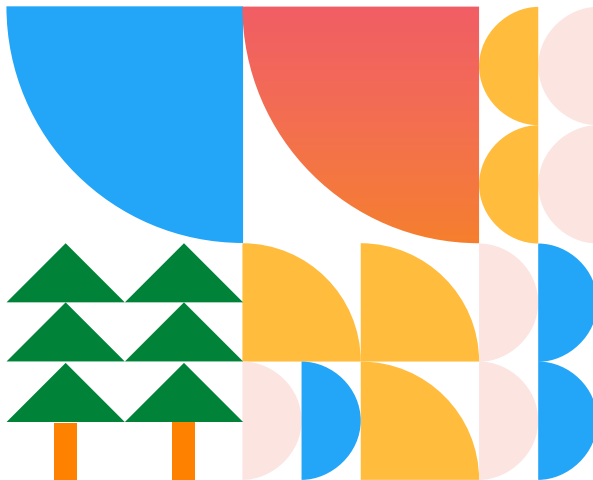
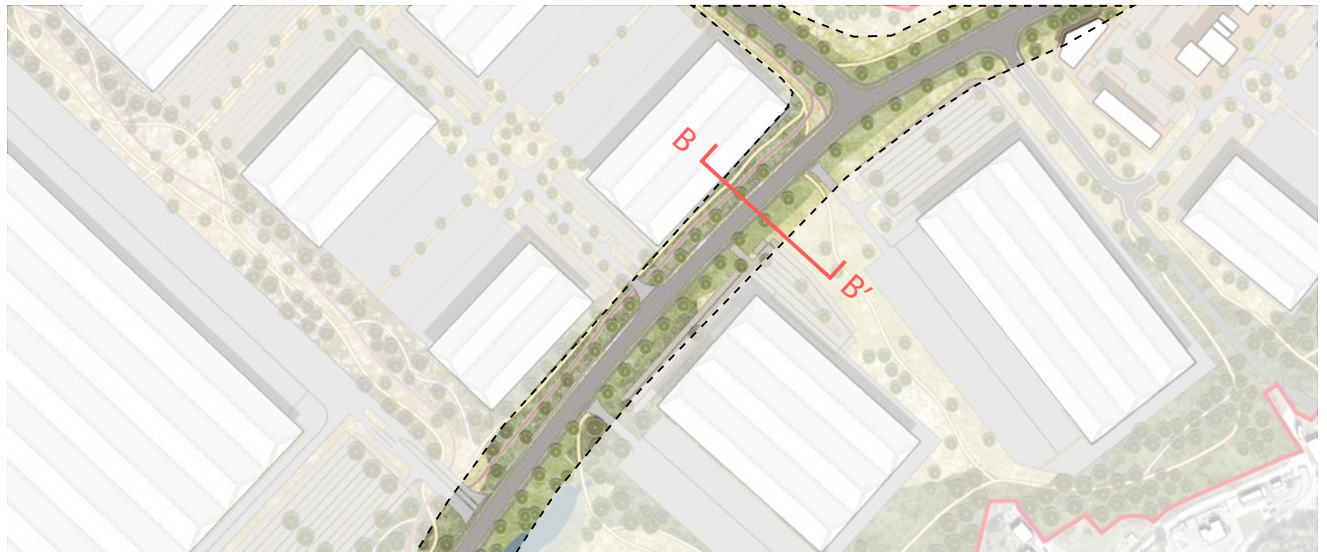


Fig. 20: Illustrative Section B-B

The Boulevard Landscape Character

7.9 The Boulevard Character Area runs along the Primary Routes of Northern Gateway. It forms a prominent, accessible corridor, acting as the main axis of the development and connecting key areas within the Site. This area will accommodate vehicular traffic, support sustainable public transport, and promote active travel modes, all while establishing a high-quality public realm. The Primary Routes within The Boulevard will feature Active Travel Corridors, with segregated footpaths, cycleways, and tree-lined verges, ensuring safe, enjoyable routes that prioritize pedestrians and cyclists.



