Planning Statement

Dumers Lane

Client: Westchurch Homes Ltd

04/12/2024

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Document Issue Sheet

Issue No.	Document	Status	Issue Date	Parties Sent To	Prepared By	Reviewed By
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1.0	December 2024 (Planning)	Issued	04/12/2024	BMBC	GB	KM/MD

1

Introduction

1. Introduction

1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, Westchurch Homes Ltd. The statement accompanies a planning application for proposed residential development at land off Dumers Lane, Radcliffe.

1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Scheme Description

1.3 The submitted planning application is seeking planning consent for:

Demolition of buildings and erection of 87no. affordable dwellings and associated access off Dumers Lane, landscaping and parking.

Application Documents

1.4 This Planning Statement should be read alongside the Architectural plans / drawings and supporting documents submitted to accompany the planning application. The application documents comprise:

- Affordable Housing Statement, prepared by Westchurch Homes;
- Air Quality Assessment, prepared by Smith Grant Environmental Consultancy;
- Arboricultural Survey, prepared by Enzygo;
- Assessment of Biodiversity Net Gain, prepared by ERAP;
- Biodiversity Gain Plan, prepared by ERAP;
- Indicative BNG Soft Landscape Schedule, prepared by Enzygo;
- Statutory Biodiversity Metric, prepared by ERAP;
- Broadband Connectivity Assessment, prepared by Westchurch Homes;
- Crime Impact Statement, prepared by Mr. A.P. Martin;
- Design and Access Statement, prepared by Enabl;
- Ecological Survey and Assessment, prepared by ERAP;
- Energy Statement, prepared by Focus;
- Flood Risk Assessment & Drainage Strategy, prepared by Dudleys;
- Health Impact Assessment, prepared by Enabl;
- Noise Impact Assessment, prepared by Hepworth Acoustics;
- Site Investigation Report [including Desktop & Coal Mining Risk Assessment], prepared by Coopers;

- Transport Assessment, prepared by Tetra Tech;
- Travel Plan Framework, prepared by Tetra Tech;
- Completed Section 106 Pro Forma, prepared by Enabl; and
- Planning Statement [this document], prepared by Enabl.

2

Site and Surroundings

2. Site and Surroundings

Site

2.1 The site is located off Dumers Lane, approximately 1km north-east of Radcliffe, Bury. It is approximately 1.93ha.

2.2 It comprises a mix of hardstanding yards used for the storage of buses and other vehicles, industrial buildings, a car wash and associated forecourt, and a mosaic of unmanaged neutral grassland, Bramble scrub, Willow scrub and scattered self-seeded trees.

2.3 Vehicular and pedestrian access is off Dumers Lane, currently via Wild Street.

Figure 1: Site Location

Surroundings

2.4 The surrounding land use is a mix of residential and industrial/employment. To the north-east and south-east are residential areas arranged around suburban, culdesac-based street layouts: the former primarily of two-storey semi-detached and terraced family homes and the latter characterised by a mixture of two-

storey detached and semi-detached dwellings. Exceptional to this are a number of semi-detached and terraced bungalows immediately adjacent to the site's north-west and south-east boundary.

2.5 The River Irwell separates these residential areas from a wastewater treatment works located on the river valley to the east-south-east.

2.6 Immediately to the south along Dumers Lane are more two-storey terraced houses and bungalows.

2.7 Immediately adjacent to the south-west is Bealey Industrial Estate, beyond which is Eton Hill Industrial Estate to the west and further mixed-typology residential development to the south. Hutchinson's Goit runs separates the two Industrial Estates.

2.8 To the north-west is undeveloped grassland and the Swan Lodge Site of Biological Importance (SBI).

Sustainability

2.9 On Dumers Lane adjacent to the site are bus stops offering regular connections to Bury, Radcliffe, Little Lever and Bolton.

2.10 Approximately 350m north-east along Dumers Lane is a Neighbourhood Shopping Centre offering basic amenities.

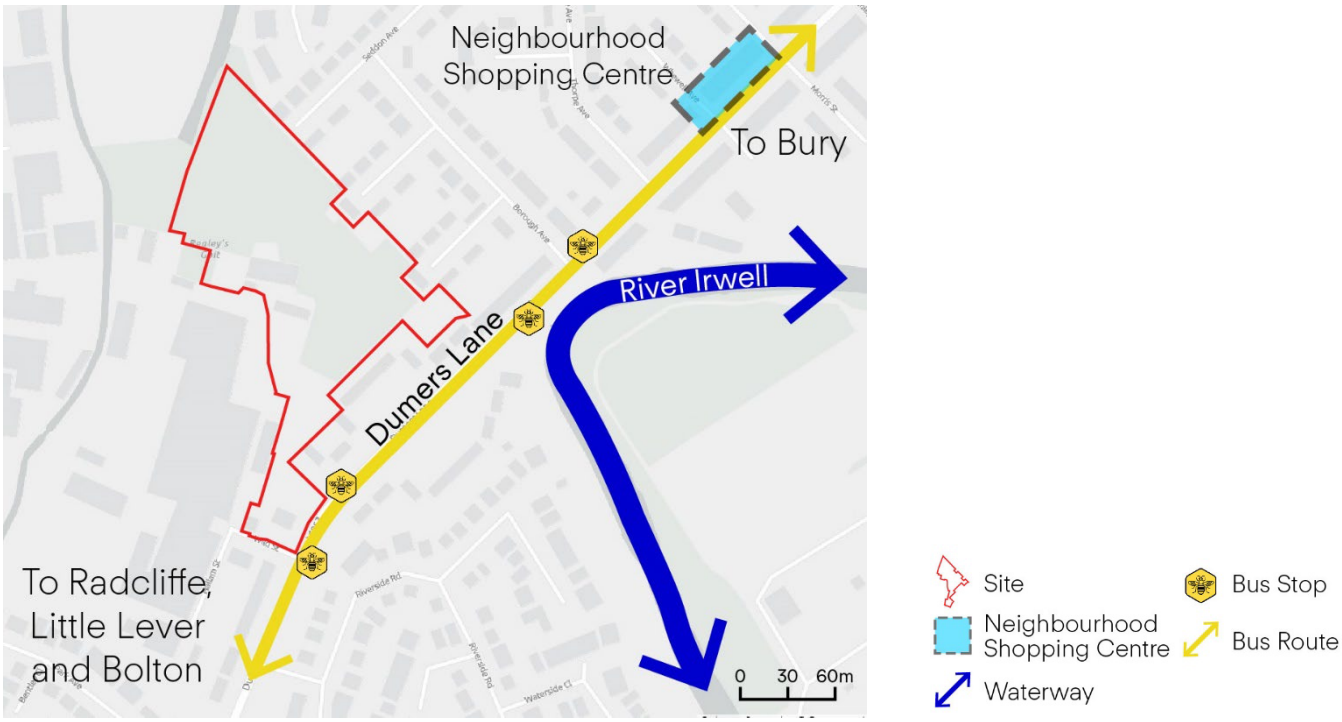


Figure 2: Local context

2.11 Further afield, the site is well served by local amenities such as green spaces, shops and schools, including the newly opened Radcliffe Star Academy on Spring Lane. Radcliffe Town Centre and Metrolink stop are approximately a 20-minute walk away.

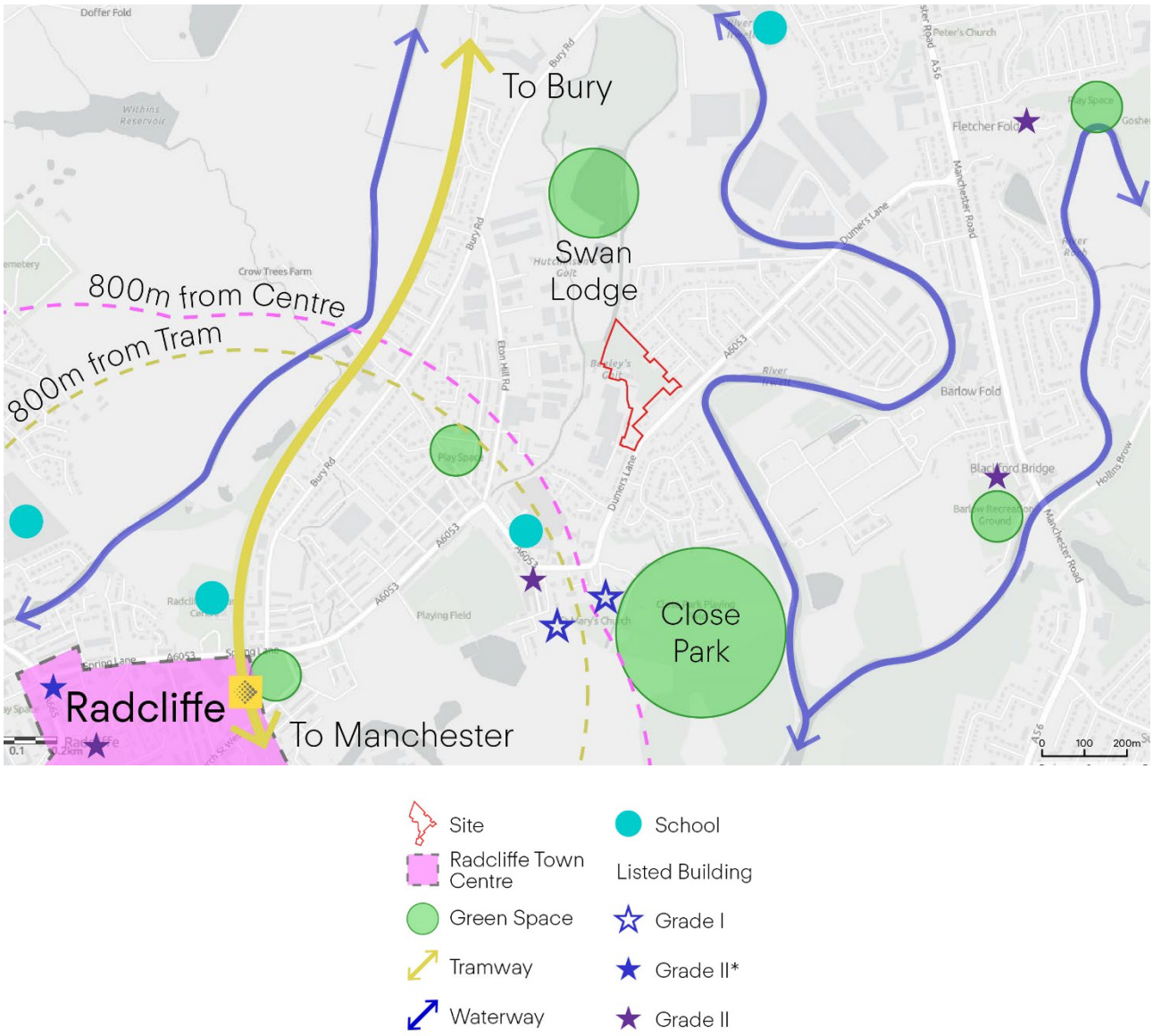


Figure 3: Area context

Planning History

2.12 The site's planning history predominantly relates to Bealey Industrial Estate, as summarised in the table below.

Ref.	Description	Decision
69135	*Lawful development certificate for proposed new industrial warehouse*	Lawful Development 12/07/2023
68329	*Cladding to various buildings*	Approved 07/07/2022
56753	*Change of use to indoor waste transfer station for recycling non-hazardous household, commercial and industrial skip waste.*	Approved 18/12/2013
53581	*Change of use of car display and sales area to tyre repair depot and car parking associated with adjoining car wash and erection of tyre repair building*	Withdrawn 21/02/2011
52228	*Retrospective application for change of use of car park to car sales and display area, Erection of mobile office. Proposed fencing along Dumers Lane frontage.(Re-submission of 52124)*	Approved 18/03/2010
52124	*Retrospective change of use of car park to car sales and display area; Erection of mobile office: Proposed fencing along Dumers Lane frontage*	Withdrawn 27/01/2010
50937	*Change of use of land and building to hand car wash; erection of canopy, boundary fence and installation of metal container store (retrospective)*	Approved 25/03/2009
50727	*Change of use of land and building to hand car wash and retrospective consent for the erection of canopy and boundary fence and installation of metal container store*	Refused 09/01/2009
48544	*Change of use of land and building to hand car wash*	Approved 26/10/2007
02/39116	*Temporary permission to erect portakabin*	Approved 10/06/2002
33759	*Certificate of lawfulness for existing use of industrial estate*	Withdrawn (Historic) 01/03/2002

Table 1: Planning History

Site Designations

2.13 According to Bury's Online Maps, the following policy designations are relevant to the site:

- The site (less the section of land bound by Dumers Lane, Wild Street and Bealey Industrial Estate, and two plots of land behind 173-183 and 201-207 Dumers Lane) is within the Eton Hill Road Employment Generating Area (EC2/1/10);

- A roughly triangular area of land to the east of the site is allocated for Employment Land: Business, General Industry & Warehouse (EC1/1/21); and
- Swan Lodge to the north has the Wildlife Links and Corridors (EN6/4) and River Valleys (OL5/2) designations.

