

DRAFT Infrastructure Phasing and Delivery Strategy

Northern Gateway (JPA1.1)

Version: Draft
November 2024

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1. Introduction

- 1.1 This Infrastructure Phasing and Delivery Strategy ('IPDS') supports the Northern Gateway Development Framework ('NGDF') Supplementary Planning Document ('SPD'), which relates to the comprehensive development of land at JPA 1.1 Heywood / Pilsworth (Northern Gateway) (hereafter known as 'the site') as allocated within the Places for Everyone Joint Development Plan Document ('PfE') (adopted March 2024).
- 1.2 This IPDS is produced jointly by Bury and Rochdale Councils (hereafter collectively referred to as 'the Councils'), in coordination with major stakeholders and infrastructure providers.
- 1.3 This version of the IPDS is published to accompany the Consultation stage draft of the NGDF SPD. Whilst the IPDS does not form part of the formal consultation, the IPDS will be used as a basis for ongoing engagement with stakeholders. This draft strategy seeks to provide an agreed structure, identify currently known infrastructure requirements, identify important stakeholders that will support delivery, provide indicative phasing and establish principles by which the Councils and stakeholders will be expected to operate in a coordinated manner to achieve the vision and objectives of the site.

Purpose & Status of the IPDS

- 1.4 Northern Gateway is a large nationally significant location for new employment-led development. PfE anticipates the delivery of around 1.2 million sqm of industrial and warehousing space and around 1,200 homes. It is anticipated that the site has the potential to take approximately 20 years to be delivered, although the baseline assumption is that around 935,000 sqm of employment space will be delivered within the PfE plan period to 2039.
- 1.5 This requires a coherent and coordinated approach to the provision of strategic infrastructure, through the direct delivery of on-site and off-site infrastructure, and through financial contributions secured by appropriate planning obligations, as well as through public funding streams. These contributions will ensure delivery of the site provides mitigation for the impacts of the development on the surrounding communities and the environment, as well as achieving the full aspirations of PfE.
- 1.6 The comprehensive approach and masterplan set out within the NGDF SPD identifies a number of key infrastructure requirements, the provision of which is a critical component of being able to achieve the Councils aims of sustainable masterplanning and placemaking. The Councils consider that the delivery of the key infrastructure is essential for realising the Vision and Strategic Objectives of the NGDF.
- 1.7 To support the delivery of infrastructure across the site, this IPDS sets out how infrastructure provision, including on and off-site delivery and funding and financial contributions, can be delivered comprehensively. The IPDS, published as a 'live document', will be regularly updated outside of the SPD process, allowing the strategy to respond to constraints, opportunities and the availability of funding, as the site is brought forward for development.

- 1.8 The IPDS provides the descriptions of the various infrastructure requirements, alongside an overview of the proposed approach to build-out, including phasing and sequencing, across the site as a whole. Later versions of the IPDS will provide further clarity on these requirements, identifying the relevant delivery phases for each.
- 1.9 All development within the site will need to respond to this IPDS, which will be a material consideration in the determination of all relevant applications for planning permission relating to development within the allocation site. Additionally, there may be significant developments outside of the allocation which have the potential for material impacts, either individually or cumulatively, on the infrastructure identified in this IPDS. It is essential that such impacts do not prejudice the ability of the site to be brought forward. The Councils will expect applications for such development to have regard to this IPDS and to contribute towards the delivery of onsite and offsite infrastructure where impacts are identified.
- 1.10 Planning permission has already been granted for up to 175,460 sqm of employment floorspace, 1,000 homes, a local centre and a new primary school on the eastern part of the site at South Heywood, delivering an early phase of development. The existing permissions are subject to clearly defined infrastructure and s106 obligations, including but not limited to strategic highways, public transport and social infrastructure. This IPDS relates solely to the subsequent phasing and delivery of the remaining site.

