



Planning Statement

JD Bury: Pavilion

JD Sports Fashion

01/12/2025



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Document Issue Sheet

Issue No.	Document	Status	Issue Date	Parties Sent To	Prepared By	Reviewed By
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1.1	Draft Statement 2	Issued	05/12/2025	JM	AS	JM / KM
1.2	Final Statement	Issued	10/12	MD	JM	MD/KM



Introduction

1. Introduction



- 1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, JD Sports Fashion Plc. The statement accompanies a planning application for a proposed leisure pavilion with associated sports pitches, parking and landscaping, at the wider JD Campus off Pilsworth Road, Bury.
- 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:

Erection of leisure pavilion including canteen and gym facilities, together with external works including multi-use games area and 2no. padel courts along with associated parking provision, landscaping and ancillary works.

JD Sports Fashion

- 1.4 JD Sports Fashion Plc is a leading retailer in sports, fashion, and outdoor clothing, footwear, and accessories, serving a broad customer base in the UK and internationally.
- 1.5 JD Sports focuses on delivering a dynamic retail experience through its high street stores, retail park outlets, and digital channels. The company has cultivated a reputation for high-quality offerings, blending premium products with streetwear trends, making it a key player in the sports-fashion sector.
- 1.6 As a major employer in the retail sector, JD Sports is committed to supporting local economies by creating jobs and investing in the communities where it operates. This includes partnerships with local initiatives and a focus on youth employment, training, and development programs.
- 1.7 JD Sports is also actively engaged in promoting sustainability within its operations, with efforts focused on reducing environmental impacts and improving energy efficiency.



Application Documents

- 1.8 This Planning Statement should be read alongside the Architectural plans / drawings and supporting documents submitted to accompany the planning application. The application documents comprise:
 - Air Quality Assessment, prepared by Redmore Environmental;
 - Arboricultural Impact Assessment, prepared by E3P;
 - Energy Strategy Report, prepared by Kennedy Redford;
 - Coal Mining Risk Assessment, prepared by Groundtech;
 - Construction Environment Management Plan; prepared by Caddick;
 - Crime Impact Statement, prepared by Design for Security;



- Design and Access Statement, prepared by AEW Architects;
- Digital Connectivity Statement, prepared by GTech Surveys Limited;
- Flood Risk Assessment and Drainage Strategy, prepared by Kennedy Redford;
- Health Impact Assessment, prepared by Enabl;
- Invasive Non-Native Species Method Statement, prepared by Urban Green;
- Noise Impact Assessment, prepared by Cundall
- Geo-Environmental Appraisal, prepared by Groundtech;
- Preliminary Ecological Appraisal and Biodiversity Net Gain (inclusive of Bird and Bat Box Plan), prepared by Dunham Ecology;
- Preliminary Risk Assessment, prepared by Groundtech;
- Remedial Specification, prepared by Groundtech;
- Supplementary Geo-Environmental Appraisal; prepared by Groundtech;
- Ventilation Statement, prepared by Kennedy Redford;
- Transport Statement, prepared by Eddisons; and
- Planning Statement [this document], prepared by Enabl.



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Site and Surroundings

2. Site and Surroundings

Site

- 2.1 The application site, of the size 2.3ha, forms part of the established JD campus in Bury and is surrounded by a cluster of predominantly brick-built commercial buildings ranging from three to four storeys in height, including Balmoral / Windsor House, Edinburgh House and Warwick House. These buildings reflect the consistent architectural language of the wider campus, with traditional pitched roofs and a cohesive commercial character.
- 2.2 To the west, the site sits adjacent to several residential properties, comprising mainly single-storey bungalows with pitched roofs and Beechwood, a two-storey apartment block with a traditional pitched roof. Mature vegetation along this boundary provides an effective visual buffer and reinforces a clear distinction between the commercial and residential areas.
- 2.3 The southern boundary adjoins the remainder of the JD campus and Hollins Vale Nature Reserve, an important local ecological resource characterised by mature woodland, grassland, and local angling ponds. This green edge provides a natural backdrop to the site.
- 2.4 A public right of way (PRoW) runs through the site, linking Pilsworth Road with the nature reserve. This established route provides the potential to enhance pedestrian connectivity and create an attractive recreational walking link for JD employees, promoting health and wellbeing as part of the campus environment.

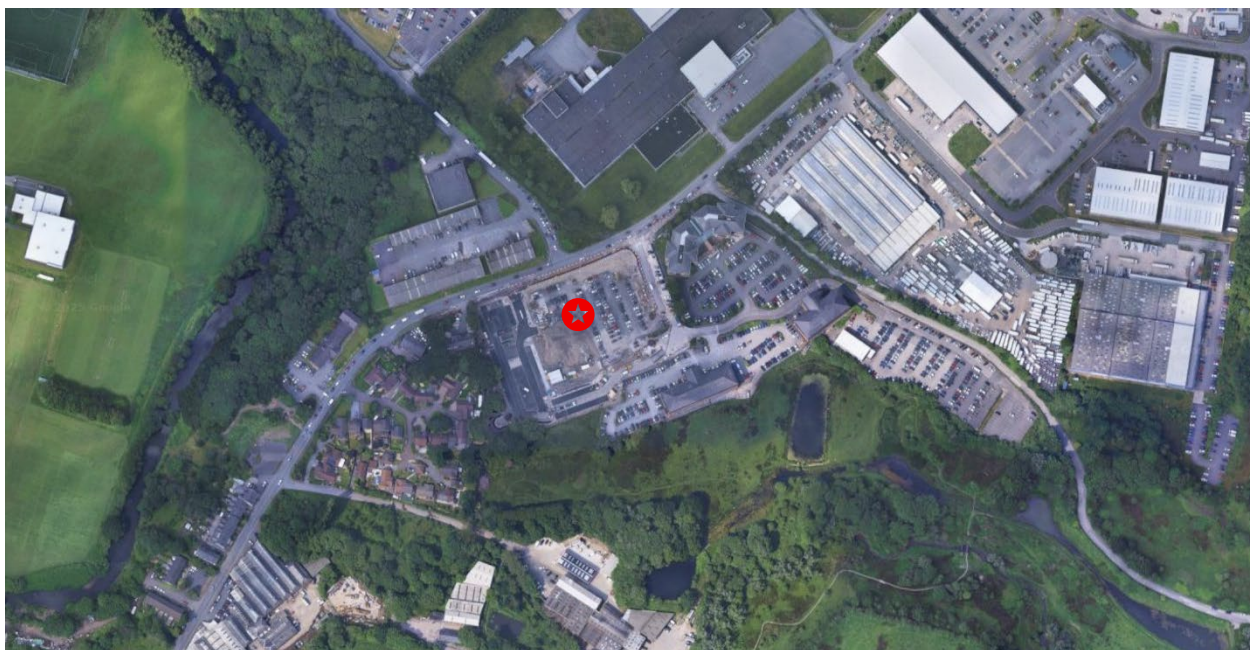


Figure 1 - Site Location

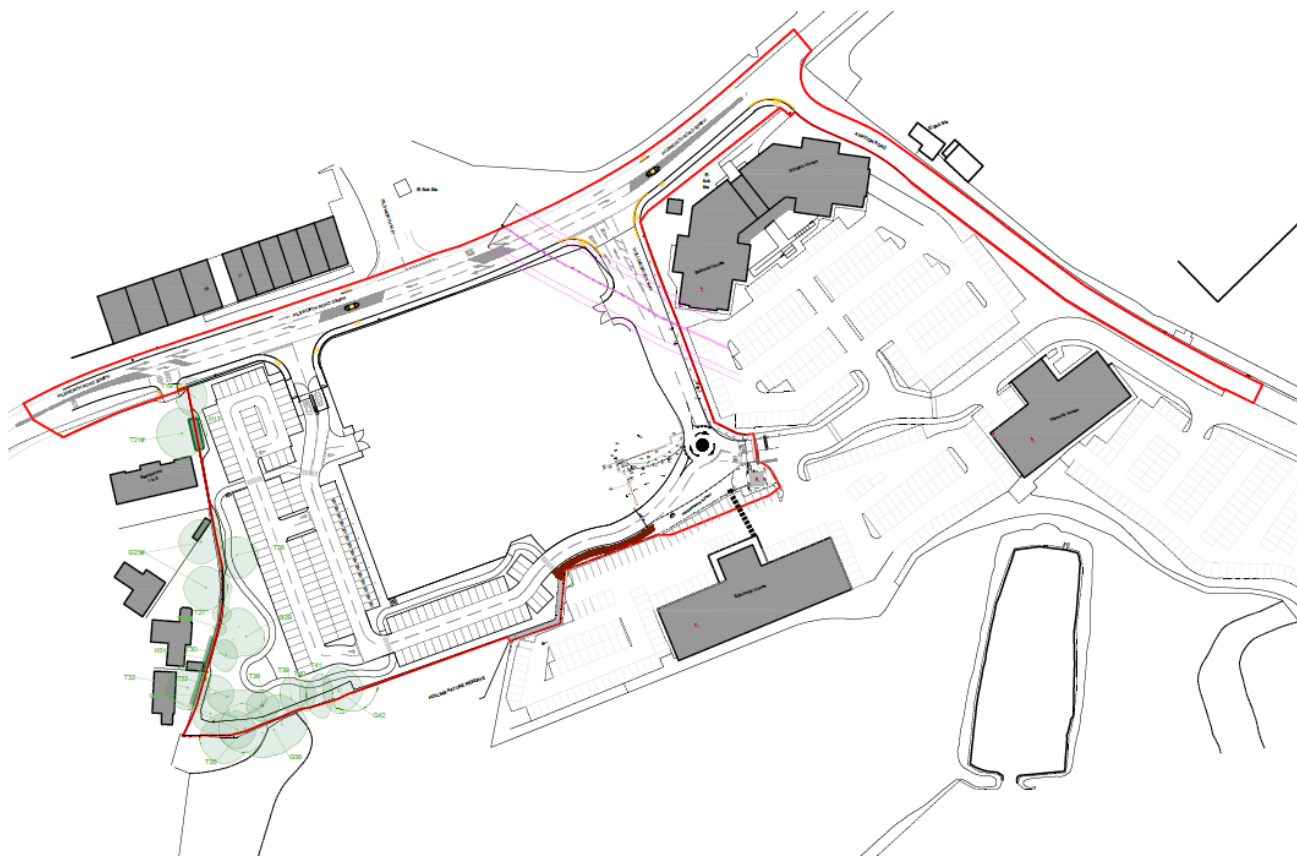


Figure 2 - Location Plan

Surroundings

- 2.5 The JD campus is located on the outskirts of Bury town centre, between Pilsworth and Hollins, and functions as a well-established employment hub and business park within a mixed commercial and residential setting.
- 2.6 The area has a long-standing industrial and commercial history; the site itself formerly accommodated the 'A-Plant' industrial facility before the broader consolidation of the JD Campus. This former industrial site sits to the west of the remaining JD Campus, representing an opportunity to complete the wider JD Campus.
- 2.7 The surrounding land uses are predominantly commercial to the east, transitioning to residential neighbourhoods to the west and south. To the north, a range of business and light industrial premises support the wider employment character of the area. The application site therefore represents a logical and cohesive infill opportunity that completes the established campus footprint.

