

Planning Statement

For Wain Estates (Land) Ltd | 23-657

Outline application for up to 275 dwellings and associated works – Land off Church Street/Scobell Street, Walshaw, Bury

Project: 23-657
Site Address: Land off Church Street/Scobell Street, Walshaw, Bury
Client: Wain Estates (Land) Ltd
Date: April 2025
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1. Introduction

- 1.1 This Planning Statement has been prepared on behalf of Wain Estates (Land) Ltd (the Applicant) in support of an outline planning application on Land off Church Street/Scobell Street, Walshaw for erection of up to 275 dwellings with access for consideration, all other matters reserved.
- 1.2 The application site extends to approximately 11.3 hectares and is adjacent to the existing built-up area of Walshaw. The site is part of a wider strategic site allocation as defined in Places for Everyone (PfE) – Policy JP Allocation 9 (Walshaw) (JPA9) which requires the delivery of around 1,250 homes across the allocated site.
- 1.3 This development forms the first of what is envisaged to be three phases to development across the allocation. The plans provided indicate how a link road between Church Street, Walshaw Road and Lowercroft Road could be provided and facilitate the comprehensive development of the allocation. The plans are consistent with the framework of the emerging Masterplan for the allocation and indicate how the dwellings could be delivered with appropriate green infrastructure, open space (including a new play area), landscaping and drainage attenuation features as well as the retention of existing public rights of way.
- 1.4 The application is made in outline with all details reserved, save for access. Access for the purposes of the application relates to four proposed vehicular access points: two to be taken Scobell Street to the north of the site, a third from Church Street to the west, and a fourth will utilise the existing (closed) access point on the corner of Church Street and Scobell Street. This fourth access point will be constructed to a design suitable to facilitate the future link road through the wider allocation. All other matters relating to access, including the internal road layout, the link road and non-vehicular access points will be resolved through a future reserved matters application.
- 1.5 Paragraph 11 of the Framework states that *“Plans and decisions should apply a presumption in favour of sustainable development”*. Paragraph 11(c) states that for decision taking this means *“approving development proposals that accord with an up-to-date development plan without delay”*.
- 1.6 The PfE allocation confirms that the principle of the proposed development is acceptable. The proposals have been the subject of pre-application discussions with the LPA and follow the framework of the wider allocation Masterplan. The scheme is therefore acceptable in planning terms and accords with the development plan. On that basis we respectfully request that planning permission is granted without delay.



2. The Application

Site location and description

- 2.1 The site is located within the existing urban area of Walshaw, approximately 2.5km north west of the town centre of Bury and 15km north of Manchester City Centre. It is a sustainable and well-connected location, within walking distance of local shops, services and infrastructure.
- 2.2 The site is the northernmost parcel of the Walshaw allocation. It is bordered to the north by Scobell Street and to the west by Church Street, including residential development along Church Street, off Collins Street and off Pleasant Street. Copthorne Cattery, to the east of Collins Street, is also located adjacent to the site's western boundary. To the east and south is the wider housing allocation, with the Stables Country Club (leisure club and wedding venue) located to the south-east. An area of industrial development and an existing dwelling are located to the south-west of the Site, in an elevated position beyond Walshaw Brook. The site location is shown in Figure 1 below.