Policy Background

- 1.11 PFE forms part of the statutory development plan for both Bury and Rochdale. It sets a clear policy direction that development within the site will be required to be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the Greater Manchester conurbation.
- 1.12 The following PFE policies are of most relevance to this IPDS:
- **Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway)** requires development within the site to be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy in line with Policy JP-D1 (see below), that has been agreed with the local planning authorities (LPAs). This policy also requires development within the site to make provision for a range of supporting infrastructure, including new and improved sustainable transport and highways infrastructure, affordable housing, primary and secondary school provision, green and blue infrastructure and compensatory improvements to the Green Belt.
 - **Policy JP-D1: Infrastructure Implementation** sets out how the Councils will encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensure that these are addressed through building design, utility networks and connections in time to serve the proposed development. This policy also requires applicants to prepare an infrastructure phasing and delivery strategy to be agreed by the LPA(s) for sites where build out will be delivered by different developers or in

phases. This strategy must outline what needs to be provided by when and who will fund and deliver it.

- **Policy JP-D2: Developer Contributions** requires developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, planning obligations under Section 106 of the Town and Country Planning Act 1990, agreements made under Section 278 of the Highways Act 1990, and/or through the Community Infrastructure Levy ('CIL') (or any subsequently adopted planning gain regime).

- 1.13 Given the scale, number of landowners, and long-term nature of the site as the largest allocation in PFE, the Councils have sought to lead on the provision of an IPDS. This will be informed by stakeholders and regularly reviewed with future applicants.

2. Strategic Infrastructure Requirements

2.1 The following factors will inform the determination of infrastructure requirements for the site as the development proceeds:

- The infrastructure required both on and off-site to deliver the full scale and quantum of development proposed within the site.
- The proposed masterplanning of the site (as set out in the NGDF SPD), including the location of key developable parcels/phases and their proximity to existing or proposed infrastructure.
- The need for flexibility in development plots and buildings, and their associated infrastructure requirements, so that the site can react quickly and proactively respond to market requirements and potential occupiers' specific requirements.
- The need to identify the stakeholders involved in the design and project management of each infrastructure component. These will be supported by other parties, to be identified during the delivery phase, who will contribute to the physical delivery and funding of each infrastructure component.
- The individual importance of each infrastructure component and the need to deliver each item of infrastructure to ensure the comprehensive delivery of the whole of the site. All development will be expected to contribute towards infrastructure provision.
- The required timing of delivery (i.e. 'delivery phase' and 'triggers') of each infrastructure component.
- The mechanism for securing delivery of each infrastructure component.

2.2 This IPDS provides below an overview of the strategic infrastructure requirements that are fundamental to the comprehensive delivery of the site. These include requirements that are quantitatively defined to address measurable mitigation such as highway capacity, Biodiversity Net Gain, drainage attenuation etc but which will also identify the qualitative elements which are essential to realise the Vision and Strategic Objectives established in the NGDF SPD. These are identified through the following strategic infrastructure categories:

- Accessibility, comprising:
 - Active Travel (AT)
 - Public Transport (PT)
 - Local Highway Network (LHN)
 - Strategic Road Network (SRN)
- Drainage, Energy & Utilities, comprising:

- Water and Drainage Infrastructure (WI)
- Energy Infrastructure (EI)
- Digital and Telecommunications Infrastructure (DTI)
- Community Infrastructure and Social Value (CI)
- Strategic Green Infrastructure & Biodiversity (GI)
- Green Belt Compensation (GBC), comprising compensatory improvements to the environmental quality of and accessibility to land remaining within the Green Belt.

2.3 As identified in PfE, significant investment in off-site infrastructure will be required to deliver the whole site. This includes the SRN and the Councils are currently working with National Highways through their Project Control Framework (PCF) Process to identify what mitigation is required around the site on the M66 and the M62. This is reflected in this IPDS but as a 'live document' it will be reviewed as the PCF process evolves. It is likely that some early phases of development can come forward ahead of improvements to the SRN.