2.14 The application site is within a larger, 5.155ha site identified in the 2023 Strategic Land Availability Assessment (SHLAA), reference HL/2441/00. The SHLAA site extends further west incorporating Bealey Industrial Estate.

2.15 The Council's SHLAA Site Listing sets out:

- The site is considered to have 'Unconstrained Potential' for housing development;
- The identified quantum is 90 new build units; and
- Constraints include contamination, flood risk, bad neighbour, competing uses, planning constraints and multiple ownerships.

2.16 The Site Listing also states:

"The site is suitable, available and achievable and has the potential to deliver housing in the short / medium term subject to constraints being overcome as part of a mixed use scheme.

"Site is constrained as considered suitable for continued employment use within the EGA. However, some potential for the site to come forward as part of a mixed use scheme. Put forward by Strategic Land Group in 2017 Bury call for sites."

2.17 The larger SHLAA site is also in Bury's Brownfield Land Register, updated March 2024.

2.18 There are no designated or non-designated heritage assets on or in close proximity to the site. The nearest designated heritage assets to the site are Church of St Mary and St Bartholomew (Grade I), Radcliffe Tower (Grade I) and Tythe Barn (Grade II), located approximately 350-450m south-south-west of the site. Radcliffe Tower sits within a Scheduled Monument (Radcliffe Tower and site of hall 100m south west of the parish church in Radcliffe). The location of the nearest listed buildings to the site can be seen in Figure 3.

2.19 The site is in close proximity to the River Irwell (south Bury) and River Croal Incised Urban Fringe Valleys Landscape Character Type, as seen in orange in Figure 4.

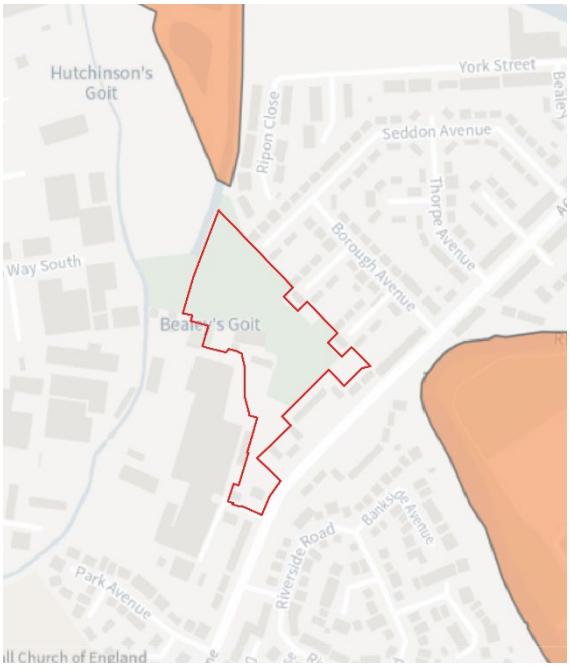


Figure 4: Landscape Character Type Designations

2.20 Parts of the site along the north-east edge and extending towards the centre are located in Flood Zones 2 and 3.

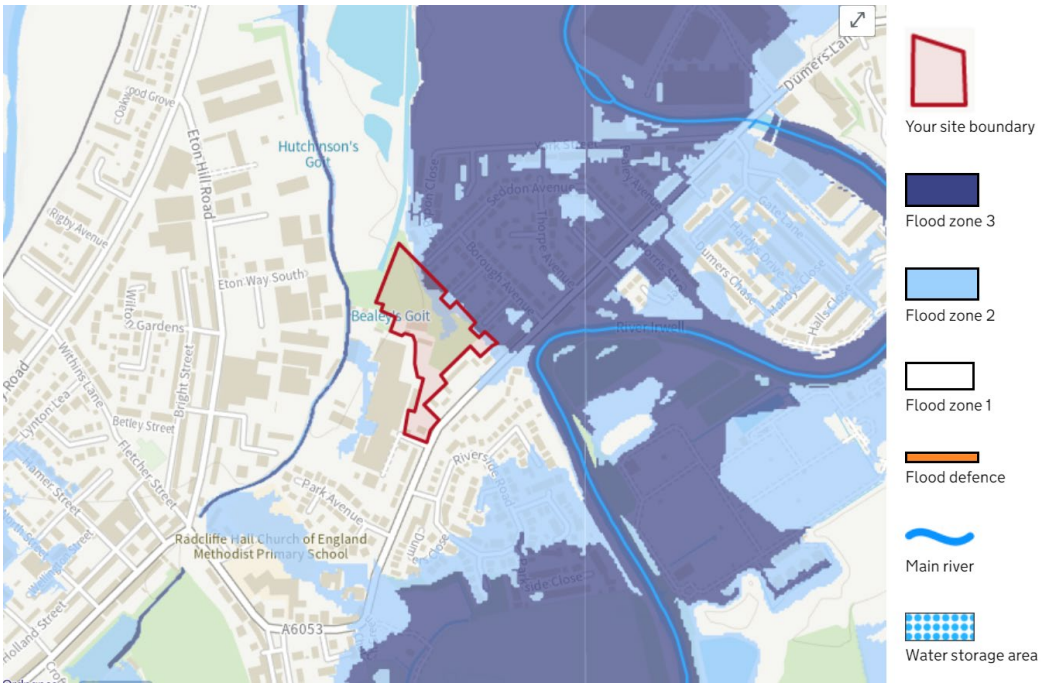


Figure 5: Flood Zone Map

2.21 According to GM Open Data Infrastructure Mapping, the site has a Greater Manchester Accessibility Level (GMAL) score of 3-4

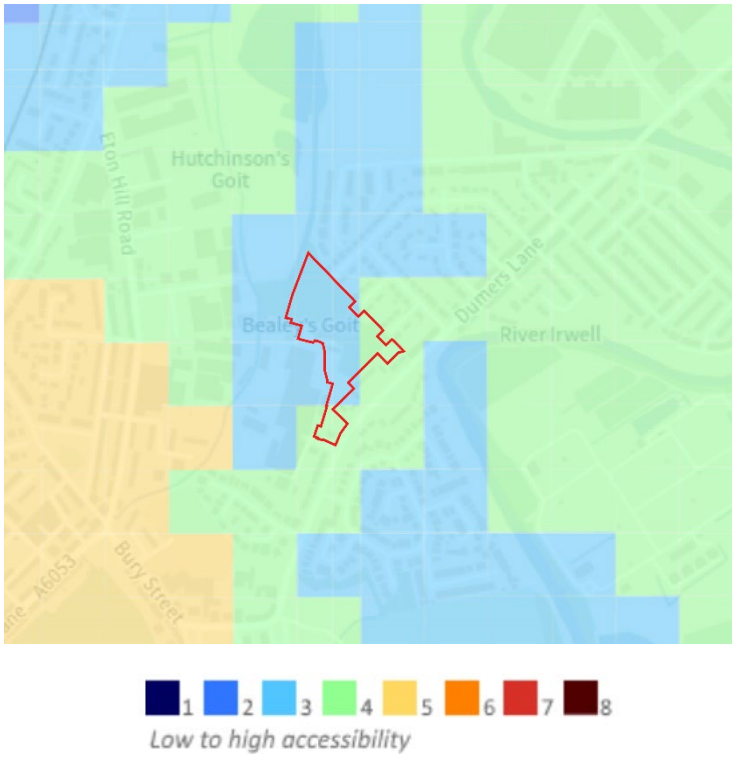


Figure 6: GMAL Mapping

2.22 The site is also within the Coal Authority's Coal Mining Reporting Area. Part of the site lies within the Development High Risk Area.

3

Proposed Development

3. Proposed Development

3.1 The submitted planning applications seeks full planning permission for the following development:

Demolition of buildings and erection of 87no. affordable dwellings and associated access off Dumers Lane, landscaping and parking.

Housing Mix

3.2 The proposed development will deliver a combination of flats, terrace, semi-detached and detached housing typologies. This will include the following:

- 18no. 1 bedroom 2-person flats;
- 14no. 2 bedroom 3-person houses;
- 20no. 3 bedroom 4-person houses;
- 14no. 3 bedroom 5-person houses;
- 7no. 4 bedroom 5-person houses; and
- 14no. 4 bedroom 6-person houses.

Layout and Design

3.3 The proposal has been arranged to best respond to the site's context and address the site constraints by seeking to strike a balance between private amenity space and developable land. The site provides suitable separation distances between the residential uses on the site and to the neighbouring residential and employment uses.

3.4 Access will be via Dumers Lane, with a central road running through the site and splitting to create culdesacs and shared surface streets/driveways. The dwellings will be arranged around this layout, which can be seen on the submitted site layout plan.

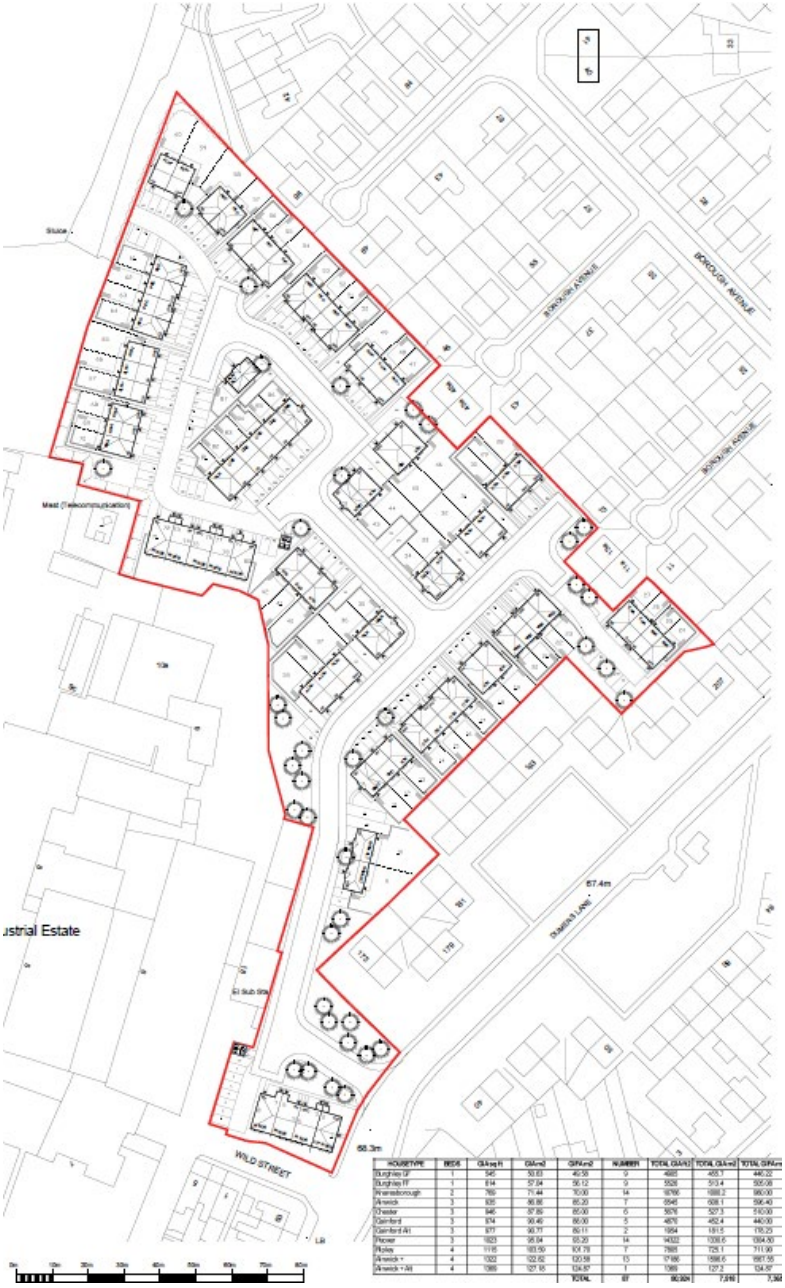


Figure 7: Proposed Site Layout

3.5 The road will have continuous pedestrian pavements along both sides.

3.6 The overall design aspirations have been to provide high-quality living accommodation across the site. A good diversity of house types are proposed to cater to varying needs. Buildings will range from 2- to 2.5-storeys.

3.7 The houses and flats will be in red brick with some dwellings having rendered elevations.

Figure 8: Extract from Housetype Pack demonstrating a variety of materials and house types.