Figure 1: Site Location Plan



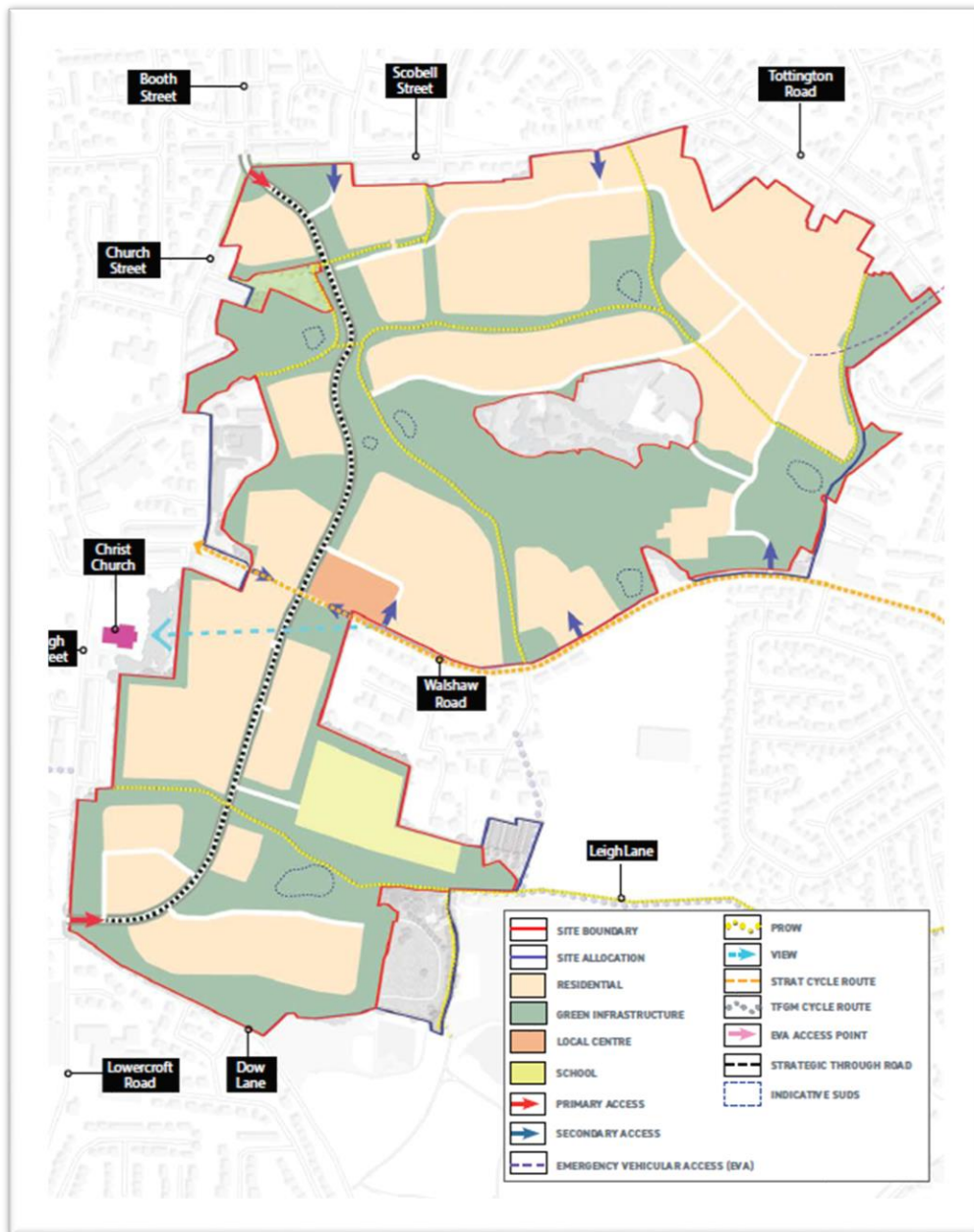
- 2.3 The site comprises 11.3ha hectares of land which is currently in agricultural use (grazing). It is made up of several irregular shaped field parcels which form a wider network of fields divided by fragmented hedgerows and lines of trees. The fields are primarily made up of neutral grassland with small areas of mixed scrub.
- 2.4 Several public footpaths cross the Site or pass along the boundaries and form part of the wider Public Right of Way (PRoW) network. Two watercourses are present within The Site, namely Walshaw Brook which runs along the site's southern boundary, and a partly culverted tributary in the north-west of the site.

The Proposed Development

- 2.5 As set out above, this outline application seeks planning permission for erection of up to 275 dwellings and associated green and blue infrastructure. The total housing area of 7.23ha includes associated streets, public realm, private gardens, and parking space.
- 2.6 The application is made in outline with all details reserved, save for access. Access for the purposes of the application relates to four proposed vehicular access points: two to be taken from Scobell Street to the north of the site, a third from Church Street to the west, and a fourth will utilise the existing (closed) access point on the corner of Church Street and Scobell Street. This fourth access point will be constructed to a design suitable to facilitate the future link road through the wider allocation. All other matters relating to access, including the internal road layout, the link road and non-vehicular access points will be resolved through a future reserved matters application.
- 2.7 The Applicant and its consultant team have undertaken a comprehensive suite of assessments brought together in an Environmental Statement (ES) as the Proposed Development, having regard to its context as part of the wider Walshaw PfE allocation, was considered to be EIA development.
- 2.8 Pre-application discussions have been undertaken with officers of the Local Planning Authority (LPA), Local Highway Authority (LHA) and Transport for Greater Manchester (TfGM).
- 2.9 A consortium (the Applicant, Redrow Homes and VHW Land Partnership (Walshaw) Limited) have been preparing a Masterplan for the Walshaw allocation, to fulfil the requirements of the PfE policy which requires proposals to be in accordance with a comprehensive masterplan that has been approved by the LPA. An extract of the emerging Parameters Plan for the wider allocation is shown in Figure 2 below.



Figure 2: Indicative Walshaw Masterplan Area Parameters Plan



2.10 This application represents the first phase of the wider site.

2.11 The Design and Access Statement (DAS) submitted as part of this application demonstrates that the Site can meet the design related requirements of Policy JPA9, in terms of:

- Delivering an appropriate mix of house types and sizes including 25% affordable housing (part 1).

- Making provision of a new strategic through road, designed to be suitable for buses and incorporates active travel and is in line with local design standards (part 2).
- Offering a network of safe cycling and walking routes linking neighbourhoods with key destinations (part 3).
- Ensuring effective integration with surrounding communities (part 8).
- Making provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw Brook (part 9).
- Taking appropriate account of relevant heritage assets, and their setting in accordance with Policy JP-P2 (part 12).

2.12 The outline proposals would also satisfy the requirements of the Residential Design SPD, ensuring that neighbouring residents and occupiers of the development would enjoy acceptable levels of amenity and safety. The DAS sets out the proposed development in greater detail and we summarise as follows.