Accessibility and Sustainability



- 2.8 The site benefits from excellent strategic and local accessibility. It lies approximately 0.5 miles from Junction 3 (J3) of the M66 and around 1 mile from the A56, providing direct links to Bury town centre, Prestwich, Whitefield and the wider Greater Manchester conurbation. These routes also connect efficiently to the regional motorway network, supporting sustainable business operations and staff travel.
- 2.9 Public transport provision is strong, with bus services operating along Pilsworth Road and the A56, offering connections to Bury Interchange and neighbouring towns. From Bury, Metrolink services provide frequent access to Manchester city centre and Greater Manchester destinations.
- 2.10 The site also offers strong sustainability potential through its proximity to Hollins Vale Nature Reserve, which encourages active travel and provides wellbeing benefits to staff.

Site Designations

2.11 According to Bury's Policy Proposals Maps, the following spatial designations are relevant to the site:

- Employment Generating Areas EC2/1/2;
- Adjacent S to Hollins Local Nature Reserve;
- Adjacent W and SW to Public Right of Way (Footpath) (81 BUR).

2.12 There are no designated heritage assets on or in close proximity to the site.

2.13 According to the Environment Agency, the site is located in Flood Zone 1.

Planning History

2.14 The planning history of the site and surrounding area is summarised in the table below:

Ref.	Description	Decision
00/36942	Two non-illuminated fascia signs	Approved 23/10/2000
02/39529	Non illuminated company signage on building	Approved 20/08/2002
45174	Two unilluminated signs at first floor level	Approved 24/10/2005
46149	Non illuminated external building lettering	Approved 01/06/2006
54670	Replacement boundary fence (Pilsworth Road / Hollins Brook Way)	Approved 02/02/2012
59331	Lawful development certificate for construction and use of existing car park for cars and light commercial vehicles only	Refused 20/11/2015

60525	Retention of existing car park and re-location of car park gate onto Aviation Road for egress only; alterations and improvements to the junction of Aviation Road and Pilsworth Road, including repositioning of existing gate on Aviation Road to improve pedestrian access (north side) and provision of a horse stile (south side) and associated signage.	Approved 21/02/2018
63159	Variation of condition 1 following grant of planning permission 60525 to allow an additional 6 months for commencement of the junction improvement works	Approved 04/10/2018
63998	Variation of condition 1 following grant of planning permission 63159 to allow an additional 6 months for commencement of the junction improvement works	Approved 23/05/2019
64607	Prior notification for proposed demolition of single storey steel framed workshop/works depot and single storey garage	Prior Approval Required and Granted 24/10/2019
68530	Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination).	Approved 18/04/2023
71247	Application for reserved matters approval (appearance, landscaping, layout and scale) for the Zone 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all -weather sports pitch and all details required to discharge the following conditions from application 68530; 4 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 32 (Biodiversity), 33 (Ecology), 35 (Transport)	Approved with Conditions 30/01/2025

Table 1: Planning History

2.15 The outline planning permission (68530) was granted on 18th April 2023 which included the granting of the full planning application for Zone 1 alongside the approval of the outline application for Zone 2, details shown above, subject to the submission of specific details under the Reserved Matters application (72147).

Previous Applications

Hybrid Application (68530)

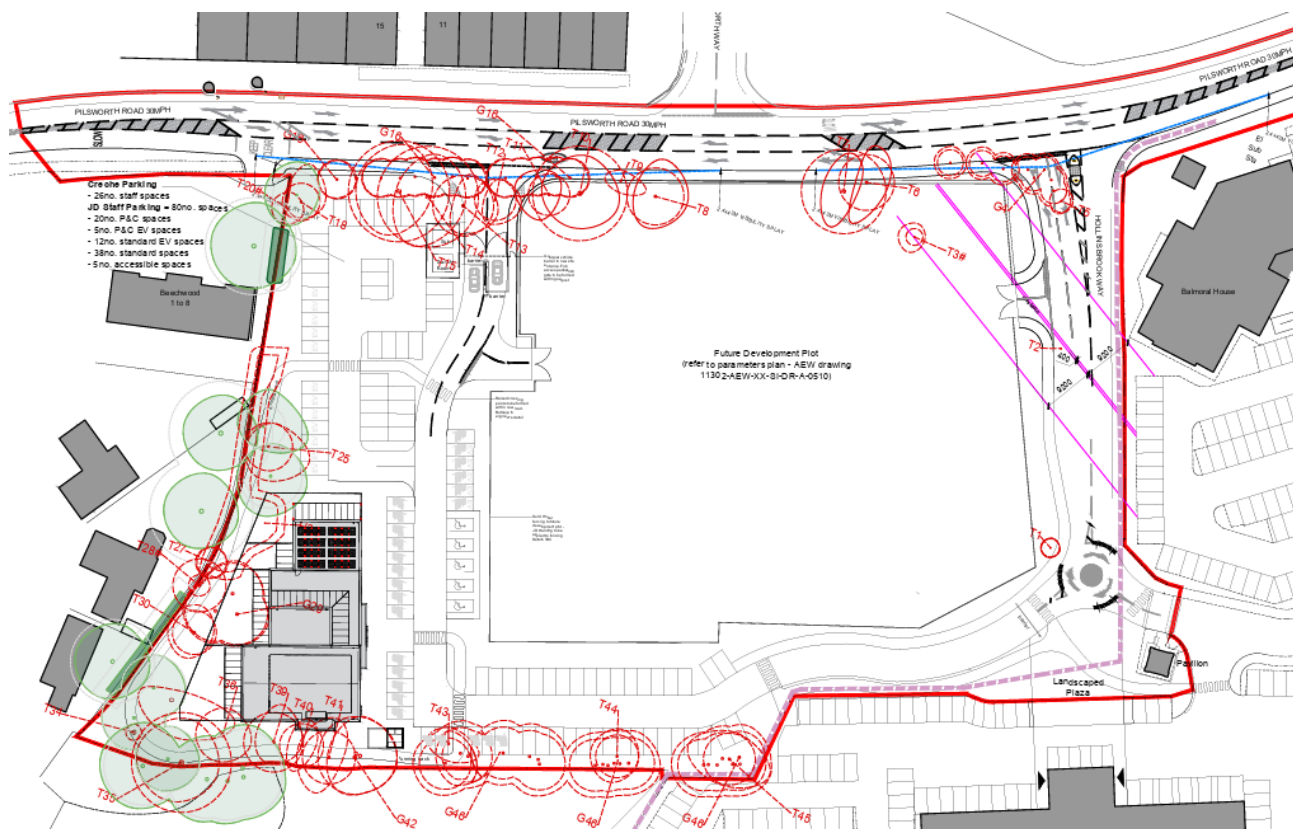


Figure 3 - Proposed Site Plan

2.16 In April 2023 a hybrid application was approved for the site which included a full application of the creche building located to the south west of the site plan shown above, including parking and access, as well as an outline application for the hub building, later subject the a reserved matters application, located to the central plot shown above including all weather sports pitch.

Reserved Matters Application (71247)

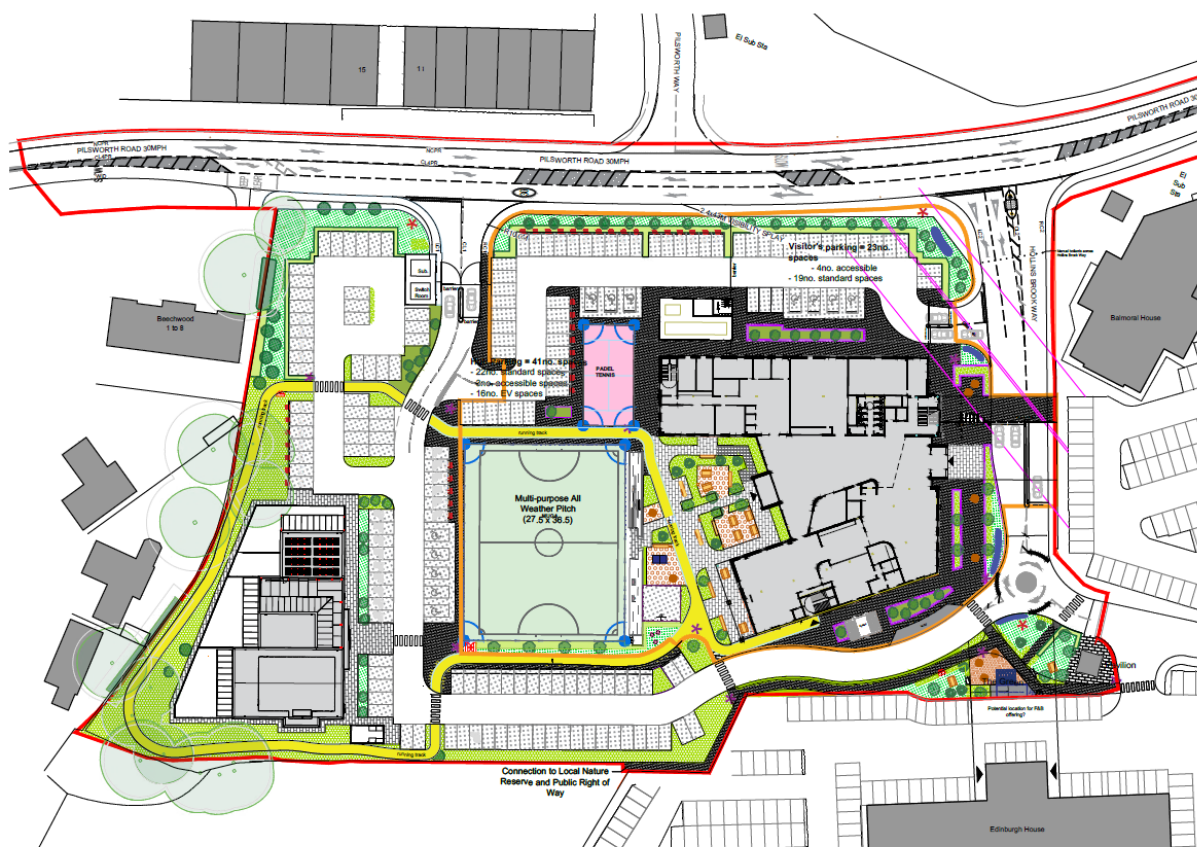


Figure 4 - Previous Application Site Plan

- 2.17 The previous application as highlighted within the planning history (application ref: 71247) and the site layout plan above, was previously applied for and consented in January 2025. This included the introduction of a hub building alongside sports pitches, associated car parking and landscaping as part of a reserved matters application.
- 2.18 Following a period of review a revised scheme was developed and is represented by the plans and supporting narrative within the application pack as well as summarised in the next section of this planning statement.