3.8 All dwellings will have defensible space between the front of house and back of pavement.

3.9 142no. parking spaces are proposed across the site for residents and their visitors, 34no. of which will be tandem. Some dwellings will have their parking spaces located to the front and others will be to the side elevations or accessed from a shared surface street/driveway. Four dwellings' parking spaces will be behind their private garden accessed from the street.

3.10 Full details of the proposed layout and design can be seen on the relevant architectural plans, prepared by Westchurch Homes.

Internal Layout

3.11 Internal layouts will vary between house types, but each house will generally comprise a living room, kitchen-diner and WC at ground and bedrooms and a bathroom on the upper floors. Each flat will comprise an open-plan kitchen-living-diner, bedroom and bathroom.

3.12 All will meet the Nationally Described Space Standard (NDSS) and be M4(2) compliant.

3.13 The detailed internal layouts can be seen on the submitted floorplans, prepared by MCK Associates.

Landscaping

3.14 All houses will enjoy sizeable private gardens, clearly demarked with timber fencing.

3.15 Tree planting and street trees are proposed across the site, with a large cluster proposed adjacent to the site access on Dumers Lane.

3.16 Native and formal hedges are both proposed across the site, offering buffer planting to boundaries and to form green corridors and additional habitats across the site. This includes a hedge along the northern boundary of the site.

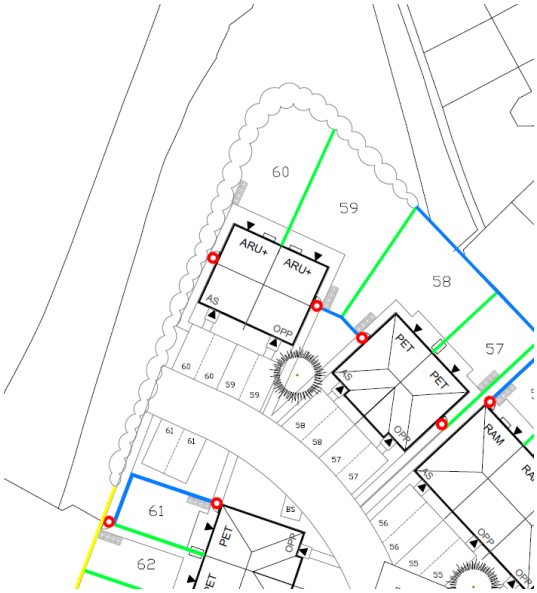


Figure 9: Proposed hedge between site and Swan Lodge

3.17 Hard landscaping across the site will comprise Bitmac carriageways with concrete kerbs, pavements, paths and driveways, concrete block paving shared surfaces, heritage concrete block paving parking spaces and small infill areas of gravel on geotextile.

3.18 For soft landscaping, there will be a mix of ground cover (low growing, low maintenance perennial mixes planting, providing seasonal colour), wildflower (Low maintenance Pollinator lawn, Woodland and Native Meadow used throughout, for amenity, habitat areas, service strips and large pavement edge areas) and lawn (Species rich amenity lawn to gardens and amenity areas).

3.19 A 3m acoustic fence is proposed along the western edge of the site between the proposed residential development and Bealey Industrial Estate.

3.20 More details can be found on the Proposed Masterplan, prepared by Enzygo, and Hard Landscaping Layout and Boundary Treatment Layout, prepared by Westchurch Homes.

Waste

3.21 All private gardens have been designed to allow direct access from the street, so bins can be securely stored in rear gardens and taken to the street on collection days

3.22 For the majority of dwellings which front the proposed road, bins will be collected from the pavement in front of the dwellings. For the remaining dwellings (primarily those accessed via the share surfaces/driveways), bins will be collected from communal bin stores.

3.23 The proposed road layout will allow a refuse vehicle to access and egress the site safely.

3.24 More details can be found on the Waste Management Plan, prepared by Westchurch Homes.

Pre-Application Engagement

3.25 The applicant sought pre-application advice from Bury Council prior to submission of this application. The proposal considered was for *Erection of circa 100 no. affordable dwellings including a new vehicular access to Dumers Lane.*

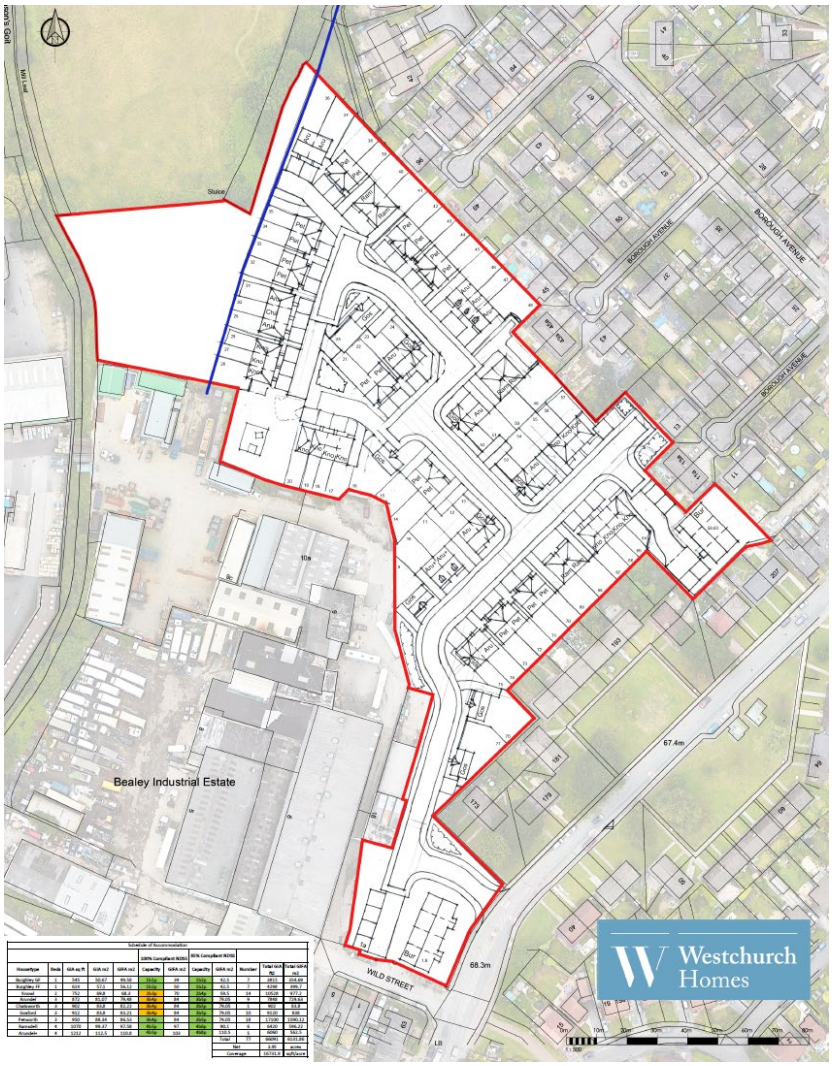


Figure 10: Sketch Layout submitted at pre-application stage

3.26 A meeting was held on 27th June 2024 and written pre-application advice was provided by Helen Pressley (Planning Officer) on 1st July 2024.

3.27 As well as advice on which policies are most relevant to the proposals, the following matters were set out in the written response:

Principle of Development

3.28 The Council stated it can demonstrate a 5 year housing land supply following the adoption of Places for Everyone, but that its housing delivery is under 75%. Therefore, as per paragraph 11d of the National

Planning Policy Framework (NPPF), the policies relating to housing delivery are considered out of date and the 'tilted balance' applies.

3.29 The site is considered to be in a sustainable location for housing within the urban area and sitting outside the Green Belt. The national requirement to significantly boost the supply of housing under the NPPF is a material consideration that would favour the residential development of this site in principle providing principle of loss of employment land can be justified.

3.30 The Council considers that in the context of UDP Policy EC2/1, the proposal involves the loss of a significant proportion of the Employment Generating Area (EGA). Consequently, it is not considered that the proposal constitutes limited development, and its loss would substantially detract from the area's value as an EGA. The development would also conflict with UDP Policy EC1/1.

3.31 However, in accordance with the NPPF, if the Council can be satisfied that there was no reasonable prospect of the site being retained or redeveloped for employment uses, its redevelopment for housing could be supported.

Layout and Design

3.32 The proposed housing mix was supported as it will address the need to incorporate a range of dwelling types and sizes within the site.

3.33 The layout appeared to be 'car-dominant' with landscaping sacrificed for parking, and that the site was somewhat cramped compared to the adjacent housing estates.

3.34 The minimum density should be 35dph in line with policy.

Amenity

3.35 The final layout should consider the separation distance standards set out in Supplementary Planning Document 6.

3.36 A Noise Impact Assessment will be required due to the close proximity to the main road and noise generating uses.

Highways

3.37 The Local Highways Authority raised concerns with the proposed site access:

This proposal would not be supported in highway terms due to the creation of an additional access onto a classified road to the site in a hazardous location on the bend, in close proximity to the existing site access (Wild Street) and in view of the existing alignment of Dumers Lane and presence of hatching/pedestrian crossing facilities that this proposal would adversely affect that cannot be replaced to the north.

Ecology

3.38 GMEU stated that they are not aware of any specific ecological issues associated with the site. However it was noted that the site appears to consist of semi-natural habitats and be of moderate ecological value. GMEU predicted a significant loss of biodiversity which could be a potential constraint on the viability of

the development if off-site biodiversity units need to be purchased. Justification for how the development outweighs the ecological value of the site was requested.

3.39 GMEU recommended that the applicant assesses potential off-site effects and wildlife issues and provides adequate information to assure the Local Planning Authority (LPA) that mitigation/enhancement for indirect effects and wildlife is achievable.

3.40 Development should be designed carefully as to not damage the nature conservation interests of the site. Being adjacent to the wildlife corridor, the development should be designed as to contribute to their effectiveness through the design, landscaping and siting of the development.

Miscellaneous

3.41 Contaminated Land and Air Quality assessments were requested due to proximity to Bealey Industrial Estate and size of the development.

4

Planning Policy Context

4. Planning Policy Context

Material Considerations

4.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 The relevant documents of the adopted development plan for Bury Council are:

- Places for Everyone (PfE) (2024); and
- Unitary Development Plan (UDP) (1997).

4.3 PfE has replaced many Policies of the UDP but some policies are extant.

4.4 Other planning policy documents relevant to this proposal that are capable of being a material consideration in the determination of this application comprise:

- National Planning Policy Framework (NPPF) (2023) and associated Planning Practice Guidance (PPG); and
- Supplementary Planning Documents (SPDs) / Guidance (SPG) prepared by Bury Council.

4.5 The Development Plan sets out the strategic polices and proposals that control development. The table below summarises the policies and proposals relevant to this application.

Places for Everyone	
Policy	Summary
JP-Strat6: Northern Areas	*A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer. […]*
JP-Strat13: Strategic Green Infrastructure	*The following strategic green infrastructure assets will be protected and enhanced as key features:* *1. River valleys and waterways (see Policy JP-G3 'River Valleys and Waterways')* […] *4. Trees and woodland (see Policy JP-G7 'Trees and Woodland').* *The protection and enhancement of these key strategic green infrastructure assets is complemented by a suite of policies to protect and enhance our network of green infrastructure, including protecting and enhancing sites of ecological value. This will enable our residents to access and maximise the benefits of green infrastructure on their health and wellbeing.*

JP-S1: Sustainable Development	*To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.* […] *In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively*
JP-S2: Carbon and Energy	*The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:* […] *2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;* […] *4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques;* *5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;* *a. Be net zero carbon which applies:* • *from adoption – to regulated operational carbon emissions;* • *from 2028 – to all emissions 'in construction'.* *From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.* *Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:* *i. Minimise energy demand;* *ii. Maximise energy efficiency;* *iii. Use renewable energy;* *iv. Use low carbon energy; and* *v. Utilise other energy sources.* *From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.*

	As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies. *b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;* *c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;* *d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.* [...] *f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.* [...]
JP-S4: Flood Risk and the Water Environment	*An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:* *1. Returning rivers to a more natural state, where practicable;* *2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;* *3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;* *4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.*

	District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues; *5. Ensuring that sustainable drainage systems:* *i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;* *ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;* *iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and* *iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.* *6. 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; and* *7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.*
JP-S5: Clean Air	*A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:* *1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;* *2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;* *3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;* [...]