Amount

2.13 Up to 275 dwellings are proposed.

Scale (see page 50 of DAS)

2.14 The dwellings would predominantly be two storey, with some 2.5/3 storey dwellings in landmark locations and higher density perimeter blocks such as on the primary street. This scale corresponds to the housing stock in the surrounding area.

Layout (see page 44 of DAS)

2.15 The illustrative layout accommodates a variety of house types (semi-detached, detached dwellings and apartments) and sizes (1 - 5 bedroom dwellings). Focal buildings are positioned at corners and at the site entrance to create a sense of hierarchy within the development and an entrance gateway from the west. The proposed development achieves a density of 38 dwellings per hectare.

Access (see pages 46-49 of DAS & Transport Assessment (ES Volume 3:Technical Appendix 9.1))

2.16 The proposed north / south link road will be the primary means of access into the Site and connect with the wider Walshaw Masterplan area to the south. The secondary streets lead off from the Link Road, which then connect to the lowest order streets (lanes and private drives). This will create streets that will be easy to navigate for pedestrians and cyclists.



- 2.17 Accessibility and connectivity have been prioritised in the design of the Site. The link road provides a 6.5m wide carriageway with a verge with trees to either side of the road and 2.5m footways set back behind the trees and verge. Along the link road car parking is expected to be either to the sides or to the rear of dwellings. There is to be no frontage parking directly from the link road.
- 2.18 Overall, the site has been designed to prioritise sustainable modes of transportation and enhance accessibility.

Appearance (see page 62-63 of DAS)

- 2.19 The detailed design, including fenestration and materials, would be a reserved matter. At this stage, it is proposed for there to be recognisable characteristics that unite all house types (such as a palette of external facing materials) as well as variety in terms of scale, material mixes, colour and building form. This would give interest across the development and avoid a concentration of homes of identical form and appearance.

Green & Blue Infrastructure (see pages 58/59 of DAS)

- 2.20 The landscape design incorporates several elements that aim to enhance the environment and create a visually appealing landscape. Trees will be used throughout the development to provide a sense of quality landscaping and ecological value to the street scenes.
- 2.21 The largest area of public open space is strategically located in the western portion of the Site on the higher ground to reduce visual impact from surrounding receptors. The grassland would provide a valuable ecological habitat assisting in the provision of some 14.44% Biodiversity Net Gain across the Site.
- 2.22 Surface water runoff will be managed using Sustainable Drainage Systems (SuDS). SuDS will be provided across the Site to attenuate surface water runoff on-site, before discharging flows at a restricted pre-development rate. Whilst full details will agreed at Reserved Matters stage, it is envisaged that this could include attenuation basins designed to maximise their wider benefits in terms of biodiversity, recreation and aesthetic value. SuDS attenuation features are located on the lowest part of the site and are proposed to form a potential wetland corridor along the southern boundary. Appropriate planting would be provided to ensure the features assimilate into the landscape.



3. Planning application history

3.1 There is no planning application history for the Site relevant to this application.



4. Policy Context

- 4.1 As set out in paragraph 2 of the Framework, planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise³. The Framework and Planning Practice Guidance are material considerations in planning decisions.

Development plan context

- 4.2 The development plan comprises the Places for Everyone (PfE) Plan, which was adopted on 21 March 2024; the saved policies of the Bury Unitary Development Plan (UDP) (1997); The Greater Manchester Joint Waste Development Plan Document (2012) and Greater Manchester Minerals Plan (2013).
- 4.3 The policies of relevance to the proposal are as follows:

UDP Policies

- H1/2 Further Housing Development
- H2/1 The Form of New Residential Development
- H2/2 The Layout of New Residential Development
- H4/1 Affordable Housing
- EN1/2 Townscape and Built Design
- EN1/5 Crime Prevention
- EN1/7 Through routes and Gateways
- EN3 Archaeology
- EN3/1 Impact of Development on Archaeological Sites
- EN3/2 Development Affecting Archaeological Sites
- EN6/3 Features of Ecological Value
- EN7/2 Noise Pollution
- EN7/3 Water Pollution
- EN7/4 Groundwater Protection
- EN7/5 Waste Water Management
- EN8/2 Woodland and Tree Planting
- RT2/2 Recreation Provision in New Housing Development
- RT3/4 Recreational Routes
- HT2/1 The Strategic Route Network
- HT2/2 Improvements to the Strategic Route Network
- HT2/3 Improvements to Other Roads
- HT3/1 Schemes to Assist Bus Movement
- HT5/1 Access for those with Special Needs
- HT6/1 Pedestrian and Cyclist Movement



- HT2/4 Car Parking and New Development
- HT6/3 Cycle Routes
- CF1/1 Location of New Community Facilities