Zoned Consent

- 2.19 It is important to note that consent for Phase 1 of the scheme was obtained in 2023 as part of the hybrid application (ref: 68530).

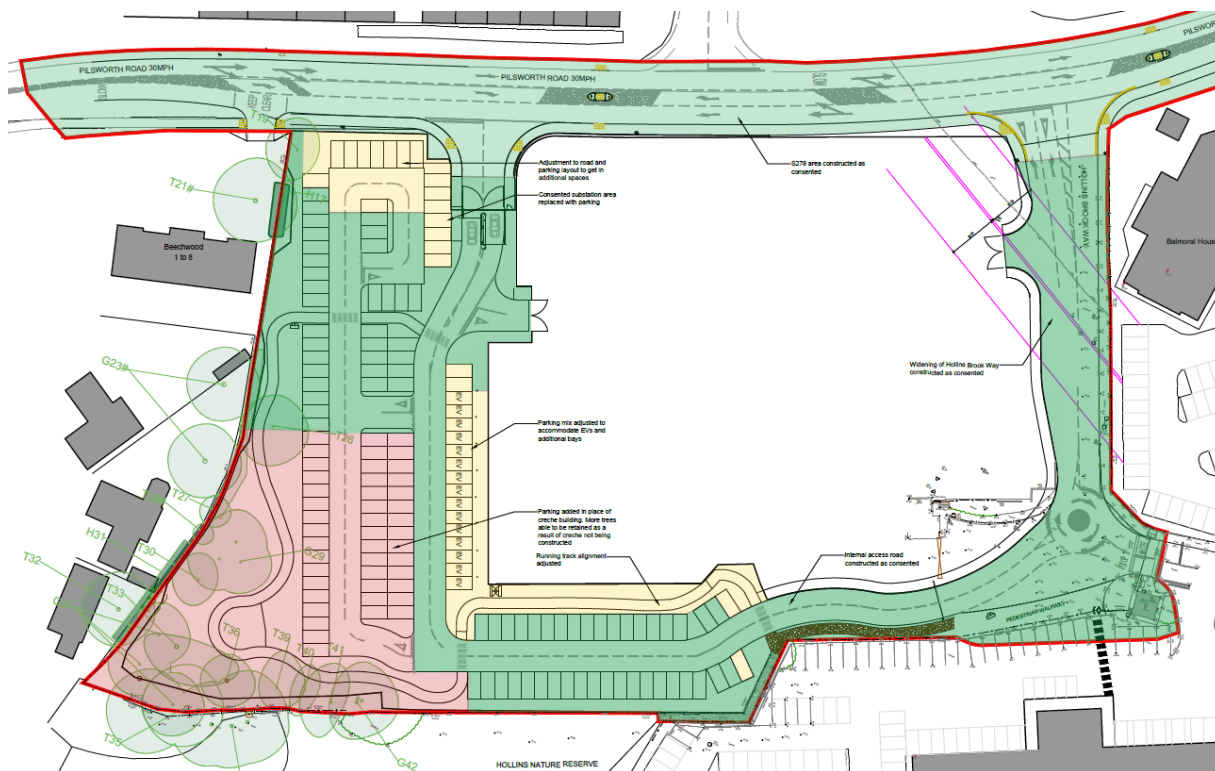


Figure 5 - Zoned Consent

2.20 The below plan snip shows the extent of the site layout to which has been secured and delivered.

2.21 The green areas are that which have been consented as part of the hybrid application previously referred to. The yellow areas are areas of which has been slightly adapted however considered immaterial, with the red areas being where the creche was previously located as part of the consented scheme but implemented as car parking under this application and therefore constitutes a retrospective part of the application to which this planning statement applies with phase 1 works captured as part of this planning application.



3

Proposed Development

3. Proposed Development

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

Erection of leisure pavilion including canteen and gym facilities, together with external works including multi-use games area and 2no. padel courts along with part retrospective parking provision to area of former consented creche with further parking, landscaping and ancillary works.

Site Arrangement

3.2 The site arrangement is in line with the site layout plan below:

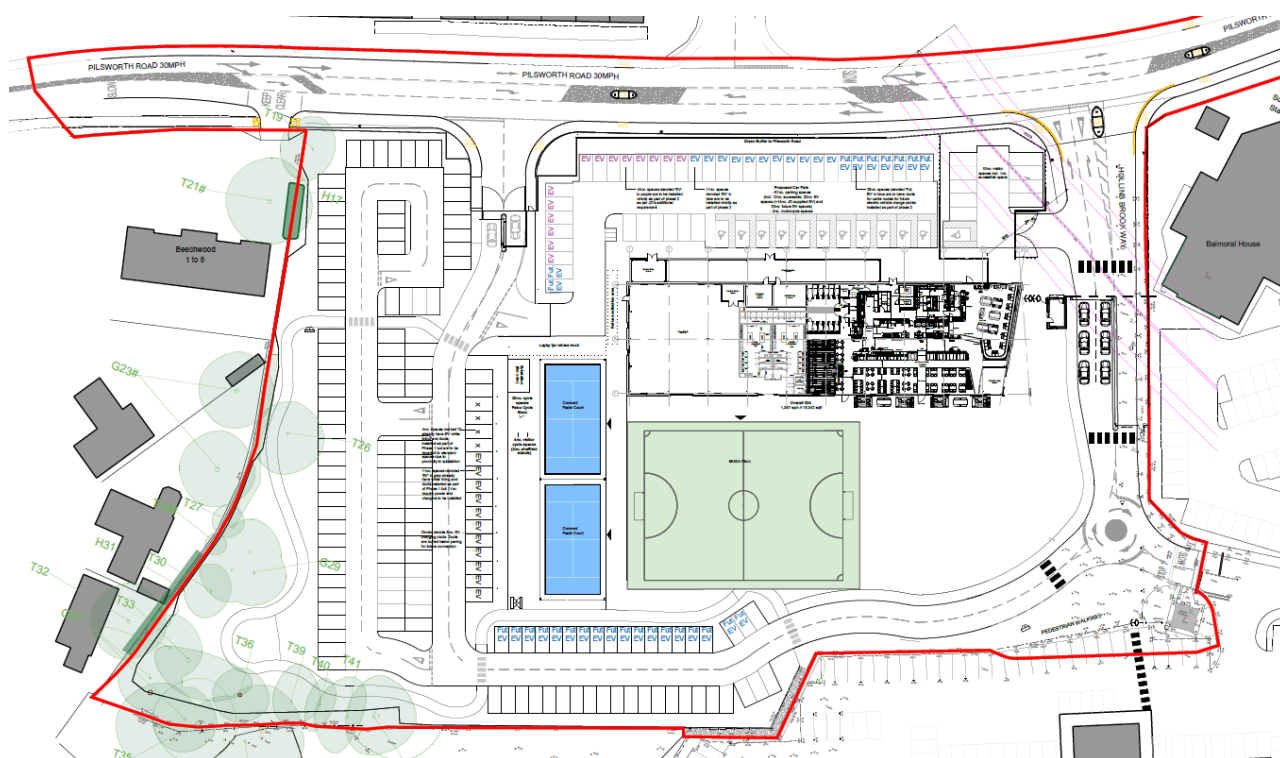


Figure 6 - Proposed Development Site Plan

Key Concepts

- The pavilion building is located centrally on campus, anchored to the northeast corner of the site;
- Informal amenity space located to the east of the sports pitch and south of the pavilion building;
- Formalised running track winding from a central point of the site through the woodland area to the south west, across to the south.

Layout, Form, Scale and Massing

- 3.3 The proposal seeks to bring together the various elements of the existing campus into one focal point in the centre of the site, whilst responding to the context of the wider campus development and wider surrounding area.
- 3.4 The pavilion building is split into two halves consisting of a gym and the canteen / café area, with the back of house facilities located to the rear of the building to maximise views over the nature reserve and sports pitch

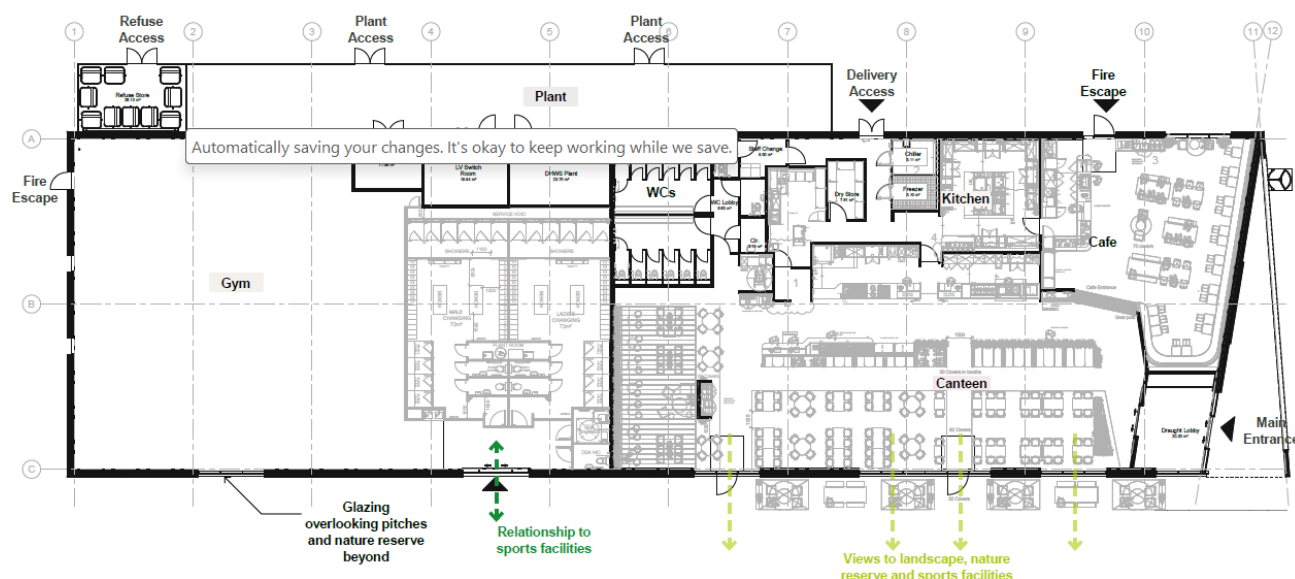


Figure 7 - Proposed Pavilion Plan

- 3.5 The pavilion building spans over a single floor plate of the size of 1,478 sqm which is split into its different uses, with the building being one storey in height, albeit including a lightbox at the low side of the building which matches the height of the apex of the building.
- 3.6 The elevations of the pavilion have been designed to reflect the JD brand in terms of scale and materiality with the height being located mostly to the front of the building sloping down to the rear facing Hollins Brook Way.
- 3.7 The proposed pavilion building includes a focal lightbox over the café area along with adjacent overhand / canopy area to provide an interesting sense of arrival from Pilsworth Road with a parapet roof which wraps around the building.