	8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees; [...] *10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and* *11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.*
JP-J1: Supporting Long-Term Economic Growth	*A thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on:* *A. Maintaining a very high level of economic diversity across our boroughs* [...] *E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers* [...]
JP-J2: Employment Sites and Premises	[...] *Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations.*
JP-H1: Scale, Distribution and Phasing of New Housing Development	*A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.* *The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.* [...] *Table 7.2 Distribution and Phasing of new dwellings 2022-2039*

	Annual average 2022- 2039	*2022-2025 (annual)*	*2025-2030 (annual)*	*2030-2039 (annual)*	*Total 2022-2039*
[...]					
Bury	*452*	*246*	*452*	*520*	*7,678*
[...]					

<table>
<tr><td>JP-H2: Affordability of New Housing</td><td>Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Maximising the delivery of additional affordable homes […]
3. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities) […]</td></tr>
<tr><td>JP-H3: Type, Size and Design of New Housing</td><td>Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.

Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.
[…]
All new dwellings must:
1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.</td></tr>
<tr><td>JP-H4: Density of New Housing</td><td>New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out below.
<table>
<tr><td>Location (use highest density that applies when a site falls within more than one location)</td><td>Minimum net residential density (dwellings per hectare): Within the location</td><td>Minimum net residential density (dwellings per hectare): Within 400 metres</td><td>Minimum net residential density (dwellings per hectare): Within 800 metres</td></tr>
</table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td colspan="4">[…]</td></tr>
<tr><td>All other locations:
minimum net residential density of 35 dwellings per hectare</td><td></td><td></td><td></td></tr>
</table>

Lower densities may be acceptable where they can be clearly justified by:
1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or
2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure

In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:
A. 35-70 dwellings per hectare: primarily houses […]
</td></tr>
<tr><td>JP-G1: Landscape Character</td><td>[…] The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. […]

In implementing this strategic policy, regard will be had to the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) […]</td></tr>
<tr><td>JP-G2: Green Infrastructure Network</td><td>A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities.
[…]
Development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements.
[…]
Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand</td></tr>
</table>

	the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.
JP-G3: River Valleys and Waterways	*River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.* *In making planning decisions and carrying out other associated activities, we will seek to deliver the following priorities:* […] *5. Reduce flood risk, through Natural Flood Management (NFM), including careful land management and a catchment-wide approach;* *6. Improve water quality, including through land decontamination and the management of diffuse pollution from industry and agriculture;* *[…]* *9. Ensure that development relates positively to nearby rivers and other waterways, taking advantage of opportunities to integrate green infrastructure through:* *a. High quality frontages to the water; and* *b. Public realm alongside the water for both recreation use and maintenance access.*
JP-G6: Urban Green Space	*To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:* […] • *we will work with developers and other stakeholders to deliver new high quality urban green spaces.* *Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.*
JP-G7: Trees and Woodland	*We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.* *This will be done* […] *through development as follows:*

	12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and *13. Protecting trees and woodland during the construction phase of development.*
Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity	*Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by:* [...] *3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;* *4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations;* *5. Facilitating greater access to nature, particularly within urban areas;* [...] *Development will be expected to:* *a. Follow the mitigation hierarchy of:* *i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then* *ii. Adequately mitigating any harm to biodiversity, then* *iii. Adequately compensating for any remaining harm to biodiversity* *b. Avoid fragmenting or severing connectivity between habitats;* *c. Achieve a measurable net gain in biodiversity of no less than 10%* *d. Make appropriate provision for long-term management of habitats and geological features connected to the development;* [...] *f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.*
JP-P1: Sustainable Places	*We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:* *1. Distinctive, with a clear identity that:*

	A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; *B. Enables a clear understanding of how the place has developed; and* *C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used* *2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design* *3. Socially inclusive:* *A. Responding to the needs of all parts of society;* *B. Enabling everyone to participate equally and independently;* *C. Providing opportunities for social contact and support; and* *D. Promoting a sense of community* *4. Resilient, capable of dealing with major environmental events* *5. Adaptable, able to respond easily to varied and changing needs and technologies* *6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained* *7. Resource-efficient with:* *A. A low carbon footprint;* *B. Efficient use of land;* *C. Minimised use of new materials;* *D. High levels of recycling* *8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.* *9. Supported by critical infrastructure, such as energy, water and drainage and green spaces* *10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage* *11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places*

	12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place *13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest* *14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond* *15. Comfortable and inviting, with indoor and outdoor environments:* *A. Offering a high level of amenity that minimises exposure to pollution; and* *B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter* *16. Incorporating high quality and well managed green infrastructure and quality public realm, with:* *A. Opportunities for recreation and outdoor play for children, and interaction between the generations;* *B. Public and private spaces clearly distinguished;* *C. Development clearly defining, and promoting activity within, public spaces;* *D. High quality landscaping with schemes* *17. Well-served by local shops, services and amenities, including education and health facilities*
JP-P5: Education, Skills and Knowledge	*Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by:* […] *2. Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:* […] *b. Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate;* […]
JP-P6: Health	*To help tackle health inequality new development will be required, as far as practicable, to:*

	A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development; *B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and* *C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing* *Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents, including through:* *1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate;* [...]
JP-P7: Sport and Recreation	*A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:* *1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together;* [...] *3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach;* [...]
JP-C1: An Integrated Network	*In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:* *1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;* [...] *3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;* [...]

	5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first): *a. Pedestrians (and people using mobility aids);* *b. Cyclists, powered two-wheelers, and public transport users;* *c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)* *d. People in personal motorised vehicles* […]
JP-C2: Digital Connectivity	*We support the provision of affordable, high quality, digital infrastructure.* *In making decisions we will support a range of measures, including:* […] *2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multipleducting compliant with telecoms standards, to facilitate future-proof gigabitcapable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties* […]
JP-C5: Streets for All	*Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.* […] *We will seek to ensure:* *1. The design and management of streets will follow a Streets for All approach, including by:* *a. Understanding the 'movement and place function' of streets as the starting point for improvement;* *b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;* *c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network;* *d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;* *e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';*

	f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel; *g. Incorporating increased levels of greenery including trees where possible;* *h. Offering shelter from wind and rain, and shade from the sun;* *i. Delivering priority for public transport and facilities for public transport users;* *j. Providing appropriate places and routes for servicing, deliveries and 'drop-off';* *k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;* *l. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and;* *m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.* […] *3. Any new infrastructure minimises the negative effects of vehicle traffic; and* *4. New infrastructure includes provision for utilities and digital infrastructure where required.*
JP-C6: Walking and Cycling	*In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:* *1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;* *2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network;* *3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;* *4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;* […] *6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;*

JP-C8: Transport Requirements of New Development	*We will require 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.*
	
	We will do this by:
	<u>Connectivity and Permeability</u>
	1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;
	• *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
	  ○ *be direct, safe and convenient;*
	  ○ *connect to nearby facilities, employment areas, public transport stops; and*
	  ○ *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
	• *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
	• *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
	2. Ensure appropriate connectivity to the existing highway network.
	
	<u>Design</u>
	3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;
	4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;
	
	<u>Public Transport</u>
	5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
	[...]

	<u>Parking Infrastructure</u> *7. Making adequate car parking provision, including for disabled drivers and passengers;* *8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;* *9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use* [...] *10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;* *11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.* [...] *<u>Access and Servicing</u>* [...] *14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:* • *meets road safety requirements,* • *reduces transport emissions and other environmental impacts,* • *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;* *<u>Construction Management</u>* *15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.* *<u>Transport Assessments</u>* *16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the*

	relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate. *17. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.*
Unitary Development Plan	
EC1/1 – Land for Business (B1), General Industrial (B2) and Warehousing Uses (B8)	*The following sites have been identified for business (B1), general industrial (B2) and warehousing uses (B8). Development for other business and industrial uses will only be permitted in exceptional circumstances and in accordance with other policies and proposals of the Plan:* […] *EC1/1/21 - Former Wilds Paper Mill, Dumers Lane, Radcliffe (0.90 ha.).* *Constrained, suitable for expansion.* […]
EC2/1 – Employment Generating Areas	*In the defined Employment Generating Areas, as identified on the Proposals Map, the Council will only allow development for the uses specified. Other uses will only be permitted where they constitute limited development or do not substantially detract from an area's value as an Employment Generating Area. The following areas have been identified for the uses specified:* *Business (B1), General Industrial (B2), Warehousing (B8) and Leisure and Tourism Uses:* […] *EC2/1/10 - Eton Hill Road, Radcliffe.* […]
H1/2 – Further Housing Development	*The Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the Proposals Map:* • *the need to direct development towards the urban area;* • *the availability of infrastructure;*

	• *the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;* • *he* [sic] *suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;* • *other policies and proposals of the Plan.*
H2/1 – The Form of New Residential Development	*All new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:* • *the height and roof type of adjacent buildings;* • *the impact of developments on residential amenity;* • *the density and character of the surrounding area;* • *the position and proximity of neighbouring properties;* • *the materials to be used in proposed developments, especially their colour and texture.*
H2/2 – The Layout of New Residential Development	*New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:* • *car parking provision;* • *access for both vehicles and pedestrians, and provision for public transport;* • *the possible need for traffic calming measures;* • *density;* • *space about and between dwellings;* • *landscaping and screening;* • *protection/provision of trees and hedgerows;* • *open space/children's play areas;* • *design for safety and security;* • *access/facilities for the disabled;* • *the existence of any public rights of way.*
H3 – INCOMPATIBLE USES IN RESIDENTIAL AREAS	*The Council will not permit the development of incompatible uses in areas which are primarily residential in nature and where possible will seek to resolve existing conflicts.*
H4/1 – Affordable Housing	*The Council will encourage the provision of affordable housing through negotiation, partnership agreements and the identification of land suitable for such purposes.*

	There will be a particular emphasis given towards encouraging the development of affordable housing as an integral part of large housing developments.
EN1/2 – Townscape and Built Design	*The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:* • *the external appearance and design of the proposal in relation to its height, scale, density and layout;* • *the relationship of the proposal to the surrounding area;* • *the choice and use of materials;* • *access and other design features for the mobility impaired;* • *the design and appearance of access, parking and service provision;* • *landscaping, including the use of natural landscape features, and open space provision;* • *the use of lighting*
EN1/5 – Crime Prevention	*The Council will encourage development proposals which include environmentally sensitive design features aimed at discouraging crime. In assessing development proposals particular attention will be paid to the:* • *use and creation of defensible space;* • *creation of opportunities for natural surveillance;* • *location and design of street lighting;* • *location of footpaths and access points;* • *location and design of parking facilities;* • *design of landscaping.*
EN1/6 – Public Art	*The Council will encourage the incorporation of works of art in appropriate new developments*
EN1/7 – Throughroutes and Gateways	*The Council is concerned to improve the quality of development along throughroutes and at gateways, and will require new proposals fronting major throughroutes and at the identified gateways to display a high standard of design and landscaping.*
EN6/2 – Sites of Nature Conservation Interest (Local Nature Reserves and	*Planning permission will not be granted for development which would damage either directly or indirectly, the nature conversation interests of sites of particular ecological significance (Local Nature Reserves or Grade B and C Sites of Biological*

Grade B and C Sites of Biological Importance)	*Importance) unless conditions can be imposed that would acceptably mitigate those impacts.*
EN6/3 – Features of Ecological Value	*The effect of land use changes on existing features of ecological or wildlife value will be taken into account when assessing development proposals. Any proposal should seek to retain such features and incorporate them into the development.*
EN6/4 - Wildlife Links and Corridors	*The Council will seek to consolidate and, where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. In particular, the Council will seek to ensure that new development within or adjacent to identified links or corridors contributes to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.*
EN7/2 – Noise Pollution	*In seeking to limit noise pollution the Council will not permit:* […] • *development close to a permanent source of noise.*
EN7/3 – Water Pollution	*The Council will not permit development which would have an unacceptable adverse effect in terms of pollution upon the water quality of the Borough's water courses and other water features.*
EN7/4 – Groundwater Protection	*The Council will not permit development proposals which would have an unacceptable adverse effect on groundwater resources, particularly in terms of their quality and/or supply.*
EN7/5 – Waste Water Management	*In seeking to limit surface water pollution the Council will not permit development which:* • *does not have satisfactory arrangements for the disposal of foul sewage, trade effluent and contaminated surface water;* • *will exacerbate existing problems, such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of sewer capacity;* • *would present an unacceptable risk of spillage or leakage of stored oils/chemicals or other potentially polluting substances.*
EN8/2 – Woodland and Tree Planting	*The Council will support and encourage new woodland and tree planting in the Borough. In considering development proposals, the Council will encourage the planting of hedges, trees and woodlands using locally native species.*

