

WALSHAW DEVELOPMENT FRAMEWORK

JPA9
Supplementary Planning
Document

June 2026



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FOREWORD

The adopted Places for Everyone Joint Development Plan allocates the Walshaw site for up to 1,250 new homes. It will create a new sustainable and cohesive community that seeks to successfully blend with the existing communities of Tottington, Elton, Lowercroft and Walshaw.

The Walshaw Development Framework will guide the future development of the Walshaw site, establishing a clear vision and set of principles to ensure that growth is planned, co-ordinated, and delivered to specific standards.

This framework seeks to create a high-quality residential environment that is sustainable, inclusive, and well-connected. Central to this is the integration of green spaces, offering accessible open space that promotes health and wellbeing. Additionally, a network of active travel routes will encourage walking, cycling and equestrian use, reducing reliance on vehicles and supporting a low-carbon future.

The development will be supported by new highways, bus services and social infrastructure, including education, and community facilities, ensuring the needs of residents are met in the longer term.

Bury Council is pleased to present the Walshaw Development Framework which set out how the Walshaw site can be shaped into a vibrant neighbourhood that creates a lasting legacy for future generations.



“The Walshaw Development Framework sets out a clear vision for creating a sustainable, well-connected community of up to 1,250 new homes. This is about more than housing - it’s about blending new development with existing neighbourhoods, integrating green spaces, and providing the infrastructure needed to support future generations.” - Councillor Eamonn O’Brien, Leader of Bury Council and Cabinet Member for Strategic Growth

GLOSSARY

- **'3G (third-generation) pitch'** an advanced synthetic artificial grass surface designed specifically to replicate natural turf.
- **'Active Travel'** non-motorised means of transport including walking, cycling and wheeling.
- **'Affordable Housing'** housing provided for rent or sale to eligible households whose needs are not met by the market, and complying with the NPPF definition of affordable housing. It includes social rent, affordable rent, discounted market sale housing and other affordable routes to home ownership, as defined by national planning policy.
- **'Amenity'** the overall quality of a place as experienced by people. This includes factors such as privacy, noise, safety, outlook, sunlight, air quality and the general enjoyment of an area.
- **'Biodiversity Enhancement'** refers to any features that promote biodiversity and support ecological functions.
- **'Biodiversity Net Gain (BNG)'** a requirement that new development must result in biodiversity being left in a measurably better condition than before development took place, normally by at least a 10% improvement.
- **'Biodiversity'** the variety of plants, animals, and habitats within an area
- **'Blue Infrastructure'** refers to the network of water bodies and watercourses, such as rivers, canals, wetlands and floodplains, providing environmental, social and economic benefits.
- **'Buffer Zones'** an area of land adjacent to a sensitive feature that provides separation and protection from surrounding activities, helping to minimise environmental, visual, noise or other adverse impacts.
- **'Character Area'** an area of existing or proposed development which displays built and/or natural features which contribute to a definable sense of spatial and visual character.
- **'Density'** the amount of development on a site, expressed in terms of housing as the number of dwellings per hectare.
- **'Development Plan'** includes the collection of documents that set out the planning framework for the area, which for the site comprises the Places for Everyone Joint Development Plan, the Saved Policies of the Bury Unitary Development Plan, the Rochdale Core Strategy, Saved Policies of the Rochdale Unitary Development Plan, the Greater Manchester Joint Waste Development Plan, and the Greater Manchester Joint Minerals Development Plan.
- **'Green Corridors'** linear features of green infrastructure, such as hedgerows, tree lines, and waterways, which connect to larger areas of habitat.
- **'Green Infrastructure'** a network of green and blue spaces such as parks, open spaces, river valleys, trees, green roofs and street planting. Green infrastructure supports biodiversity, health, recreation and climate resilience.
- **'Heritage Asset'** a building, monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions.
- **'Infrastructure'** the essential facilities and services that support a community, including utilities (such as water and electricity), transport networks (roads and public transport), social and community facilities (schools, health care facilities, and community centres), and environmental infrastructure (green spaces and drainage systems).

- **'Landscape Character'** the distinct and recognisable pattern of elements that make up a particular landscape.
- **'Listed Building'** building or structure included on the National Heritage List for England because of its special architectural or historic interest. Listed Buildings are legally protected and works usually require Listed Building Consent.
- **'Local Centre'** a designated area within the development that contains a mix of community, healthcare, retail and other complementary facilities to serve the everyday needs of residents and act as a focus for local activity.
- **'Metrolink'** the light rail network serving Greater Manchester, providing tram services between Manchester City centre and surrounding towns, districts, key employment areas and transport hubs.
- **'Permeability'** the ease at which people and wildlife can move through an area.
- **'Places for Everyone (PfE)'** the joint development plan that sets the strategic planning framework for housing, employment and Green Belt across nine of the ten Greater Manchester districts (excluding Stockport).
- **'Planning Application'** a formal request for permission to carry out development, submitted to the Local Planning Authority.
- **'Planning Condition'** a requirement attached to a planning permission that must be met before development can start or continue.
- **'S106 Agreement'** a legal agreement (entered into under Section 106 of the Town and Country Planning Act 1990) usually part of a planning permission to mitigate the impacts of a development proposal.
- **'S278 Agreement'** an agreement (entered into under section 278 the Highways Act 1980) between a developer and a Local Highway Authority to enable a developer to make permanent alterations or improvements to an existing public road to accommodate the transport impacts of a new development.
- **'Site of Biological Importance (SBI)'** A non-statutory designation for a site that is of county importance for its biodiversity value.
- **'Social Infrastructure'** infrastructure that provides community facilities and services, such as schools, health care facilities (including hospitals, clinics and GP surgeries) and open spaces.
- **'Supplementary planning document'** are documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
- **'Sustainable Drainage Systems (SuDS)'** drainage systems designed to manage rainwater runoff in a way that mimics natural processes, reducing flood risk and improving water quality
- **'The Council'** means Bury Council.
- **'The Site'** the area within the JPA9 Site Allocation within PfE, which extends to approximately 64 hectares and encompasses land bound by the urban areas of Tottington, Woolfold, Elton, Lowercroft and Walshaw.
- **'Through Road'** the primary internal road within the development which forms the main route for movement and access, connecting different parts of the site to the wider highway and active travel network and distributing traffic to secondary and local roads.

ABBREVIATIONS AND TERMS

- AOD: Above Ordnance Datum
- BNG: Biodiversity Net Gain
- BREEAM: Building Research Establishment Environmental Assessment Method
- CIL: Community Infrastructure Levy
- DpH: Dwellings per Hectare
- EA: Environmental Agency
- EUI: Energy Use Intensity
- EV: Electric Vehicle
- FTE: Full Time Equivalent
- GM: Greater Manchester
- GMCA: Greater Manchester Combined Authority
- GVA: Gross Value Added
- ha: hectares
- IDPS: Infrastructure Delivery and Phasing Strategy
- ICB: Integrated Care Board
- JPA7: Places for Everyone Joint Planning Allocation 7
- LHMP: Landscape and Habitat Management Plan
- LTN 1/20: Cycle Infrastructure design
- MUGA: Multi-Use Games Area
- NCN: National Cycle Network
- NPPF: The National Planning Policy Framework
- PfE: Places for Everyone
- PPG: Planning Practice Guidance
- PRoW: Public Right of Way
- SBI: Site of Biological Importance
- SPD: Supplementary Planning Document
- SPD18: Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw
- SuDS: Sustainable Drainage System
- TANZ: Truly Affordable Net Zero Homes
- TfGM: Transport for Greater Manchester

- TM52: The Limits of Thermal Comforts Avoiding Overheating
- UDP: Unitary Development Plan
- UKNZCBS: UK Net Zero Carbon Building Standard
- UKGBC: UK Green Building Council

POLICIES

- Policy JP-C1: An Integrated Network
- Policy JP-C2: Digital Connectivity
- Policy JP-C5: Streets for All
- Policy JP-C6: Walking and Cycling
- Policy JP-C8: Transport Requirements of New Development
- Policy JP-D1: Infrastructure Implementation
- Policy JP-G2: Green Infrastructure Network
- Policy JP-G3: River Valleys and Waterways
- Policy JP-G4: Lowland Wetlands
- Policy JP-G6: Urban Green Space
- Policy JP-G7: Trees and Woodland
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-H3: Type, Size, and Design of New Housing
- Policy JP-H4: Density of New Housing
- Policy JP-P1: Sustainable Places
- Policy JP-P2: Heritage
- Policy JP-P5: Education, Skills, and Knowledge
- Policy JP-P6: Health
- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-S6: Resource Efficiency

PURPOSE OF THE WALSHAW DEVELOPMENT FRAMEWORK

The Walshaw Development Framework (“the Framework”) has been prepared to establish a strategic vision and guiding principles for the comprehensive development of the Walshaw site. The Framework provides a high-level structure to inform future development proposals and the phased delivery of the site, ensuring that proposals are coordinated, sustainable and responsive to their environmental, physical and community context.

The purpose of the Framework is to articulate the key strategic opportunities, constraints and objectives that should shape the future evolution of the site. It is intended to guide land use distribution, movement and connectivity, landscape strategy, environmental enhancement, infrastructure provision and placemaking principles, whilst supporting the

delivery of development in accordance with relevant planning policy objectives.

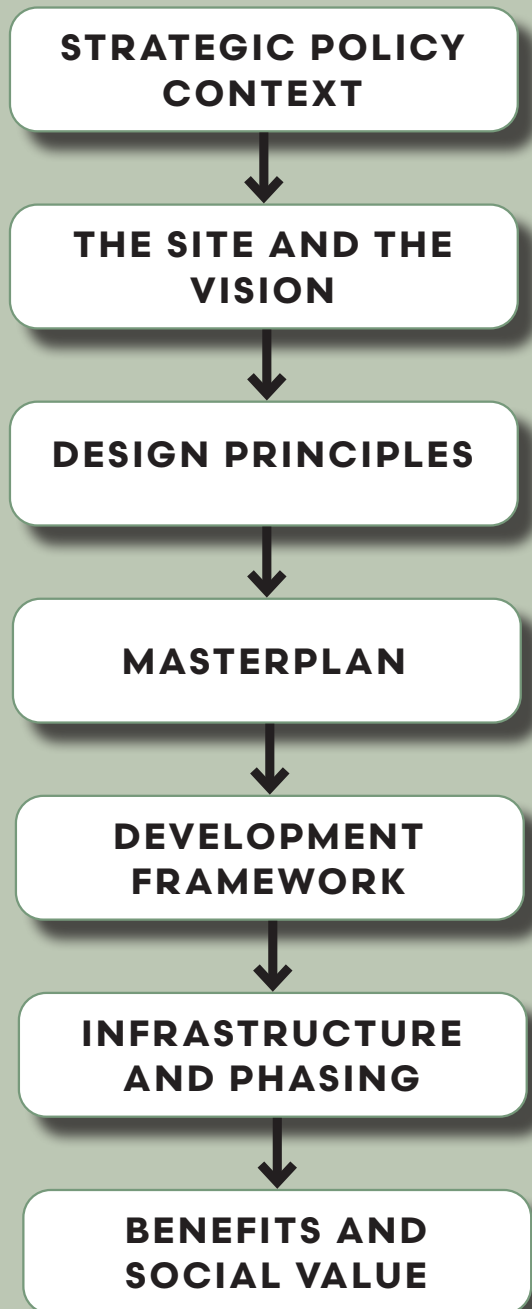
As a strategic document, the Framework is supported by proportionate evidence that is appropriate to this stage in the site’s evolution. The analysis and recommendations contained within the document are intended to provide an informed basis for establishing broad development parameters and identifying matters that will require further consideration as proposals progress.

The Framework does not seek to prescribe detailed design solutions or fix the precise form, scale or disposition of future development. Instead, it establishes the overarching principles and requirements for the comprehensive development of the site.

To support future planning applications, a coordinated programme of site-wide evidence and technical assessments will be required covering a range of matters, including infrastructure, access and movement, drainage, ecology, and delivery. The purpose of this evidence base will be to ensure that development proposals are planned and delivered in a comprehensive and integrated manner across the site as a whole.

Planning applications relating to individual parcels or phases of development will therefore be expected to take account of, and demonstrate consistency with, the relevant site-wide evidence and strategic principles prepared for the wider site in accordance with relevant statutory and policy requirements.

DEVELOPMENT FRAMEWORK STRUCTURE



1. INTRODUCTION

This Development Framework has been prepared in accordance with Places for Everyone (PfE) Policy JP Allocation 9 Walshaw with the purpose of guiding development across the allocation.

PLANNING CONTEXT

The site at Walshaw is allocated for residential development under Policy JP Allocation 9 (JPA 9) of Places for Everyone (PfE), a joint Development Plan Document (DPD) guiding development across nine authorities (including Bury) in Greater Manchester. Policy JPA9 requires proposals for the site to be in accordance with a comprehensive masterplan that has been approved by Bury Council and to include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. The detail of the latter will evolve with future evidence.

This Development Framework has been informed by a range of technical studies and prepared having full regard to relevant planning policy and supporting guidance (including the National Model Design Code) as well as the policies contained PfE.

The Council has published further guidance, in Supplementary Planning Document (SPD) 18, on what the Council expects to see within future masterplans and phasing strategies for the Walshaw site.

The Walshaw Development Framework (WDF) has been prepared as a Supplementary Planning Document (SPD) and will, whilst not forming part of the statutory development plan, carry planning weight as a material planning consideration in the determination of future planning applications on the site.

The WDF does not introduce new planning policies in the Development Plan but provides detailed guidance on the policies in PfE to ensure that the vision for the allocation can be fulfilled throughout the lifetime of the development process and that development and infrastructure come forward in a planned and comprehensive manner.

This WDF has been prepared in a collaborative manner, with engagement undertaken with landowners, key stakeholders and statutory consultees.

The remainder of this section sets out the site context, purpose and status of the WDF. The WDF provides planning guidance and a masterplan which is intended to be indicative only and retain flexibility to allow planning applications to respond to design, site constraints and future market conditions.

THE SITE

The site is situated in a sustainable and well-connected location, set entirely within the existing urban area. It is located within walking distance of local shops, services and infrastructure and within 2.5km of Bury Town Centre and 15km of Manchester City Centre.

The site extends to approximately 64ha. The site is bound by the urban areas of Tottington to the north, Woolfold and Elton to the east, Lowercroft to the south and Walshaw to the west.

The site is mainly in agricultural or pastoral use and contains a reservoir fed by Walshaw Brook. The Bolholt Hotel, Stables Country Club, and Lake Hill private residence are situated adjacent to the reservoir. There are a large number of mature trees and significant hedgerows within and along the site boundary.

Walshaw Brook runs through the northern part of the site, flowing in a south easterly direction. There are numerous tributaries that drain at various locations along its length. Elton Brook runs to the south of the site.

FIGURE 1: SITE LOCATION PLAN



KEY

— SITE BOUNDARY

ROLE OF THE DEVELOPMENT FRAMEWORK

The primary role of the Walshaw Development Framework (WDF) is to support the delivery of JPA9.

This WDF sets out an overarching vision for the site, summarises the background analysis and engagement that has been undertaken, outlines the design principles which have informed the production of the illustrative masterplan and includes a phasing and delivery strategy.

The principal objective of this framework is to bring forward a coherent masterplan for JPA9 which identifies a deliverable quantum of residential development alongside the transport, social, and green infrastructure required to support delivery required by planning policy.

The preparation of the WDF and its supporting evidence has enabled key issues to be identified at an early stage in the planning process. These have informed spatial parameters against which future planning applications will be considered, and helped to identify the necessary infrastructure required to support the development of the site.

The WDF sets out a high-level overview for the phasing of the development. A future Infrastructure, Phasing and Delivery Strategies will provide further detail on phasing and the infrastructure expected with the development of homes.

The WDF does not grant planning permission for any aspect of the development. Approval will be sought through the submission of individual planning applications which the Council will consult upon and determine in line with the statutory requirements. All applications within 'the site' will be expected to be accompanied by evidence to show how they have taken account of the WDF; are consistent with the site-wide vision and design principles; and will make fair and proportionate contributions to necessary infrastructure.

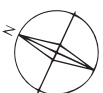
ROLE AND OBJECTIVES

The role of the WDF is to establish the key principles to guide the development of the site and to inform future planning applications. This will enable the Council to ensure that the vision of the site is realised and the new benefits to the local communities are maximised.

The objectives of this WDF are to:

- Establish the vision and strategic objectives for the site, shaped by public consultation, stakeholder collaboration and the Council's ambitions.
- Set out the high level design and development parameters that all future planning applications within 'the site' will be required to follow;
- Set out what evidence is required prior to the determination of any planning applications within 'the site';
- Implement a comprehensive and co-ordinated phased masterplanning approach across JPA9 Walshaw;
- Set out a high level approach to the delivery and phasing of on and off-site infrastructure improvements and the broad locations for site wide infrastructure requirements such as education, highways, green infrastructure and flood risk.