Appearance & Materials

- 3.8 The material palette has been limited to metal black and grey cladding as well as glazing with black frames in order to comply with the JD brand and present a subtle appearance within the wider landscape.
- 3.9 The windows to the pavilion have been grouped to mix up the rhythm of solid and void with these windows mostly located to the north elevation to provide a sense of openness from the interior and provide views over the wider campus.
- 3.10 Further to this, the facades also include an expressed trim detail with LED inset and signage is also included inclusive of JD logo branding.
- 3.11 The roof form is expressed in a manner that lifts the front elevation to maximise views over the sports pitches and nature reserve. In addition to this, the corner of the building entrance protrudes out towards Pilsworth road, creating an overhang under which the recessed canteen is located. Glazing elements have been incorporated onto the Pilsworth Road elevation, including a lantern, to further fortify the building's presence.

Vehicle Access and Parking

- 3.12 Two points of vehicles access were secured and delivered following consent under the hybrid application consent (ref: 68530) from Pilsworth Road and Hollins Brook Way with works associated with the latter already being carried out under Phase 1 of the scheme including road widening, along with a separate new access point to the west of the site.
- 3.13 Both access points are secured with barriers for security purposes with these being set into the site suitably to ensure maximum length for queuing.
- 3.14 A total of 202no. spaces are to be provided on site including 45no. spaces which have been delivered outside of the scope of either previous planning consent and therefore form the retrospective part of the description of development.,
- 3.15 Overall the parking provision on site will include the following:
- 11no. mobility impaired spaces;
 - 22no. EV charging spaces;
 - 38no. future proofed EV charging spaces;
 - 10no. visitor spaces (including 1no. mobility impaired space);
 - 3no. motorcycling parking spaces.
- 3.16 Pedestrian access is offered via Hollins Brook Way, Pilsworth Road or the south public rights of way (PRoW) footpath from the Nature Reserve, with footpaths incorporated throughout the site to access the different buildings, sport pitches, or parking areas.



Landscaping

Soft Landscaping

- 3.17 The proposed soft landscaping across the site comprises the retention of existing trees, supplemented with additional planting to strengthen the landscape framework. This includes semi-mature boundary trees and ornamental tree species positioned to enhance the visual character of the site and provide screening where required.
- 3.18 A line of Gingko biloba is proposed along Hollins Brook Road, creating a formal welcome to the site, whereas around the Campus Green, a mini woodland is proposed to create habitat and provide shade for gatherings and those who sit outside for lunch.
- 3.19 Rain-garden trees are incorporated within designated SuDS areas, selected for their capacity to tolerate both wet and dry conditions. These trees are complemented by a mixture of ornamental grasses and flowering perennials, providing both biodiversity benefits and an integrated water-management function.
- 3.20 Further soft landscape features include native hedgerows and woodland-edge planting made up of native shrubs, ferns and seasonal flowering plants. This approach enhances ecological value and contributes to a more naturalised landscape structure. The evergreen and native species hedges along key side routes will also serve as separation elements between pedestrians and vehicles.
- 3.21 Amenity and boundary grass turf is proposed throughout the site, providing a neat green setting. Additional campus planting comprises block arrangements of evergreen shrubs, ornamental grasses and spring bulbs, collectively enhancing seasonal interest and contributing to the site's overall aesthetic quality.
- 3.22 Songbirds are also invited and encouraged to use the space across the mini woodland floor, through the incorporation of native shrubs which provide biodiversity benefits and seasonal interest.

Hard Landscaping

- 3.23 Pedestrian areas are to be surfaced using Kellen block paving in a buff mix to provide a high-quality finish, while areas requiring drainage performance will utilise grey permeable paving.
- 3.24 Tagenta tactile granite paving will be installed at key pedestrian crossing points to ensure accessibility and legibility, with parking areas surfaced in porous asphalt incorporating white aggregate chippings to support sustainable surface-water runoff.
- 3.25 The padel tennis and MUGA pitches will consist of surfaces of artificial grass, with the running track finished in yellow rubber crumb, and basketball court in porous asphalt and acrylic overlay artwork to enhance its aesthetic appeal.
- 3.26 Decorative gravel edging is proposed around building frontages and key thresholds to create a polished, well-defined interface between built form and landscaped areas.

Recreational Facilities

- 3.27 Recreational provision on site includes a multi-sports pitch and a padel tennis court, both provided to support physical activity and enhance wellbeing for users of the development.
- 3.28 These facilities will be equipped with sports lighting to extend usability into the evening, with dedicated storage facilities located nearby to accommodate associated sports equipment and servicing.

Pre Application Consultation

- 3.29 The applicant engaged in pre application discussions with Bury Council ahead of the submission of the formal planning application. The initial concept aligned with the description of the submitted proposal, albeit in a reduced design format, as shown below.



Figure 6 - Pre App Aerial Image



Figure 7 - Pre App Street Scene View

- 3.30 At the pre application meeting the scheme received overall positive feedback with a number of comments for further consideration as listed below:

- Improvement to the entrance area façade / northeast corner in order to create an improved sense of arrival; and
- Slight concerns regarding the height of the padel courts above the Pavillion building.

3.31 The comments were taken on board by the applicant and actioned where possible through a redesign of the scheme which incorporated the following inclusions and design responses:

- Increase in the height of the parapet wall;
- Overhang extended to the frontage / entrance area;
- Lightbox added to the frontage in order to add character and interest as well as improve sense of arrival;
- Turnstiles located under the overhang to the entrance; and
- Gatehouse parapet pitched up to match the building.

3.32 These changes are shown below as part of the redesign:

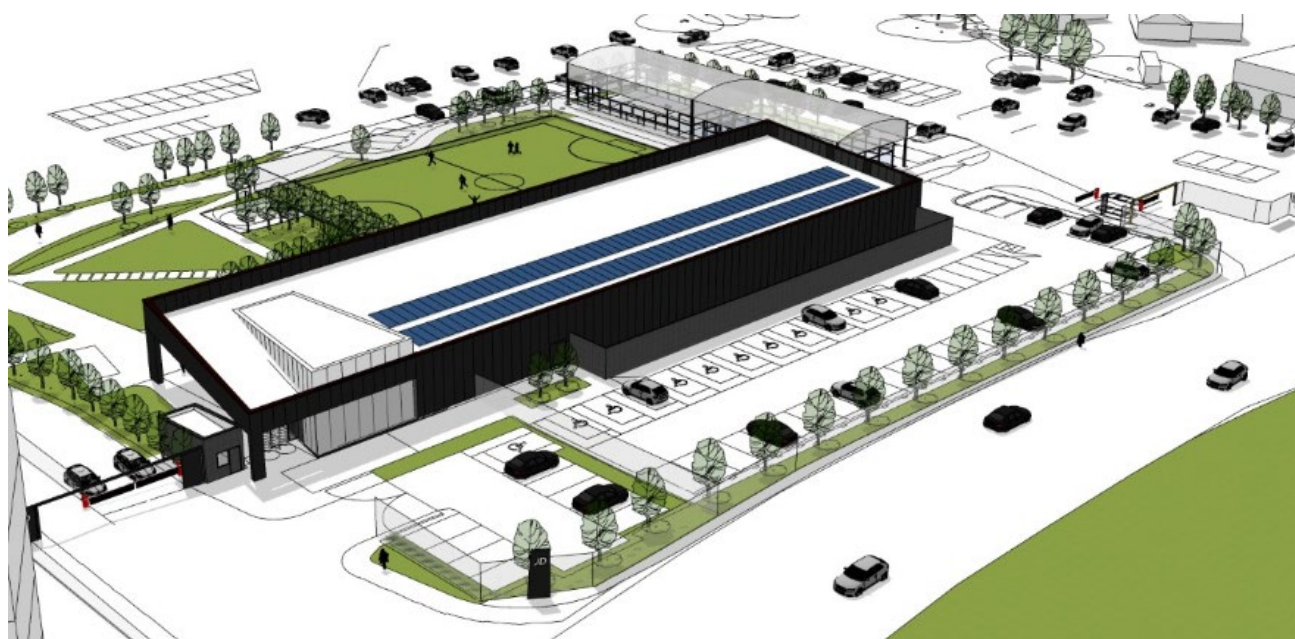


Figure 8 - Pre App Response Aerial

3.33 Following the redesign which was shared with Bury Council further comments were provided to formulate the final design of the scheme. These included feedback regarding external wall intersecting the lightbox and the materiality / lack of interest to the wall surrounding the plant area.

3.34 These further comments have been addressed through the latest and submission iteration of the scheme. The wall intersecting the lightbox has been removed so that the glass runs from ground to full height with graphics being added to the plant exterior and metal cladding used in its construction to match the exterior walls of the remainder of the pavilion building.



- 3.35 It is worth noting that although feedback was provided in terms of the location of the plant apparatus and whether it would be more suitable on the roof of the building, this was considered atypical for a building of its massing / scale and would also present a less cost-effective solution for the applicant. Further to this it is considered that the redesign effectively blends the exterior of the plant area with the main building using premium cladding as opposed to timber with graphics down the side towards the entrance to create a further sense of arrival to the building and increase visual interest.