EN8/3 – Red Rose Forest	*The Council will seek an increase in tree cover in the Borough as part of its contribution to the development of the Red Rose Forest.* *In particular, this will be achieved and promoted through the following measures:* […] • *the Council seeking the planting of trees or hedges as part of development proposals, where appropriate;* […]
EN10 - ENVIRONMENTAL IMPROVEMENT	*The Council will seek to improve the environmental quality of the Borough, within which priority will be given to an on-going environmental improvement programme.*
RT2/2 – Recreation Provision in New Housing Development	*Developers of new housing on sites of 10 or more dwellings will be expected to provide for the recreational needs of the prospective residents, by providing and laying out recreational open space within or adjacent to the development, equivalent to a standard of 2.4 hectares per 1,000 population. Development proposals will be assessed and considered in accordance with the following criteria:* • *for larger developments, generally 50 or more dwellings, such provision would normally be expected to be by the allocation of land in accordance with the above standard. Provision should, wherever possible, be in a single plot, with a minimum site size of 0.4 hectares;* […]
HT2/4 – Car Parking and New Development	*The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.*
HT5 – ACCESSIBILITY FOR THOSE WITH SPECIAL NEEDS	*The Council will seek to improve accessibility, and the means of movement for the mobility impaired and those with special needs.*
HT5/1 – Access for Those with Special Needs	*The Council will encourage the provision of satisfactory access to public transport, car parks, pedestrian areas and public and private buildings for the mobility impaired and those with special needs. This will be achieved by proposals which include:* • *the provision of specially demarcated car parking spaces;* • *ramped accesses in preference to steps in public and private areas;* […]

	• *better design of buildings incorporating details such as wider and/or automatic doors.*
HT6/1 – Pedestrian and Cyclist Movement	*The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently. This can be achieved by:* • *eliminating points of conflict between pedestrians/cyclists and motor vehicles;* • *providing direct and convenient routes;* • *ensuring that routes are well lit and clearly signed;* […] • *ensuring that all proposals for development recognise the needs of pedestrians and cyclists;* • *making exemptions for cyclists in Traffic Regulation Orders and pedestrianisation schemes, where appropriate;* • *providing secure cycle parking and identifying cycle routes* […]

Table 2: Relevant Policies

Supplementary Planning Documents/Guidance

SPD1: Open Space, Sport and Recreation Provision in New Housing Development (2015)

4.6 The principle of securing provision for open space, sport and recreation in conjunction with new housing development is established through saved Policy RT2/2. However, more recent Government policy and guidance as well as up-to-date evidence within the Bury Greenspace Audit and Strategy have informed a different approach in terms of the Policy's thresholds for requiring on-site and off-site provision.

4.7 The Council's priority is to seek off-site contributions towards the provision or enhancement of existing open space, sport and recreation facilities. The Council will only consider on-site provision in exceptional circumstances.

4.8 Contributions will be sought for proposals of 11 dwellings or more (regardless of floor space).

4.9 The Council will take into account national planning policy in giving careful attention to viability and costs in plan-making and decision taking. In particular it is recognised that affordable housing schemes delivered by Housing Associations or Registered Providers are often dependent on external funding and planning obligations can often threaten their viability. Such schemes will be considered on a case-by-case basis and will take account of the full scale of developer contributions required.

SPG2: Wildlife Links & Corridors (2001)

4.10 The advice contained in this note is particularly aimed at developers who may be seeking to develop land in or adjacent to an identified wildlife link or corridor.

4.11 The document sets out the following Guiding Principles: Design to avoid harm to the link or corridor; Mitigation for the reduced integrity of the corridor; Compensation measures where a proposal would harm a link or corridor; and Take appropriate measures if Protected Species are present on the site.

SPG3: Planning Out Crime in New Development (2001)

4.12 This document supports UDP Policy EN1/5 and sets out the following Basic Principles: Use natural surveillance as a primary aid towards crime reduction; Use defensible space; Design for both the safety of people and the security of property; and Do not design to give the impression of safety where real danger exists.

4.13 Regarding housing, the SPG advises: a mixture of housing types on any one site where possible; definitive boundary treatments; avoid landscaping which creates hiding places or obscures the house frontage; ensure that rear gardens of properties adjoin each other where possible.

4.14 It acknowledges that In some instances there will be a need to strike the right balance between planning out crime and ensuring permeability of development and fostering community interaction.

SPG4: Per Cent for Public Art (2003)

4.15 This SPG supported UDP Policy EN1/6. It states that provision for public art will be treated as a material planning consideration for proposals of residential developments comprising 25 or more dwellings. The contribution sought will be to the value of 1% of the construction costs of a capital project.

4.16 In exceptional circumstances the Council will allow a developer to submit evidence to demonstrate why the requirement for public art would not yield sufficient profits for an appropriate scheme to go ahead and why public art cannot be built into a scheme.

SPG5: Affordable Housing Provision In New Residential Developments (2004)

4.17 This document establishes a 25% requirement for affordable housing will be sought on proposals for 25 or more dwellings.

4.18 The Council will generally demand that affordable housing provision be met fully on-site as part of the developer's own scheme.

SPD6: Alterations and Extensions to Residential Properties (2020)

4.19 Aspect Standards to protect privacy and residential amenity are set out in this SPD. As confirmed in the pre-application response, for the proposed development these would be:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall;
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall; and
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

SPD7: Managing the Supply of Housing Land in Bury (2009)

4.20 This SPD breaks down the different elements within UDP Policy H1/2 to give more detail on how the criteria should be applied.

SPD11: Parking Standards in Bury (2007)

4.21 The SPD updates UDP Policy HT2/4 and the associated Adopted Parking Standards. It confirms that the site is within an Area of High Accessibility

No. of Bedrooms	MAXIMUM Standards for car parking provision (excluding disabled parking)		MINIMUM Standards for car parking provision for those who are disabled	MINIMUM standards for cycle parking provision	MINIMUM standards for TWMVs parking
	High Access Area	Low Access Area			
1	1.0	2.0	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – I space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker	Individual consideration
2	1.5	2.5			
3	2.0	3.0			
4	3.0				

Table 3: Parking Standards for Dwellinghouses (C3)

4.22 **Car Parking for all types of dwellings:** Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages

SPD12: Travel Plans (2007)

4.23 This SPD sets out the threshold for when a Travel Plan will be required with planning applications. The threshold for residential developments is >80 units. It also provides guidance on the preparation of Travel Plans.

SPD14: Employment Land and Premises (updated 2011)

4.24 SPD 14 sets out the Council's approach towards proposals that involve the loss of employment land and premises to higher value uses.

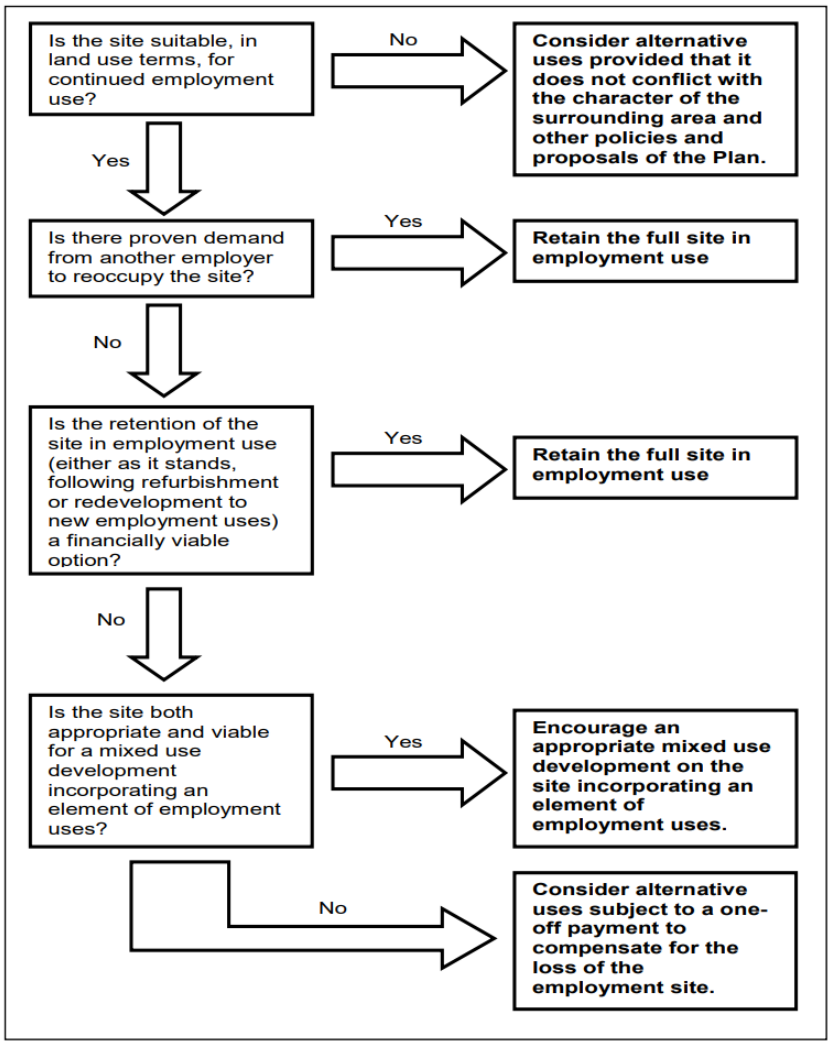


Figure 11: The Council's Approach from SPD 14

4.25 The advice contained in this SPD does not generally relate to employment land currently situated within EGAs as identified under UDP Policy EC2/1. The Council will continue to strenuously resist proposals involving the loss of employment land and premises within EGAs. However, in exceptional circumstances and as an absolute last resort, the Council may give consideration to applying the approach specified in this SPD to employment sites within EGAs.

4.26 Where such a proposal involves the redevelopment of an employment site for housing, the Council will, in the first instance, ensure that the proposal satisfies the requirements of SPD7.

SPD16: Design and Layout of New Development in Bury (2008)

4.27 SPD16 seeks to raise awareness of good design and to encourage an innovative design led approach to development. It outlines nine design principles to inform the design process: character; townscape; public realm; movement and connectivity; environmental performance; diversity; detailing and materials; maintenance; and implementation.

4.28 Regarding implementation, it establishes that planning permission will not be given if the design of new development is unacceptable.

SPD17: Developer Contributions for Education (2024)

4.29 This document supports PfE Policy JP-P5: Education, Skills and Knowledge, setting out the levels of contributions sought towards education.

4.30 Education contributions will be sought in relation to outline or full applications for planning permission for residential developments of 10 or more houses or flats with two or more bedrooms and which are likely to result in the need for additional education provision. Contributions will not be sought for 1-bedroom houses and apartments.

4.31 It is explicit that the requirements set out in this report are applicable to affordable housing schemes.

National Planning Policy Framework (2023)

4.32 As part of the determination process, material considerations inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development.

4.33 Paragraph 38 seeks that Local Planning Authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available, working with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.

4.34 Section 5 stresses the importance of a sufficient amount and variety of land coming forward where it is needed, that the needs of groups with specific housing requirements are addressed.

4.35 Section 8 states that planning decisions should aim to achieve places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

4.36 Section 9 promotes sustainable transport to ensure potential impacts of development on transport networks can be addressed. Schemes should seek to promote walking, cycling and public transport where possible. To support development proposals safe and suitable access should be achievable for all users. Paragraph 115 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

4.37 Section 10 cements the importance of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. Planning policies and decisions should prioritise full fibre connections to existing and new developments and consider the potential impact of new buildings on broadcast and electronic communications services.

4.38 Section 11 champions the effective use of land, balanced with the safeguarding of the environment. To this end, the value of using suitable brownfield land should be given substantial weight.

4.39 In particular, paragraph 126 states:

Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and

b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

4.40 Section 12 of the Framework seeks to achieve well-designed and beautiful places with the creation of high-quality buildings, and good design as a key aspect of sustainable development. Proposals should function well and add to the overall quality of the area, are visually attractive as a result of good architecture being sympathetic to local character, while not preventing increased densities.

4.41 Section 14 meets the challenge of climate change and flooding. New development should shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources; and support renewable and low carbon energy and associated infrastructure. Developments should be positioned in areas of least risk of flooding when with proposed end users who would be at risk.

4.42 Section 15 tackles the conservation and enhancement of the natural environment and protecting neighbouring amenity with regards to soil, air, water and noise pollution.

Planning Practice Guidance

4.43 The National Planning Practice Guidance (PPG) is Governments supporting guidance which consolidates a series of advice documents into one online database. The PPG provides a guide for all development according to the relevant sectors / locations to which are relevant. The proposed development has had consideration of the various pertinent guidance sections within the progression of the scheme.

5

Development Plan Compliance

5. Development Plan Compliance

5.1 The proposed development compliance against the development plan in accordance with Section 38(6) of the Planning Act 2004 is set out within this section.