FIGURE 2: BIRDSEYE VIEW OF THE SITE



2.STRATEGIC POLICY CONTEXT

The WDF is prepared in accordance with relevant aspects of the development plan; Bury’s and Greater Manchester’s economic and transport strategies; and national planning policy.

This policy context is summarised below.

PfE policies most relevant to ‘the site’ are set out under particular topics and identified in Section 7.

BURY’S DEVELOPMENT PLAN

Bury’s statutory development plan currently comprises:

- Places for Everyone Joint Development Plan (adopted March 2024);
- The Greater Manchester Joint Minerals Plan (adopted April 2013);
- The Greater Manchester Joint Waste Plan (adopted April 2012); and
- The saved policies of the Unitary Development Plan (adopted August 1997).

PLACES FOR EVERYONE

Places for Everyone is a long term joint development plan for nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for new homes, new jobs and sustainable growth’.

PfE will guide development in the city region through to 2039 and provide a strategic framework for the production of local plans by individual local authorities.

To deliver sustainable and inclusive growth across Greater Manchester, Places for Everyone includes a spatial strategy. A strategic objective of the spatial strategy relates to boosting the competitiveness of the northern districts by ensuring they meet their own local housing need through the delivery of strategic allocations such as Walshaw.

PfE Policy JPA9 Walshaw

Development at the Walshaw Site is guided by Policy JPA9. Policy JPA9 sets out the policy requirements to ensure development is delivered which, together with other relevant development plan policies, seeking to ensure this takes place in a sustainable and coherent manner, whilst maintaining the amenity of existing residents and business in the surrounding area. Any proposals for the allocation must be in accordance with a comprehensive masterplan that has been approved by the local planning authority.

The allocation requirements have been listed in the table opposite.

BURY UNITARY DEVELOPMENT PLAN

The saved policies of the Bury UDP will be taken into account in considering planning applications until they are replaced by the policies of the emerging Bury Local Plan.

BURY DRAFT LOCAL PLAN

Bury Council is preparing a new Local Plan building on the strategic framework established in PfE. While PfE sets out the overarching vision and strategic policies for growth and development across the plan area Bury's Local Plan focuses specifically on Bury's needs, challenges, and opportunities.

Bury Council consulted on a draft Local Plan between March and May 2025.

The draft Local Plan includes a comprehensive set of locally specific planning policies that provide detailed guidance on a range of issues, including housing, employment, environmental protection, heritage, infrastructure, and design. It also identifies local designations that are essential to guiding development and protecting important assets within the borough.

Future planning applications within the masterplan area will be considered against the relevant adopted and emerging Local Plan policies.

PFE POLICY JPA 9 WALSHAW

01	Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'
02	Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing (subject to local demand as set out in the Council's self-build register)
03	Make provision of a new strategic Through Road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards
04	Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane.
05	Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8
06	Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings proposed on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership)
07	Make provision for a new one-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development in accordance with Policy JP-P5
08	Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities required to serve purely local needs and ensure that it is integrated within existing communities
09	Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre
10	Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.

PFE POLICY JPA 9 WALSHAW

11	Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2
12	Define and/or strengthen the boundaries of the Green Belt to the south-east of the site such that it will comprise physical features that are readily recognisable and likely to be permanent
13	Take appropriate account of relevant heritage asset, and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2
14	Consider the extraction of any viable mineral resources within mineral safeguarding areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

NATIONAL POLICY AND GUIDANCE

The National Planning Policy Framework (December 2024) ('the NPPF') sets out the Government's planning policies for England and how these are expected to be applied, including guidance for plan making and decision making. It confirms that in order to achieve sustainable development, the planning system has three overarching interdependent objectives, including:

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at

the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 130 of the NPPF states that: '*Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places...*'

The NPPF is supported by Planning Practice Guidance (PPG) which in the chapter Design: process and tools states that:

'Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure.' Paragraph: 006 Reference ID: 26006-20191001).

SUPPLEMENTARY PLANNING DOCUMENTS

The Council has adopted a number of SPDs to provide more detailed guidance on the implementation of a range of development plan policies. These are a material planning consideration and will be taken into account in considering planning applications within the masterplan area.

SPD18 "Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw" (April 2025) draws on the toolkit prepared by the Local Government Association and Planning

Advisory Services for "The Effective Delivery of Strategic Sites" and provides more detailed guidance on the delivery of the Elton Reservoir and Walshaw allocations.

The WDF has been prepared in accordance with guidance within SPD18 including in relation to:

- Collaborative working between the Council, landowners/developers and key stakeholders on the form of development and approaches to its funding;
- Ensuring that the proposed development fulfils the vision and objectives that justified removal from the Green Belt;
- Making clear the evidence on which the proposed approach is based;
- Demonstrating a comprehensive approach to delivery across the whole site;
- Identifying strategic issues at an early stage and showing how they will be addressed in ways that are consistent with relevant planning policies;

- Establishing development parameters against which future planning applications will be considered; and
- Undertaking effective community and stakeholder engagement as part of the formulation of proposals and delivery of development.

BURY 2030 STRATEGY 'LET'S DO IT'

In July 2020, Bury Council and NHS Bury Integrated Care Partnership launched an ambitious community strategy 'LET'S Do It'. This sets out a vision that by 2030 the borough of Bury will stand out as a place that is achieving faster economic growth than the national average with lower than national average levels of deprivation.

The Bury 2030 Strategy seeks to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity. The proposed housing at Walshaw complements this objective.

BURY HOUSING STRATEGY 2021-2025

The Councils housing strategy sets out intended outcomes from the Councils holistic approach to housing in the Borough. These include delivering more homes in the borough, increasing affordable housing supply and a more dynamic housing market. As set out above the allocation of Walshaw through PfE supports these objectives.

GREATER MANCHESTER TRANSPORT STRATEGY 2040

The Greater Manchester Transport Strategy 2040 sets out that Greater Manchester's long-term ambition for transport, with a vision for the city region to have "world-class connections that support long-term sustainable economic growth and access to opportunity for all".

The Strategy sets out a strong commitment to provide a transport system which supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable, protects the environment and supports the target to be net zero carbon by 2038 as well as improving air quality and capitalising on new technology and innovation.

It sets a vision, referred to as the 'right mix vision' that 50% of all journeys in Greater Manchester are made by walking, cycling and public transport by 2040. This will mean one million more sustainable journeys every day enabling the delivery of healthier, greener and more productive city region.

The provision of high quality bus services and fully integrated active travel connections ensure that development at Walshaw will be consistent with these objectives.

BURY LOCAL TRANSPORT STRATEGY

The Bury Local Transport Strategy was approved by the Council in October 2023 and sets out a plan for transport investment in Bury for the next 20 years and beyond. It covers all modes of travel. The strategy aligns with the LET'S Do It vision for Bury and the Greater Manchester Transport Strategy 2040 and will be used to help secure transport investment into the Borough.

The Strategy seeks to link residents to new opportunities and to deliver the Council's inclusive growth ambitions by connecting people to jobs, education, leisure and tourism.

3.UNDERSTANDING THE SITE

SITE HISTORY

This section provides analysis of the morphological change of the site, allowing insight into how the site has evolved.

1800-1880

Throughout the early and mid 1800's Walshaw saw development clustered around Walshaw village and ribbon development along key roads leading to Bury.

1880-1920

Between 1880 and 1920 sporadic ribbon development began to take shape along key arterial roads. Christ Church was finished in 1888. Houses and farms were also built along the reservoir.

1920-1940

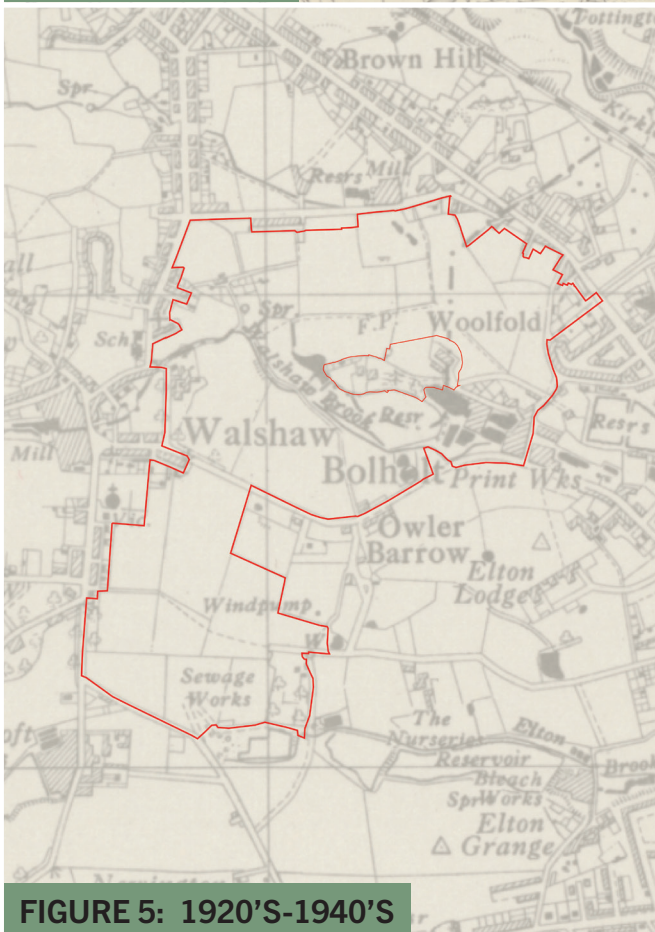
From the 1920's into the 1940's more established communities formed around the site, predominately in Tottington and Walshaw village centre.

1940-1970

1940 - 1970 saw expansion of Walshaw village centre and ribbon development continue along Walshaw Road, Lowercroft Road and Tottington Road. This development has bound the site forming an enclosed area of urban countryside.

DEVELOPING THE SITE

There is a unique opportunity to better connect these existing communities, through the preservation and enhancement of the current landscape features allied with the creation of new modern residential development to form new neighbourhoods with high quality amenity and open space.

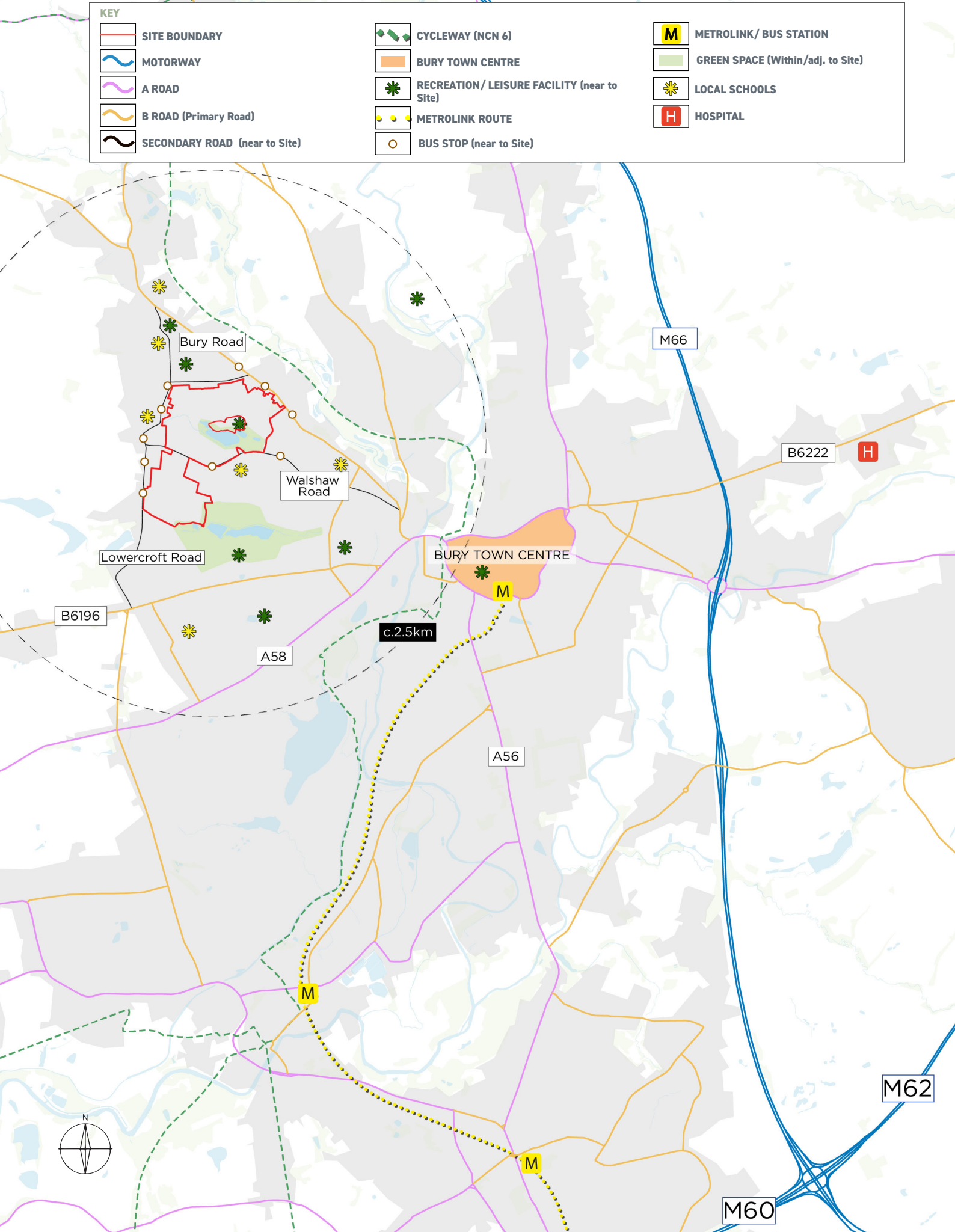


THE SITE TODAY

This site is strategically well-located to deliver a new sustainable community and is accessible to:

- Shops, services and employment opportunities in Bury Town Centre, located c.2.5km from the site.
- Bury Metrolink which is located in Bury Town Centre offering services every 12 minutes to nearby neighbourhoods, settlements and Manchester City Centre.
- Existing bus services, currently operate along Walshaw Road, Lowercroft Road, High Street, Church Street and Bury Road/Tottington Road, offering connectivity to Tottington District Centre (c.1km) and Bury Town Centre.
- Walshaw Village Centre (c.200m) to the west.
- The strategic road network including several B-Roads, the A58, A56, and the M66.
- Existing Public Rights of Way, and National Cycle Network (NCN) Route 6.
- Nearby primary and secondary schools.
- Leisure facilities, including Stables Country Club, Bury Leisure Centre and other town centre facilities.
- Accessible recreation facilities at Dow Lane Recreation Ground, Elton Vale Sports Club, Walshaw Sports Club and Elton Cricket Club.
- Areas of green space within and close to the site (centred around the reservoirs at Bolholt Country Park Hotel, Elton Vale Kirklees Valley and Burrs Country Park).

FIGURE 7: STRATEGIC CONTEXT PLAN



LOCAL CONTEXT AND CHARACTER

The site is mainly in pastoral or agricultural use and contains a reservoir fed by Walshaw Brook. The Bolholt Hotel, Stables Country Club, and Lake Hill private residence are situated adjacent to the reservoir. There are a large number of mature trees and significant hedgerows within and along the site boundary.

Bury Town Centre, is located approximately 2.5km from the site and offers a full range of retail, cultural and leisure amenities alongside local education provision and health and community facilities.

Tottington District Centre is located approximately 1km from the site and includes convenience stores, library, post office and other local services.

A convenience store is located in Walshaw Village Centre, located approximately 200m from the site.

The site is relatively well-served with community centres including the Tottington Centre and Elton Community Centre,

The site is in good proximity to many educational establishments serving all ages including Elton High School and Tottington High School, Christ Church Walshaw, Lowercroft Primary School, Chantlers Primary School, Tottington Primary School and Elton Primary School

There are several GP surgeries close to the site including Tottington Health Centre and Mile Lane Health Centre.

There are opportunities to provide new, more accessible local facilities on site and meet the needs generated by future residents without creating the need to travel by car.

There is an opportunity to provide a new primary school on the site and utilising/ expanding capacity within existing nearby schools and health centres.