PfE Policies

- JP-S1 Sustainable Development
- JP-S2 Carbon and Energy
- JP-S4 Flood Risk and the Water Environment
- JP-S5 Clean Air
- JP-H1 Scale of New Housing Development
- JP-H2 Affordability of New Housing
- JP-H3 Type, Size and Design of New Housing
- JP-H4 Density of New Housing
- JP-G1 Landscape Character
- JP-G2 Green Infrastructure Network
- JP-G3 River Valleys and Waterways
- JP-G5 Uplands
- JP-G7 Trees and Woodland
- JP-G8 A Net Enhancement of Biodiversity and Geodiversity
- JP-P1 Sustainable Places
- JP-P2 Heritage
- JP-P3 Cultural Facilities
- JP-P5 Education, Skills and Knowledge
- JP-P6 Health
- JP-P7 Sport and Recreation
- JP-C1 Our Integrated Network
- JP-C2 Digital Connectivity
- JP-C3 Our Public Transport
- JP-C4 Strategic Road Network
- JP-C5 Streets for All
- JP-C6 Walking and Cycling
- JP-C8 Transport Requirements of New Development
- JPA9 Walshaw

Other material considerations

- 4.4 The Council is currently undertaking a Regulation 18 consultation on its draft Local Plan, from 17 March to 12 May 2025. This plan will sit below the PfE and will not revisit the principle of the site's allocation. The Council's Local Development Scheme provides the following timetable for its future production:

- Publication of Proposed Submission Documents: November 2025
- Submission: April 2026



- Examination in Public: September 2026
- Adoption: December 2026

4.5 At this stage the emerging Local Plan is still at an early stage and can only be given very limited weight.

4.6 The following supplementary planning documents are considered to be material considerations:

- SPD1 - Open Space, Sport and Recreation Provision
- SPD5 - Affordable Housing
- SPD11 - Parking Standards in Bury
- SPD16 - Design and Layout of New Development in Bury
- SPD 17 - Developer Contributions for Education Draft
- SPD18 - Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw



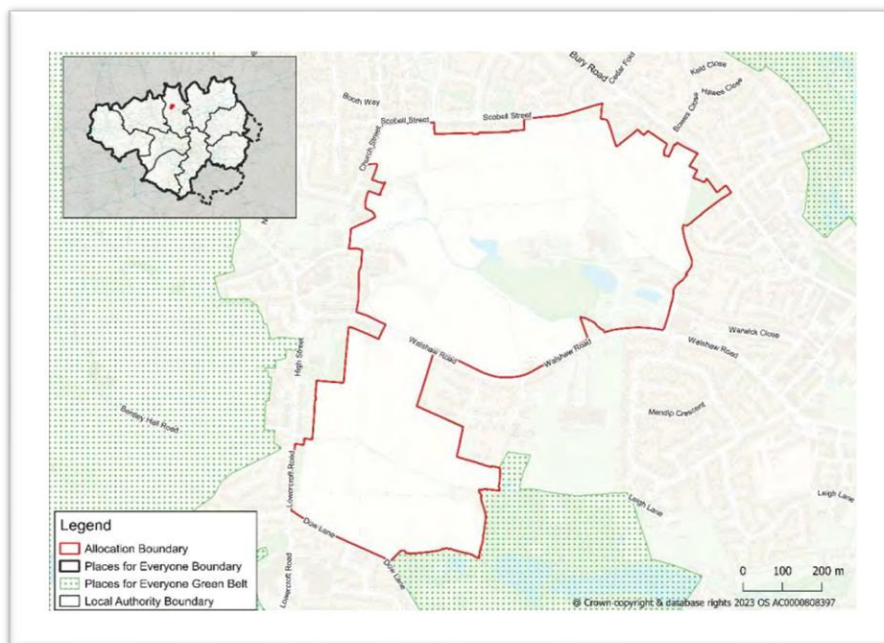
5. Planning Considerations

- 5.1 We now turn to the planning considerations to demonstrate the acceptability of the proposed development. The main issues include the principle of development, masterplanning, highways and accessibility, drainage and flooding, ecology and the natural environment, residential amenity (noise and air), design and landscaping.

The Principle of Development

- 5.2 The application Site forms part of PFE Policy JP Allocation 9 (Walshaw).
- 5.3 The allocation was informed by a Green Belt assessment, a comprehensive site selection process and Sustainability Appraisal. The PFE was the subject of a rigorous examination process. The outcome of that exhaustive process was that the Inspectors concluded that the allocation of the site was justified (the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence) and consistent with national policy. Furthermore, the Inspectors concluded that exceptional circumstances existed to justify removing the site from the Green Belt and allocating it for housing.
- 5.4 Policy JP Allocation 9 requires the delivery of around 1,250 homes across the allocation. The allocation boundary is shown in Figure 3 below:

Figure 3: Policy JP Allocation 9 (Walshaw) allocation boundary



- 5.5 This policy states that development shall be in accordance with a Masterplan approved by the LPA and criteria are set out to guide individual planning applications. The Applicant formed part of the consortium with VHW and Redrow that promoted the site through the plan-making process.
- 5.6 Of the potential housing land supply identified within the PfE for Bury of 9,660 dwellings, some 4,900 dwellings (51% of the supply) are to be delivered from the PfE allocations, and 1,250 dwellings (13% of the supply) are to be delivered from Walshaw. The delivery of the allocation is critical to the delivery of the Plan.
- 5.7 The evidence presented to the PfE examination stated that first completions on Walshaw would be achieved in 2025/26 (i.e., from April this year)¹. This is reflected in the housing requirement for Bury in the PfE, which ramps up significantly from 246 dwellings per annum for the period 2022 – 2025, to 452 dwellings per annum for the period 2025 – 2030, and then 520 dwellings per annum from 2030 onwards. Therefore, achieving delivery on the site as quickly as possible is critical to the Council’s housing land supply.