2.4 Through further engagement with stakeholders, further details will be provided for the requirements below, which will include identification of the responsible parties for delivery, the phase in which the infrastructure will be expected to be delivered, and the delivery mechanisms involved. Prioritisation of these requirements will be assessed based upon further understanding of the phasing of delivery and the impacts of developments proposed.

Accessibility

Active Travel (AT)

| Infrastructure Item | | Type |
|---------------------|--|-------------------------|
| AT1 | Active Travel Routes from Bury to Northern Gateway (JPA 1.1) via Aviation Road. | Off-Site Infrastructure |
| AT2 | Active Travel Routes from Rochdale to Northern Gateway (JPA 1.1), including: | Off-Site Infrastructure |
| | AT2.1: via Pilsworth Road. | Off-Site Infrastructure |
| | AT2.2: via Manchester Road. | Off-Site Infrastructure |
| AT3 | Active Travel Routes from Heywood to Northern Gateway (JPA 1.1), including: | Off-Site Infrastructure |
| | AT3.1: via Pilsworth Road. | Off-Site Infrastructure |
| | AT3.2: via Moss Hall Road. | Off-Site Infrastructure |
| AT4 | Active Travel Routes from Prestwich to Northern Gateway (JPA 1.1) via Simon Lane. | Off-Site Infrastructure |
| AT5 | Active Travel Routes from Radcliffe to Northern Gateway (JPA 1.1), including: | Off-Site Infrastructure |
| | AT5.1: via Parr Lane. | Off-Site Infrastructure |
| | AT5.2: via Bury. | Off-Site Infrastructure |
| AT6 | Active Travel Routes from Broughton Park to Northern Gateway (JPA 1.1), including: | Off-Site Infrastructure |
| | AT6.1: via Heywood Road. | Off-Site Infrastructure |
| | AT6.2: via Simon Lane. | Off-Site Infrastructure |
| AT7 | Active Travel Routes from Middleton to Northern Gateway (JPA 1.1), including: | Off-Site Infrastructure |
| | AT7.1: via Whittle Lane. | Off-Site Infrastructure |
| | AT7.2: via Simon Lane. | Off-Site Infrastructure |
| AT8 | Active Travel Routes from Mills Hill to Northern Gateway (JPA 1.1), including: | Off-Site Infrastructure |
| | AT8.1: via Whittle Lane. | Off-Site Infrastructure |
| | AT8.2: via Stakehill. | Off-Site Infrastructure |
| AT9 | Active Travel Routes from Chesham to Northern Gateway (JPA 1.1) via Aviation Road. | Off-Site Infrastructure |
| AT10 | Active Travel Routes from Whitefield to Northern Gateway (JPA 1.1). | Off-Site Infrastructure |
| | AT10.1: via Parr Lane | Off-Site Infrastructure |
| | AT10.2: via Simon Lane | Off-Site Infrastructure |
| AT11 | Active Travel Route via Pilsworth Road Connector | Off-Site Infrastructure |
| AT12 | Active Travel Route via A6045 Connector | Off-Site Infrastructure |
| AT13 | Active Travel Route via Egypt Lane Connector | Off-Site Infrastructure |
| AT14 | Active Travel Route via Manchester Old Road Connector | Off-Site Infrastructure |

Public Transport (PT)