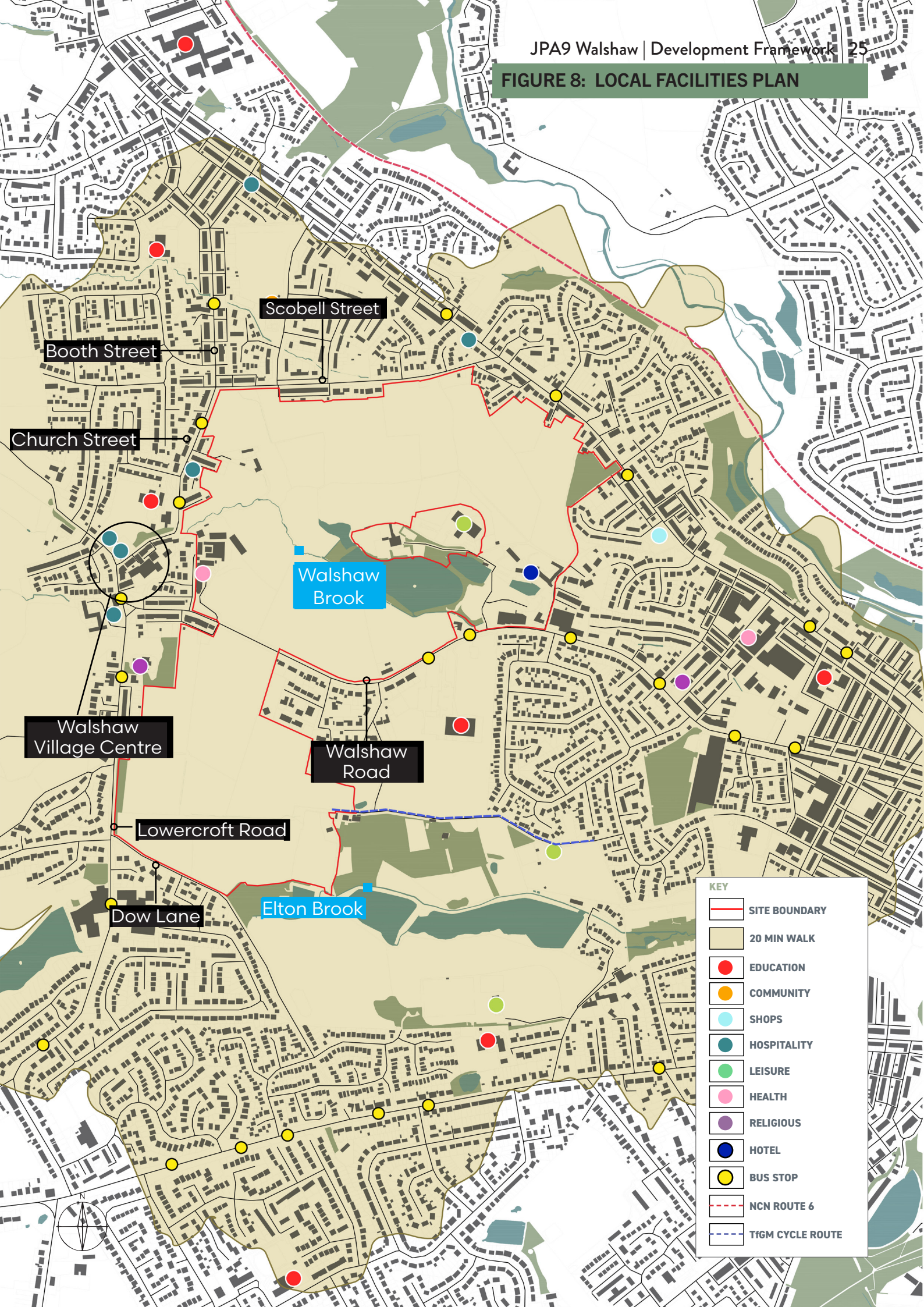
Walshaw Village Centre



Christ Church, Walshaw



FIGURE 8: LOCAL FACILITIES PLAN



LOCAL CHARACTER

TOTTINGTON

Predominately 2 - 2.5 storey semi detached suburban block with historic terraces along Bury Road. The area shows consistent character including: symmetrical frontage, dominant red and light brick, dark clay roof tiles, exposed cills. Boundary treatments are largely stone or brick low walls in combination with hedges.



WALSHAW VILLAGE

Housing ranges from 2 - 2.5 storey semi detached and terraces along High Street. Characteristics of the area include: larger plots, red brick and light coloured render. Boundary treatments include: low fence or brick wall and hedgerows. Parking along terraces is on street with on plot front and side parking in the more modern suburban developments.



WOOLFOLD

Woolfold features predominately 2 to 2.5 storey semi-detached and terraced properties, arranged along the main routes and secondary streets within the neighbourhood. Characteristics of the area include: generous plot size red brick and; light coloured render. Boundary Treatments include: low brick walls, timber fencing and established hedgerows. Parking provision varies with on-street parking typical for older terraces on-plot parking in newer suburban developments.



ELTON

Housing in Elton ranges from 2 - 2.5 storey semi detached and terraces along Walshaw Road. Characteristics of the area include: larger plots, red brick, light coloured render. Boundary treatments include: low fence or brick wall and hedgerows. Parking along terraces is on street with on plot front and side parking in the more modern suburban developments.



DOW LANE / SEDDONS FARM

Dow Lane / Seddons Farm presents a more modern housing stock of predominately 2 - 2.5 storey semi detached/detached. Characteristics of the area include: large plots, integral garages, red brick with render and dark clay rood tiles. Boundary treatments include: low rise fence or brick wall and hedgerows. Parking along terraces is on street with on plot front and side parking in the more modern suburban developments.





LOWERCROFT

Housing in Lowercroft ranges from 1 - 2 storey detached / terraced homes along Lowercroft Road. Characteristics of the area include: larger plots, red brick, render, stone, bay windows. Boundary treatments include: low fence or stone wall and hedgerows. The terraces have parking garages behind the buildings, while the detached houses have on plot parking.

FIGURE 9: LOCAL CHARACTER PLAN



SITE CHARACTERISTICS, OPPORTUNITIES AND CONSTRAINTS

This section sets out the findings and recommendations from Site investigation and technical studies which have been undertaken. The site assessment has included input from the wider Consultant Team.

TRANSPORT AND HIGHWAYS

Characteristics

The site is situated in a sustainable and well-connected location entirely within the urban area. It is located to the north-west of Bury and is bound by Lowercroft Road to the west, Scobell Street to the north, residential dwellings and industrial units to the east accessed from Tottington Road. Walshaw Road travels east to west through the centre of the allocation.

Several bus routes operate in the surrounding area, providing access to Tottington, Walshaw and into Bury where they connect with the Metrolink at Bury Interchange.

There are multiple Public Rights of Way (PRoW) that cross the site and the National Cycle Network 6 runs to the north-east of the site and serves Bury town centre and Ramsbottom. A local TfGM local cycle route runs along Leigh Lane to the south of the site.

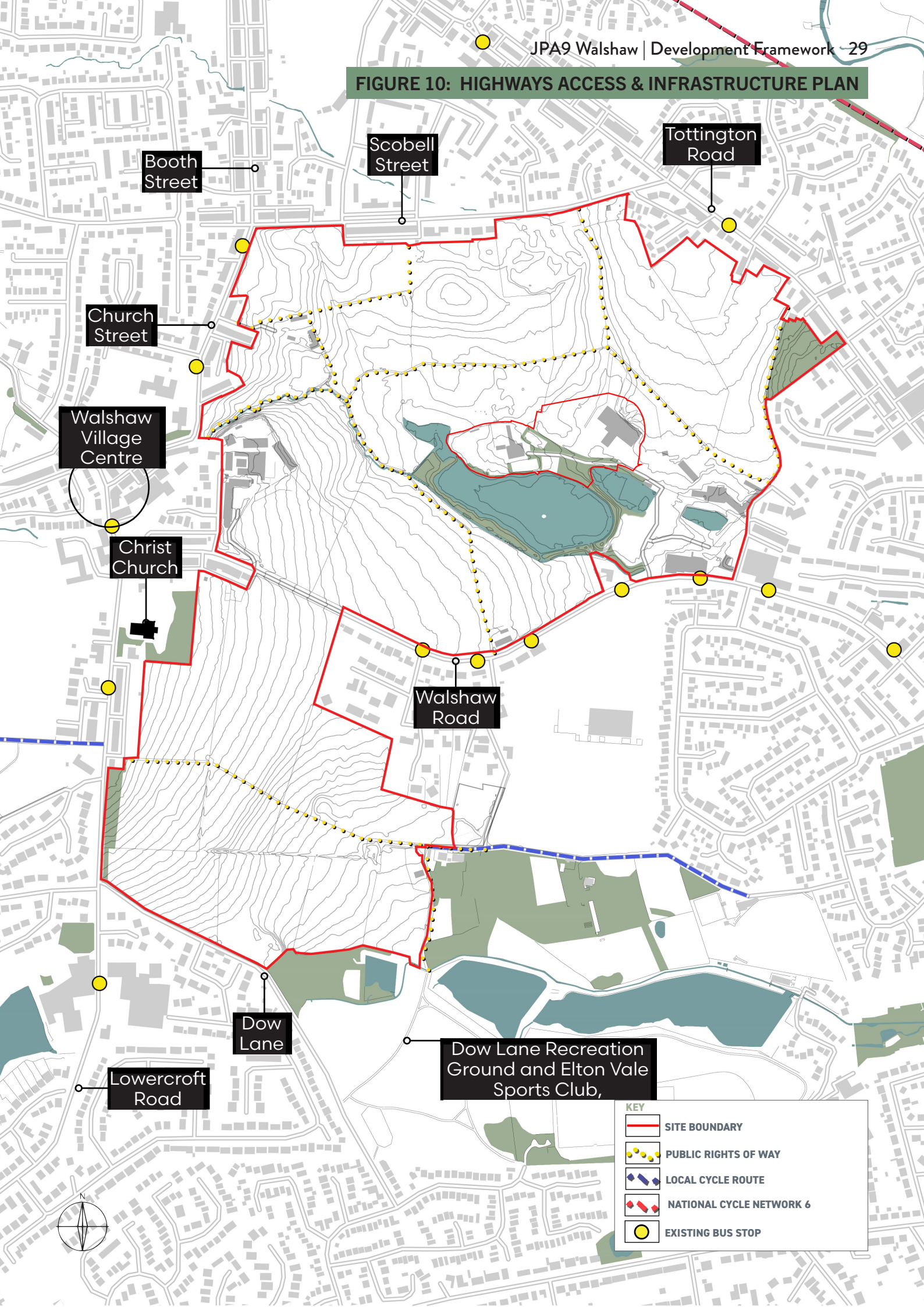
Opportunities

- New high quality bus infrastructure
- Future connectivity to the Metrolink network via the new stop at Elton Reservoir
- Opportunity to deliver a new Through Road which will provide direct connections between Scobell Street, Walshaw Road and Lowercroft Road
- Utilising PROW to facilitate traffic free travel within the site and to neighbouring areas
- Extending bus servicing, via the new Through Road, into the surrounding areas, enhancing accessibility and connectivity.
- Enhanced active travel routes which will allow for off-road movement across the site.

Constraints

- Parts of the existing network already experience congestion, particularly at peak hours
- Existing bus services do not have sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel.
- Width constraints on the surrounding road network make new segregated active travel infrastructure difficult to deliver
- Poor connectivity due to the absence of safe and dedicated active travel infrastructure.

FIGURE 10: HIGHWAYS ACCESS & INFRASTRUCTURE PLAN



KEY	
	SITE BOUNDARY
	PUBLIC RIGHTS OF WAY
	LOCAL CYCLE ROUTE
	NATIONAL CYCLE NETWORK 6
	EXISTING BUS STOP

ECOLOGY

Characteristics

The site is comprised of predominately modified grassland in poor condition, interspersed with hedgerow networks, woodland edges, drainage ditches, ponds and a small patch of wet woodland.

Adjacent to the southern boundary of the site is the Cyrus Ainsworth's nurseries and Parkers Lodges Site of Biological Importance (SBI). This SBI includes two water bodies, deciduous woodland, grassland, and a brook. The SBI and land within the southernmost section of the site are identified as being part of a wildlife link and corridor in the Bury UDP.

Opportunities

- Identify Wildlife Corridors based on existing linear landscapes to create a comprehensive network across the site which allows for strong integration with new development.
- On-site ecological mitigation and enhancement should be targeted at Walshaw and Elton Brook corridors, with the protection and enhancement of the watercourses and the associated ecosystem a key priority.
- A 25m buffer should be provided between the SBI boundary and the proposed development.
- Appropriate mitigation and enhancement through the design and evolution of the masterplan can ensure a sustainable ecologically integrated development and biodiversity net gain.

FIGURE 11: ECOLOGY AND LANDSCAPE PLAN



BUILT HERITAGE AND ARCHEOLOGY

Characteristics

There are no designated heritage assets identified within the site boundary. There is a Grade II* Listed Church located immediately to the west of the site with views across most of the surrounding landscape.

Opportunities

- There is an opportunity to ensure that the site's intervisibility with Christ Church informs the future design of site and key views towards the church particularly from Walshaw Road are retained.
- There is also an opportunity for a new pedestrian access point into the church grounds from the development



FIGURE 12: CHRIST CHURCH VIEW FROM WALSHAW ROAD



FIGURE 13: CHRIST CHURCH VIEW FROM ABOVE

FIGURE 14: HERITAGE PLAN



FLOOD RISK AND DRAINAGE

Characteristics

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency (EA) Flood Map and is located in Flood Zone 1.

There are three notable watercourses either within or in close proximity to the site:

- To the north of Scobell Street, in close proximity to the northern boundary of the site, an unnamed watercourse flows through the existing residential area from west to east before becoming culverted approximately 50m to the west of Camberley Close. United Utilities records identify the culvert turning and flowing in a north easterly direction.
- Walshaw Brook is an ordinary watercourse which runs through the northern part of the site, flowing in a south easterly direction.

There are numerous tributaries that drain at various locations along its length. There are also ponds/lakes to the north of the Brook which have connectivity.

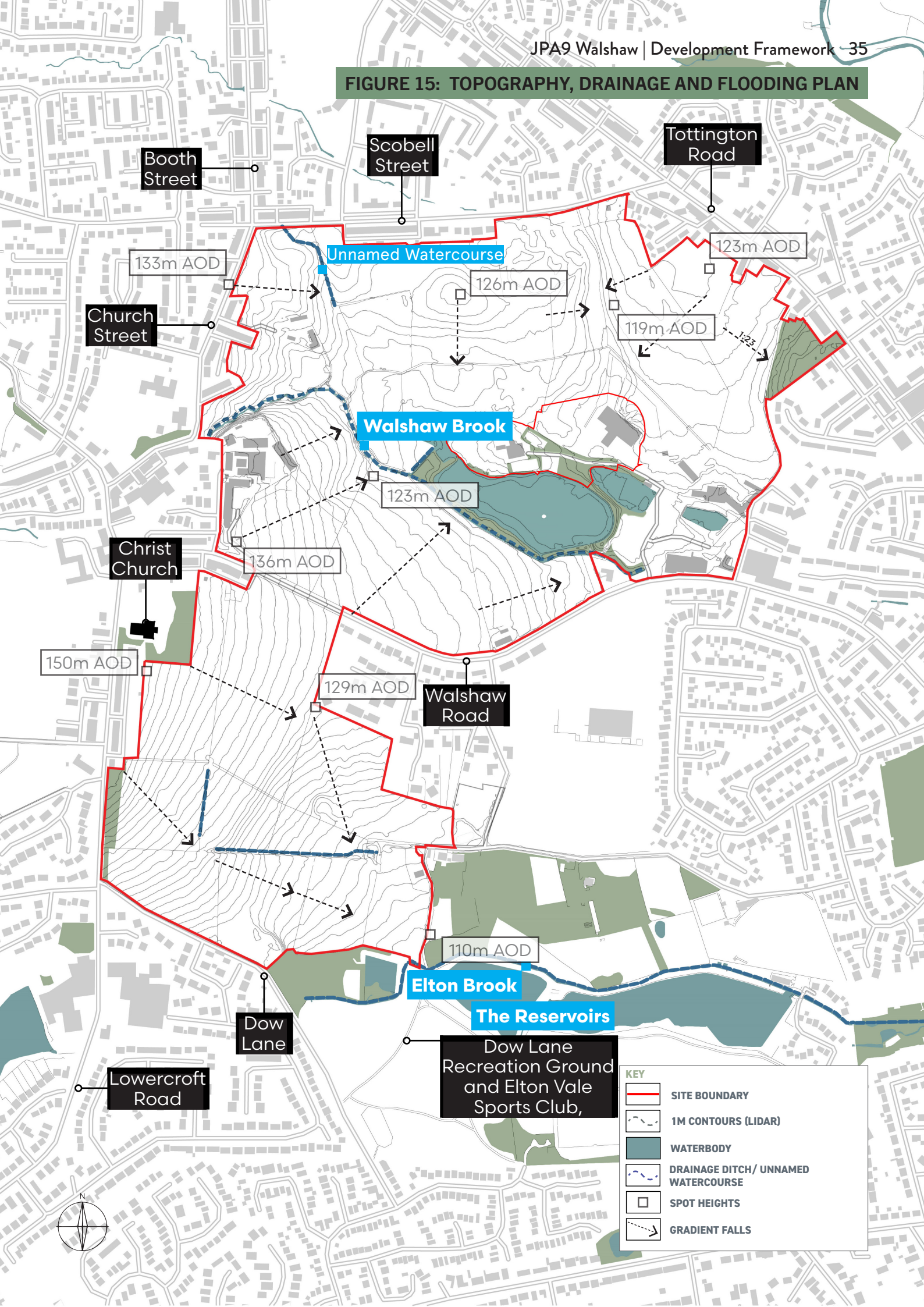
- Elton Brook runs within the southern development Site boundary. This generally flows in an easterly direction with a number of tributaries present within the site. One of the main tributaries commences within the site and crosses a number of the development parcels. Outside the south east boundary, north of Elton Vale sports Club, are three large water features which are referred to as the Reservoirs.
- Technical due diligence has considered existing drainage and utilities infrastructure including the nearby water main.