Principle: Loss of Employment

5.2 The proposals would result in land within a designated EGA and land allocated for Business, General Industrial and Warehousing Uses being developed for residential purposes. SPD14 confirms that in usual circumstances, proposals involving the loss of employment land and premises within EGAs are resisted.

5.3 UDP Policy EC2/1 states that within EGAs, *"Other uses will only be permitted where they constitute limited development or do not substantially detract from an area's value as an Employment Generating Area"*

5.4 Less than 9% of the EGA is within the application site, so only a minority would be lost as employment land. Of this 9%, some of the land is not in current employment use. This land is located on the edge of the EGA, and the land which is currently in employment use is located on the edge of Bealey Industrial Estate.

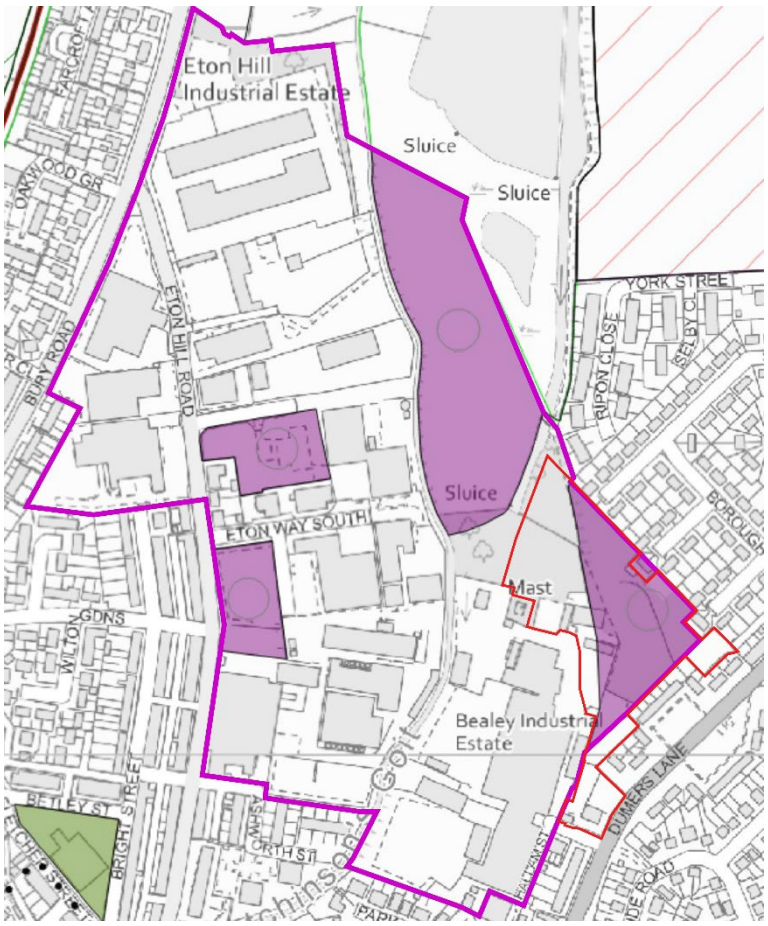


Figure 12: Application Site (red) within Eton Hill Road Employment Generating Area (purple)

5.5 The majority of the EGA which is currently in employment use is located on the west of Hutchinson's Goit, so it is effectively separated from the application site.

5.6 The proposed development would not jeopardise the current or possible future employment use of the remainder of the EGA, nor would it prevent access.

5.7 Regarding the land allocation, the age of the UDP must be taken into account. When the UDP was prepared, the roughly triangular plot of land (EC1/1/21 - Former Wilds Paper Mill) was considered "*Constrained, suitable for expansion.*"

5.8 Paragraph 126 of the NPPF states that *"Planning policies and decisions need to reflect changes in the demand for land"*, and applications for alternative uses on allocated land should be supported where the proposed use would contribute to meeting an unmet need for development in the area and the local planning authority considers there to be no reasonable prospect of an application coming forward for the allocated use.

5.9 As per the pre-application advice, there are exceptional circumstances for applying the requirements of SPD14 to this proposal:

Is the site suitable, in land use terms, for continued employment use?

5.10 The site is an established concentration of employment uses that remains a suitable use for this location.

Is there proven demand from another employer to reoccupy the site?

5.11 Most of the site is not currently developed for employment use, so it is rather a question of whether there is demand to develop the site for employment use.

5.12 In the nearly 30 years since the adoption of the UDP, the Former Wilds Paper Mill site has not come forward for Business, General Industrial and/or Warehousing uses, and the planning history does not suggest that there is interest in doing so either.

5.13 It is also useful to examine market demand for floorspace within Bealey Industrial Estate.

5.14 Generally speaking, the industrial market has seen a tremendous spike in take-up over the last 5 years. However, the last 12 – 18 months has seen take-up fall across the northwest. This is a result of a number of factors, including speculative developments have completed with largest occupiers satisfying their occupational requirements, and significant rental growth to the tune of a 100% increase and inflation has resulted in an increase of operational costs and debt finance (that may have been previously utilised to facilitate a move / expansion), so businesses are much conscious of operating expenses and are making use of existing premises. Notwithstanding this, there still appears to be a good level of demand from logistics occupiers compared with historic levels of activity across the industrial sector. However, this is targeted at good quality units that are well located to service national motorway infrastructure.

5.15 The property is not located in a what would be considered a core or even secondary industrial market and is considered tertiary in terms of location.

5.16 As occupier demand remains steady and the continued shift to online retail changes consumer habits and in turn, retail high streets the vacancies across the mid – big box logistics (25k sq ft +) sector has continued to compress and rent growth has surged. Healthy appetite from last-mile logistics and distribution firms for high quality, modern and easily accessible industrial accommodation is expected to continue to outperform other commercial sectors and underpin rental growth. The site though does not lend itself to this use, given its proximity to residential occupiers, poor access, better alternative locations with available units and direct competition with Pilsworth, Heywood Distribution Park, Kingsway and Stakehill Industrial Estate.

5.17 Occupiers in this location focus on the established industrial parks that are situated next to the M66, M62 and M60 such as those at Pilsworth, Heywood Distribution Park, Kingsway and Stakehill Hill Industrial Estate. Those that have become occupied are modern detached units surrounded by industrial and commercial occupiers with excellent transport links to the regional and national motorway networks.

5.18 As of 30th September 2024, there were a number of vacant units in Bealey Industrial Estate. Unit 7, a 18,000sqft unit, had been vacant for 4 months. Unit 9C, a 1000sqft unit with 1000sqft of offices above had been vacant for 8 months. Unit 9B recently had a short-term license agreed because it struggled to find a long term tenant.

5.19 Attempts have also been made to invest into the estate to attract tenants. As an example, Unit 6 was recently refurbished including putting on a new roof. Despite these efforts, a tenancy was agreed under market value.

5.20 It is therefore the case that there is no proven demand for the site to be used for employment.

Is the retention of the site in employment use (either as it stands, following refurbishment or redevelopment to new employment uses) a financially viable option?

5.21 Again, as most of the site is not currently in employment use, it is rather a question of whether developing the for employment use is financially viable.

5.22 As previously demonstrated, there are examples at the adjacent Bealey Industrial Estate where refurbishment has taken place in order to increase the viability of the employment operation, but a market value tenancy could still not be agreed.

5.23 With the recent introduction of Statutory Biodiversity Net Gain (BNG), any prospective interest in developing the site for its allocated use/s will only be further reduced on viability grounds

5.24 The retention of the application site as employment land is there not a financially viable option.

5.25 As per SPD14, the site can therefore be brought forward as a mixed use development or for alternative uses.

5.26 Finally, UDP Policy H3, which seeks to protect existing residential areas from inappropriate development and resolve existing land-use conflicts, should not be overlooked. While the area is ultimately mixed use rather than solely residential, it is still the case that Business, General Industrial and/or Warehousing development could be incompatible with the existing dwellings directly adjacent to the application site.

5.27 Therefore, in line with SPD14 and Section 11 of the NPPF (in particular paragraph 126), non-compliance with UDP Policies EC1/1 and EC2/1 and PfE Policies JP-J1 and JP-J2 is acceptable in this instance, and the principle of loss of employment land is established.

Principle: Residential Development

5.28 Following the adoption of PfE, the Council is able to demonstrate a 5 year supply of housing land when assessed against the requirement set out in PfE Policy JP-H1. However, as confirmed within the pre-application advice, Bury's Housing Delivery Test is less than 75% and the 'tilted balance' therefore applies.

5.29 The proposals would deliver 87no. new affordable homes, contributing substantially towards Bury's housing requirement and delivery.

5.30 The site is in a highly sustainable location within the urban area, well served by local services and amenities and served by the appropriate infrastructure. The proposals represent the efficient use of previously developed land, reducing pressure on other areas of the borough and Joint Plan Area such as the Green Belt and rural locations.

5.31 Residential development in this location would contribute towards a sustainable pattern of development which reduces reliance on unsustainable transport modes.

5.32 It is located in a mixed use area with residential uses directly adjacent to the site.

5.33 As per PfE, the proposals overall would boost northern competitiveness by regenerating brownfield land and diversifying the residential offer.

5.34 At a time when the affordability of housing is a key consideration for where people decide and are able to live, the proposals will provide a high-quality, affordable homes that will help to attract and retain skilled workers.

5.35 The site has also been identified for residential development in the 2023 SHLAA.

5.36 Therefore, the proposed development is in line with UDP Policy H1/2, PfE Policies JP-Strat6, -S5, -J1, -H1, -P1 and -C1, SPD7 and Sections 5 and 11 of the NPPF, and the principle of residential development is established.

Housing Mix

5.37 The proposals will provide a diverse range of dwelling types and sizes to contribute towards a mixed community and cater to varying needs.

5.38 The 2020 Housing Needs and Demand Assessment sets out the below annual affordable housing need by dwelling size and type.

Dwelling type/size	Radcliffe	Bury MBC	Proposed
1-bedroom house	0	2.9	0
2-bedroom house	28.8	12	16.1
3-bedroom house	26.2	30.7	39.1
4 or more-bedroom house	0	2.9	24.1
1-bedroom flat	16.9	24.1	20.7
2-bedroom flat	3.6	10.6	0
3 or more-bedroom flat	5.9	3	0
1-bedroom bungalow	11.2	3.6	0
2-bedroom bungalow	5.2	5.7	0
3 or more bedroom bungalow	2.3	1.8	0
Other	0	2.9	0

Table 4: Annual affordable housing need by dwelling size and type (%)

5.39 There is the greatest need for affordable 2- and 3-bedroom houses and 1-bedroom flats across Bury and in Radcliffe specifically. The proposed development will provide 14, 34 and 18 of these respectively.

5.40 The proposals are therefore in line with PfE Policy JP-H3 and Section 5 of the NPPF.

Affordable Housing

5.41 UDP Policy H4/1 and SPG5 require 25% of developments of 11 dwellings or more to be affordable. The proposals are for a 100% affordable housing scheme, exceeding the policy requirement by 75%.

5.42 The tenure split is to be confirmed. The applicant is in conversations with Registered Providers who have existing stock and currently develop new homes in Greater Manchester.

5.43 Increasing the supply of housing in general will also assist with housing affordability.

5.44 The proposals are therefore in line with UDP Policy H4/1, PfE Policy JP-H2, SPG5 and Section 5 of the NPPF.

5.45 More details can be found in the Affordable Housing Statement, prepared by Westchurch Homes.

Layout and Design

5.46 The proposals will create 87no. high-quality homes which meet the NDSS and are M4(2) compliant. The strong variety of house types across the site will offer visual interest and diversity.

5.47 The height, massing and layout of the proposals are considered appropriate in the context of the neighbouring residential developments, which are also arranged around suburban, culdesac-based street layouts and comprise a mix of low-rise housing typologies. The spaces between the buildings will be well overlooked, providing natural surveillance.

5.48 As per the pre-application advice, and visually demonstrated in Figures 3 and 6, the location of the site means that the minimum residential density is 35dph. The proposals represent approximately 45dph.

5.49 The predominant material characterising the development is red brick which is in keeping with the surrounding townscape and area's history.

5.50 The south of the site is adjacent to Dumers Lane, which is identified as a major throughroute. This section of the site currently accommodates an architecturally unattractive car wash and forecourt which make no streetscene contribution to Dumers Lane. The proposals would replace this with a two-storey block of flats in a contextual red brick with a roof form in keeping with neighbouring properties on Wild Street and Dumers Lane. There will also be soft landscaping and trees in this location. The proposals will therefore result in an improvement to the design quality fronting this key throughroute.