Masterplanning

- 5.8 Whilst Policy JP9 of the PfE requires development to be in accordance with a Masterplan approved by the LPA, it does not say that a Masterplan must necessarily be approved by the Council prior to consideration of an individual planning application, and there is significant flexibility in terms of the scope and process for a Masterplan. There is nothing to prevent the Council from considering and approving the masterplan concurrently with this planning application.
- 5.9 The Applicant has been working proactively with the other site promoters and Stantec in preparation of the Masterplan which is now in its final stages of development with submission to the LPA anticipated imminently.
- 5.10 It may be that the Masterplan is subject to separate public consultation and formal approval by the Council as part of a separate process to this application, or it may be that a Masterplan is presented to Planning Committee at the same time.

Land use and link road alignment

- 5.11 The indicative layout plan submitted follows the principles set out in the emerging allocation Masterplan and as required by the PfE policy the development makes provision for a new link road to run north to south through the allocation. The link road connection would provide an alternative route and facilitate

¹ Examination document M8.1 – GMCA response to IN9: Matters, Issues and Questions [Matter 8 Places for Homes]



the movement of both development traffic and existing through traffic currently passing through Walshaw village centre.

- 5.12 The link would incorporate active travel infrastructure, whilst also providing the option to permit buses to pass through the wider Walshaw allocation as each parcel comes forward. The alignment of the internal link running through the allocation has been carefully considered as part of the wider allocation Masterplan and is reflected in this application.
- 5.13 Based on the horizontal and vertical alignment, a general route corridor has been identified, within which there is flexibility to provide a link designed in a way such that it does not form a barrier to community movement and ambience. It can perform a dual role of both place and movement. Further detail can be found in the Transport Assessment within Volume 3 of the ES (Technical Appendix 9.1).
- 5.14 Although the full detail of the route will be subject to further design, given the wider allocation Masterplan work that has been completed to date (with the highway consultants for this application, SLR, also advising Stantec in preparation of the allocation Masterplan), it has been possible to design a junction at Church Street/Scobell Street, and other associated infrastructure, which will ultimately provide access to the wider allocation.
- 5.15 Drawings 065605-SLR-HGN-PLN-SK-CH-0005 to 0008 “P01 General Access & Alignment Plans” within Appendix C of the Transport Assessment (ES Volume 3: Technical Appendix 9.1) also highlight the opportunity that exists to reorganise the priority of the existing network such that vehicular north-south movements are directed to use the new link, with side roads providing access to the wider network.

Delivery of the link road and wider infrastructure

- 5.16 It is proposed to construct and deliver the infrastructure shown on the drawings found within Appendix C of the Transport Assessment as part of this phase of development. As such, the early delivery of this parcel of land would in no way prejudice the delivery of the link road and wider allocation in a sustainable and comprehensive manner.
- 5.17 In respect of the delivery of the remainder of the through road and off-site highways works, this would come forward as part of the southern parcel (i.e., the land controlled by VHW). In the meantime, the submitted Transport Assessment demonstrates that the proposed development of 275 dwellings as part of this first phase would not result in ‘severe’ impacts on the local highways network for the purposes of paragraph 116 of the Framework.
- 5.18 A formal collaboration agreement between the three site promoters is currently under discussion. Notwithstanding the outcome of those discussions, the Applicant is fully committed to contributing proportionately to any associated mitigation / contributions required to ensure the comprehensive



delivery of the Masterplan. Such proportionate contributions can be secured by conditions and via the Section 106 agreement, including the use of 'roof tax' contributions for shared infrastructure.

- 5.19 As discussed above, the early delivery of the site is critical to Bury being able to maintain its housing trajectory and achieve a 5 year housing land supply. The PfE anticipates delivery (meaning completions) from the allocations in Bury from 2025/26 when the housing requirement ramps up to 452 dwellings per annum. This application seeks to bring this site allocation forward for development, with early phases critical to the housing trajectory being maintained. Bearing in mind that the PfE needs to be read as a whole, the Masterplan must not prevent the early delivery of the site and the achievement of the Council's housing requirement.