Opportunities

- Retention and integration of watercourses and drains in the blue and green infrastructure as well as a naturalisation of routes, to support resilience and increased biodiversity.
- There is an opportunity to consider whether development within the site can improve flood risk and drainage in the wider area.
- There is also an opportunity to integrate SuDS into the development and de-culvert watercourses within the site.
- Water and waste utilities will be considered in the detailed design stage to support future planning applications.

Constraints

- Surface water mapping indicates that the site has areas that are potentially susceptible to pluvial flooding in the 30- and 100-year return periods. However, these are generally limited to the alignment of existing water features.

FIGURE 15: TOPOGRAPHY, DRAINAGE AND FLOODING PLAN

GREEN INFRASTRUCTURE

Landscape Characteristics

At a national level, the site lies within the Manchester Pennine Fringe' Character Area (National Character Area 54). At a district level, the site and study area is described within the Greater Manchester Landscape Character and Sensitivity Assessment (2018) as part of LCA20: Affetside and Ainsworth which falls within the 'Urban Fringe Farmland' character type. Urban fringe farmland is characterised by agricultural fields and landforms which, as can be seen at the site, are often dissected by networks of narrow streams and ponds. Panoramic views are intertwined with the influence of more urbanising features.

Green Space and Recreation facility characteristics

In terms of surrounding green spaces, Dow Lane recreation ground, Elton Vale Sports Club, Elton Cricket Club and Walshaw Sports Club are all close to the site. Further afield is Town Meadow Park, Old Kays Park, Burrs Country Park and the Kirklees Trail. These spaces offer a variety of facilities including walking and cycling paths, playgrounds, sports pitches, changing facilities and opportunities to host community events.

Trees, woodland and hedgerow characteristics

The site includes scattered trees along hedgerow boundaries surrounding the Bolholt area. There are also Tree Preservation Orders on some trees located on the north west boundary off Church Street.

Much of the scattered tree stock is in a state of naturalised dilapidation. Woodland areas surrounding the Bolholt is considered to represent a collective higher value arboriculture resources.

Opportunities

- There are opportunities to retain and enhance existing hedgerows and trees, particularly on the site boundaries. There is also the potential to expand tree groups and hedges to extend the coverage and network.

FIGURE 16: LANDSCAPE FEATURES PLAN



TOPOGRAPHY AND GROUND CONDITIONS

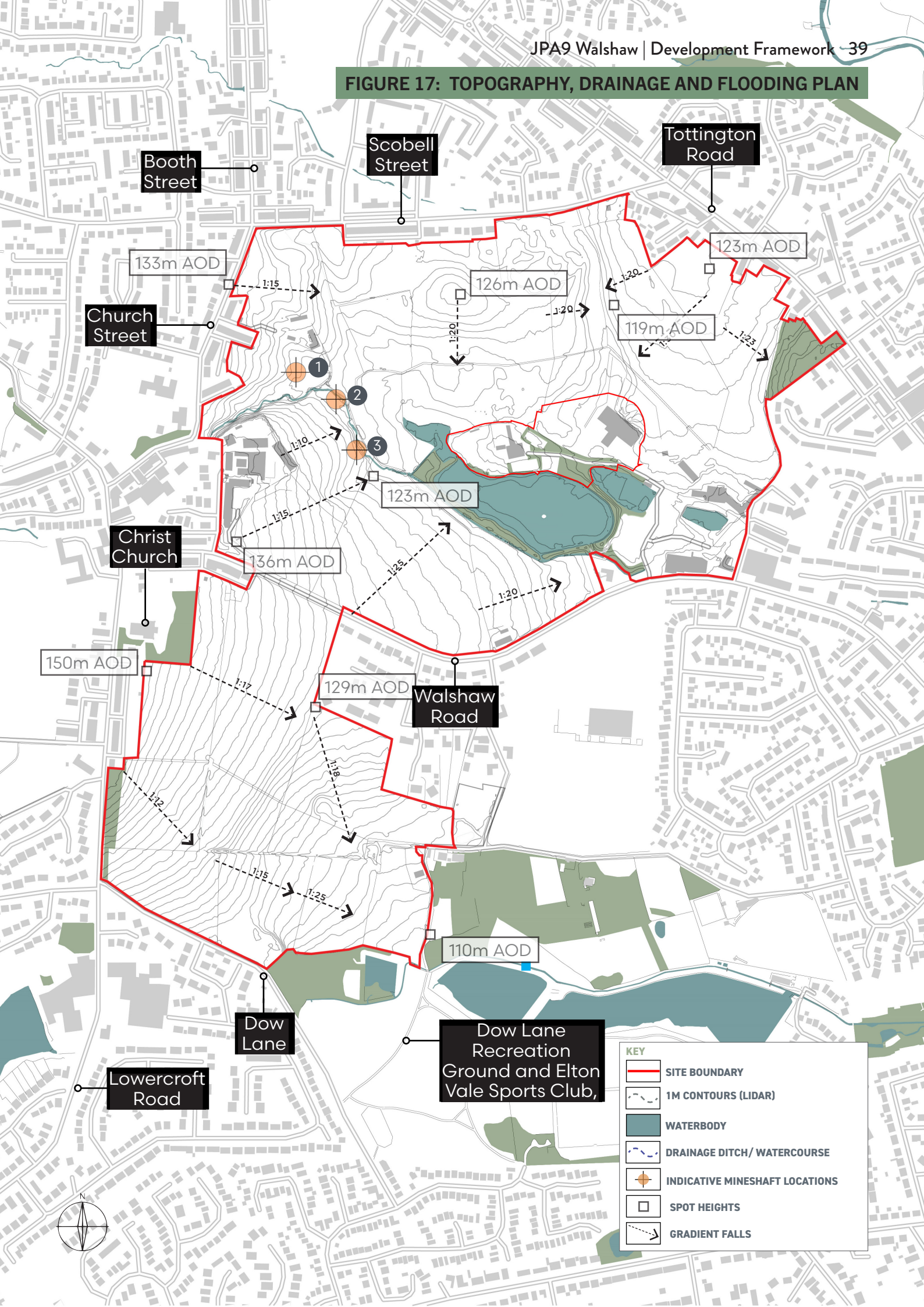
Characteristics

The site is undulating in nature however the south western edge of the site occupies the highest elevation at approximately 150m AOD. Land broadly falls to its centre in the northern half of the site while the southern half of the site falls west to east.

The preliminary risk classification of the sites ground conditions in relation to the proposed development is considered to be low/moderate in localised areas only. The remainder of the site is very low risk with no historic contaminating land uses identified. The risk to human health from potential off-site sources is considered to be low/very low.

Controlled waters - The risk posed to surface water groundwater aquifers is considered to be low/very low in localised areas only. The remainder of the site is very low risk with no historic contaminating land uses identified.

Coal seams, mine entries, and infilled land have been identified and future ground investigation should address these risks. However, the most recent coal mining risk assessment concluded that no mine shaft exists at the locations shown in figure 17 opposite and therefore these will not constrain future development and in particular the predicted alignment of the proposed strategic Through Road.

FIGURE 17: TOPOGRAPHY, DRAINAGE AND FLOODING PLAN

SUMMARY OF SITE OPPORTUNITIES AND CONSTRAINTS

Figure 18 opposite identifies important opportunities and constraints that will influence the design of the site.

The considerations identified are underpinned by the ongoing technical assessments presented through this document and the PfE requirements.

A summary of the main opportunities is provided below.

- Existing Public Rights of Way within the site will be incorporated into the proposed development and enhanced (where possible), providing off-road routes that connect to neighbouring areas and Walshaw Village Centre.
- Active travel routes adjacent to key landscape features allowing for off-road movement across the site.
- Steep areas and large changes in level will be accommodated in green space and landscaping, residential streets can be accommodated outside of these and designed to be accessible and maneuverable for all.
- Incorporation of a Through Road to provide direct vehicular and active travel routes / connections between Scobell Street, Walshaw Road and Lowercroft Road.
- Future residents to benefit from convenient access to the existing services and amenities on foot.
- Existing vegetation will be harnessed where possible as part of a site-wide green infrastructure strategy.
- Christ Church (Grade II* Listed) will be protected by a surrounding green buffer, thus maintaining its prominence in the area's character and still retaining views towards it from the east.

A summary of the main Constraints is provided below:

- A SBI is located to the south of the site which requires a 25m buffer zone.
- Surface water mapping indicates that the site has areas that are potentially susceptible to pluvial flooding in the 30- and 100-year return periods.
- The existing transport network already faces peak hour congestion, with limited bus capacity, constrained road widths and a lack of safe dedicated active travel infrastructure reducing viable alternatives to car use.

FIGURE 18: OPPORTUNITIES AND CONSTRAINTS PLAN

4. VISION AND STRATEGIC OBJECTIVES

We aim to create a sustainable and cohesive community that successfully blends with the existing communities of Tottington, Elton, Lowercroft, and Walshaw.

THE VISION

This new neighbourhood will be characterised by how it integrates with its landscape setting and incorporates key features to create an authentic sense of identity and place. The vision is to deliver high quality, sustainable and climate resilient new homes within a distinct setting.

Active travel, connections to key local infrastructure (both existing and proposed) as well as the integration of ecology rich green corridors and blue and green infrastructure will be integral in shaping this new place.

This development will aid the creation of neighbourhoods for Elton and Walshaw where residents can access everyday facilities on foot, whilst staying well connected to high-quality services and jobs through convenient, direct and sustainable travel links.

STRATEGIC OBJECTIVES

- 1 Deliver a sustainable and inclusive community;
- 2 High-quality design-led approach to the development;
- 3 Enhance connectivity and transport; and
- 4 Support and enhance connections to local services and facilities.
- 5 Adapting to, and mitigating the impact of, climate change



5. DESIGN PRINCIPLES

PRINCIPLE 1

COMMUNITY FOCUSED



The Walshaw development will foster a strong sense of community and belonging. We envision shared spaces and facilities that encourage social interaction, recreation, and cultural exchange, thereby creating a vibrant and inclusive community.

PRINCIPLE 2

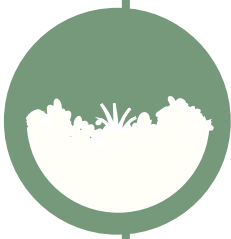
SUSTAINABLE MOVEMENT

High quality green corridors and off road routes will be provided across the new neighbourhood which promotes movement across the site to utilise more active forms of travel whilst bolstering and enhancing existing green infrastructure and reducing car trips on the external network.



PRINCIPLE 3

LANDSCAPE AND BIODIVERSITY-LED

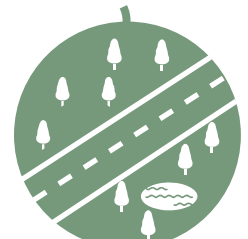


Existing landscape features will be retained and integrated, forming a strong green network and high-quality landscape setting for the new community which will heavily characterise this new place. Hedgerows, trees, brooks and reservoir provide the opportunity for placemaking and amenity. landscape-led design will be integrated with the strategy for sustainable water management.

PRINCIPLE 4

MEANINGFUL INFRASTRUCTURE

New infrastructure will enable new and existing residents to navigate and enjoy the area and to 'live locally'. A new Through Road will provide a key active travel route linking homes to community infrastructure and facilities in nearby neighbourhoods.



PRINCIPLE 5

CLIMATE CHANGE RESILIENCE

Climate change resilience is embedded as a core design principle in the development, ensuring the area can adapt to and withstand future environmental challenges. With water management and water efficient development being an integral part of the development to achieve high quality design and placemaking.

6.MASTERPLAN

This section outlines the parameter plan, illustrative masterplan and the design principles that underpin the overall masterplan.

The Illustrative Masterplan has been informed by the preparation of Parameter Plans which draws upon the technical evidence set out within the site Assessment Section and also the work that was prepared to inform JP Allocation 9 within PfE.

PARAMETER PLAN

The following section presents the parameters for development.

RESIDENTIAL (TO INCLUDE HIGHWAY / UTILITIES INFRASTRUCTURE

Approximately 31.5 ha of land can accommodate residential development, providing the potential to deliver approximately 1250 homes.

PRIMARY SCHOOL

Approximately 1.6ha of land has been provided to allow for a one form Primary School.

LOCAL CENTRE AND DEVELOPMENT

Approximately 0.6ha of land has been provided for a local centre which can include a range of appropriate retail, health and community facilities.

GREEN INFRASTRUCTURE

The area available for green infrastructure is approximately 30.4ha.

VEHICLE ACCESS

New junctions to serve the proposed development will be provided as well as a new strategic Through Road. The council will be mindful not to encourage rat running through the site.

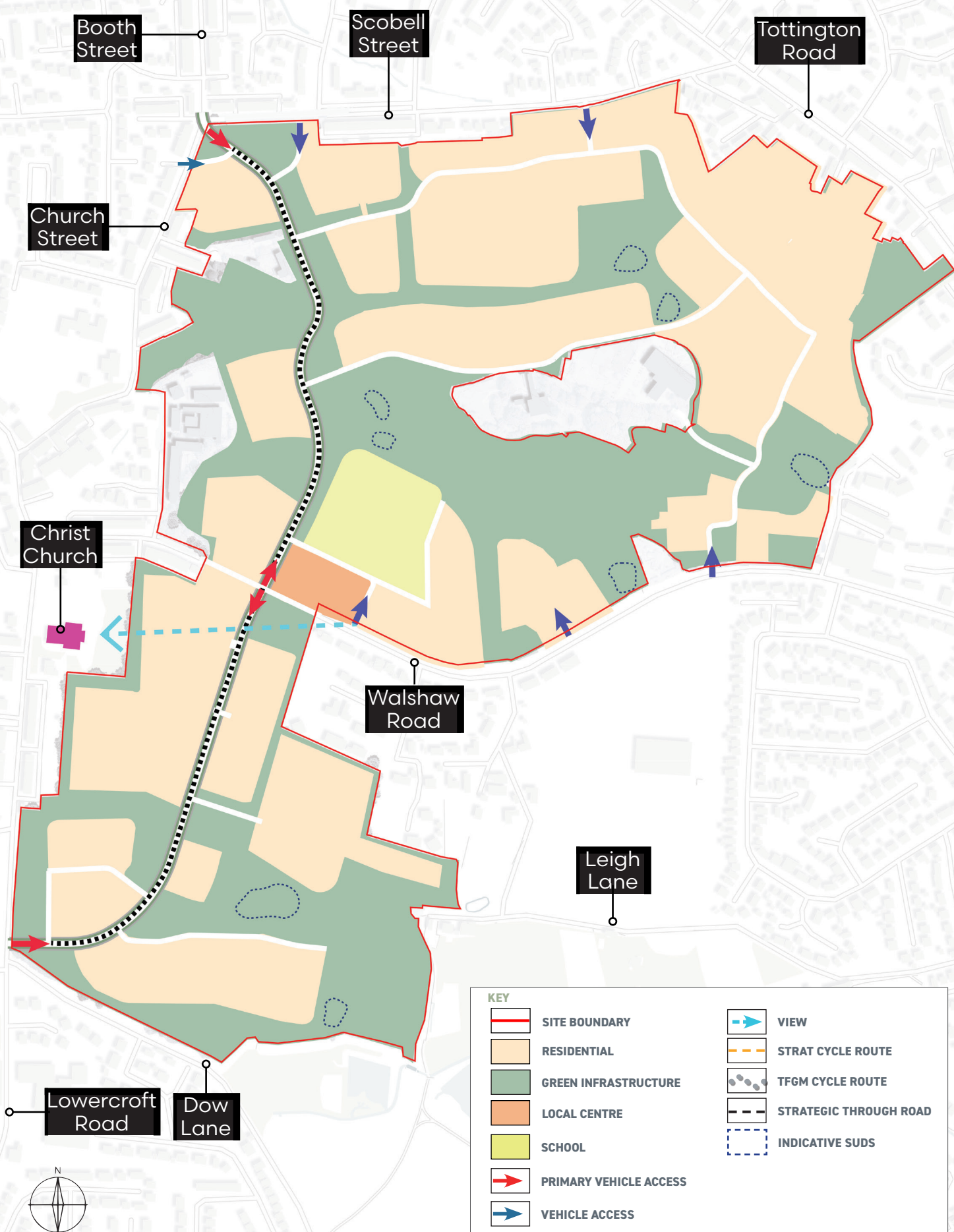
BUILDING HEIGHTS

Predominately 2 storey with some 2.5 storey homes in key positions to aid permeability and legibility. In addition there is opportunity to increase to 3 storey apartments in the local centre

PARAMETERS

Use	Area (ha)
Residential	c.31.5
Green and Blue infrastructure	c.30
Local Centre	c.0.6
School	c.1.6

FIGURE 19: PARAMETER PLAN



INDICATIVE ILLUSTRATIVE MASTERPLAN

The purpose of the Illustrative Masterplan is to show how the parameters and principles will provide for the creation of a rich, varied and attractive development comprising a mixture of house and street types. Variations in density and urban grain will create distinct character areas and edges. It will provide a high-quality new community of, approximately 1,250 homes.