5.51 The design of the scheme will avoid trapping air pollution at ground level, including by having wide street sections and low-rise buildings, the inclusion of street trees, permeable surfaces (which reduce heat and pollutant re-circulation by minimising surface temperatures) and gaps between buildings to facilitate airflow.

5.52 The proposals are therefore in line with UDP Policies H2/1, H2/2, EN1/2, EN1/7, HT5 and HT5/1, PfE Policies JP-S5, H1, -H3, -H4 and -P1, SPD16 and Section 12 of the NPPF.

Design for Security

5.53 A Crime Impact Statement (CIS) has been produced by an independent crime prevention design consultant with over 26 years' experience with Merseyside Police, including over seven years as Force Architectural Liaison Officer.

5.54 The CIS concludes that the proposed development will be consistent with current principles of the National Planning Policy Framework and will have adopted the principles of Secured by Design and Crime Prevention through Environmental Design.

5.55 The proposals are found to include clearly defined and well-lit private and semi-private spaces and well defined routes which will benefit from natural surveillance.

5.56 The CIS recommends crime prevention measures which are appropriate and adequate for the perceived crime risk and should satisfy the relevant Policies within the adopted development plan.

5.57 The proposals are therefore in line with UDP Policies H2/2 and EN1/5, PfE Policy JP-P1, SPG3 and Sections 8 and 12 of the NPPF.

Amenity

5.58 In terms of impact on existing dwellings, the proposed dwellings along the north-east and south-east edges of the site maintain an acceptable distance from properties neighbouring the site, in line with the aspect standards set out in SPD6.

5.59 The proposed orientation for the dwellings along the north-east edge of the site will mean that none directly face the front or rear elevation of any existing dwellings on Borough Avenue or Seddon Avenue.

5.60 Unit 24 will directly face the rear elevation of 197 Dumers Lane, but with a separation distance of approximately 22m which is considered acceptable.

5.61 Units 11-18 will have their rear elevations directly face the rear elevations of 185-195 Dumers Lane. The separation will be between approximately 18.7m and 19.7m. Considering that the existing dwellings are only one-storey and it is not the principal elevations, and that the distance between the rear elevations of the proposed dwellings and the directly facing boundary with the existing dwellings will be in excess of 8.5m, this is considered acceptable.

5.62 Unit 9's rear elevation will obliquely face the rear elevations of 177 and 179 Dumers Lane. The separation distance measured perpendicularly to the existing bungalows is in excess of 23m, and the distance measured perpendicularly from Unit 9's rear elevation to the boundary with the bungalows is in excess of 7m. These distances are therefore also considered acceptable.

5.63 The rear elevations of Units 1-8 will directly face the side elevation of 63 Dumers Lane. The separation distance of approximately 19.1m is considered acceptable.

5.64 Finally, the rear elevations of Units 7 and 8 will also directly face the principal elevations of 1 Wild Street, at a distance of approximately 17.75m. While this is marginally lower than the typical aspect distance across a highway, the rear windows of Units 7 and 8 are of bedrooms and kitchen areas, which are not considered habitable rooms. This interface distance is therefore also considered acceptable.

5.65 The Noise Impact Assessment, prepared by Hepworth Acoustics, concludes that there would be potential noise impact on the proposed residential development from nearby commercial/industrial premises, in the absence of adequate noise mitigation measures, and has recommended that an appropriate scheme of noise mitigation and sound insulation measures is implemented for the new houses that will protect the amenity of the new residents and also safeguard the business interests of the nearby commercial/industrial premises, both now and in the future. Full details of the noise mitigation and sound insulation measures can be found in the report.

5.66 The proposals are therefore in line with UDP Policies H2/1 and ENV7/1, PfE Policy JP-P1, SPD6 and Sections 12 and 15 of the NPPF.

Landscaping

5.67 The landscaping proposals have been prepared by Enzygo and are shown on the submitted drawing *Proposed Masterplan,* drawing no. SHF893002-ENZ-XX-XX-DR-L-0001 PL01.

5.68 The proposed soft landscaping will have a multitude of benefits:

- Trees and planting in the public realm will ensure there is a strong sense of 'green' in the urban environment, both within the site and to Dumers Lane;
- The landscaping will contribute to the proposals' overall Biodiversity Net Gain;
- The character of the landscaping proposals is in keeping with that of the surrounding residential areas;
- Hedges are proposed to screen the existing sub station to the south of the site; and

- Hedges and planting along the western boundary of the site will provide screening from Bealey Industrial Estate.

5.69 The site is in close proximity to the River Irwell (south Bury) and River Croal Incised Urban Fringe Valleys Landscape Character Type (LCT). The Greater Manchester Landscape Character and Sensitivity Assessment (2018) states that while the LCT as a whole has a **moderate-high** sensitivity to 2-3 storey residential housing development, the River Irwell and River Croal Landscape Character Area (LCA) only has a **moderate** sensitivity to this type of development. Furthermore, the Assessment states:

The surrounding urban areas also have a strong influence, detracting from the rural qualities and naturalistic character of the valleys. This results in lower sensitivity judgements than the LCT as a whole.

5.70 Regarding the interface between the LCA and the proposed development, it will not be dissimilar to that between the LCA the existing residential development to the north. The proposed hedge along the northern site boundary will soften this interface.

5.71 The above, in combination with the buffer between the site and the LCA, will result in an acceptable interface between the proposed development and the LCA.

5.72 The proposals are therefore in line with UDP Policies H2/2, EN1/2 and EN1/7, PfE Policies JP-G1 and -P1 and NPPF Section 12.

Health

5.73 Various elements of the proposed design and layout will contribute to positive health outcomes for future residents, including access to private amenity green space, street trees, all units being NDSS and M4(2) compliant and provision of a mix of house types and sizes.

5.74 The application is supported by a Health Impact Assessment, prepared by Enabl, that provides further details as to how the proposal maximises its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts.

5.75 The proposals are therefore in line with PfE Policy JP-P6 and Section 8 of the NPPF.

Transport and Highways

5.76 As previously established, the application site is in a highly sustainable location and residential development in this location will contribute to a pattern of development which reduces unsustainable travel. The close proximity of local services and amenities and public transport links will enable and encourage residents to opt for more sustainable modes of travel in their daily lives.

5.77 The inclusion of shared surfaces that prioritise pedestrians and continuous, uninterrupted pedestrian pavements and pathways is in line with the modal hierarchy.

5.78 Each dwelling will have at least one electric vehicle charging point.

5.79 The proposed street layout strikes a balance between making the most efficient use of the land and ensuring permeability and legibility as much as possible within the constraints of the site. While there is

some reliance on culdesacs, measures have been taken elsewhere to enhance the connectivity of the site, such as a connecting shared surface to the west of the site.

5.80 Street trees and landscaping will encourage walking and cycling by enhancing the character of the public realm.

5.81 According to the Parking Standards set out in SPD 11, the maximum number of car parking spaces associated with the proposed development is 172. Proposed are 142no. car parking spaces, equating to an 82.6% provision. Considering the site's sustainable location and proximity to public transport, this is sufficient in terms of ensuring development does not have an unacceptable impact on street parking.

5.82 The proposed houses allow cycles to be stored in rear gardens without having to take them through the house. The minimum standard for cycle parking for the apartments is 4no. per block; space to securely store 4no. cycles per block of Burghley apartments (two in total) can be secured via condition.

5.83 The Transport Assessment has been prepared by Tetra Tech to appraise the Local Highway Authority and Local Planning Authority of the anticipated transport and highways impacts of the proposals.

5.84 It confirms that the internal street layout accords with broad principles set out in Manual for Streets, ensuring a high level of priority is given to pedestrians and cyclists.

5.85 The proposed development will be accessed via new ghost island priority T-junction off Dumers Lane. A controlled pedestrian crossing is proposed across the site access at its junction with Dumers Lane. The existing uncontrolled pedestrian crossing on Dumers Lane has been slightly relocated by c.7m to the south.

5.86 A Road Safety Audit has been undertaken and set out 6 potential problems with the proposed access design. Section 4.4 of the Transport Assessment comprehensively responds to and addresses to these potential issues.

5.87 A Traffic Impact Assessment within the Transport Assessment forecasts the development to generate a total of 42 two-way trips during a weekday morning peak hour and 38 two-way trips during a weekday evening peak hour. This is equivalent to circa 7 additional vehicles for every 10 minutes in the AM peak period and c.6 additional vehicles for every 10 minutes in the PM peak period, which is extremely low. Furthermore, the existing uses on the site will be removed as part of the proposals, therefore the traffic associated with the existing uses will be removed from the local network. i.e. the net traffic increases will be lower than identified above.

5.88 It therefore concludes that under the proposed site access, the development traffic associated with the proposed 87no. dwellings can be easily accommodated with negligible delays and no queuing in 2029.

5.89 The Transport Assessment concurs with the position set out earlier in this Planning Statement that there is a wealth of amenities within walking distance of the site and it is well served by public transport. It further concludes that the site is very accessible by cycle.

5.90 As shown in Appendix B of the Transport Assessment, the layout has been designed to allow a refuse vehicle to access and egress the site safely.

5.91 Overall, the Assessment concludes that there will be no 'significant' impacts on the safe and efficient operation of the surrounding highway network due to the development, let alone the impacts being 'severe', in NPPF terms.

5.92 A Travel Plan Framework has also been prepared by Tetra Tech which will promote sustainable travel to and from a proposed development.

5.93 Therefore, the proposals are in line with UDP Policies H2/2, HT2/4, HT5, HT5/1 and HT6/1, PfE Policies JP-S5, -P1, -P6, -C1, -C5 and -C8, SPD11, SPD12 and Section 9 of the NPPF.

Ecology and Trees

5.94 The proposals have been carefully considered to negate where possible and minimise negative ecological impacts.

5.95 The Ecological Survey and Assessment, prepared by ERAP, presents the results of a desktop study and data search, a Preliminary Ecological Appraisal and licensed daytime bat walkover surveys carried out in July and October 2024.

5.96 The proposals will have no adverse direct or indirect effect on statutory designated sites for nature conservation.

5.97 None of the habitats present are representative of Priority Habitat, semi-natural habitat or are classed as irreplaceable habitat. No rare or uncommon plant species were found at the site. The ecological value of the habitats at the site is significantly limited by the extent and density of the stands of invasive plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), particularly Japanese Knotweed. It is advised that an Invasive Plant Species Management Plan will be prepared and implemented.

5.98 Guidance in relation to best practice measures for the protection of other wildlife including protected and Priority Species such as otter, hedgehog and common toad during site preparation and construction operations is outlined in Sections 5.2 and 5.3.

5.99 While the site lies across two Site of Special Scientific Interest (SSSI) Impact Risk Zones, the proposals do not meet any of the development categories which would require further consultation with Natural England on likely risks from the proposed development to the statutory designated sites for nature conservation present in the wider area.

5.100 In accordance with the mitigation hierarchy, ecological guidance was provided to the design team throughout the preparation of the proposals, the guidance has resulted in the following:

- Modification of the redline boundary to avoid the southern tip of the Swan Lodge SBI and Bealey's Goit and to accommodate a butter of 10 metres between the site boundary and a watercourse; and

- Realignment of the boundary at the north-eastern margin to maximise the buffer between the proposed built environment and Hutchinson's Goit / Swan Lodge SBI.

5.101 These measures have ensured any direct impacts / habitat loss at the Swan Lodge SBI (which is also a designated Wildlife Link and Corridor) and associated watercourses are avoided. Protective measures have been provided in Sections 5.3 and 5.4 of the Assessment to avoid damage / impacts to the SBI and associated habitats during the construction period.

5.102 It is considered that the remediation of the site and the eradication of a source of extant invasive plant species (particularly Japanese Knotweed) may provide a positive impact on the SBI (albeit minor).

5.103 The Assessment also includes recommendations for ecological enhancement, including setting out suitable native species for tree and shrub planting and habitats for roosting bats and nesting birds.

5.104 The Arboricultural Impact Assessment, prepared by Enzygo, identified 47no. trees and 15no. tree groups within the site and within 15m of the site boundary. Much of the recorded vegetation consists of self-set, semi-mature trees of low arboricultural value (BS5837 Category C). Trees of moderate value (BS5837 Category B) are scattered across the site.

5.105 The development of the proposals will require the removal of approximately 900m² of moderate value groups, 5,050m² of low value groups, 28 low value trees and two trees deemed "unsuitable for retention". These tree removals are expected to have a high impact on the canopy cover and character of the site and local landscape.

5.106 In line with the recommendations of the Assessment, 85no. replacement trees are proposed across the site.

5.107 Finally, an Assessment of Biodiversity Net Gain has been prepared by ERAP. It finds an on-site baseline of 6.06 habitat units and 0 hedgerow and watercourse units. Post-intervention, the site will have a value of 3.18 habitat units, representing a 47.52% net loss. Hedgerow and watercourse units will be unchanged.