Access, traffic and highways

- 5.20 Policy JPA9 requires the provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards. It further requires any development to focus on delivery of opportunities for Active Travel. In addition, Policy JP-C8: Transport Requirements of New Development, requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
- 5.21 SLR is acting for the Applicants in relation to this application and is also advising the wider consortium on highway matters in respect of the evolving allocation Masterplan. The highways proposals for this site are compatible with the achievement of the overall masterplan. A comprehensive Transport Assessment (TA) has been prepared with input from Bury Council and Transport for Greater Manchester (TfGM).
- 5.22 Detailed approval is sought for vehicular access points from two locations from Scobell Street to the north of the site. The application also includes the access for the northern end of the internal link road, with associated modifications to the Church Street/Scobell Street junction. This demonstrates a commitment to delivering infrastructure which then assists with the delivery of the wider allocation.
- 5.23 The site is highly accessible by all modes and supports car-free lifestyles, whilst connecting the site to the existing local area. A Framework Travel Plan Strategy is contained within the TA that sets out a number of suggested initiatives and measures to actively promote sustainable travel modes and reduce the reliance on single occupancy car trips that will align with the vision of the site and wider Walshaw Masterplan.
- 5.24 A comprehensive junction capacity assessment has been undertaken which demonstrates that the proposed development of this first phase for 275 dwellings, ahead of the full completion of the through



road to the south of the Site, would not significantly change the characteristics of the local highway network in the vicinity of the Site.

- 5.25 An assessment to understand the impact of the full build out of the Walshaw allocation, and other committed development (namely the Elton reservoir allocation), has also been undertaken. As part of this assessment, further indicative junction capacity analysis has been tested at a number of locations previously identified in the PfE evidence base. A collaboration agreement is under discussion between the landowners within the Walshaw allocation, and the Section 106 agreement can ensure that proportionate contributions are made towards any off-site highway infrastructure required as part of the wider allocation.
- 5.26 The TA concludes that there are no material reasons why the proposed development should not be granted planning consent from a transport and mobility perspective and that there will be no long term significant impacts on the safe and efficient operation of the surrounding highway network due to the development. Therefore, subject to the securing of necessary mitigation by condition and through the Section 106 agreement, the proposals accord with both the Framework and local plan transport policies.
- 5.27 The proposed development would not result in 'severe' impacts on the local highways network for the purposes of paragraph 116 of the Framework.

Drainage and Flooding

- 5.28 Policy JPA9 requires development of the allocated site to make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure, including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.
- 5.29 Policies EN7/3, 7/4 and 7/5 of the UDP all seek to protect the water environment.
- 5.30 The PfE was supported by evidence relating to flood risk, including level 1 and level 2 strategic flood risk assessments and a Flood Risk Sequential Test and Exception Test Evidence Paper. The PfE Inspector's report notes at paragraph 201:
- “in summary, we are satisfied that the development proposed on the allocations can be accommodated on areas with the lowest risk of flooding, or where the sequential and exceptions tests have been met, consistent with national policy.”
- 5.31 The Site lies within an area designated on EA Flood mapping as Flood Risk Zone 1 and therefore comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (< 0.1%).
- 5.32 Lees Roxburgh Ltd has prepared a Flood Risk Assessment to demonstrate the proposal is in accordance with the Framework and the saved policies of the UDP. This has considered all sources of flooding.



Potential sources of flooding from water bodies and groundwater have been considered and found to be negligible. Risks associated with the watercourse network and surface water flooding will be addressed within the development layout and by appropriate setting of levels at Reserved Matters stage with the introduction of the development drainage system providing additional mitigation.

- 5.33 United Utilities have advised of recorded flooding issues on the combined sewer system in Scobell Street to the north east of the Site. However, levels rise from Scobell Street into the Site, and it is therefore anticipated that proposed development levels will be above the levels within Scobell Street and on this basis this flooding will not present a risk to the development.
- 5.34 The tributary crossing the Site will be accommodated within the layout with some diversion works anticipated. Flows in this system and Walshaw Brook will be assessed and the proposed road culverts sized and adjacent development levels set accordingly to mitigate any associated risk.
- 5.35 To conclude, the site is allocated for residential development in the PfE. The FRA concludes that built development within the Site boundary can be delivered so as not to be at risk of flooding from any source or increase flood risk to the surrounding area having regard to reasonably foreseeable potential changes in flood risk. The development is considered to accord with local and national policies relating to flood risk.

Ecology and Natural Environment

- 5.36 Policy JPA9 requires development of the allocated site to make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure, including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.
- 5.37 Other relevant policies to ecological considerations include:
- Policy JP-G2: Green Infrastructure Network
 - Policy JP-G6: Urban Green Space
 - Policy JP-G7: Trees and Woodland
 - Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- 5.38 Ecological and Biodiversity Net Gain Assessments in relation to the Site have been undertaken by FPCR Environment and Design Limited.
- 5.39 The assessments draw from a desk study, a UKHab survey and preliminary protected species survey of the Site, as well as further surveys for great crested newts (GCN), breeding birds, bats and reptiles.
- 5.40 During the habitat survey in May 2024 the Site was predominantly modified grassland, hedgerows, scrubs trees and woodland.