| Infrastructure Item | | Type |
|--------------------------|--|-------------------------------------|
| Bus Services | | |
| PT1 | Improved bus connections between Northern Gateway (JPA 1.1) and Bury (including Bury Town Centre, Radcliffe, Whitefield and Prestwich). | Off-Site Infrastructure |
| PT2 | Improved bus connections between Northern Gateway (JPA 1.1) and Rochdale (including Rochdale Town Centre, Heywood, Middleton). | Off-Site Infrastructure |
| PT3 | Improved bus connections between Northern Gateway (JPA 1.1) and Manchester. | Off-Site Infrastructure |
| PT4 | Provision of bus connection between Northern Gateway JPA1.1 & JPA1.2 | Off-Site Infrastructure |
| On-Site Public Transport | | |
| PT5 | Northern Gateway (JPA 1.1) 'Multi-Modal Mobility Hub(s)', providing car parking and access to Shuttle Bus Service / Demand Rapid Transit, as well as micro-mobility transport options (e.g. e-bikes/scooters/vehicles) | On-Site Infrastructure |
| PT6 | Northern Gateway (JPA 1.1) On-Site Shuttle Bus Service / Demand Rapid Transit. | On-Site Infrastructure |
| PT7 | Northern Gateway (JPA 1.1) micro-mobility transport options (e.g. e-bikes/scooters/vehicles) | On-Site Infrastructure |
| PT8 | Potential tram-train on the East Lancashire rail line between Bury and Rochdale | On-Site and Off-Site Infrastructure |

Road Network

| Infrastructure Item | Type |
|---------------------|------|
|---------------------|------|

| Local Road Network (LRN) | | |
|------------------------------|--|-------------------------|
| LR1 | Northern Gateway Internal Road Network. | On-Site Infrastructure |
| LR2 | M62 Junction 19 Link Road (Queen Elizabeth II Way), comprising 2.2km link road between M62 and Pilsworth Road. | On-Site Infrastructure |
| LR3 | Western Access (comprising Pilsworth Road, east and west of J3 and Moss Hall Road). | Off-Site Infrastructure |
| LR4 | Hollins Brow / Hollins Lane Junction. | Off-Site Infrastructure |
| LR5 | A6045 Heywood Old Road / Whittle Lane Junction, comprising additional traffic management measures on Whittle Lane. | Off-Site Infrastructure |
| Strategic Road Network (SRN) | | |
| SRN1 | M62 Junction 19 – additional capacity improvement works. | Off-Site Infrastructure |
| SRN2 | M66 Junction 3 (Pilsworth Interchange) – additional capacity improvement works. | Off-Site Infrastructure |
| SRN3 | M66 Junction 2 – localised junction improvements. | Off-Site Infrastructure |

Drainage & Utilities

Water & Drainage Infrastructure (WI)

| Infrastructure Item | | Type |
|---------------------|--|-------------------------|
| WI1 | Northern Gateway (JPA 1.1) on-site surface water drainage system | On-Site Infrastructure |
| WI2 | Northern Gateway (JPA 1.1) on-site foul water drainage system | On-Site Infrastructure |
| WI3 | Northern Gateway (JPA 1.1) on-site water supply | On-Site Infrastructure |
| WI4 | Provision of new terminal pumping station | On-Site Infrastructure |
| WI5 | Provision of 2.5km rising main to connect to Bury Wastewater Treatment Works | Off-Site Infrastructure |
| WI6 | 400m water main, network reinforcement | Off-Site Infrastructure |
| WI7 | Upgrade to Pilsworth Road Main | Off-Site Infrastructure |

Energy Infrastructure (EI)

| Infrastructure Item | | Type |
|---------------------|---|-------------------------|
| EI1 | Northern Gateway (JPA 1.1) on-site electricity network | On-Site Infrastructure |
| EI2 | Provision of up to 4no. primary sub stations within Northern Gateway (JPA 1.1), each providing 30 megavolt-amperes (MVA) capacity. | On-Site Infrastructure |
| EI3 | 132 kilowatt (KW) connection and 8km of cabling between Northern Gateway (JPA 1.1) and Rochdale Grid Supply Point (GSP). | Off-Site Infrastructure |
| EI4 | Bespoke grid connection upgrades for high usage end-operators | Off-Site Infrastructure |
| EI5 | Potential gas connections (hydrogen capable) to development plots | On-Site Infrastructure |
| EI6 | Incorporation of renewable energy generation and energy saving measures on buildings and development plots | On-Site Infrastructure |
| EI7 | Sustainable backup energy supplies and generators for energy critical users | On-Site Infrastructure |
| EI8 | Potential Heat and Energy Network infrastructure such as waste heat recycling and smart energy networks for energy demand balancing and storage | On-Site Infrastructure |