The Masterplan shows how existing landscape features will become focal points within the new neighbourhoods and support an extended and enhanced movement network that incorporates active travel.

The mix of uses provided will contribute to a sustainable new neighbourhood with key local infrastructure, such as primary school and local centre, easily accessible on foot or cycle.

A key piece of road infrastructure will be provided in the form of a new strategic Through Road which will connect Booth Street / Scobell Street (in the north) to Walshaw Road (central) and Lowercroft Road (in the south). In addition to relieving traffic congestion to the west of the site (Church Street / Walshaw village centre) it will provide active travel routes and therefore form an integral movement route connecting through the site and linking existing and proposed east-west path / cycle connections and a mix of high quality family homes.

THE MASTERPLAN INCORPORATES THE FOLLOWING KEY FEATURES:

- ① Strategic Through Road (with potential for a bus route) providing access and connections to the wider highway network.
- ② Integrated green / blue infrastructure with an extensive network of pedestrian and cycle routes, interfacing with surrounding facilities, alongside opportunities for children's play.
- ③ Site for a new primary school following school streets principles.
- ④ Retention of important existing landscape and biodiversity features.
- ⑤ Protection and enhancement of important heritage assets.
- ⑥ Surface water drainage solutions which have the potential to enhance biodiversity.
- ⑦ Community allotments that can be used by the residents.
- ⑧ New local centre with new retail and community facilities.
- ⑨ Through access to Church Street.

FIGURE 20: INDICATIVE ILLUSTRATIVE MASTERPLAN



CHARACTER STRATEGY

The Character Strategy for the site aims to create a vibrant neighbourhood, where different uses are conveniently located and at walking and cycling distance from most homes.

Building Heights

Building heights across the site will be approximately 2 to 2.5 storey in height. This will vary depending on local context and there may be the potential for higher buildings in some areas.

Density

While the average density for the site as a whole will be 37.7 dph, a range of densities will feature across it responding to the proposed locations of key facilities and will relate to the site-wide movement strategy.

Key Spaces

A sequence of spaces along the main route and throughout the development will provide a variation in character and development treatment, aiding legibility for pedestrians and cyclists and offering traffic calming.

Key Buildings

Other key buildings will be used to further emphasise the site's accesses, key spaces, and the hierarchy of routes throughout the site, aiding legibility. They will be achieved through scale, massing, use, architectural style and/or detailing. They will need to fulfil at least one of the following functions:

- i) terminating and/or completing vistas and key views;
- ii) creating a gateway and/or pinch points;
- iii) creating landmark buildings to support wayfinding; and/or
- iv) creating a sense of scale at key spaces.

Building Formality

Building formality across the site will vary depending on the character area it is within, for example The Avenue and Woolfold will feature more formal street frontage and formal response to green space than that of The Glade. (See the next section for character area details)

Block Structure

Perimeter blocks will be the most common typology across the site, with blocks located along the Primary Street generally accessed from the back or via small

parking courts.

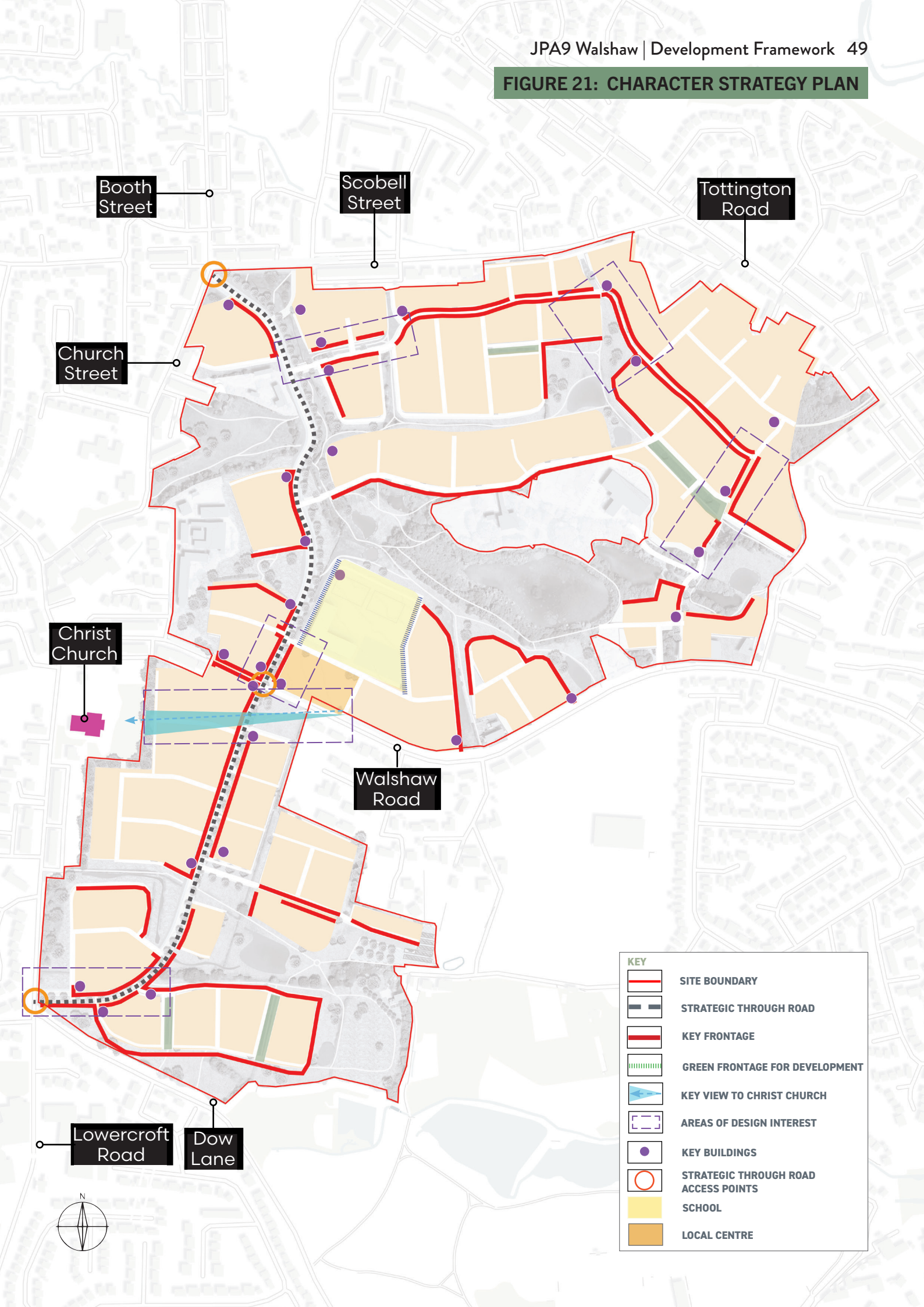
Key View

There is a key view in the site from Walshaw Road towards the listed Christ Church to the west of the site. To ensure the development does not disrupt the view, green space has been provided and streets orientated to maintain a view corridor.

Strategic Through Road Frontage

While strategic, the Through Road is still a street and has a significant role to play in defining the character of the whole site. It will span and influence all the character areas identified. As such, the scale and massing of built form will vary accordingly and will be generally formal with the use of symmetry and vertical elements to emphasise height. Modern and traditional interpretations of the principles are appropriate. There will also be a need to retain the character and amenity of existing properties in locations where new buildings meet existing roads.

FIGURE 21: CHARACTER STRATEGY PLAN



A strong character within a development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. This can be achieved through layout, massing, landscaping, building appearance and appropriate street design, all of which add a further layer of richness to the place.

CHARACTER AREAS

There are three character areas identified in the masterplan. The first includes the Avenue and Woolfold which are core development areas.

The second includes the Glade and the Woodland provide a greater opportunity for a variance in character to respond more directly to the site's landscape character.

The third character area relates to the local centre and primary school.

The character areas respond to the wider influence of the site which includes land form, topography, landscape and the relationship to the existing urban environment as identified in the early 'local character' section.

Edge frontages have also been identified to ensure that the built form provides a suitable transition to the wider landscape and responds positively to the heritage sensitivities of the Grade II* listed Christ Church.

Character Area 1: The Avenue

Located centrally within the site, this character area flanks the strategic Through Road (Avenue) and encloses the local centre: Average density will be higher with close proximity to community and transport infrastructure and to create definition to the central Through Road.

Character Area 1: Woolfold

Closely relating to the adjacent existing communities this character area will typify high-quality residential neighbourhood defined by family housing in and around Bury. Average densities will increase to the eastern / western edges in closer proximity to community and transport infrastructure.

Character Area 2: The Glade

Low density area characterised by a bio-diverse landscape environment with retained mature trees and hedgerows. With direct walking and cycling connections to the adjacent park.

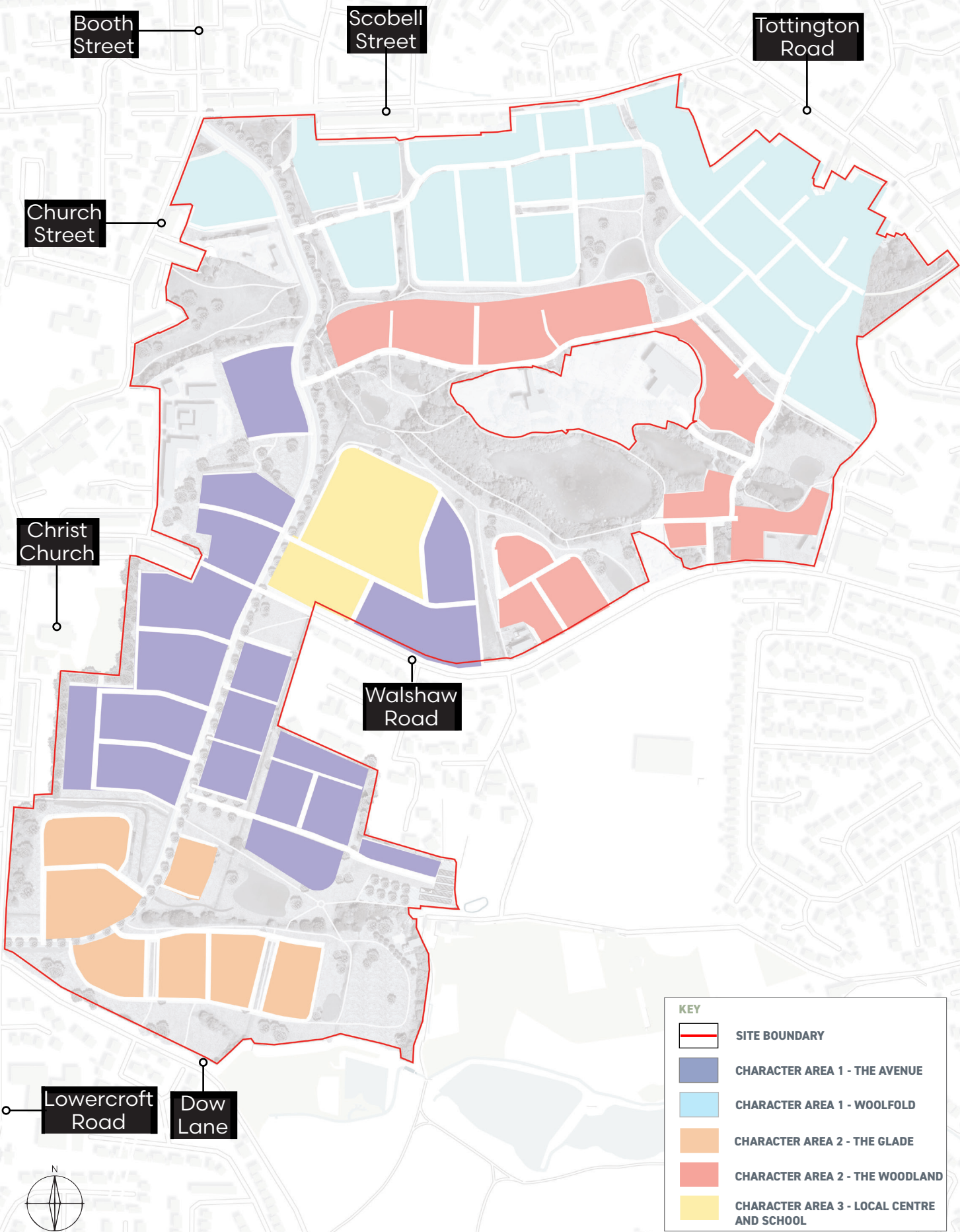
Character Area 2: The Woodland

Lower density area characterised by its proximity to the large body of water and its surrounding mature wooded landscape.

Character Area 3: Local Centre and School

At the centre of the masterplan sits the local centre and land safeguarded for a primary school, with a mixed density with provision for residential above the local centre

FIGURE 22: CHARACTER & BUILT FORM STRATEGY PLAN



CHARACTER AREAS 1 'THE AVENUE' AND 'WOOLFOLD'

The Avenue and Woolfold are similar in that they are residential neighbourhoods with regular development blocks, located in the north and centre of the site, creating continuity and clear block structure, reflecting that of the surrounding neighbourhoods.

Character

This area has formal development lines with clear blocks throughout both areas. They will have a more suburban feel with a semi-formal character inspired by the traditional residential neighbourhoods found in Bury.

Core Area 1: 'The Avenue' is heavily influenced by the Through Road and topography where residential streets will slope down from west to east and will provide the opportunity for views east towards Bury and north towards the hills.

Core area 2: 'Woolfold' is more contained with its character area defined by the street and spaces and journeys that are made through them.

Scale and Density

The residential areas will be approximately 2 to 2.5 storey in height.

Scale and density in Character Area 1 will be approximately 2 to 2.5 storey in height, with an average density of approximately 35dph-40dph due to the proximity of this area to community and transport infrastructure.

Distinct Frontages

The Avenue has key frontages that run along the new strategic Through Road. The Eastern side of this road will see a landscaped strip / rain garden with tree planting.

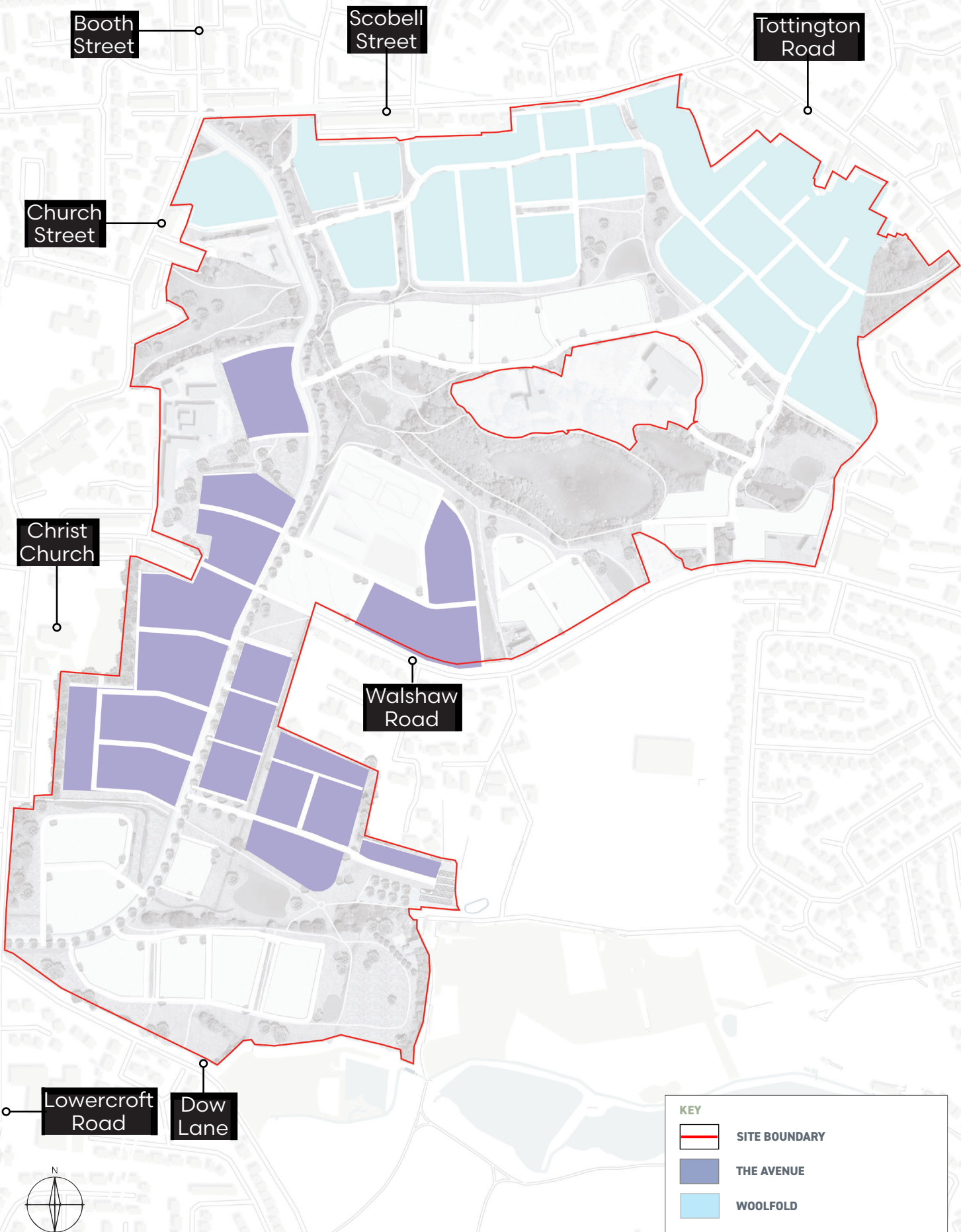
Woolfold has a key frontage along its primary street that connects from Walshaw Road in the south to the Through Road in the north west.