- 5.41 Avoidance, mitigation and compensation measures have been prepared as part of a holistic ecology strategy for the Site to address any likely significant effects that may arise during construction and after completion of the Proposed Development. The assessment undertaken concludes that no significant adverse effects are likely. Furthermore, such measures can deliver considerable beneficial effects with respect to biodiversity gain.
- 5.42 The biodiversity value of habitats at the Site pre- and post-development have been calculated using the statutory DEFRA Biodiversity Net Gain Metric. The proposals will result in over 10% net gain in hedgerow, and watercourse units with a 14.44% gain in habitat units. Details are included within the Biodiversity Net Gain Strategy Report (FPCR, 2024) which is provided within the ES at Volume 3: Technical Appendices 8.2.
- 5.43 The submitted indicative layout plan demonstrates how substantial green infrastructure can be incorporated as a feature of the development ensuring the development is compliant with local and national planning policy.

Ground Contamination/Minerals

- 5.44 Criteria 13 of allocation Policy JPA9 requires development proposals to:

“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”

- 5.45 There are no specific contaminated land policies; however, Policy JP-S4 (Flood Risk and the Water Environment) does state the following:

“Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment”.

- 5.46 The assessment of the ground conditions of the Site and the surrounding area including consideration of the effects of the Proposed Development on human health, the environment, and the potential for the development to directly contribute to or to be affected by land instability and ground hazards has been undertaken by Smith Grant.
- 5.47 Further a Minerals Assessment Report and Mine Shaft Investigation has been undertaken by Betts Geo and Clancy Consulting. An old sand quarry, now infilled, is located within the northeast. There is one mineshaft recorded by the Coal Authority to be located within the southwestern area of the Site plus one mineshaft which is at the southern Site Boundary. There are coal seams which may have been worked at shallow depth located within the southern and eastern areas of the Site. The nature of the mineshafts and coal seams are unknown, but this will be established and treated as required prior to commencement of



construction. In addition, an intrusive ground investigation will be undertaken within the infilled sand quarry to determine the nature of the infilled material and a programme of ground gas monitoring.

- 5.48 With regard to minerals, the site has a number of constraints (principally its location within the urban area of Bury, in close proximity to adjacent residential development) that make mineral extraction at the Site both environmentally unacceptable and uneconomically viable.
- 5.49 Subject to further site investigation and mitigation, which can be secured by condition, there are no constraints to development of the Site. As such, the proposed development complies with the relevant parts of Policies JPA9 and JP-S4.

Noise and Air Quality

- 5.50 Wardell Armstrong has undertaken a Noise Assessment to determine the likely significant effects of the development on the environment in respect of noise. Air quality impacts have been assessed by Redmore Environmental.
- 5.51 Both assessments have concluded that there are no constraints to the Proposed Development, either during construction or once operational, and that the proposals comply with PfE Policies JP-P1 and JP-S5, and UDP Policy EN/2.

Planning obligations

- 5.52 Subject to meeting the tests of the Community Infrastructure Levy (CIL) regulations, the applicant is willing to enter into a Section 106 agreement with the Council to provide contributions which are necessary to make the development acceptable in planning terms, taking into account infrastructure required to serve the proposed development and the wider allocation.

Benefits of the proposed development

Delivery of market housing

- 5.53 The site would deliver up to 275 dwellings on an allocated site.
- 5.54 Paragraph 60 of the Framework sets out the Government's objective of "*significantly boosting the supply of homes*". The site is allocated, with delivery anticipated from 2025.
- 5.55 It is also relevant to note that the Government's new standard method results in a significantly increased local housing need in Greater Manchester and in Bury in comparison to the PfE requirements. This is shown in the table below:



Table 1: New local housing need comparison with PfE requirements

	PfE housing requirement (annual average 2022 – 2039)	Local housing need under the new standard method	Increase (%)
Greater Manchester (cumulative)	10,305	11,870	+15%
Bury	452	979	+117%

5.56 Whilst the PfE requirement will remain the adopted housing requirement until the PfE is 5 years old for the purpose of assessing the five year housing land supply, the significant increase in local housing need is a material consideration given that the new standard method is an essential component of the Government’s strategy to increase housebuilding and deliver 1,500,000 homes during this parliament. It is essential that the allocated sites come forward and deliver as anticipated in the plan.

5.57 The delivery of the allocated site would help to ensure that the PfE’s spatial strategy is achieved, namely boosting significantly the competitiveness of the northern areas. Indeed, that was the very reason it was released from the Green Belt and allocated in the first place. Paragraph 367 of the PfE Inspector’s report states:

“we consider the allocation of the site is justified in principle as it makes an important contribution to meeting housing needs in Bury, the northern areas, and the city region as a whole.”

5.58 Therefore, the delivery of housing on an allocated site is a very significant benefit of the proposed development.

Delivery of affordable housing

5.59 The proposals would deliver 25% affordable housing.

5.60 The PfE evidence base (the Greater Manchester Strategic Housing Market Assessment Update 2021) identified a net need of 379 affordable homes per annum in Bury. Furthermore, as of December 2024, there were 2,211 households on Bury Council’s waiting list for affordable housing². This is only the need for rented affordable housing, and does not capture the need for other forms such as intermediate models. The level of need is very high.