Digital & Telecommunications Infrastructure (DTI)

| Infrastructure Item | | Type |
|---------------------|---|----------------------------|
| DTI1 | Connection to telecommunications network. | On/Off-Site infrastructure |

Community Facilities and Social Value (CF)

| Infrastructure Item | | Type |
|---|---|---|
| Education and Employment Skills | | |
| CF1 | Financial contribution towards primary & secondary education within Rochdale, to be determined at relevant application stage once the housing numbers and mix is confirmed. | Financial Contribution |
| CF2 | Financial contribution towards primary & secondary education within Bury, to be determined at relevant application stage once the housing numbers and mix is confirmed. | Financial Contribution |
| CF3 | Provision of or contributions towards local social value schemes providing training skills and employment opportunities during construction and operation phases. | Financial Contribution / On-Site Strategies |
| Public Open Space (POS) and Sports Facilities | | |

| | | |
|------------------------------------|--|---|
| CF3 | Provision of POS and sports facilities required to support new residential development at Northern Gateway (JPA 1.1). | On-Site infrastructure / Off-Site infrastructure / Financial Contribution |
| Local Centre and Mixed Use Gateway | | |
| CF4 | Local centre, comprising new primary school, Commercial and local community use facilities, alongside provision of POS and sports facilities | On-Site infrastructure (Approved South Heywood Masterplan Area) |
| CF5 | Mixed Use Gateway, comprising a range of commercial, business and service (Use Class E) and local community uses (Use Class F1 & F2) | On-Site infrastructure |

Strategic Green Infrastructure & Biodiversity (GI)

| Infrastructure Item | | Type |
|---------------------|---|----------------------------|
| GI1 | Minimum 10% biodiversity net gain | On/Off-Site infrastructure |
| GI2 | Integrated and well-connected network of Green and Blue Infrastructure developed with consideration of Local Nature Recovery Strategies | On/Off-Site infrastructure |
| GI3 | Incorporated habitat creation and mitigation for protected species through building and landscaping design | On/Off-Site infrastructure |

Green Belt Compensation (GBC)

| Infrastructure Item | | Type |
|---------------------|---------------------------------------|-------------------------|
| GBC1 | Scheme to be agreed with the Councils | Off-Site infrastructure |

3. Infrastructure Delivery

Introduction

- 3.1 The site requires a package of strategic infrastructure to mitigate the impact of development and to realise its full development potential. The success of the site will ultimately be determined by the extent to which development is delivered comprehensively across the site, in a way that meets the Vision and Strategic Objectives set out within the NGDF SPD.

Delivery Partners

The Councils

- 3.2 The Councils are the Local Planning Authorities (LPA) with jurisdiction over the site and have important statutory powers¹ that can enable major and comprehensive development opportunities to be delivered. The Councils will encourage early and coordinated engagement across landowners and other important stakeholders to identify and plan for the cohesive delivery of infrastructure. Through this IPDS, alongside other relevant planning policy and development management practices, the Councils will establish clear principles and expectations for delivery partners to ensure a cooperative and comprehensively master planned approach is taken to delivery of this infrastructure.
- 3.3 To ensure that the benefits afforded by a comprehensive approach to development are fully realised, where necessary the Councils will consider the use of their statutory powers (including compulsory purchase powers and the over-riding of third party rights) to deliver the allocated development on a comprehensive basis.