Landscape

Landscape within The Avenue and Woolfold will typically be formal and structured where development area meets open space, leaving the more naturalistic landscape to the outer edges of the site.



FIGURE 23: CHARACTER AREAS 1 PLAN



CHARACTER AREAS 2 'THE GLADE' AND 'THE WOODLAND'

The Glade and The Woodland are residential neighbourhoods heavily influenced by their landscape context. Featuring key green frontages and views.

Character

These areas will have an informal character with variation in building line which will help the residential development here feel more organic. Verdant character with trees within plots and hedgerows.

Scale and Density

The residential areas will be largely 2 storey in height at an average density of approximately 35 dph.

This lower average density will help define the character and provide the opportunity for strong integration with the adjacent landscape.

Distinct Frontages

Each area will have a distinct frontage which responds to its edge context and will have a strong landscape feel.

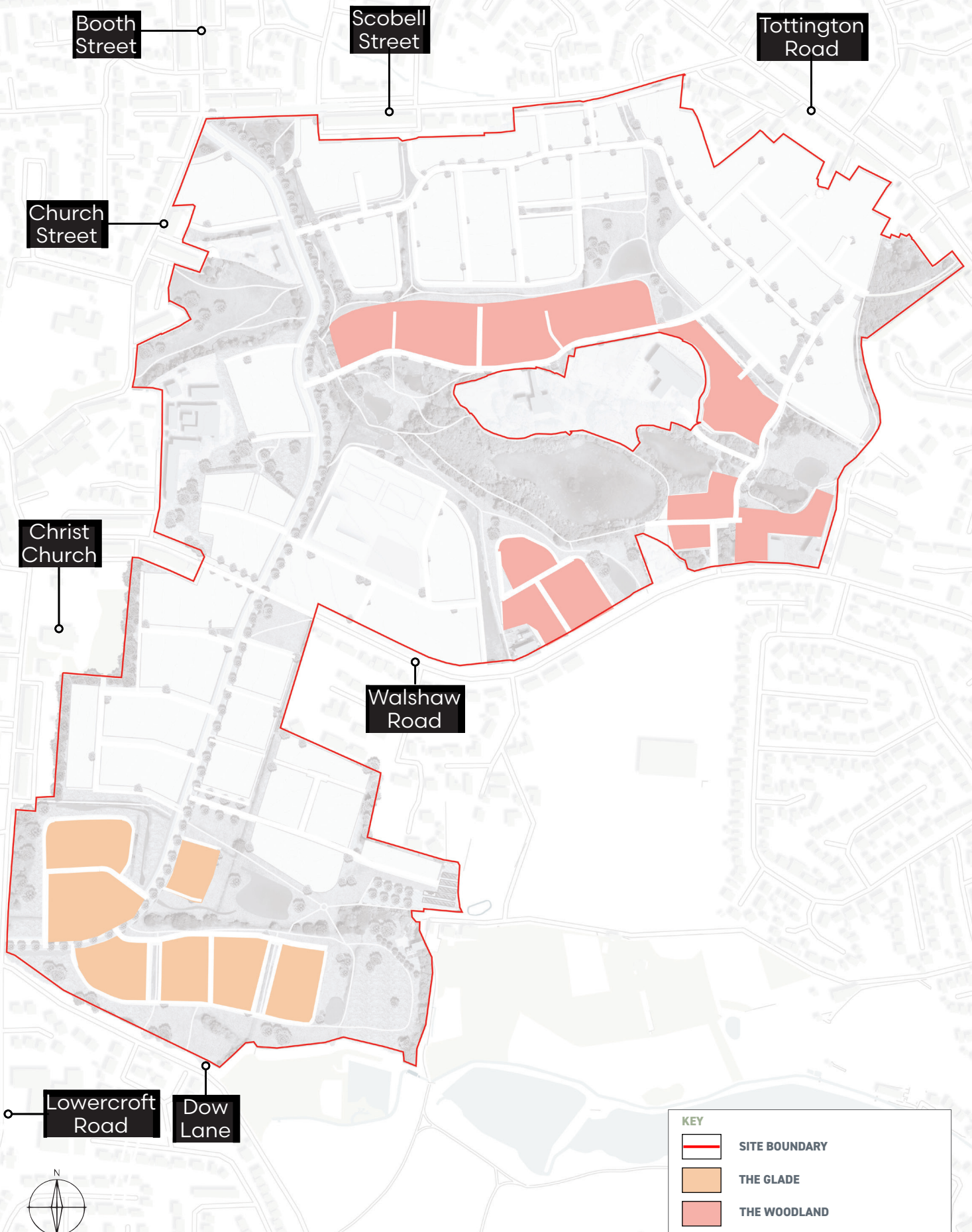
Landscape

These areas will tie in with the distinct landscape setting within the site's central and southern edges. It is a landscape-led neighbourhood which generally fronts open space.

Landscape will typically be formal and structured where development area meets open space, leaving the more naturalistic landscape to the outer edges of the site.



FIGURE 24: CHARACTER AREAS 2 PLAN



CHARACTER AREAS 3 LOCAL CENTRE AND SCHOOL

Sustainably located at the heart of the masterplan is the local centre and school providing key local amenities and the opportunity for residential development as a higher density.

Character

This area will provide a gateway into the northern parcel of the allocation, serving both existing and new residents. This area will include a new primary school, community facilities and small scale retail uses. This co-location of uses will strengthen the sense of community, providing a vibrant point of arrival.

New active travel and public transport infrastructure will be provided alongside the local centre and primary school to encourage sustainable travel and transport connections. This provision will support walking and cycling to school and reduce reliance on car travel for short trips. It also considers the surrounding road network to avoid traffic congestion and parked cars dominating the street scene.

Scale and Density

The height in this character area could increase to 3 storeys to accommodate apartments or cottage flats above the local centre. Site arrangement must balance massing siting taller buildings with open spaces such as play, sports and soft landscape.

The school site would typically have a relatively modest, low-rise scale, with buildings often arranged as a compact cluster of up to 2 storey blocks to preserve generous outdoor space for play and learning.

Distinct Frontages

The local centre will create a strong frontage along the main Through Road, softened by landscaping that establishes a welcoming green edge. As the road approaches the development, the school and local centre both front onto it, helping to create a clear and distinctive sense of arrival to the area.

Landscape

This area has a more formal and structured landscape, where spaces (including any servicing and car parking) are clearly defined and closely integrated with surrounding development.

The school is predominately open and organised for play and sports while the local centre is softened by planting that creates an attractive and welcoming setting.

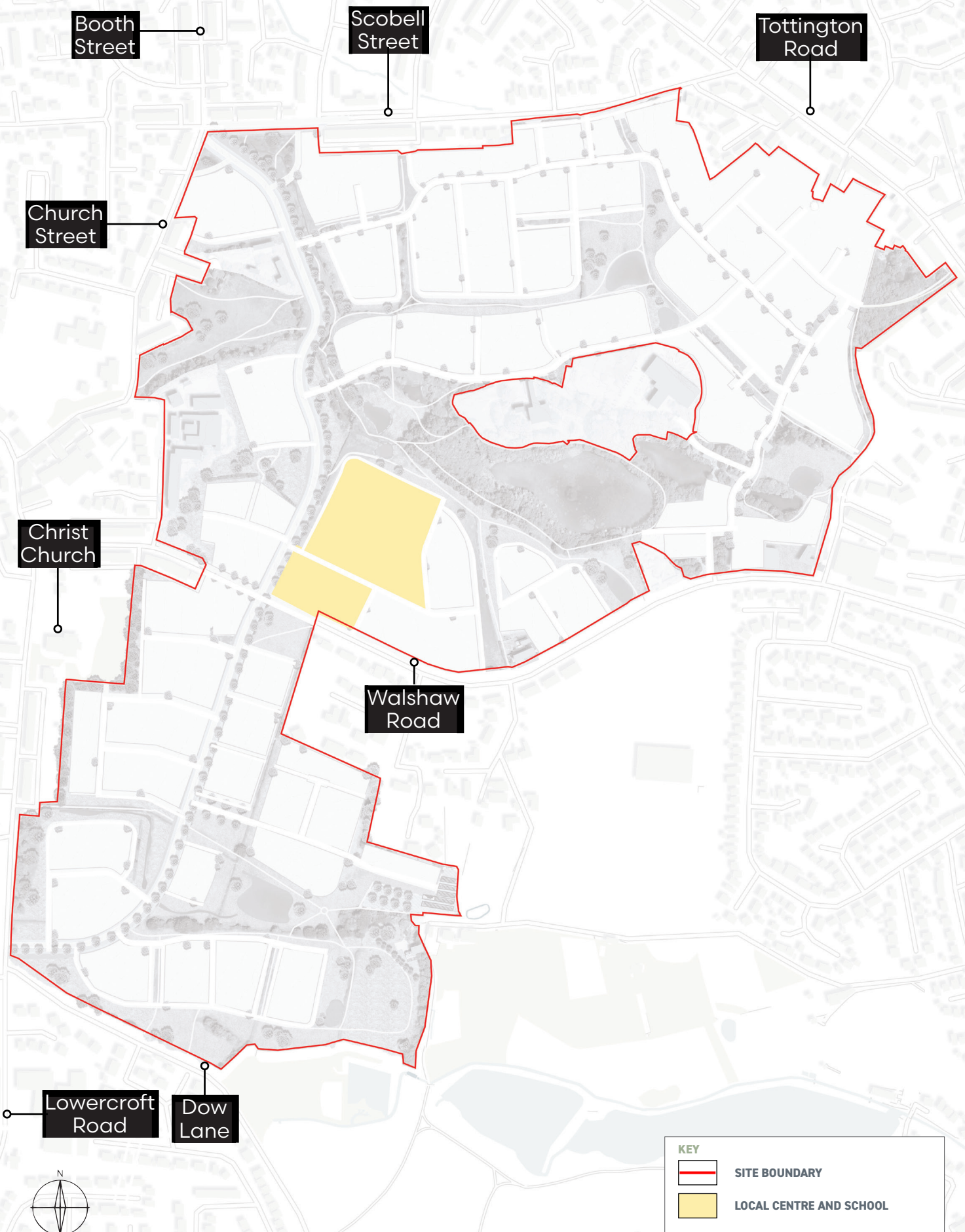
Safeguarded Land

In accordance with the Department of Education (DofE) requirements land of a suitable size to accommodate a new one-form entry primary school (with room to expand to a two-form entry primary school if required) and associated outdoor recreation space has been identified and safeguarded within the northern part of the allocation close to the Local Centre, as identified in Figure 25 and 26.



FIGURE 25: LAND FOR SCHOOL LAYOUT

FIGURE 26: CHARACTER AREAS 3 PLAN



7.DEVELOPMENT FRAMEWORK

The following Development Framework have informed the parameters for the development of the Walshaw site and should be considered as part of any future planning applications. All planning applications are to include supporting information that demonstrates how the development addresses relevant development plan policies and incorporates these Development Frameworks.

All planning applications will be required to take account of site-wide evidence covering a range of matters as set out in the following chapter.

Whilst the masterplan for 'the site' is indicative, any proposed deviation from the Development Principles will only be acceptable if there is clear, robust and agreed evidence that demonstrates an alternative approach would be more beneficial, with reference to the Vision and Objectives set out in Chapter 4.

DESIGN

Development of the site should deliver high-quality, inclusive and sustainable places that respond positively to local context and contribute to a distinctive sense of place, particularly in terms of:

- Responding positively to local context and character.
- Place-making and urban design quality.
- Climate responsiveness and resilience.
- Respect and respond to the natural environment.

All development proposals should adopt a design-led approach from the outset, ensuring that design considerations shape the form, layout, scale and

function of development rather than being applied retrospectively. All planning applications should be accompanied by a design code.

PfE Policy JPA9 requires new development to ensure its design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre.

PfE Policy JP-P1 sets out the key attributes that all development should be consistent with in order to meet the aim for the city region to be one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.

PfE Policy JP-G6 requires development to be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

The following design framework must be incorporated into all development proposals within the site:

Responding positively to and being informed by a thorough understanding of the local context and character, including:

- The site's natural, built and historic environment.
- The local townscape, landscape and setting.
- Established patterns of development, street hierarchy and plot structure.
- Local materials, detailing and architectural features.

Delivering high-quality and inclusive development that contributes to a distinctive sense of place, particularly in terms of:

- Being visually attractive and distinctive, through architecture, materials and detailing.
- Incorporating distinctive architectural reference points at key gateway locations and arrival points to assist with legibility.
- Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing weather and climatic conditions.
- Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive

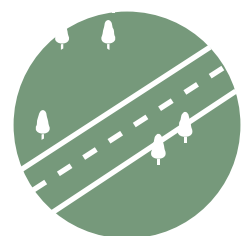
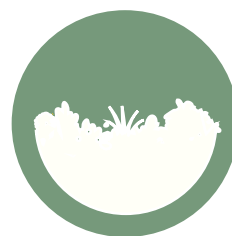
and accessible way that creates a legible sense of place.

- Ensuring that the development makes an effective and efficient use of land and natural resources.
- Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing, weather and climatic conditions.
- Enabling effective, inclusive and safe patterns of movement with a clear hierarchy of routes within and around the development that promotes walking, wheeling, cycling, equestrian use and the use of public transport.
- Ensuring that the development is accessible to people with disabilities, the elderly and those with small children.
- Being safe and secure by minimising actual and perceived opportunities for crime and anti-social behaviour.
- Making appropriate provision for gardens and/or outdoor amenity space that reflects the type and size of each new dwelling.

- Making provision for high quality green and blue infrastructure including multi-functional SuDS, the provision of wildlife habitats and other wildlife-friendly features within the development.
- Ensuring opportunities are taken to positively integrate and enhance existing natural assets, such as rivers and wetlands, into the development, where appropriate.
- Promoting health and wellbeing.
- Considering opportunities for the incorporation of public art.

Delivering development that is resilient to the ongoing and predicted impacts of climate change, particularly by:

- Incorporating low carbon materials to reduce the embodied carbon of new development.
- Ensuring opportunities are taken to optimise solar energy generation through the site layout, building orientation and design.
- Providing high quality sustainable travel options for day-to-day needs via convenient walking, wheeling and cycling routes and catchments and easy access to public transport.



- Incorporating appropriate landscaping and urban greening.
- Ensuring that the design includes an assessment of, and response to existing hydrological characteristics to ensure the sustainable management of water in the design of a site and Sustainable drainage must be considered at the outset of the design process and integrated with the site landscaping, including tree-lined streets.

Ensuring new development will not lead to unacceptable adverse impacts on the amenity of the surrounding area, particularly in terms of:

- Overshadowing and loss of light.
- Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/ extension and window positions.
- Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours.
- Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

HOUSING

PfE Policy JPA9 allocates Walshaw for a new residential-led community. In accordance with Policy JPA9 approximately 1,250 new homes should be delivered to diversify the type of accommodation in Walshaw.

Development should offer a broad mix of house types and sizes, including delivering high quality and locally distinctive design. In addition to this, provision should also be made for custom and self-build plots (subject to local demand having regard to the Councils' self-build register and other relevant evidence) as well as specialist and older persons housing, having regard to the latest Housing Needs and Demand Assessment.

In accordance with PfE Policy JP-H3, all new dwellings must comply with the nationally described space standards and be built to the 'accessible and

adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

The delivery of homes to meet the optional standard in Building Regulations Part M4(3) of the Building Regulations (or any subsequent revisions to the standard) is encouraged.