² https://assets.publishing.service.gov.uk/media/674d6d365ba46550018cefc/Live_Table_600.ods



- 5.61 In contrast, affordable housing delivery in Bury has consistently been far below the level of identified need. Over the past 10 years (2014/15 to 2023/24), there have been just 871 affordable houses completed at an average rate of 87 per annum.
- 5.62 The delivery of 25% affordable housing on the site would help real households in Bury who need an affordable home now. This is a significant benefit of the proposed development.

Economic benefits

- 5.63 Paragraph 85 of the Framework states:

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

- 5.64 Notwithstanding the existing clear support in national policy for economic growth, the new Government has made delivering a huge upturn in economic growth is central to its strategy. A key part of this is the delivery of housing. The Government’s Written Ministerial Statement of 30 July 2024 states:

“Our manifesto was clear: sustained economic growth is the only route to improving the prosperity of our country and the living standards of working people. Our approach to delivering this growth will focus on three pillars; stability, investment and reform. But this growth must also be generated for everyone, everywhere across the country – and so nowhere is decisive reform needed more urgently than in housing.” (my emphasis)

- 5.65 The message is very clear. The Government’s policy is to positively drive economic growth, and to ensure that it reaches all communities, without delay, and housing has a key role to play in that.
- 5.66 The development proposed in this application would result in a number of economic benefits. During the build period, construction related jobs and indirect jobs would be created. This would benefit local contractors and suppliers. The proposed development would provide homes for the district’s workforce, and once occupied the residents of the proposed scheme would spend money within Bury.

Highways benefits

- 5.67 The allocation will deliver a new through road. The PfE Inspector’s report states that this will help to resolve some existing local traffic issues. This proposal will deliver the link road insofar as it falls within the application site. This is a benefit of the proposed development.



5.68 The remainder of the link road outside of the application site will come forward as those parts of the allocation are delivered. The delivery mechanisms for this are discussed above under the masterplanning and highways sections.

Provision of new open space

5.69 The proposal would deliver an extensive network of high-quality, managed open space within the development, which would be available to both new and existing residents. This is a benefit of the proposed development. The details of the open space to be provided would be agreed at the reserved matters stage and are therefore controlled by the Council.

Biodiversity net gain

5.70 The delivery of a 10% net gain in biodiversity would be secured by the automatic biodiversity condition. Whilst a 10% net gain is now required on all developments by the Environment Act, a net gain in biodiversity is nevertheless a tangible benefit of development which must be attached positive weight in the planning balance.



6. Summary and conclusions

- 6.1 Paragraph 11 of the Framework states that *“Plans and decisions should apply a presumption in favour of sustainable development”*. Paragraph 11(c) states that for decision taking this means *“approving development proposals that accord with an up-to-date development plan without delay”*.
- 6.2 The site is allocated in the PfE. The allocation was informed by a Green Belt assessment, a comprehensive site selection process and Sustainability Appraisal. The PfE was the subject of a rigorous examination process. The outcome of that exhaustive process was that the Inspectors concluded that the allocation of the site was justified (the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence) and consistent with national policy. Furthermore, the Inspectors concluded that exceptional circumstances existed to justify removing the site from the Green Belt and allocating it for housing.
- 6.3 The early delivery of the site is critical to Bury being able to maintain its housing trajectory and achieve a 5 year housing land supply. The PfE anticipates delivery (meaning completions) from the allocation from 2025/26 when the housing requirement ramps up to 452 dwellings per annum. This application seeks to bring the site allocation forward for development, with early phases critical to the housing trajectory being maintained.
- 6.4 Policy JP9 of the PfE requires development to be in accordance with a Masterplan approved by the LPA. The Applicants have been working proactively with the other promoters of the allocation and Stantec in preparation of the Masterplan which is now in its final stages of development with submission to the LPA anticipated imminently. This can be considered alongside the submitted planning application.
- 6.5 It is proposed to construct and deliver the link road that falls within the application site’s boundaries as part of this phase of development. The proposed land uses are consistent with the masterplan. As such, the early delivery of this parcel of land would in no way prejudice the delivery of the link road and wider allocation in a sustainable and comprehensive manner.
- 6.6 In respect of the delivery of the remainder of the link road, this would come forward as part of the southern parcel (i.e., the land controlled by VHW) as those parts of the allocation are delivered. In the meantime, the submitted Transport Assessment demonstrates that the proposed development of 275 dwellings as part of this first phase would not result in ‘severe’ impacts on the local highways network for the purposes of paragraph 116 of the Framework.
- 6.7 A formal collaboration agreement between the three site promoters is currently under discussion to secure the necessary infrastructure associated with the wider allocation. But notwithstanding the outcome



of those discussions, the Applicant is fully committed to contributing proportionately to any associated mitigation / contributions required to ensure the comprehensive delivery of the Masterplan. Such proportionate contributions can be secured by conditions and via the Section 106 agreement, including the use of 'roof tax' contributions for shared infrastructure.

- 6.8 A range of environmental and technical studies are submitted with this application and demonstrate that the Site is suitable and deliverable, subject to appropriate mitigation as identified within the Environmental Statement.
- 6.9 The application accords with the development plan as a whole. On that basis we respectfully request that planning permission is granted without delay.