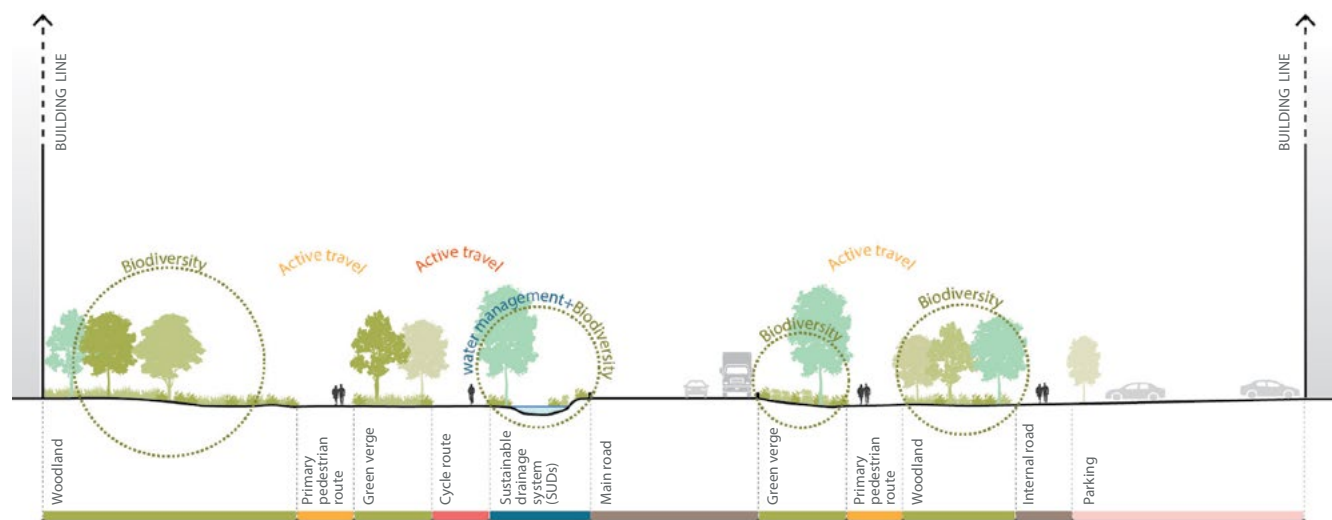


Fig. 21: Illustrative Section A-A

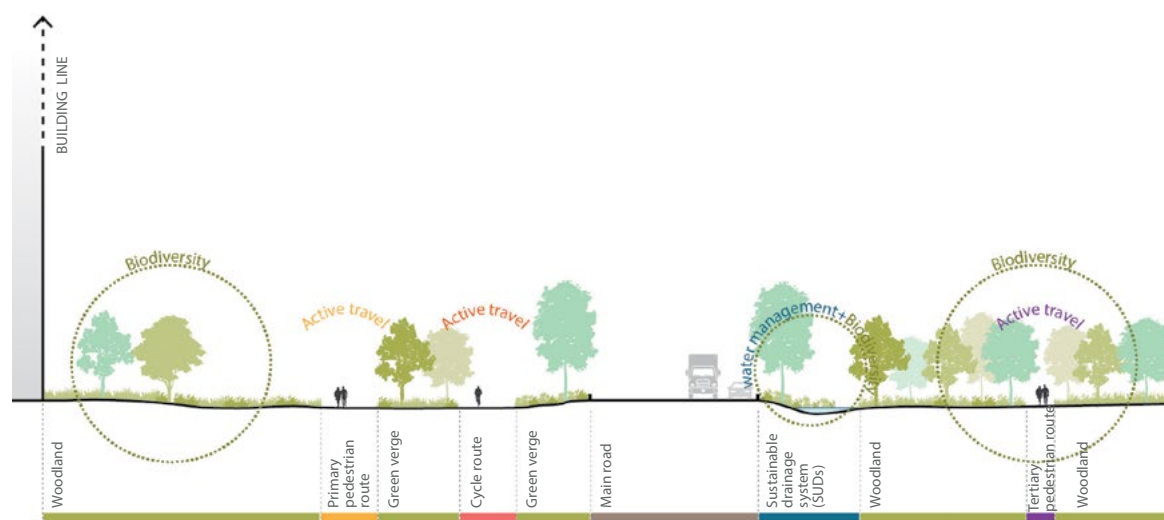
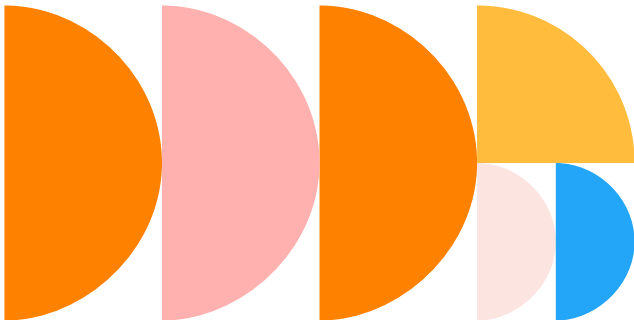


Fig. 22: Illustrative Section B-B

Core Development Landscape Character

7.10 Secondary Routes within the Core Development will feature green streets with segregated footpaths and cycleways, supported by landscaping to create safe and enjoyable Active Travel Corridors. Additional footpaths and cycle routes will connect development plots, with careful attention to natural surveillance, ensuring a permeable, legible, and well-connected network across the Site.