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);
 - Bury Unitary Development Plan (UDP) (1997);
 - Greater Manchester Joint Waste Development Plan (2012);
 - Greater Manchester Joint Minerals Plan (2013).
- 4.3 Other planning policy documents relevant to this application that are capable of being a material consideration in the determination of this planning application comprise:
- National Planning Policy Framework (“the Framework”) (December 2024), and associated Planning Practice Guidance (PPG);
 - Supplementary Planning Guidance 3: Planning Out Crime in New Development (2001)
 - Supplementary Planning Document 11: Parking Standards in Bury (2025)
 - Supplementary Planning Document 16: Design and Layout of New Development (2008)
- 4.4 It is also worth acknowledging that Bury Council are developing a Local Plan to set out the long-term framework to manage future growth and development in the Borough up to 2043. Once adopted, the new Local Plan will replace the saved policies in the current Unitary Development Plan and will be part of a set of documents that will collectively form Bury’s overall development plan, thereby becoming a material consideration.
- 4.5 The current Development Plan sets out the strategic policies 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	<i>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. This will be complemented by the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision. Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.</i>
JP-Strat14: A Sustainable and Integrated Transport Network	<i>The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. [...] New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.</i>
JP-S1: Sustainable Development	<i>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 preparing plans, authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. 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.</i>
JP-S2: Carbon and Energy	<i>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: [...] 5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; [...] b. Incorporate adequate electric vehicle charging points, [...]</i>

JP-S4: Flood Risk and the Water Environment	<i>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 [...]</i>
JP-S5: Clean Air	<i>A comprehensive range of measures will be taken to support improvements in air quality [...] including:</i> <i>1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;</i> <i>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;</i> <i>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;</i> <i>[...]</i> <i>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.</i>
JP-J1: Supporting Long-Term Economic Growth	<i>A thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on:</i> <i>A. Maintaining a very high level of economic diversity across our boroughs</i> <i>B. Facilitating the development of high value clusters in key economic sectors such as:</i> <i>i. Advanced manufacturing;</i> <i>ii. Digital and cyber;</i> <i>iii. Health innovation, including life sciences;</i> <i>iv. Low carbon goods and services;</i> <i>v. Business, financial and professional services;</i> <i>vi. Logistics.</i> <i>C. Making the most of major assets of the sub-region, such as:</i> <i>i. The high concentration and range of research assets</i> <i>ii. The large pool of graduates</i> <i>iii. Highly productive businesses in every sector of our economy</i> <i>iv. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network</i> <i>v. Major proposed transport improvements such as Northern Powerhouse Rail</i>

	<i>D. Grasping the economic opportunities from the global transition to a low carbon economy</i> <i>E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers</i> <i>F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate.</i> <i>G. Maximising the potential of the key growth locations set out in JP-Strat1 to JPStrat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.</i>
JP-J2: Employment Sites and Premises	<i>A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities.</i> [...] <i>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.</i>
JP-J3: Office Development	<i>At least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039, with a focus on:</i> [...] <i>The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, in accordance with Part M (Volume 2) Building Regulations.</i> <i>A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just under 2,815,650 sqm of floorspace. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. The vast majority of these are in the key growth locations identified in Policy JP-J3 'Office Development' and are on previously-developed land.</i> [...]
JP-G7: Trees and Woodland	<i>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.</i> [...]

	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.
JP-G8: A Net Enhancement of Biodiversity and Geodiversity	Through local planning and associated activities a net enhancement of biodiversity resources will be sought [...] 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; [...]
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-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; [...]
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; [...] 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): - Pedestrians (and people using mobility aids); - Cyclists, powered two-wheelers, and public transport users; - People doing business or providing services (such as taxis/private hire, deliveries or waste collection) - 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: [...] Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple ducting compliant with telecoms standards, to facilitate future-proof gigabit capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties ... [...]
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> - 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 [...] - Ensure appropriate connectivity to the existing highway network. <u>Design</u> - 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; [...] <u>Parking Infrastructure</u> - Making adequate car parking provision, including for disabled drivers and passengers; - 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; - 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 [...] [...] - Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans. [...]

	<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 Transport Assessments 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. [...]
Unitary Development Plan	
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. [...]
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.
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.

EN7/2: Noise Pollution	<i>In seeking to limit noise pollution the Council will not permit:</i> • <i>development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;</i> • <i>development close to a permanent source of noise</i>
EN8/2: Woodland and Tree Planting	<i>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.</i>
RT2: New Provision for Recreation in the Urban Area	<i>The Council will encourage the provision of additional land and facilities for recreation in the urban area.</i>
RT2/1: Provision of New Recreation Sites	<i>The Council will give favourable consideration to proposals involving the provision of additional recreational facilities throughout the Borough. [...]</i>
HT2/4: Car Parking and New Development	<i>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.</i>

Table 2: Relevant Policies

Supplementary Planning Documents/Guidance

SPG 3 – Planning Out Crime in New Development (2001)

- 4.6 This guidance document provides advice to all relevant parties involved in the planning process, on measures which can be incorporated into the design of new developments to reduce the fear of crime and lessen future opportunities for crime.
- 4.7 Basic principles, as set out under UDP policy EN1/5 include natural surveillance, use of defensible space, design for safety of people and security of property, and design to not give false impressions of safety.
- 4.8 For commercial/industrial sites and premises, a set of guidelines have been proposed due to their large scale and hence having a major impact on urban quality. These include:
- Clearly defining the perimeter of the site/premises with appropriate boundary treatment/fencing

- Gated site entrances with strong locking mechanisms and well overlooked
- Detailed master planning for effective and economical security management practices
- Maximising views into the site
- Direct pedestrian access from main roads to main building entrances
- Visible and well illuminated car parking areas
- Attention to lighting and securing boundaries of vulnerable rear areas
- Maximising surveillance from outside the site
- Greater security provisions for doors, windows and service provisions

SPD 11 – Parking Standards in Bury (2025)

- 4.9 The advice contained in this note is particularly aimed at promoting effective parking provision for all vehicle types in new developments, with a goal to encourage more sustainable options for shorter journeys such as walking, wheeling and cycling, and the increased use of public transport for longer journeys.
- 4.10 The amount of parking required is determined by parking standard zones which measure the accessibility of locations across Greater Manchester by walking and public transport. As the site is within 400m of Bury Town Centre (and not in the town centre itself), the applied parking standard zone is Zone 2.
- 4.11 For non-residential buildings, there is a requirement for 10% of spaces to have access to an EV charge point (active provision) and a further 10% to have passive charging provision.
- 4.12 The level of disabled parking to be provided at each development is typically calculated as a percentage of the total vehicle parking standards with a minimum of one space across all developments and across all zones.
- 4.13 The level of motorcycle/powered two-wheel parking to be provided at each development is calculated either as a percentage of the total vehicle parking standards or as a bespoke space/Gross Floor Area (GFA) provision. For non-residential developments with a GFA of a 1000sqm or more, a minimum of 2 spaces with anchorage points is required, or 1 space per 70 total car spaces.
- 4.14 Car parking spaces for commercial developments in Zone 2 areas:
- Financial/professional services: 1 space per 50sqm
 - Indoor sport and fitness: 1 space per 25 sqm
- 4.15 Cycle parking spaces for commercial developments:
- Financial/professional services: 1 secure staff space and locker per 50sqm (staff/long stay); 1 secure staff space and locker per 500 sqm (visitor/long stay)

- Indoor sport and fitness: 10 spaces plus 10% of vehicle spaces (visitor/long stay)

4.16 The document also sets out the following Design Considerations to be incorporated into proposals to achieve carefully designed road layouts.

SPD 16 – Design and Layout of New Development (2008)

4.17 Good design has been defined in this SPD as needed to ensure economically viable places and spaces that are resource efficient, adaptable, durable, inclusive and fit for purpose.

4.18 This document is intended to raise awareness of good design and encourage an innovative design led approach to development through four overall aims including sustainable development; community development and involvement in the planning and development process; inclusive, safe, and accessible development; and attractive development that is fit for purpose.

4.19 It therefore sets out a series of principles for achieving good design and a process through which to achieve this within development proposals, which are as follows:

- **Character** – ensuring new development reflects Bury's distinctiveness
- **Townscape** – ensuring new development complements and enhances the Borough's existing built form
- **Public Realm** – incorporation of streets, spaces and places that belong to everyone
- **Movement & Connectivity** – facilitation of movement and connection between places through design
- **Environmental Performance** – contributing to improvement in sustainable and environmental practices
- **Diversity** – accommodating a variety and choice of buildings which are adaptable to changing needs
- **Detailing & Materials** – ensuring detailing and materiality are creative, energy efficient, and respectful to local contexts
- **Maintenance** – to ensure success of good design through long lasting buildings
- **Implementation** – granting of planning permission through acceptability of new development designs

National Planning Policy Framework (2024)

4.20 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.

4.21 Paragraph 39 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.

4.22 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.

- 4.23 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.
- 4.24 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 116 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.
- 4.25 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.
- 4.26 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.
- 4.27 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.
- 4.28 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.
- 4.29 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

- 4.30 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: Commercial Development

Suitability and Sustainability

- 5.2 The site is within a designated Employment Area and is currently not being utilised to its full potential, hence necessitating the subject proposed development which introduces high-quality employment premises where the principle of use has already been established.
- 5.3 The proposal, located on the outskirts of Bury supports the continued enhancement and consolidation of the JD campus, contributing to employment vitality and wellbeing objectives, and directly addressing the local need for growth in the Northern area. In addition, the proposal delivers high-quality recreational and ancillary facilities that reinforce the campus' operational needs for both staff and visitors.
- 5.4 The principle of development has already been firmly established through the previously approved Reserved Matters (REM) application, which proposed a larger and more intensive scheme than the current proposal. That approval included a hub building, crèche, parking areas, new site access points, internal site roads, and a multi-purpose sports pitch, together setting a clear and robust precedent for development of this nature. Although that earlier scheme was of a greater scale, the fundamental land-use principles remain directly comparable, and the current application aligns with the established framework.
- 5.5 Furthermore, the site is located within and surrounded by existing, well-established employment uses that form part of the wider JD campus, reinforcing its suitability for continued commercial and ancillary development.
- 5.6 The site itself comprises underutilised brownfield land. The proposed development will bring this underused parcel back into productive economic use, contributing to the efficient use of previously developed land and supporting the ongoing expansion of the JD campus.
- 5.7 The proposed facilities, including a fully equipped café, gym, running track, padel courts, MUGA and high-quality landscaped amenity spaces, will directly meet the needs of the growing business while supporting long-term economic growth, improved staff wellbeing, and job creation. Together, these elements reinforce the site's strategic value and the wider economic benefits associated with the scheme.
- 5.8 Through maintaining a strong employment base in the designated employment area, the proposal contributes to the goal of increased accessible office space over the plan period. Consequently, there is demonstrable compliance with PfE policies JP-Strat6, JP-J1, JP-J2, JP-J3 and UDP policy EC2/1.
- 5.9 The principle of the development is therefore considered acceptable and in accordance with the adopted development plan when assessed against the relevant policies of the Bury Unitary Development Plan (UDP),



the Places for Everyone Plan (PfE), the National Planning Policy Framework (NPPF), and other material considerations.

Layout and Design

- 5.10 The proposals will create a leisure pavilion including canteen and gym facilities, alongside external sports pitch facilities with improved landscaping, parking and associated works.