AFFORDABLE HOUSING

Criterion 5 of PfE Policy JPA9 states that development in this allocation will be required to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

Development proposals should include the provision of affordable housing in line with the requirements of PfE Policy JPA9, across a range of house types, sizes and affordable tenures, and have regard to the latest Housing Needs and Demand Assessment. It should be fully integrated throughout the site unless there are specific circumstances that warrant otherwise and it should be indistinguishable from the market housing and built to the same specifications (i.e. not separate house types for affordable homes), unless there are particular reasons not to do so (e.g. if there is a specific requirement from a Registered Provider).

PROVISION FOR SPECIALIST AND OLDER PERSONS ACCOMMODATION

Provision should be made for specialist and older persons' accommodation to contribute to meeting identified needs in the latest Housing Needs and Demand Assessment. Specialist and older persons' housing should be in an appropriate location to meet the needs of future residents.

All planning applications should demonstrate how provision for specialist and older persons accommodation is being made

CHARACTER AND DENSITY

The density and character of new residential development will be shaped by:

- Characteristics and constraints at different locations, both within the site and within the surrounding context.
- The need to deliver sustainable forms of development including efficient use of land, management of environmental impact and promoting travel by non-car modes.

The approach to residential density should in accordance with PfE

Policy H4, with the highest densities delivered in the most accessible locations. Development should maximise the opportunity to create sustainable homes in walkable neighbourhoods.

To optimize densities within the site, residential uses will also be acceptable in principle, on the upper floors of retail and community uses.

Such differentiation in density is essential to help create a varied mix of residential forms and typologies, helping to ensure a choice of housing while delivering an efficient and sustainable use of land.



ACCESS HIGHWAYS AND TRANSPORT

Development at Walshaw represents a significant opportunity to deliver new strategic highway infrastructure and sustainable transport connections, providing relief for existing parts of the highway network, as well as providing sustainable access to the site and its new neighbourhoods and facilities.

All development within the allocation should be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network both in its 'incomplete' early phases and incrementally through to final completion.

Development within the allocation should:

- Deliver a street hierarchy within the site that is in line with local design standards and that is capable of accommodating buses, with provision of bus stops and related infrastructure at optimum locations, and provision for active travel.

- Provide primary routes from the key vehicular access points connecting the development with surrounding area.
- Ensure high quality, convenient, safe and attractive walking, wheeling and cycling routes where appropriate, into and throughout the site and, in particular, towards bus stops.
- Provide off-site transport mitigation measures to enable accessibility and mitigate highways impacts arising from the development.
- Ensure that flood risk on-site and off-site from highways works is not increased and where possible a betterment is provided.

Planning applications submitted on the site will need to take account of a transport assessment which considers the highway and transport impacts of the entire site.

In accordance with Policy JP-C8 (Transport Requirements of New Development) this assessment should fully consider the cumulative impact of other proposed development in the area, access, highways and

active travel. This should include detailed technical assessment and feasibility work. Transport Assessments will also be used to update the Infrastructure, Delivery and Phasing Strategy for the site.

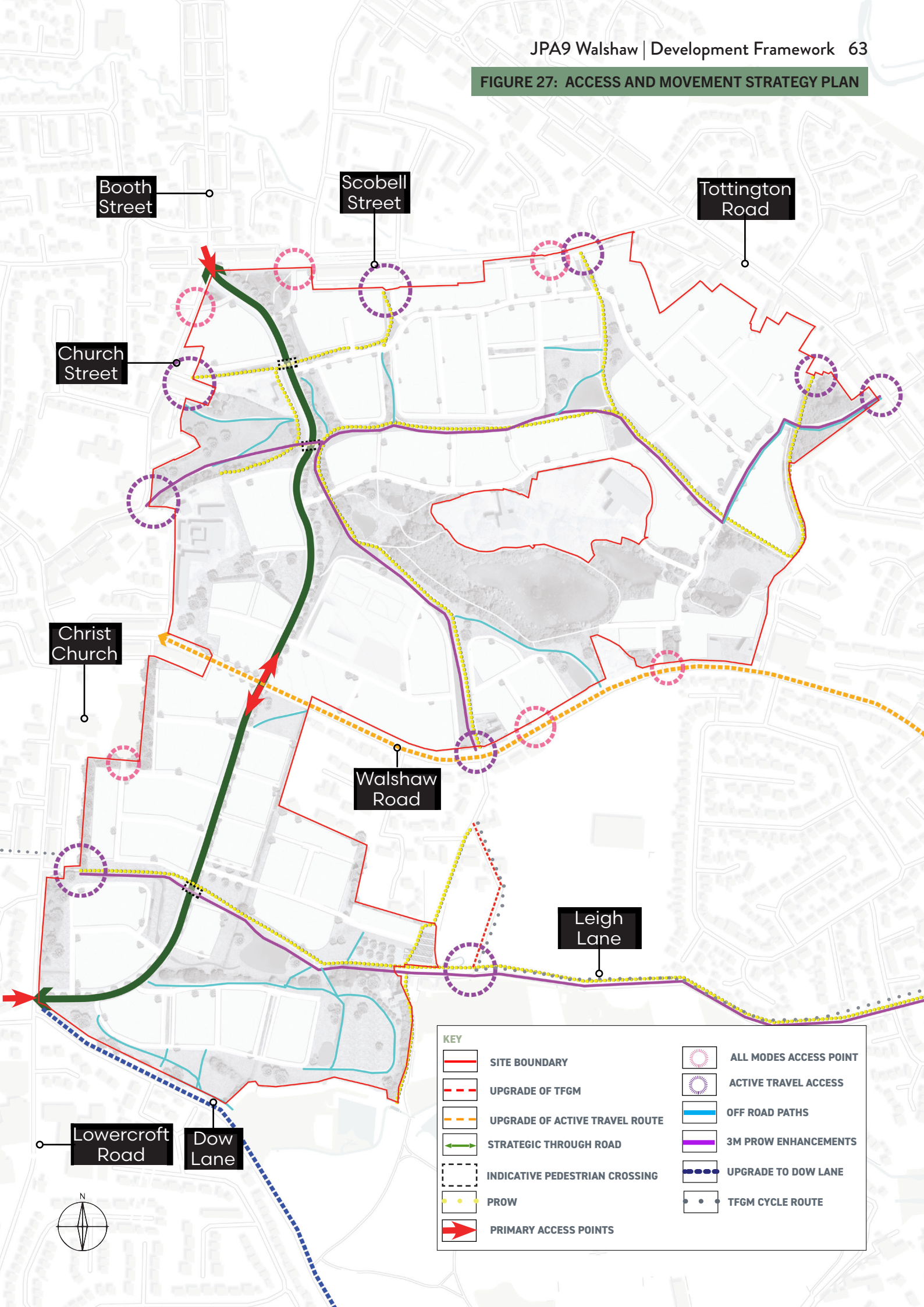
ACCESS AND STRATEGIC THROUGH ROAD

To connect the site with the local highway network a new multi-functional strategic Through Road will provide new highway provision and public transport routes providing an alternative to the existing constrained highway network at Church Street, Bank Street and High Street. The strategic Through Road will also provide access to development parcels within the site and will provide some of the key active travel routes through the site. Rat-running through the site must be avoided.

The key access points on the Through Road are:

- Junction at Scobell Street/Church Street and Booth Street
- North of Walshaw Road
- South of Walshaw Road
- Junction at Lowercroft Road

FIGURE 27: ACCESS AND MOVEMENT STRATEGY PLAN



Additional points of emergency vehicular access may also be acceptable.

The design of access junctions should be informed by a Transport Assessment, Traffic Modelling and Traffic Surveys, prepared to support planning applications. This will ensure that the appropriate design, type and size of junction is provided – in accordance with PfE Policy JP- C8 (Transport Requirements of New Development).

The internal road hierarchy and layout should be designed in accordance with PfE Policies JP-C1 (An Integrated Network), JP-C5 (Streets for All) and JP-C8 (Transport Requirements of New Development), as well as other relevant guidance, including the Greater Manchester Streets for All Design Guide.

To prevent rat-running and ensure delivery of the Through Road, any proposed north-south estate roads shall not be fully connected unless or until the full strategic Through Road is operational.

The strategic Through Road is a critical and essential highway mitigation

measure that is required to allow for the full quantum of development from the site to be delivered.

The scale and location of residential development within the allocation will be co-ordinated with the delivery of the Strategic Through Road.

Further details regarding this will be determined by site wide and plot specific Transport Assessments submitted with all planning applications which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site.

HIGHWAYS

Residential development at Walshaw must be integrated with the wider highway network. All development within the allocation will be expected to have regard to the off-site highway mitigation works listed in Appendix D of PfE (together with any additional necessary measures identified through Transport Assessments) to enable accessibility and mitigate highways impacts arising from the development. These include:

- Crostons Road/ Tottington Road junction
- Tottington Road/ Walshaw Road priority junction
- A58 Bolton Road / Ainsworth Road junction improvement
- A58 Bolton & Bury Road/ Starling Road junction improvement

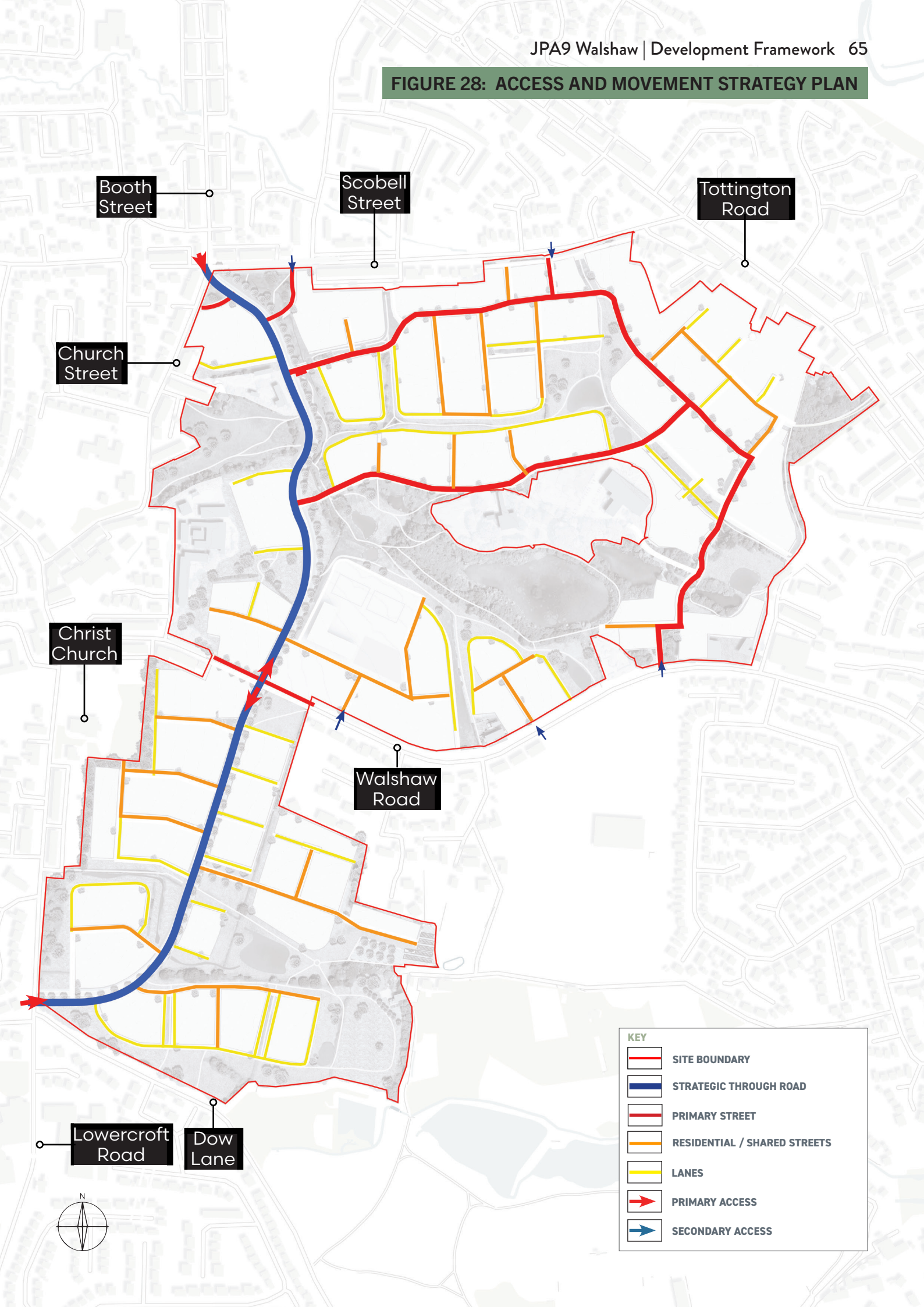
PARKING

Car and cycle parking, including Electric Vehicle (EV) charging facilities will be expected at key public facilities including the local centre and school in accordance with PfE Policies JP-C5 (Streets for All), JP-C6 (Walking and Cycling) and JP-C8 (Transport Requirements of New Development) and any associated guidance, including the Parking Standards in Bury SPD11 (June 2025).

ACTIVE TRAVEL & MOVEMENT

The promotion of sustainable modes of transport and permeable connections will be critical for the delivery of the Walshaw site. Development should be designed to ensure ease of walking, wheeling, cycling and equestrian movement through the site.

FIGURE 28: ACCESS AND MOVEMENT STRATEGY PLAN



Active travel infrastructure in accordance with LTN1/20 and other relevant design guidance will be required to be delivered both within and outside the site where possible to support sustainable travel connections.

All development within the allocation should seek to conserve existing public rights of way (with diversions as appropriate) and improve walking, wheeling, cycling and equestrian connectivity for both active travel and recreation.

The indicative masterplan presented in Chapter 6 identifies a network of dedicated active travel routes designed to permeate the development, including direct links between the local centres, schools and an indicative link to Christ Church. These routes offer the quickest and most direct way to access key destinations, day-to-day needs as well as direct connections to surrounding areas by non-car modes.

The proposals identify a hierarchy of routes including:

- Strategic Through Road
- Primary Street
- Residential Street/
shared streets
- Lanes

Further details can be found in chapter 6 ('Masterplan').

The approach to active travel should have particular reference to PfE Policies JP-C5 (Streets for All), JP-C6 (Walking and Cycling) and JP-C8 (Transport Requirements of New Development). Active travel infrastructure may be required to be delivered in the immediate vicinity of the site and outside of the allocation, to support sustainable travel connections.

PUBLIC TRANSPORT

Accessibility by bus will be key to the sustainable development of the site. The Greater Manchester Bus Strategy has an aim for 90% of Greater Manchester's population to be within 400m of a 30-minute bus service.

Consideration will need to be given to the location of bus stops along the strategic Through Road having regard to bus stop catchment areas. Active travel routes to and from bus stops, the nature and location of crossing points on the strategic Through Road and whether on-road bus stops or bus laybys are preferred will be determined at planning application stage.

All development within the allocation will be expected to contribute to bus infrastructure and services.

PEDESTRIANS

A permeable and legible pedestrian environment is integral to creating a successful community. Pedestrian movement will be provided through a network of off-road and on-road paths. These will allow new and existing residents to traverse the site away from vehicles.

Pedestrian routes will promote active movement and will link to existing recreational routes and destinations in and around the site.

The indicative design of off road paths is shown opposite.

Connection with the wider national cycle network route 6 to the north east will be provided onto Tottington road and the existing PROW going north.

Cycle way/ off road paths moving west to east are also provided to the west via Lowercroft Road and to the east via Leigh Lane.

Figure 30 highlights the indicative design of any off road path.

Strategic cycleways will provide safe, attractive and convenient connections between development parcels and key designations within and around the site.

CYCLING

Cycling infrastructure will be provided across the site both formally along the Through Road with the provision for a 3m shared cycleway/footway and off-road routes throughout the site.

VEHICULAR ACCESS

Primary access will be provided off Booth Street and Lowercroft Road.

Secondary access will be provided via: Scobell Street and Walshaw Road.

STRATEGIC THROUGH ROAD

As part of the allocation policy, a Strategic Through Road must be provided. This strategic Through Road will have the potential to provide a bus route. An indicative design can be seen opposite.

STREET HIERARCHY

Together, these street types will create a legible neighbourhood, with a permeable and easy to manoeuvre environment that supports the needs of all users.

The street sections presented opposite and Figure 28 illustrate where these street types could be applied across the proposed development.