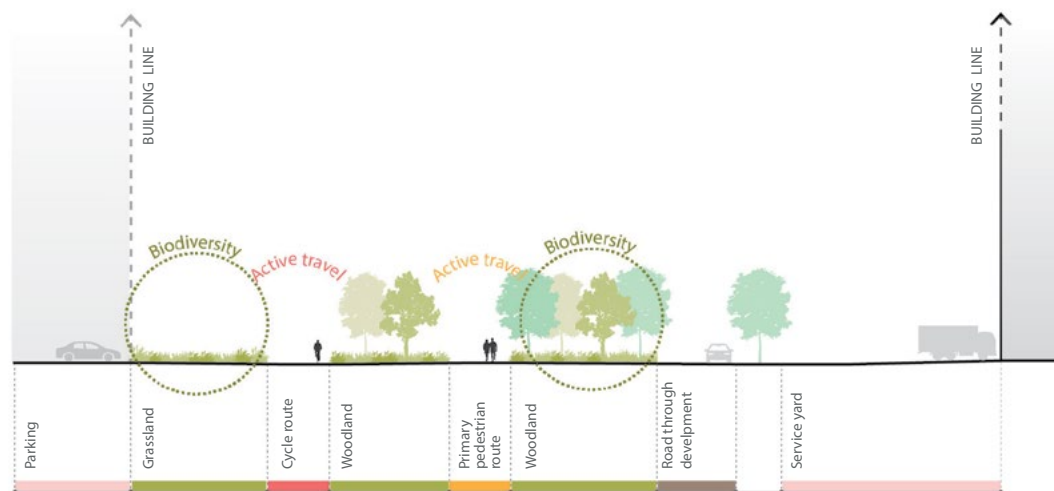


Fig. 23: Illustrative Section A-A

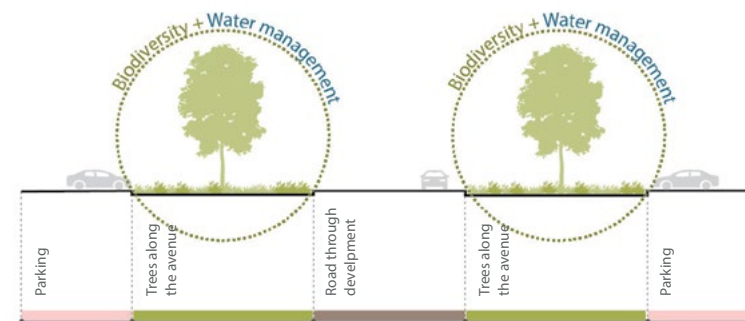


Fig. 24: Illustrative Section C-C

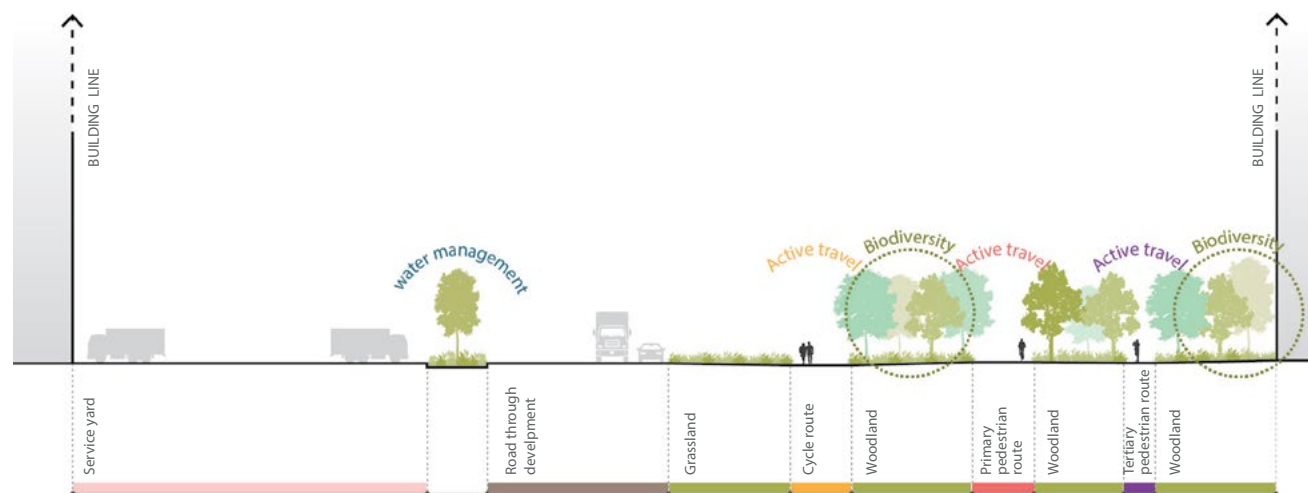


Fig. 25: Illustrative Section B-B

Urban Valley Landscape Character

7.11 This area creates a high-quality parkland setting, providing accessible public open space with diverse opportunities for sport, recreation, and health-focused activities for employees, residents, and the wider community.

7.12 Walking and running trails will weave through the area, integrating community spaces and sports facilities while respecting ecological considerations. The existing brooks, tributaries, woodlands blocks, and riparian habitats will be preserved and enhanced as key landscape features wherever possible. Additional landscape elements will include naturalized, habitat-friendly water management systems, land reprofiling, and soft landscaping to support both ecological function and public enjoyment.

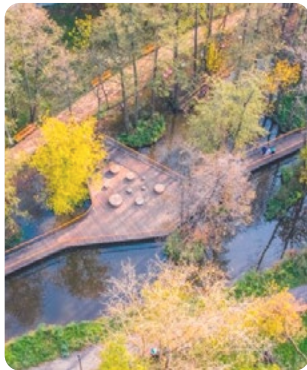




Fig. 26: Illustrative Section A-A