Site Layout

- 5.11 The proposed layout and massing respond positively to the surrounding built form and established campus character. The pavilion brings together key facilities at a central, highly visible location, supporting the efficient functioning of the campus, aligning with local policy which supports the improvement and expansion of existing employment sites.
- 5.12 The building's scale is concentrated at the entrance and organically slopes down towards the nature reserve, demonstrating appropriate regard for the adjacent residential area and wider landscape character. The arrangement of gym, café and back-of-house elements maximises natural views and natural surveillance, improving campus legibility and operational quality.
- 5.13 The pavilion building is designed as the focal element of the site, positioned toward the north-east corner to create a distinctive and welcoming sense of arrival from Pilsworth Road.
- 5.14 The arrangement of the playing pitches and amenity areas to the front of the pavilion ensures an inward-facing layout that maximises views across the landscaped setting and towards the nature reserve, enhancing visual connectivity and openness.
- 5.15 The site layout incorporates sustainable transport principles, integrating a network of pedestrian routes and a formalised running track to encourage active travel and promote healthier movement across the campus.
- 5.16 Overall, the design creates a cohesive, legible, and landscape-led layout where the positioning of the pavilion and surrounding recreational spaces supports both functionality and a high-quality visual experience.

Design / Materials

- 5.17 The design approach and material palette accord with the high-quality design aspirations within the borough, delivering a contemporary pavilion that aligns with the JD brand while remaining visually understated within its context.
- 5.18 The use of a limited material palette consisting of black and grey metal cladding, glazing, and accent lighting provides a coherent, modern appearance consistent with surrounding commercial buildings. The treatment of elevations, including grouped windows, lightbox feature, canopy and expressed trim, adds visual interest without detracting from nearby residential areas or the natural landscape.
- 5.19 In regard to design, the proposal satisfies PfE policies JP-S1 and JP-P1 and UDP policy EN1/2.



Vehicle Access and Parking

- 5.20 The proposed parking provision and access strategy have been designed to ensure safe, efficient and appropriate access arrangements as per local requirements.
- 5.21 The use of the previously approved access points from Pilsworth Road and Hollins Brook Way, both benefiting from earlier highway improvements, ensures compliance with adopted highway standards. The parking strategy comprising mobility spaces, EV charging bays, visitor spaces, cycle and motorcycle parking, supports the shift towards low-emission travel in line with local and national policies.
- 5.22 Sustainable means of travel are therefore supported within the proposal, alongside the encouragement for walking, active travel, and increased health and wellbeing through the design and inclusion of enhanced pedestrian routes, with zebra crossings to prioritise pedestrian safety.
- 5.23 The development benefits from multiple access points around the site, helping to disperse traffic and reduce congestion at peak times.
- 5.24 A varied and well-distributed parking provision is proposed, accommodating cars, motorcycles, and bicycles to serve a wide range of users and operational needs.
- 5.25 Although the introduction of a total of 202no. parking spaces exceeds the typical parking standards, this level of provision is justified by the diverse mix of facilities on site. Staff are expected to use these spaces when accessing the gym or leisure facilities before or after shifts, with many walking across to the main campus thereafter to commence work. The parking provision therefore reflects operational patterns and supports multi-purpose use of the site beyond core working hours.
- 5.26 In addition, the scheme delivers EV charging infrastructure and dedicated EV spaces that exceed policy expectations, alongside enhanced pedestrian access and a total of 24no. cycle parking spaces, 40no. within a covered cycle store alongside 2no. Sheffield stands for an additional 4no. spaces. This supports modal shift towards sustainable travel and contributes to a more integrated transport network.
- 5.27 The inclusion of a wide range of on-site amenities is also expected to reduce unnecessary off-site trips, creating a more self-contained campus environment.
- 5.28 Collectively, the emphasis on sustainable travel, active mobility and EV infrastructure directly supports clean-air objectives by reducing car dependency and associated emissions.
- 5.29 The highways consideration of the proposal therefore complies with policies JP-Strat14, JP-S2, JP-S5, JP-P6, JP-C1, JP-C8 of the PfE.

Landscaping

- 5.30 The landscaping strategy accords with local policy requirements through the retention of existing mature landscaping and implementation of a high-quality, multifunctional green infrastructure approach.
- 5.31 The proposal maintains connection to the PRoW, located across the northeast to the south of the site, linking the wider campus to the local nature reserve which in turn enhances local walking routes.

- 5.32 The incorporation of sustainable elements such as photovoltaic panels on the roof of the terrace and landscape integration, contribute towards the use of green infrastructure, sustainable building materials and an overall reduction in environmental impact.

Soft Landscaping

- 5.33 The proposed soft landscaping on site includes the retention of existing trees with additional planting including semi-mature boundary trees and ornamental trees strategically placed to enhance the visual appeal of the site and provide screening where necessary.
- 5.34 The landscape plan includes rain garden trees, selected for their resilience in both wet and dry conditions. These are complemented by a mix of ornamental grasses and flowering perennials to support water management as a dual function along with biodiversity.
- 5.35 Further soft landscaping features include native hedge, woodland, welcome, and boundary tree planting consisting of native shrubs, ferns and seasonal flowering plants. These species enhance biodiversity and ecological resilience, thereby contributing to improved surface-water management.

Hard Landscaping

- 5.36 Hard landscaping elements, including permeable paving and materials that reinforce pedestrian legibility, further align with sustainable drainage and accessibility requirements, alongside local policies requiring the protection and expansion of tree cover and green spaces.
- 5.37 Pedestrian surfaces are to be surfaced with Kellen block paving in a buff mix colour.
- 5.38 Tactile granite paving in grey is to be installed at crossing points to ensure accessibility with parking areas featuring porous asphalt with white aggregate chippings to allow for effective water runoff.
- 5.39 Further to the above, furniture and feature proposals include picnic, park, and concrete benches and natural stone boulder seats.
- 5.40 Both soft and hard landscaping are centred around the main area to the south of the pavillion supporting the main use of the building.
- 5.41 The policies relevant and responded to within the proposed development landscaping and PfE policies JP-S1, JP-S2, JP-G7, JP-G8; and UDP policies EN1/2, EN6/3.

Recreational Facilities

- 5.42 The inclusion of a multi-use games area (MUGA), padel courts and associated sports infrastructure introduces new, high-quality recreational opportunities within an established employment site.
- 5.43 These facilities will promote employee wellbeing, active lifestyles and social cohesion, consistent with wider policy objectives in the UDP and NPPF to support healthy workplaces. Sports lighting and associated storage facilities have been sensitively integrated to minimise visual intrusion and maintain appropriate separation from residential boundaries.

- 5.44 Through the inclusion of such recreational measures, the proposed development accords with PfE policy JP-P6, alongside UDP policies RT2 and RT2/1.

Technical Considerations

Air Quality Assessment

- 5.45 An Air Quality Assessment, prepared by Redmore Environmental has been submitted in support of this planning application. The assessment was undertaken to establish potential impacts associated with fugitive dust emissions during the construction phase of the proposed development, road transport emissions during the operational phase of the proposed development; and, to identify any requirement for relevant mitigation measures.
- 5.46 The report concludes that during the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Site-specific dust control measures were subsequently determined based on the identified risk ratings. Subject to implementation, residual air quality impacts from dust generated by earthworks, construction and trackout activities are predicted to be not significant.
- 5.47 During the operational phase of the proposed development, road traffic exhaust emission impacts may occur in association with vehicles travelling to and from the site. These were assessed using the IAQM screening criteria. Due to the nature of the development, road traffic exhaust impacts were predicted to be not significant.
- 5.48 Overall, air quality factors are not considered a constraint to planning consent for the development. The proposals are therefore in line with policies JP-S5 and JP-P1 of the PfE and Section 15 of the NPPF.

Digital Connectivity Assessment

- 5.49 A Digital Connectivity Assessment, produced by GTech Surveys Limited has been submitted to accompany the application submission. The report details the findings of licensed and other available information to address requirements regarding potential digital connectivity for the proposed development.
- 5.50 The assessment states that the area surrounding the application site is already likely to have excellent download speeds (expected to be at least 100+ megabits per second), with confirmation that both Virgin Media and BT Openreach have existing fibre infrastructure adjacent to the site. It is further noted that between the two, BT Openreach has a better potential of ensuring a full fibre connection due to its existing connection to their network at the site.
- 5.51 Recommendations include applicant engagement with a broadband infrastructure provider in order to establish the most optimal data infrastructure solution for the proposal.
- 5.52 Resultingly, the proposals are considered to conform with policy JP-C2 of the PfE and NPPF Section 10.

Crime

- 5.53 A Crime Impact Statement (CIS) has been produced by a crime prevention design consultant for Greater Manchester Police.
- 5.54 The report confirms that from a crime prevention perspective, there a number of positive features of the development included contributing to the prevention of crime and fear of crime. It is also noted that overall, the redevelopment of this site will bring a currently vacant site back into use.
- 5.55 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. The principal recommendations relate to enclosing the perimeter of the site with secure fencing, ensuring the security hut is staffed 24/7 to direct all access and egress to and from the site, and the secure enclosure of external MUGA and padel courts.
- 5.56 Considering the above, the proposals are in line with EN1/5 of the of the Bury UDP, policy JP-P1 of the PfE plan, and Sections 8 and 12 of the NPPF.

Arboriculture

- 5.57 The Arboricultural Impact Assessment, prepared by E3P, evaluates the potential impacts of the proposed development on existing trees at JD Campus, Bury, and identifies the necessary mitigation measures to ensure their protection throughout construction and operation.
- 5.58 The Assessment records 26no. individual trees, 4no. groups of trees and 3no. hedgerows within or adjacent to the site. No veteran trees or on-site statutory protections are present, although 2no. off-site trees are subject to Tree Preservation Orders. The assessment identifies that 1no. low-quality Category C tree (T016) requires removal in order to accommodate the proposed development.
- 5.59 Assessment reviews potential impacts from construction activities, including the installation of a security gate post within the existing hardstanding that lies inside the Root Protection Areas (RPAs) of trees T012, T013 and T014. The report notes that these incursions can be managed through precautionary methodologies consistent with BS 5837:2012.
- 5.60 No significant pruning is required, as existing canopies already provide sufficient clearance above footpaths and access routes. No additional impacts to tree RPAs on unsealed ground are anticipated, and existing sealed surfaces and security fencing are considered effective in safeguarding retained trees.
- 5.61 The report concludes that, with adherence to the recommended tree protection measures and appropriate construction precautions, the proposed development will not give rise to significant adverse arboricultural impacts. The retained trees can be successfully protected throughout the works.
- 5.62 More information can be found in the Arboricultural Impact Assessment prepared by E3P.
- 5.63 The proposals are therefore in line with UDP policies EN6/3 and E8/2, PfE policies JP-G7 and JP-G8, along with Section 15 of the NPPF.