Landowners

- 3.4 Many landowners are present across the site, with a smaller number of parties in control of the largest areas. Stakeholder engagement with landowners through the preparation of the NGDF SPD has provided technical support regarding the site context and opportunities, which has in turn informed this IPDS. This has included, amongst others, coordination with the Northern Gateway Development Vehicle ('NGDV') which is a site-specific joint venture of developers that has acted as the primary site promoter through PfE. The NGDV controls land which interfaces key existing infrastructure and the approved South Heywood Masterplan Area which represents the first phase of the site to have come forward, preceding PfE. Notwithstanding this, all landowners within the site have the potential to support delivery of the site and will be required to contribute towards its infrastructure requirements.
- 3.5 Further consultation through the SPD, future pre-application discussions, and formal application submissions will continue to inform the infrastructure requirements, phasing, and delivery mechanisms set out in this strategy.

¹ Including their role as the Local Highway Authorities, Lead Local Flood Authority and Education Authority, as well as their statutory / regulatory functions relating to public health, environmental health, licensing and building control.

Other Key Stakeholders & Partners

3.6 The participation and engagement of a range of other key stakeholders and partners will be essential to supporting the comprehensive delivery of the site. This includes, but is not limited to:

- Greater Manchester Combined Authority (GMCA) and its Mayor
- National Highways
- Active Travel England (ATE)
- Transport for Greater Manchester (TfGM)
- Bus Service Operators
- United Utilities
- Electricity North West
- Telecommunications Providers

Funding & Developer Contributions

3.7 The Councils will require all development across the site to contribute to the provision of strategic infrastructure that is necessary for the comprehensive delivery of the whole of the allocation, and to ensuring that impacts of the development of the site are appropriately mitigated.

3.8 A range of funding and delivery mechanisms will be required, including:

- Developer contributions secured via Section 106 Agreements: Developer contributions and/or delivery of infrastructure in lieu will be secured to assist in mitigating the impact of the development (or relevant phase of the development). In line with the CIL Regulations, contributions will be sought where they are necessary to make the development applied for acceptable in planning terms, and will be fairly and reasonably related in scale to the development.
- Public sector funding: The scale of infrastructure required to realise the full potential of the site will require funding from the public sector. This funding is expected to help stimulate development and support the viability of some of the key infrastructure requirements required to realise delivery of the site.

3.9 An equalisation approach will be followed to ensure that the cost of infrastructure is shared across those benefitting from it. This approach seeks to avoid the costs falling disproportionately on early phases of development or being pushed back to later phases, which would be to the detriment of the comprehensive delivery of the site. The IPDS will continue to be updated to reflect the costs of wider infrastructure requirements of the site as they are understood and will expand upon the approach to equalisation through the contributions to be sought.

3.10 Pre-application discussions with the council(s) will identify parcel-specific infrastructure needs, which will be additional to those site-wide strategic infrastructure components that all development should contribute towards.

4. Infrastructure Phasing

Phasing

- 4.1 Given the scale of the opportunity, full delivery of the site is expected to take place over a 20-year period. Development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach is needed to be responsive to opportunities.
- 4.2 It is not considered practical to provide for the full infrastructure requirements across the site as part of its early development, particularly because of the scale of the site, scheme viability and longevity of its expected delivery. Therefore, infrastructure delivery will be phased through the development cycle of the site, as parcels and phases are brought forward or in response to opportunities.
- 4.3 To maintain flexibility to respond to viability and market conditions, the NGDF SPD and this IPDS do not seek to prescribe the phasing of development but instead provide an indication of the potential timing of delivery currently envisaged, and the infrastructure needed to support the development as it comes forward. A summary of the anticipated phasing is set out in Chapter 9 of the NGDF SPD and is summarised in **Table 4.1** below:

Table 4.1: Indicative Phasing

| Phase | Description |
|----------------------------|--|
| Initial Phase – Employment | <p>It is proposed that the logical and natural first phase of development (after the consented South Heywood development) will stem from the existing highway infrastructure that already exists in and around the site. The extent of the first phase and rate of delivery will be principally driven by market demand.</p> <p>Local highway upgrades are required to both the northern site entrance (Pilsworth Road/Moss Hall Road Junction (south)) and the existing spine road (Whittle Lane) running south through the site to allow initial phases of development in the northern part of the site which in effect will provide an extension to the existing built development and benefit from connection to existing infrastructure to commence.</p> <p>A package of active travel and public transport improvements will be required to connect with nearby communities and town centres. Early planning applications within the site should deliver these interventions in a way that is proportionate and that establishes the principle of the site being accessed in line with the sustainable transport hierarchy.</p> <p>It is anticipated that the next phase of development opportunities will then be provided to the development</p> |