Fig. 27: Illustrative Section B-B

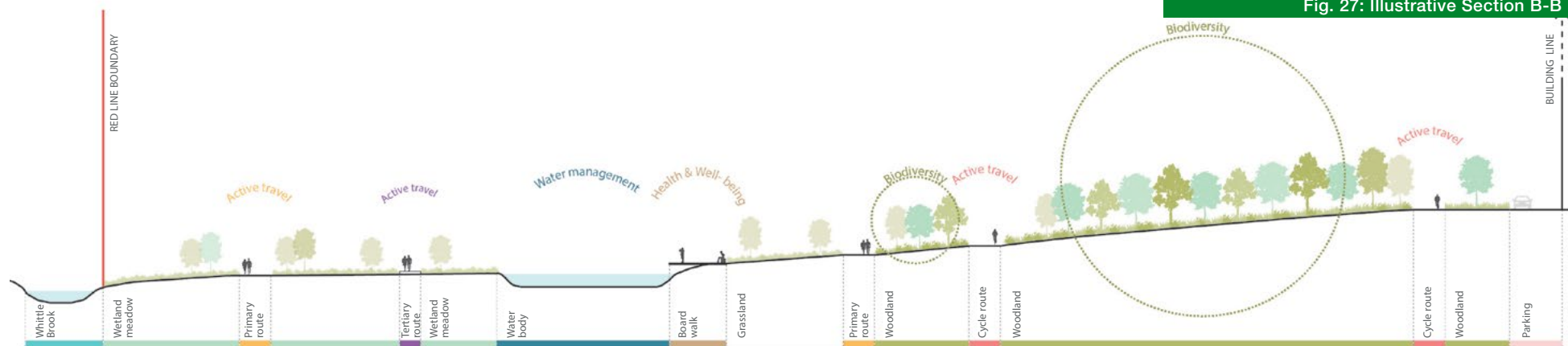


Fig. 28: Illustrative Section C-C

Site Wide Landscape Strategy

Green Infrastructure

7.13 The Green Infrastructure Strategy focuses on integrating natural systems into the landscape to promote biodiversity, ecological resilience, and sustainable development. Key elements include wildlife corridors that facilitate ecological movement, native planting and habitat areas that support local flora and fauna, and Sustainable Drainage Systems (SUDS) to manage stormwater efficiently. Urban woodlands will be incorporated to enhance carbon sequestration and create a more biodiverse environment, ensuring a harmonious balance between nature and the built environment.

Green Infrastructure Plans

1. Wildlife Corridors: Connect natural habitats for ecological movement and biodiversity.
2. Sustainable Drainage Systems (SUDS): Swales, permeable surfaces, and retention areas to manage stormwater.
3. Native Planting & Habitat Areas: Incorporate native species, meadows, and tree planting to support local flora and fauna.