Ecology

Preliminary Ecological Appraisal and Biodiversity Net Gain

- 5.64 The proposals have been carefully considered to negate where possible and minimise negative ecological impacts. A Preliminary Ecological Appraisal Report has been prepared by Dunham Ecology and submitted as part of this application.
- 5.65 The purpose of this report is to use available data and field survey results to evaluate ecological features alongside the issues and opportunities that may arise following the development, and to present the BNG calculation results.
- 5.66 2no. statutory and 7no. non-statutory designated sites were identified within 2km of the site, with one Natura 2000 site established within 10km. Hollins Vale LNR (and SBI) was particularly noted for its close proximity to the site, therefore requiring that a suitable buffer is provided in-situ to prevent degradation and disturbance to the LNR.
- 5.67 While no significant issues in relation to protected species have been identified, recommendations include the removal of hedgerow and mitigation measures to prevent pollution of protected sites are to follow the methodology outlined in the required CEMP, vegetation clearance works to be undertaken outside of the nesting bird season or preceded by a qualified ecologist survey.
- 5.68 A BNG and Biodiversity Metric Calculations have also been prepared by Dunham Ecology. According to the report, the proposed scheme achieves a 10% increase in BNG and satisfies all trading rules with no further design changes required in this regard.
- 5.69 It is noted that the habitats of most importance on the site are 'Individual trees – Urban trees' consisting of 156no. trees, neutral grassland and species-rich hedgerows, which are recommended to be retained and enhanced wherever possible. Where this is deemed not possible, any lost habitats are recommended to be replace on like for like or better basis.
- 5.70 Furthermore, it is recommended that a sensitive lighting strategy is incorporated into the design to prevent disturbance to protected/priority species (bats), alongside the installation of bat and bird boxes for site enhancement measures.

Bird and Bat Box Plan

- 5.71 A Bat and Bird Box Plan has been prepared to enhance biodiversity within the JD Sports Campus development.
- 5.72 The plan confirms that the installation of boxes will provide additional nesting and roosting opportunities for birds and bats, supporting species that may use retained trees and adjacent habitats. This measure contributes positively to ecological enhancement and aligns with Biodiversity Net Gain objectives.
- 5.73 The plan recommends the installation of bat and bird boxes on existing mature trees across the site. The specification, number, and locations of these boxes are detailed on Plan 3 (Ref: 10085/P003). These



enhancements are considered appropriate and proportionate to the site's ecological context and will help satisfy relevant planning policies and biodiversity requirements.

Invasive Non-Native Species Method Statement

- 5.74 The Invasive Non-Native Species Method Statement, prepared by Urban Green, has been produced in order to suitably control and mitigate against both cotoneaster and Himalayan balsam species identified on site.
- 5.75 The report provides a comprehensive method statement, provided in Section 1.3 of the supporting report.
- 5.76 On the basis of the above and the further detail contained within the supporting Invasive Species Method Statement the proposed development is in line with policies EN6/3 and E8/2 of the UDP and Section 15 of the NPPF.

Transport

- 5.77 A Transport Statement has been prepared by Eddisons in order to assess and advise on highways related matters in regard to the proposed development.
- 5.78 According to the report, the site, which is well connected to the local highway network has been demonstrated to be safely accessible on foot, by cycle and by public transport. It is additionally noted that there will be a resultant reduction in vehicle movements on the local highway network than that considered by the local highway authority during determination of the hybrid application.
- 5.79 The traffic impact of the proposals has also been considered to not be material, with the car and motorcycle parking provision deemed to be appropriate, including EV charging and cycle parking provision which have both been provided in excess of the requirements.
- 5.80 In conclusion, it is considered that the development is acceptable from a transport perspective; and therefore in line with policy HT2/4 of the UDP, PfE policies JP-Strat14, JP-S5, and JP-C8, alongside Section 9 of the NPPF.

Noise

- 5.81 The Noise Impact Assessment has been undertaken by Cundall to assess the acoustic impacts around the development site.
- 5.82 An environmental noise survey indicated that of the two positions (MP1 and MP2) selected for the study the noise levels at MP1 are higher than at MP2 due to closer proximity to the main noise source at the site, noted to be from Pilsworth Road due to 'rush hour' traffic on a typical weekday morning.

- 5.83 For light-weight clad buildings, both the specification of building fabric and the specification of glazing are considered as primary factors in determining the internal ambient noise level within noise sensitive areas due to noise ingress from outside.
- 5.84 The minimum sound reduction requirements for facades across the development was calculated based on meeting the 50 dB LAeq,T Internal Ambient Noise Level criterion within the pavilion building. Resultingly, an example of glazing/façade configuration capable of achieving this minimum is set out below:
- Standard thermal double glazing: Rated at $R_w + C_{tr}$ 28 dB*
 - Insulated composite cladding panel to external walls with mineral wool insulation. Cladding support rails internally to Structural Engineer's design: Rated at $\geq R_w + C_{tr}$ 29 dB
 - Insulated composite roof panel with no additional linings: Rated at $\geq R_w + C_{tr}$ 22 dB
- 5.85 The above specification is noted to apply to glazing, frames, and all seals on any openable parts of the systems, and any required ventilation or condensation control mechanisms when in the 'open; or 'operating' position. The suppliers are expected to prove via certified test results that the sound reduction figures can be achieved.
- 5.86 The assessment of external plant noise impacts suggests that with the proposed acoustic mitigation measures incorporated into the scheme, the worst-case sound impact from the building services plant associated with the canteen elements of the development is predicted to be 3 dB below the representative background sound level when assessed at 1 metre from the nearest noise-sensitive receptors.
- 5.87 With reference to the proposed canteen limits, it can be seen that the highest predicted rating level of 42 dB LA_r,T_r also allows for an equal apportionment of future noise contributions from external plant associated with the future gym fit-out.
- 5.88 The sports activity noise assessment for the MUGA and padel courts was determined using a model produced via SoundPLAN 9.1 acoustic modelling software, which accurately records sound propagation by taking into account topographical variations, barrier attenuation from existing landscaping and buildings, and distance attenuation.
- 5.89 The site model is used alongside a sound power data for sports activity which has been calibrated based on source noise level data, under the assumption that the MUGA and padel courts will potentially be in continuous use for a 1-hour assessment period.
- 5.90 In the absence of any specific acoustic mitigation for the MUGA or padel courts, it is expected that the averaged free-field noise levels at nearby residences will not exceed 50 dB LAeq,T. Grid noise contours are calculated at a height of 1.5 metres above the terrain, whereas façade levels at NSRs are presented at the worst-case affected building window height.

- 5.91 It is confirmed that without the need for any specific acoustic mitigation, noise impacts associated with the MUGA are expected to be comply with both BS 8233 best-practice design criteria and the Sports England criteria.
- 5.92 On the basis of the above information and supporting documentation the proposed development is considered to comply with UDP policy EN7/2, policies JP-P1 and JP-P5 of the PfE plan and section 15 of the NPPF.

Preliminary Risk Assessment

- 5.93 A Preliminary Risk Assessment (PRA) has been prepared by Groundtech Consulting Ltd on behalf of JD Sports for the proposed development of a new office block at Pilsworth Road, Bury.
- 5.94 The report establishes the environmental and geotechnical context of the site and provides a Conceptual Site Model to identify potential contamination sources, pathways, and receptors. It confirms that the site was historically occupied by a warehouse and plant hire depot, with surrounding land uses including former bleach works, tanks, and landfill sites. Made Ground is anticipated, and potential contaminants include heavy metals, hydrocarbons, PAHs, and asbestos. Ground gas risk from nearby landfills and infilled ponds is considered moderate to high.
- 5.95 The PRA concludes that risks to human health from soils are moderate to low, vapour risks are low, and risks to controlled waters are low. However, ground gas monitoring and intrusive investigation are recommended. The report advises that piled foundations are likely to be required and highlights possible constraints from coal seams and faults. A detailed ground investigation is proposed, including boreholes, trial pits, chemical testing, and gas monitoring, to confirm conditions and inform design.
- 5.96 On the basis of the above, the proposed development complies with policies EN6, EN7 and EN10 of the Bury UDP, DM-1 and DM-40-41 of the PfE and Sections 11 and 15 of the NPPF.

Remediation

- 5.97 The Remediation Specification, prepared by Groundtech Consulting, ensures that upon completion of the commercial development, it can be demonstrated that the ground and groundwater conditions at the site are appropriate for its intended use and risks to identified receptors have been reduced to an acceptable level.
- 5.98 The Remediation Specification includes the protection measures required during the enabling works phase and to be installed in the construction phase of the commercial redevelopment.
- 5.99 The scope of the Remediation Specification includes the following:
- Summary of Conceptual Site Model.
 - Summary of the Pollution Linkage Risk Assessment.
 - Remediation Options Appraisal including detailed assessment of preferred options.

- Implementation of preferred remedial solution.
- Specification for the remediation works.

5.100 On the basis of the above, the proposed development complies with policies JP-S1, JP-S4, section 15 of the NPPF and therefore suitable for the discharge of condition 3 of the outline consent.

Construction Environment Management Plan

5.101 The Construction Environment Management, Method Statement Plan and Construction Traffic Management Plan, prepared by Caddick Construction has been produced in order to suitably protect the Local Nature Reserve from dust debris, run-off and pollution and to satisfy typical planning obligations for the site.

5.102 The supporting report produced is considered to provide both a comprehensive Construction Environment Management Plan and Construction Management Plan in line with the condition wording detailed in Section 4.0 of the supporting document.

5.103 The CEMP outlines that while hours of work are noted as 08:00 to 18:00 on Mondays to Fridays and 09:00 to 14:00 on Saturdays, the concrete slab finishing works will need to be held outside of these hours, with the climatic conditions on the day of the pour dictating completion times.

5.104 The report states that the site will be fully secured at all times, with site hoarding including signage to ward people away from the site of ongoing construction works and to display traffic warnings.

5.105 The public right of way will be enhanced during construction works, during which an alternative pedestrian route will be created

5.106 Mitigation measures have also been incorporated into the Method statements and risk assessments including:

- Elimination of noisy works where practicable and replacement with alternative measures;
- Use of hybrid generator with battery pack to avoid out of hours noise;
- Installation of site plant fitted with effective exhaust silencers;
- Shut down of intermittently used machines/plant between work;
- Sequential start up of plant and vehicles, and regular servicing and maintenance of plant to minimise emissions;
- Collected of general and construction waste using segregated skips in dedicated skip area;
- Regular monitoring of dust levels;
- No mechanical cutting of materials without sufficient measures in place to control dust;
- Full wetting down operation to be undertaken during adverse weather conditions;
- No burning of any materials on site alongside monitoring of CO2 levels.