5.108 The Assessment concludes that it is not possible to carry out the necessary remediation and required housing density and secure statutory BNG on site. It is proposed to use off-site habitats within the same ownership and local planning authority area to demonstrate compliance with statutory BNG. The off-site area is located to the east of Radcliffe Moor Road, Radcliffe BL2 6QG.

5.109 Proposed is enhancement of 0.47ha of modified grassland to other neutral grassland in 'moderate' condition; enhancement of 0.3ha of modified grassland to mixed native scrub in 'good' condition; and planting of 40 new small native trees in 'moderate' condition. These proposed off-site interventions will increase the habitat units from 3.08 to 6.58.

5.110 The combined net change in habitat units will be an increase of 0.61, equating to a 10.13% gain.

5.111 A net gain in accordance with the requirements of statutory net gain is demonstrated by the proposals with the use of the off-site land at Radcliffe Moor Road. The trading rules are also satisfied.

5.112 The proposals are therefore in line with UDP Policies H2/2, EN6/2, EN6/3, EN6/4, EN8/2, EN8/3 and EN10,

PfE Policies JP-Strat13, -S1, -S2, -G2, -G3, -G7 and -G8, SPG2 and Section 15 of the NPPF.

5.113 More information can be found in the Ecological Survey and Assessment and Assessment of Biodiversity Net Gain, prepared by ERAP, and Arboricultural Impact Assessment, prepared by Enzygo.

Planning Obligations

5.114 As established in the pre-application response, planning obligations will be sought for affordable housing, recreation and education.

5.115 As set out previously in this Planning Statement, 100% of the proposed dwellings will be affordable, with the tenure split to be confirmed. The applicant is agreeable to entering into a Section 106 agreement to secure the affordable housing provision.

5.116 SPD1 states that on-site recreation provision will only be considered in exceptional circumstances.

5.117 SPD1 also recognises that planning obligations can often threaten the viability of affordable housing schemes. Such schemes will be considered on a case-by-case basis and will take account of the full scale of developer contributions required.

5.118 As demonstrated in Figure 3, the site is in close proximity to various public green spaces. In particular, Close Park is only a three-minute walk away from the site and is well equipped, including a bowling green, sports pitches, outdoor gym, jogging track, children's play area, tennis courts and sensory garden.

5.119 Regarding Education contributions, Figure 3 demonstrates that there are a good number of schools in the area, including the newly opened Radcliffe Star Academy. At the time of writing, Radcliffe Star Academy has welcomed its first intake of Year 7 pupils and will continue to admit a new Year 7 intake each year for the next four years, reaching full capacity of 750 in all year groups in September 2028.

5.120 The Health Impact Assessment includes an analysis of GP capacity within the catchment of the site against the proposed increase in population. It found that there is an indicative capacity for 4,995 new patients across the eight GPs within two miles of the application site. This is considered to be ample for the proposed development.

5.121 A Section 106 Proforma has been submitted with this application.

5.122 Due consideration has therefore been given to UDP Policy RT2/2, PfE Policies JP-P5 and JP-P6, SPD1 and SPD17.

Technical Considerations

Flood Risk & Drainage

5.123 The application is supported by a Flood Risk Assessment and Drainage Strategy, prepared by Dudleys.

5.124 The Assessment concurs with this Planning Statement that the majority of the Site is located within Flood Zone 1 with isolated areas are located in Flood Zones 2 and 3.

5.125 However, when comparing the modelled flood levels provided by the EA, against the topographical survey data, it is evident that the Site is not at risk of flooding during the 1:100 year (1% AEP) or 1:200 year (0.5% AEP) scenarios, but is at risk of flooding in the 1:1000 year (0.1% AEP) event. Consequently, the Site should be classified as lying within Flood Zone 2.

5.126 As such, in accordance with the Flood Risk and Coastal Change Planning Practice Guidance, the development is acceptable without an Exception Test.

5.127 A utilities survey has been undertaken, which shows there are existing drainage facilities within the Site boundary. However, as the existing facilities are not being re-used within the proposed design, the surface water design will treat the site as greenfield.

5.128 In line with the Building Regulations, Planning Policy and the SuDS Manual, the hierarchy for surface water disposal has been followed in the design process. Infiltration has been discounted due to the risk of groundwater flooding, and the potential for contamination given the Site's previous usage. Discharge to a watercourse was then considered, but discounted due to various technical reasons detailed in paragraphs 12.4 – 12.6 of the Assessment. Finally, discharge to surface water sewer was considered. However, the nearest surface water sewers are small diameter sewers which are not anticipated to have the required capacity to accommodate additional surface water discharge.

5.129 Hence, the proposed surface water discharge point is the existing Combined sewer in Dumers Lane, near the Site entrance. This has been accepted and agreed with United Utilities.

5.130 The application of the SuDS hierarchy has been discussed with United Utilities and they have agreed with the assessment made of each possible option and the proposed discharge of surface water runoff into the existing Combined sewer in Dumers Lane.

5.131 In order to mitigate this risk of reservoir and groundwater flooding, levels will grade away from buildings, with flooding managed within the proposed development, and no infiltration techniques will be used on the Site.

5.132 The proposals are therefore in line with UDP Policy EN7/5, PfE Policy JP-S4 and Section 14 of the NPPF.

Carbon and Energy

5.133 The Energy Statement, prepared by Focus, sets out the proposals' compliance with the technical requirements of PfE Policy JP-S2.

5.134 The proposed fabric and services specification for the scheme has been detailed, confirming the use of a thermally efficient fabric specification and the use of a low carbon technology in the form of Air Source Heat Pumps to provide space and hot water for all plots. This allows the scheme to achieve a predicted reduction in carbon emissions of 65.05%.

5.135 Solar photovoltaic (PV) panels will be applied to the scheme with sufficient generation capacity to ensure that operational regulated carbon emissions will be net zero.

5.136 All housetypes will achieve below the 30 kWh/m^2 target.

5.137 The scheme is predicted to achieve a reduction in energy usage of 67.41%, a significant improvement over the 20% reduction requirement.

5.138 It is expected that the PV required to generate the 181,589.60 kWh/yr requirement, would need PV in excess of the 20% target.

5.139 The proposals are therefore in line with PfE Policies JP-S1 and -S2, SPD16 and Section 14 of the NPPF.

Digital Connectivity

5.140 The Broadband Connectivity Assessment, prepared by Westchurch Homes, confirms that as the proposed development comprises more than 19 residential units, it is eligible for free provision of Fibre To The Premises (FTTP) from Openreach. This means that high-speed broadband (up to 1 Gbps) could be available within the proposed development.

5.141 Superfast Fibre broadband from Openreach in the form of Fibre To The Cabinet (FTTC) is available at a nearby address (177 Dumers Lane, Radcliffe, M26 2GE). Superfast fibre speeds of up to 67 Mbps are available and 'Ultrafast' speeds of up to 1130 Mbps.

5.142 The proposals are therefore in line with PfE Policies JP-P1 and -C2 and Section 10 of the NPPF.

5.143 Further details can be found in the Westchurch Homes' Broadband Connectivity Assessment.

Land Contamination and Stability & Water Quality

5.144 A Site Investigation Report has been prepared by Coopers to support the application.

5.145 It concludes that further investigation is required to be undertaken concurrent with demolition works within areas of existing commercial use.

5.146 Remediation works are proposed to include excavation of the former reservoirs to remove local areas of petroleum hydrocarbon impacted soils and hand pick removal of ACMs. Development phase remediation works are required in the form of placement of inert cover systems within proposed gardens and landscaping.

5.147 Phased gas monitoring is ongoing, with initial results indicating the presence of higher concentrations of hazardous ground gases within the area of the former reservoir/landfill. Subject to completion of ground gas monitoring it is assumed that mitigation measures are required to the equivalent of Characteristic Situation 2.

5.148 Coopers have set out a series of recommendation further actions on page 92 of the Report.

5.149 The Report includes a Coal Mining Risk Assessment which concludes that there are no coal mining associated risks with the proposed development.

5.150 Groundwater protection has also been considered within the report. The site is outside of a groundwater protection zone.

5.151 The proposals are therefore in line with UDP Policies EN7/3 and EN7/4, PfE Policies JP-S1 and G3 and Section 15 of the NPPF.

Air Quality

5.152 An Air Quality Assessment, prepared by Smith Grant Environmental Consultancy concludes, among other things:

- Suitable measures will be required to minimise the risk of adverse dust impacts during the construction phase. The potential for dust related impacts arising from construction activities can however be readily controlled and mitigated through the implementation of standard dust management techniques;
- The predicted development related movements at the Site access and on the immediate local road network would be less than the screening thresholds referred to as indicating the need for an air quality assessment;
- Movements on the wider road network to the east and west, where within the existing AQMA, would be more than the relevant screening thresholds. However, as noted above the additional movements generated would be less due to removal of existing Site uses and recent air quality monitoring shows annual mean NO2 levels to be well below the AQO;
- The planning application is supported by a Travel Plan Framework with the aim of encouraging use of sustainable transport methods. All dwellings would be provided with EV charging points where appropriate in accordance with Building Regulations; and
- The proposals would result in the introduction of new receptors closer to some of the activities on the industrial estate comparted to currently. It is unlikely these activities would result in any significant adverse impacts due to aerial emissions.

5.153 Overall, it is considered the additional traffic associated with the Proposed Development would not result in any unacceptable impacts on existing or future human health receptors.

5.154 The various measures to reduce carbon emissions and proposed planting will also have positive impacts on air quality.

5.155 The proposals are therefore in line with PfE Policies JP-S5 and -C5 and Section 15 of the NPPF.

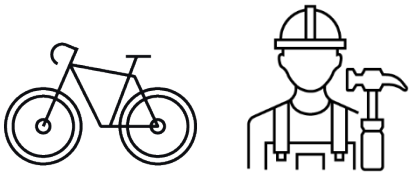
6

Planning Balance

6. Planning Balance

6.1 The proposal has been considered to be in compliance with the Development Plan and any Material Considerations. To summarise this position, the below sets out the scheme against the three dimensions of sustainable development as defined by paragraph 8 of the Framework.

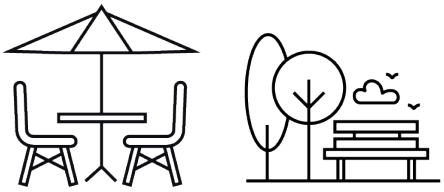
Economic Benefits



The proposals would boost northern competitiveness, viably regenerating a brownfield site, creating jobs and generating income for the council.

- The proposed development will bring a largely vacant brownfield site into viable use.
- The proposal will boost provision of new affordable homes in Bury, broadening the choice for residents wishing to live locally.
- The residential development would generate valuable council tax contributions to Bury Council.
- During the construction phase, the proposed development would support a number of direct and indirect jobs within the construction industry and associated supply chains.

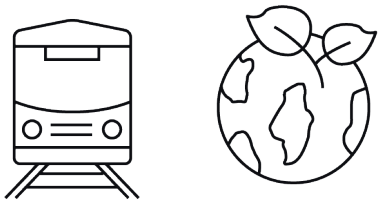
Social Benefits



87no. affordable homes of various sizes and typologies will be provided.

- The proposal constitutes a 100% affordable scheme, offering high quality accommodation options for those who cannot afford the market equivalents.
- The proposal offers a diverse mix of accommodation within the different typologies and sizes within the scheme, contributing to the broad mix in the locality.
- The proposal will see the delivery of well-designed housing of a range and type meeting specific needs within the locality and supporting the Council's housing land supply and delivery.

Environmental Benefits



The proposals is situated within a sustainable location **with good access to public transport, will result in a net gain in biodiversity and will not negatively impact important ecological assets.**

- The reuse of a brownfield site will reduce pressures on greenfield and green belt land.
- Close proximity to local services, amenities and public transport will encourage future residents to travel sustainably.
- Attractive landscaping and planting will contribute towards the greening of the urban environment, providing natural cooling and carbon capture and a pleasant environment for residents.
- No designated nature conservation sites will be adversely affected by the proposed development.
- The proposal has achieved a biodiversity net gain, making an important contribution to improve biodiversity in the area.

6.2 Overall, the proposed development would deliver valuable economic, social and environmental benefits such that it would deliver sustainable development.

6.3 In considering the planning balance on the proposals, the scheme has been evidenced to provide a sustainable development for a sector of society with specific needs such that the benefits of allowing the proposal would outweigh any adverse impacts which may arise as a result. It is therefore considered that the proposals accord with the Development Plan and consequently the proposals should be approved without delay in accordance with paragraph 11(c) of the NPPF.