1



2



3





Blue Infrastructure

7.14 The Blue Infrastructure Strategy emphasizes the restoration and management of water systems to enhance both ecological health and community enjoyment. Central to this strategy is the restoration and enhancement of the existing brooks and waterways, improving water quality and promoting recreational opportunities. Other features include naturalised ponds, swales, and wetlands for water management and wildlife support. Flood resilience measures will be implemented to ensure long-term sustainability and mitigate flood risk across the Site.

Blue Infrastructure Plans

1. Restoration of Brook and Waterways: Improve ecological health and recreational use of the existing brook.
2. Wetland & Water Features: Design naturalized ponds, swales, and wetlands for water management and wildlife.
3. Rainwater Harvesting Systems: Implement rainwater capture systems for irrigation and landscape sustainability.



Access and Movement Landscape

7.15 The Access and Movement Landscape Strategy prioritises connectivity and accessibility throughout the development, ensuring seamless movement for pedestrians, cyclists, and vehicles. Clear, well-connected pedestrian pathways will integrate with green spaces, while dedicated cycle paths and greenways will promote sustainable transport. Vehicle access points will be strategically located to minimise disruption to green spaces, and public transport options will be incorporated to enhance connectivity and provide sustainable travel alternatives.

Access & Movement Landscape Plans

1. Pedestrian Pathways: Clear, well-connected walking routes that integrate with green spaces.
2. Cycle Paths & Greenways: Dedicated cycling routes along key landscape corridors.
3. Vehicle Access Points strategically located to minimize disruption to green spaces and pedestrian areas.
Public Transport Integration and access into and throughout site.

1



2



3





Leisure

7.16 The Leisure Strategy focuses on creating diverse spaces for active and passive recreation, ensuring the Site caters to a wide range of activities for both workers and visitors. Active green spaces will feature outdoor fitness zones, play areas, and sports areas, while passive leisure areas will offer tranquil gardens, seating, and shaded plazas for relaxation. The design also includes flexible community event spaces for public gatherings and cultural activities, alongside recreational trails that provide paths for jogging, cycling, or leisurely walks, linking key areas of the landscape.

Leisure Plans

1. Active Green Spaces: Outdoor fitness zones, play areas, and sports courts.
2. Passive Leisure Areas: Tranquil gardens, seating areas, and shaded plazas for relaxation. Recreational Trails: Design pathways for jogging, cycling, or leisurely walks, connecting key areas of the landscape.
3. Community Event Spaces: Flexible open areas for public events, markets, and cultural activities.



Summary and Conclusion

08





08. Summary and Conclusion



This Design and Access Statement has been prepared to support a cross-boundary application for outline planning permission (all matters reserved) for a national-scale employment development on land at Heywood/Pilsworth (Northern Gateway) within Bury and Rochdale.

8.1 The structure of this DAS has been developed to provide a simple sequential understanding of the design evolution process which has resulted in the proposed access and development parameters as well as other illustrative information being submitted as part of this application.

8.2 Through the course of the DAS, the following has been demonstrated:

- That a thorough understanding of national and local planning policy and guidance has been taken into consideration during the development of the proposed development.
- A full contextual appraisal of the Site has been undertaken in order to ensure development is unique and specific to its strategic location and within the context of the wider Northern Gateway development opportunity.
- That the development parameters and Illustrative Proposals comply fully with the parameters and principles set out in the Northern Gateway Development Framework SPD.

8.3 The proposed development will deliver a number of benefits to both future occupiers of the development, and the local community, as follows:

- Provision of a range of plot sizes, to allow flexibility for future occupiers, including the potential for a giga-scale employer.
- Provision of two mixed-use hubs which form key gateways into the Northern Gateway development and will support a range of ancillary uses.
- Retention, management and enhancement of the Site's green assets, where possible, to encourage biodiversity, minimise the visual impact of development and retain the landscape character of the Site.
- Provision of a significant area of high quality, attractive and well-surveilled public open spaces.
- Incorporation of a range of Sustainable Drainage Systems (SuDS) solutions.
- Provision of a permeable and legible network of pedestrian and cycle connections through the Site, connecting through the proposed areas of open space and to the wider surroundings.
- Incorporation of bus routes through the Site with regular bus stops; and the location of a transport interchange within the southern Mixed-Use Hub, encouraging use of public transport.

8.4 The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adaption measures to ensure the long-term resilience of the development to the effects of climate changes.

8.5 It has been demonstrated that the proposed development is locally responsive, suits the Site's unique attributes with a vision to create a sustainable, high quality strategically significant employment development which is specific to its location.

8.6 It is concluded that within the context of NGDF SPD compliance and design quality, the proposed development warrants the support of Bury Council and Rochdale Borough Council and that outline planning consent should be granted.



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