5.107 On the basis of the above information and supporting documentation the proposed development is considered to comply with policies EN7/2 ,EN7/3 and EN7/5 of the UDP, policies JP-P1, JP-S5 and JP-C5 of the PfE plan and section 15 of the NPPF.

Energy

5.108 An Energy Strategy Report, prepared by Kennedy Redford, has been prepared to support the application for the JD Sports Campus Pavilion Building.

5.109 The report sets out a comprehensive energy strategy based on the energy hierarchy (Be Lean, Be Clean, Be Green), incorporating passive design measures, a fabric-first approach, and low/zero carbon technologies such as air source heat pumps and solar PV. The design exceeds Building Regulations Part L standards and achieves a 30% improvement over the 2013 TER, aligning with Bury Council's sustainability requirements.

5.110 The strategy demonstrates compliance with national and local planning policy by reducing carbon emissions, improving energy efficiency, and supporting climate change mitigation objectives. It also considers future guidance under the Greater Manchester Places for Everyone plan and the NPPF, ensuring the development meets high environmental performance standards.

5.111 On the basis of the above information and supporting documentation, the proposed development is considered to comply with Policies EN7/1, EN7/2 and EN7/3 of the Bury UDP, Policies JP-S1, JP-S2 and JP-G8 of the PfE Plan, and Sections 11 and 15 of the National Planning Policy Framework.

Flood Risk Assessment and Drainage

5.112 A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared by Kennedy Redford to support the submission of the application, both form key technical components of the planning submission, providing the evidence necessary to demonstrate that a proposed development is appropriately designed to manage flood risk and surface water in accordance with national and local policy requirements.

The Flood Risk Assessment:

- Identifies all potential sources of flooding affecting the site (fluvial, surface water, groundwater, sewer, canal, reservoir, etc.);
- Assesses the probability and potential impact of flooding on the development and surrounding area;
- Evaluates the vulnerability of proposed land uses in line with the NPPF;
- Demonstrates that the development will be safe for its lifetime without increasing flood risk elsewhere;
- Recommends mitigation measures such as finished floor levels, flood resilience measures, overland flow routes, or safe access/egress arrangements.

The Drainage Strategy:

- Sets out how surface water will be managed in accordance with sustainable drainage (SuDS) principles;

- Calculates surface water runoff rates pre- and post-development to ensure no increase in off-site flood risk;
- Identifies appropriate SuDS components (e.g., attenuation storage, permeable paving, green roofs, flow control devices);
- Demonstrates how the proposed drainage design aligns with local Lead Local Flood Authority (LLFA) guidance;
- Provides an outline maintenance and management plan to ensure long-term performance.

5.113 Together, these documents give assurance to the Local Planning Authority and LLFA that the development is technically robust, minimises flood risk, and complies with the NPPF, local policies, and statutory drainage requirements.

5.114 As the revised layout is currently being finalised, the FRA and Drainage Strategy will be prepared on that updated basis and submitted promptly thereafter to ensure technical accuracy and alignment with the finalised scheme.

Ventilation

5.115 A Ventilation Statement has been prepared by Kennedy Redford for the proposed Pavilion Building at JD Sports' Bury headquarters.

5.116 The report outlines the ventilation strategy for key areas including the gymnasium, canteen, kitchen, and welfare facilities. It proposes a system based on externally located air handling units with heat recovery, tempered fresh air supply, and dedicated extract systems for toilets and kitchen areas. Acoustic considerations and air permeability targets ($3 \text{ m}^3/\text{hr}/\text{m}^2$ @ 50 Pa) are included to meet statutory requirements.

5.117 The design complies with Building Regulations **Part F (Ventilation)** and **Part L (Energy Efficiency)**, ensuring good indoor air quality, thermal performance, and mitigation of environmental impacts such as noise and odour. The strategy supports sustainable development principles and aligns with local and national planning policy objectives.

5.118 On the basis of the above information and supporting documentation, the proposed development is considered to comply with Policies EN7/1 and EN7/2 of the Bury UDP, Policies JP-S2 and JP-G9 of the PfE Plan, and Sections 11 and 15 of the National Planning Policy Framework.

Health Impact Assessment

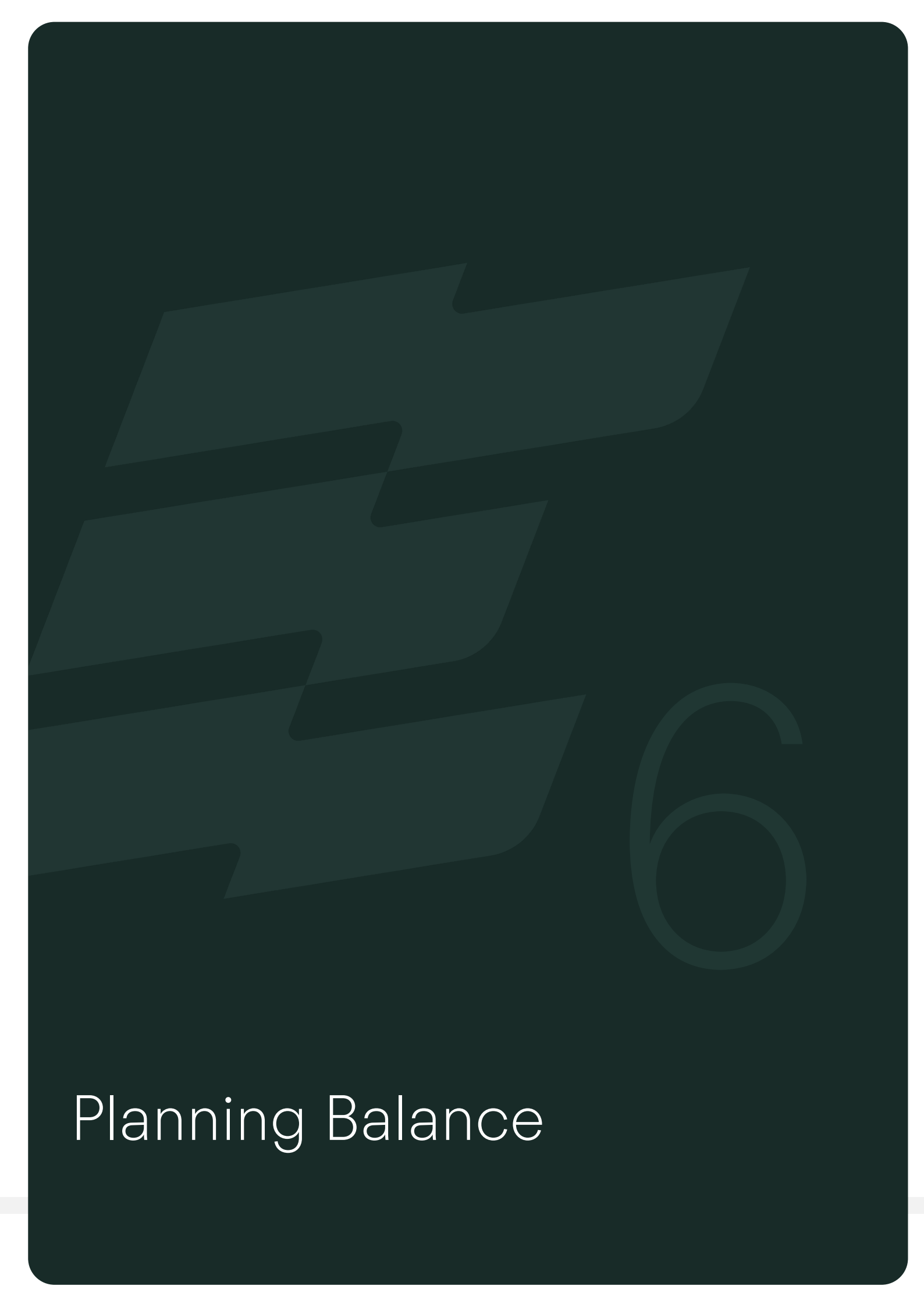
5.119 A Health Impact Assessment (HIA) has been prepared, by Enabl, for the proposed Pavilion development at JD Sports' Bury Campus.

5.120 The HIA evaluates potential health and wellbeing impacts using the NHS HUDU Rapid Assessment Tool and considers determinants such as access to open space, active travel, air quality, noise, social cohesion, and climate resilience. The assessment concludes that the scheme will deliver positive health outcomes through enhanced recreational facilities, improved landscaping, biodiversity gains, and active travel



infrastructure. It also incorporates sustainable design measures, renewable energy provision, and SuDS drainage, supporting climate adaptation and resilience.

- 5.121 The report confirms alignment with national and local policy objectives for creating healthy, inclusive environments and demonstrates that the development will not result in adverse health impacts. Recommendations focus on maintaining inclusive design principles and implementing crime prevention measures at detailed design stage.
- 5.122 On the basis of the above information and supporting documentation, the proposed development is considered to comply with Policies CF1, RT1 and RT4 of the Bury UDP, Policies JP-P6, JP-S2 and JP-G9 of the PfE Plan, and Sections 8 and 15 of the National Planning Policy Framework.

The image features a dark teal background with several overlapping, semi-transparent geometric shapes in varying shades of teal and dark grey. These shapes are primarily located on the left side of the frame. On the right side, a large, stylized number '6' is visible, rendered in a dark teal color that blends with the background.

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 NPPF.

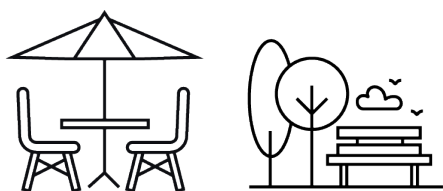
Economic Benefits



The proposals would boost economic development, 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 enhance the long-term economic resilience of the campus, improving its attractiveness as a destination for various stakeholders.
- The commercial 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.

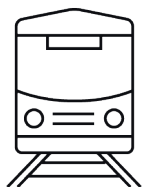
Social Benefits



Community infrastructure of various sizes and typologies will be provided.

- The proposal offers health and wellbeing improvements by providing accessible and modern sports facilities encouraging physical activity and social interaction.
- The proposal creates a stronger campus community by providing high-quality communal leisure spaces that support socialising and foster a sense of belonging.
- The proposal will see the inclusion of mobility-impaired parking spaces, improved pedestrian routes and facilities supporting inclusivity and accessibility.

Environmental Benefits



The proposal's situation 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.
- The incorporation of SuDS will support natural infiltration, reduce surface-water runoff and improve climate resilience.
- Attractive landscaping and planting will contribute towards the enhanced biodiversity and the greening of the urban environment, providing natural cooling and carbon capture and a pleasant environment for the public.
- Sustainable travel and provision of EV charging spaces, alongside future-proofed EV infrastructure will lead to reduced carbon emissions, promoting a modal shift away from conventional petrol/diesel vehicles.

- 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 of 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.