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|-----------------------------|--|
| | <p>plots to the east and west of the existing spine road, generally moving in a southerly direction from the Pilsworth Road/ Moss Hall Road junction (south).</p> <p>To connect these initial phases of development with the local highway network and the strategic road network, improvements to Moss Hall Lane, Pilsworth Road (East and West of the M66) and Junction 3 of the M66 will be required. This infrastructure project is known as the 'Western Access solution' and will allow for increased highway capacity as well as early provision of public transport and active travel links.</p> |
| Initial Phase – Residential | <p>Residential development in the western part of the allocation is also expected to come forward in the early phases of the development. However, this will be independent of the employment part of the site, albeit with longer term requirements to link this site with the wider development as it progresses – specifically with regards to active travel and public transport.</p> <p>Primary access to serve the residential element will be taken from Castle Road and local highway upgrades at the junction between Castle Road and Pole Lane will be required to facilitate this access. A new public transport/active travel corridor from Castle Road and through the residential development will also be required as part of the residential phase, ensuring that land is safeguarded to provide public transport/active travel connectivity to later phases of employment development.</p> |
| Later Phases | <p>As the employment development builds out from the north, further work will be undertaken to explore how later phases, and infrastructure, can be brought forward. Significant levels of investment in the SRN will be required and is likely to include a scheme of mitigation and improvement at Junction 3 of the M66 and Junction 19 of the M62. The exact requirements will be determined through joint working and detailed highways modelling with National Highways.</p> <p>Public transport access from Bury and Rochdale to the site will be improved and could include:</p> <ul style="list-style-type: none"> • Introduction of local bus services to/from key communities around the site, including, Bury, Heywood, Middleton, Langley, Rochdale, Radcliffe, Whitefield and Prestwich, as well as wider connections to the City Centre, Oldham and Ramsbottom/Rossendale. • Tram-train on the Bury-Heywood-Rochdale line to the north of the site. |

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- A spur into the Northern Gateway site from the Bury-Heywood-Rochdale tram-train line.
 - Several active travel routes linking the site to surrounding communities and beyond, utilising existing crossing points across the strategic road network and potentially new crossing infrastructure.

Later phases will also require internal highways infrastructure, including at least one bridge over Whittle Brook to connect the parcels with the internal spine road.

Infrastructure in all phases must enable and link active travel and public transport connections throughout the whole site, including links through the residential component of the site although general traffic movement (including cars and HGVs) will not be permitted through this route.

- 4.4 The scale of the site represents the largest new employment site in Greater Manchester and one of the few sites across the country with the potential to be able to accommodate a large investor 'Giga-scale Plus' opportunity. It is envisaged that the site will be promoted for a giga opportunity and there is potential for this to be located within different parts of the site. The phased delivery of the development and its infrastructure will have regard to this opportunity and facilitate this potential by ensuring that the siting of built development and infrastructure do not unduly constrain future proposals.

Sequencing

- 4.11 The site comprises a number of development parcels/phases. It is envisaged that more than one parcel/phase of development may come forward at the same time, subject to:

- The requirements of the allocation-wide comprehensive masterplan set out within the NGDF SPD, demonstrating how that particular parcel/phase of development will contribute towards the achievement of the comprehensive delivery of the whole site, including the delivery of the required key infrastructure, and
- Evidence being provided that the Councils, National Highways and other relevant infrastructure undertakers are satisfied that there is sufficient infrastructure capacity to support such developments. This could, for example, include audit/review of existing and planned infrastructure, and where capacity issues are encountered, the submission of an agreed plan which addresses such issues, including the delivery of on-site or off-site infrastructure and/or the making of financial contributions as necessary (which may be pooled); and
- A robust Construction Management Plan.

- 4.12 Any development proposals within the allocated site should also demonstrate that the development will not displace or contribute to/exacerbate infrastructure issues in other parts of the site, or elsewhere in the Boroughs.
- 4.13 Subject to the principles identified in Paragraph 5.2 below, the Councils will need to be satisfied that development of individual parcels/phases will not sterilise, delay or frustrate the delivery of other parts of the site. Piecemeal and individual planning applications which fail to provide appropriate strategic infrastructure (whether by delivery on the ground or by financial contributions) will be resisted.

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5. Phasing and Delivery Principles

5.1 The phasing and delivery of infrastructure as identified in this IPDS will be required to follow a set of principles to ensure comprehensive delivery of the site which meets the strategic vision and objectives of the councils.

5.2 Proposals for the delivery of infrastructure and phasing of the development will be approached in accordance with the following principles:

- Infrastructure must be provided in a timely way in order to reduce/mitigate the impact of development.
- To achieve delivery of the site as a comprehensive development, proposals must be designed to take account of the wider infrastructure requirements of the site. Development proposals must avoid the creation of parcels/phases of land or pockets of development that do not relate to their surroundings or are isolated from each other.
- The Councils will expect landowners to engage proactively and to consider the wider site when bringing proposals forward. Development of individual areas or plots will demonstrate positive interfaces with surrounding areas, identifying infrastructure linkages, and providing appropriate flexibility for future development. Proposals must demonstrate that they are providing (whether by on-site delivery or through contributions) the necessary strategic physical infrastructure to ensure the full development opportunity across the allocated site is realised over time. Where necessary, this may include “oversizing” infrastructure to enable subsequent parcels/phases to be delivered, unless it can be demonstrated by the applicant that alternative options are technically feasible and deliverable.
- Any proposals that will constrain or fragment strategic infrastructure, intentionally restrict other development plots, or prevent or significantly delay the delivery of the wider allocation will not be accepted.
- The early provision of highways and transport infrastructure is recognised as being a key requirement in order to reduce the impact of the site on the strategic and local highway networks.
- The Councils will have regard to viability when identifying and assessing the necessary contributions to be made towards the infrastructure identified in the IPDS. It is recognised that landowners can expect a reasonable return for facilitating development. However, in line with best practice, the Councils will not accept viability cases presented which fail to deliver necessary infrastructure on the basis of prices paid for land which did not account for necessary infrastructure delivery.
- Where appropriate, and if landowners are unable or unwilling, either on their own or by working with other landowners, to bring forward development on their land in accordance with the site allocation policy and the SPD (including this

IPDS) then the Councils will consider the use of their statutory powers (including compulsory purchase powers and the over-riding of third party rights) to facilitate the delivery of the comprehensive development and the provision of key infrastructure.

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6. Monitoring & Review

- 6.1 This Draft IPDS provides a clear structure and set of principles for infrastructure delivery prior to the commencement of Northern Gateway. Through consultation on the NGDF SPD, alongside further stakeholder engagement, and pre-application discussions, this IPDS will be further developed into an initial Version 1 document.
- 6.2 This IPDS provides a clear vision and expectations for the delivery of infrastructure required to support the site. However, given the scale and market-driven nature of the development proposed, it is likely that circumstances will change over the development lifetime with respect to market/occupier requirements and investment funding available. This may lead to future reviews and updating the proposals for the delivery of development and its associated infrastructure.
- 6.3 As such, the Councils and key stakeholders will keep this IPDS under review. Any subsequent review will be informed by evidence of what has occurred in the delivery of the development on the site and surrounding area; by progress made in the delivery of key on-site and off-site infrastructure, and by evidence of market and occupiers' requirements.