FIGURE 29: OFF ROAD FOOTPATH

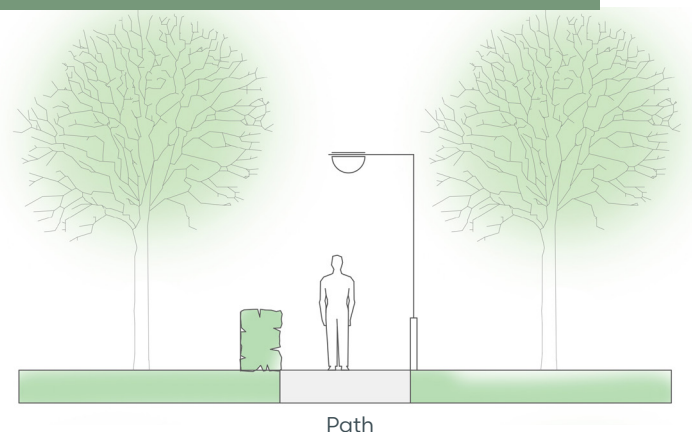


FIGURE 30: 3M OFF ROAD CYCLE / FOOTPATH

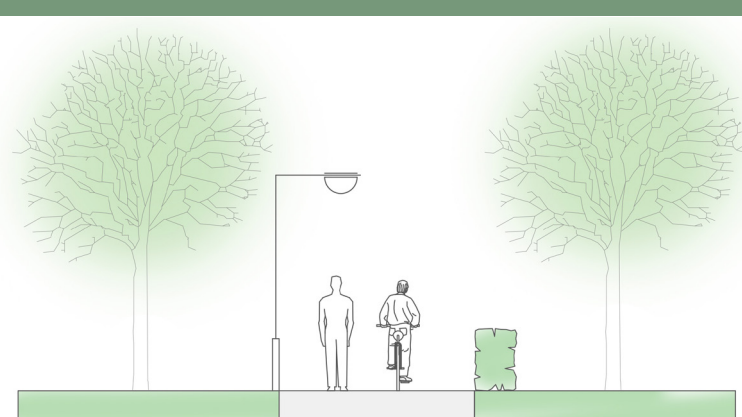


FIGURE 31: THROUGH ROAD



FIGURE 32: RESIDENTIAL STREET

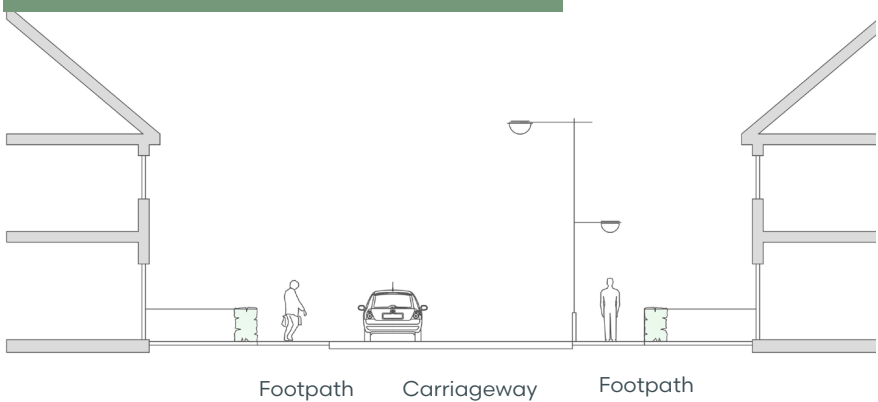


FIGURE 33: SHARED STREET

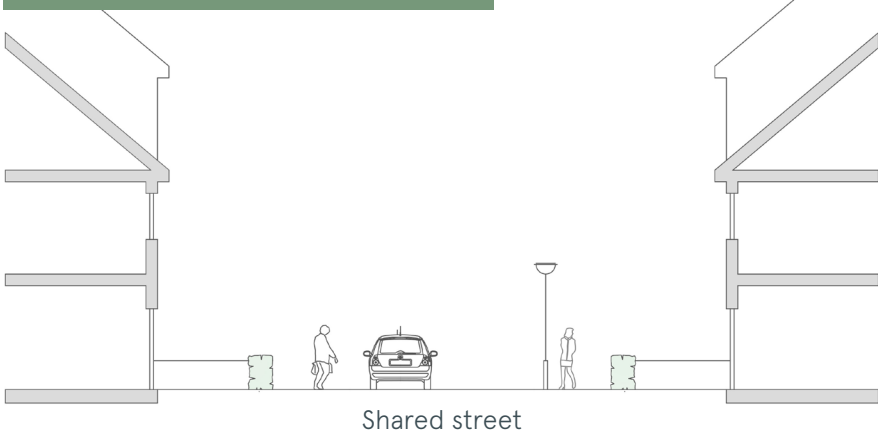
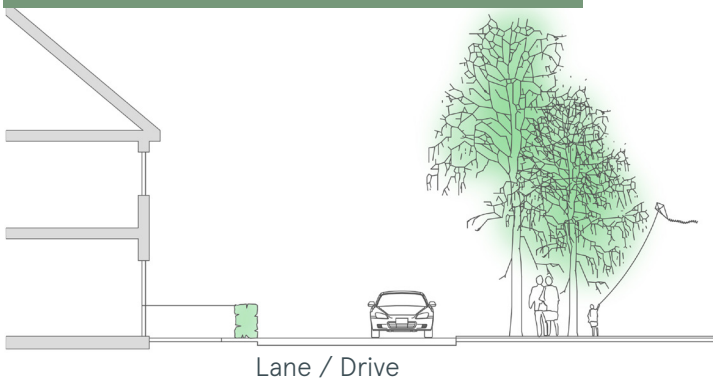


FIGURE 34: PRIVATE LANE/DRIVE



ECOLOGY

The masterplan has been prepared around existing ecological features across the whole site and has considered the existing green and blue infrastructure throughout.

Planning applications submitted on the site will need to take account of a site-wide ecology strategy prepared in accordance with PFE Policies JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity).

The strategy should focus on protecting key habitats and species through implementation of the mitigation hierarchy and integration and enhancement at Walshaw and Elton Brooks.

The following principles must be adhered to within the ecology strategy:

- Conservation of breeding birds including new habitat creation and habitat enhancement.
- Conservation of bats, including habitat creation and habitat enhancement.
- Avoidance, mitigation and/or compensation for any harm caused to SBIs, including indirect harm (e.g. increased recreational pressure).
- Site wide conservation strategy for amphibians.
- Protection of badgers; and
- Co-ordinated management of invasive species.
- Use of locally appropriate species.

Wildlife Corridor

A designated wildlife corridor runs across the southern part of the allocation

Saved Policy EN6/4 of the adopted Bury Unitary Development Plan (UDP) relates to wildlife links and corridors and states that the Council will seek to consolidate and, where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. In particular, the Council will seek to ensure that new development within or adjacent to identified links or corridors contributes to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.

In addition, UDP Policy EN6/4 is supported by criterion 2 of Places for Everyone Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) which states that, through local planning and associated activities, a net enhancement of biodiversity resources will be sought, including, where relevant, by improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes. Criterion b of Policy JP-G8 also states that development will be expected to avoid fragmenting or severing connectivity between habitats.

In line with UDP Policy EN6/4 (and its supplementary guidance) and Places for Everyone Policy JP-G8, development in this part of the site will be expected to avoid fragmenting or severing this corridor and will need to contribute to its effectiveness through the design, landscaping and siting of development proposals and mitigation works.

Biodiversity

PfE Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity requires development to follow the mitigation hierarchy of first, second and third:

1. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts.
2. Adequately mitigating any harm to biodiversity.
3. Adequately compensating for any remaining harm to biodiversity.

All ecological matters have informed the masterplanning of the Walshaw site and will continue to be considered throughout the planning process, including through any subsequent planning applications. Whilst the protection of ecological assets is clearly an important objective for planning, so too is the need to meet future development needs and planning can often face difficult choices around achieving an appropriate planning balance and the reconciliation of often competing interests.

Providing enhanced areas of green space and key landscaping will provide space for BNG to be addressed. However some multi-functional greenspaces are not suitable for BNG delivery due to the potential conflict of human interference with habitats (dog walking, play, sports). Each planning application will deliver the required 10% BNG and on site BNG will be optimised but it is likely that off-site measures will be required. However this should be based in a site-wide ecology and BNG Strategy. These will be delivered in the first instance through Bury Council's local offsetting capacity, supplemented by strategic offsetting sites if needed.

Further ecological surveys and strategies should be submitted with all planning applications within the site to ensure that these reflect the latest position. In addition to the site wide ecology strategy, further ecological surveys and evidence should be submitted with all planning applications.

Maintenance & Management

The long-term positive management of green spaces and in particular the retained and newly created habitats, should be secured through a Landscape and Habitat Management Plan (LHMP). This plan should also cover any off-site habitats delivered as part of the BNG and mitigation strategy.

Ongoing monitoring will be embedded within the LHMP to track habitat condition, species use and the effectiveness of management measures. Results will be regularly reviewed, allowing management practices to be adapted as necessary to ensure long-term ecological benefits are achieved.

An Access Management Strategy should be prepared to guide where public access is encouraged, controlled or restricted, depending on ecological sensitivity and functional objectives. This will be particularly important for preventing disturbance to breeding and wintering birds.

Strategy

The areas of public open space provided and the proposed naturalistic approach to landscape will enhance biodiversity through the creation of a range of new habitat types throughout the site.

The proposed landscape at Walshaw includes a network of space, featuring new parks, gardens, and publicly accessible natural areas.

The development will deliver at least the statutory 10% Biodiversity Net Gain (BNG) through a mix of on-site enhanced areas of green spaces and landscaping, and off-site gain.

The masterplan represents a sustainable and ecologically integrated framework that is capable of delivering meaningful environmental enhancement alongside new housing. The allocation not only mitigates potential impacts but also provides a strong foundation for long-term nature recovery and measurable biodiversity gains.



OPEN SPACE, SPORT AND RECREATION

Criteria 9 of PfE Policy JPA9 requires development to 'make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.

Saved Policy RT2/2 of the adopted Bury Unitary Development Plan (UDP) relates to recreation provision in new housing development and states that developers of new housing on sites of 10 or more dwellings will be expected to provide for the recreational needs of the prospective residents. This Policy is supported by supplementary guidance (SPD1) which provides more detailed advice on the implementation of the Policy.

Any planning applications on the site will need to take account of a site wide open space, sport and recreation strategy which sets out the quantity, quality, accessibility, delivery and management of on-site provision.

This strategy should be prepared in accordance with Bury's local standards and evidence base including Bury Council Open Space Assessment and supplementary planning documents.

Broadly, the sport and recreation demands arising from a new residential population of 3,000 people at Walshaw is likely to be:

- 2.4ha of parkland.
- 12.33 ha of natural and semi-natural green space.
- 1.92ha of amenity green space.
- 0.75ha of allotment provision.
- 0.75ha of children and young peoples play provision.
- Provision for Adult and Youth football (11v11).
- Improvements to the quality of the small 3G facility at Walshaw Sports Club.

The masterplan for Walshaw includes a network of spaces, featuring new parks, gardens, and publicly accessible natural areas.

These spaces will be integrated into the area's broader green infrastructure, offering both new residents and existing communities opportunities to enjoy the outdoors with planned routes and connections enhancing accessibility throughout.

The spaces vary in size and character, influenced by natural assets such as mature vegetation, water features, views, and biodiversity, while also incorporating new park amenities like play areas and food-growing spaces.

Opportunities for the dual use of facilities through new school provision should be explored along with the potential for improvements to the 3G provision at Walshaw Sports Club to help to accommodate mini formats of pitch sports.

It is anticipated that the long term positive management of the open spaces within the site will be secured through both a Landscape and Habitat Management Plan and the establishment of a Management Company to maintain the play areas, open spaces and parks.

FIGURE 35: LANDSCAPE STRATEGY



To help integrate the proposed development with its surrounding environment and encourage sustainability, a series of key design considerations have been incorporated into the green infrastructure plan.

The development will ensure there is provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.

All planning applications should demonstrate how the recreational needs of prospective residents will be met, particularly through on-site recreation provision in the first instance.

Key considerations focus on preserving and enhancing the natural landscape, supporting biodiversity, and inviting both new and existing residents to enjoy and connect with the parks and green spaces.

The aim is to create a cohesive and vibrant green area that supports ecological health and enhances the well-being of the community.

Below are the key design principles incorporated into the proposed green infrastructure:

- Retain and enhance landscape features, such as existing woodlands, groups of trees, water bodies, and hedgerows, integrating them into the Green Infrastructure network where possible.
- Improve habitat connectivity across the site by using a mosaic of habitats that reflect the historic landscape pattern, including woodland blocks, tree belts, grassland meadows, and hedgerows.
- Reflect the existing settlement edge patterns and character through structural planting, land use, and appropriate transitions in scale and massing at the settlement boundaries, responding to the surrounding context.
- Improve active travel routes and connections across the site, linking to existing public rights of way (PRoWs) and pathways.
- Enhance the habitat value and accessibility of Walshaw Brook by creating an ecological park along the watercourse.
- Create an attractive, legible, and secure environment for the proposed residential development, supported by quality green connections and well-overlooked spaces.
- Design spaces that integrate both formal and informal recreational areas, connected by active travel routes, all within a vibrant natural green setting.
- Maintain appropriate undeveloped buffers to ordinary watercourses, proportionate to ecological and flood risk function.
- Avoid unnecessary diversions or crossings; where unavoidable, these should be minimised and designed sensitively.
- Seek opportunities to improve channel form, riparian habitat and floodplain connectivity.

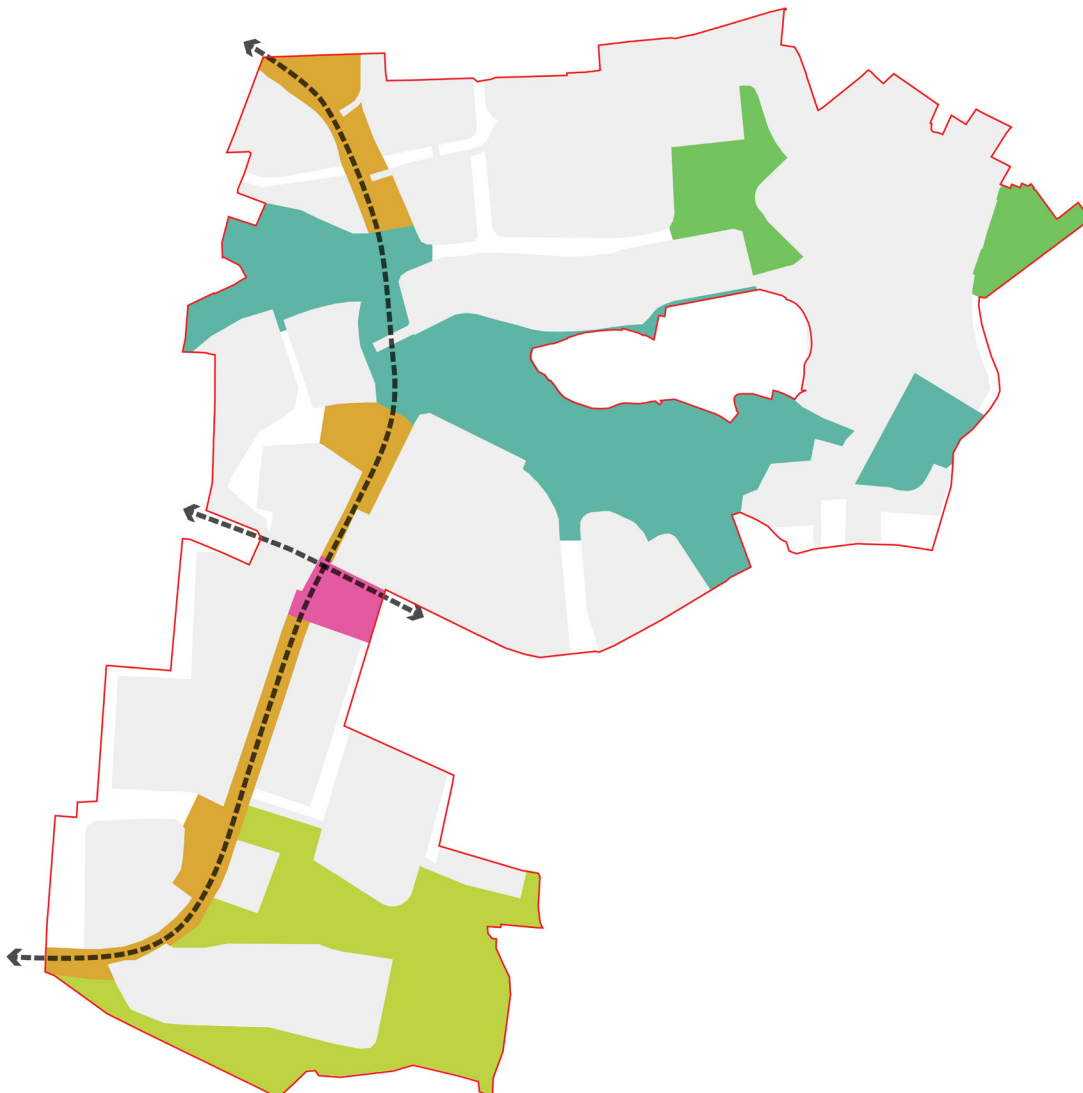
GREEN AND BLUE INFRASTRUCTURE NETWORK

The proposed landscape at Walshaw includes a network of spaces, featuring new parks, gardens, and publicly accessible natural areas.

These spaces will be integrated into the area's broader green infrastructure, offering both new residents and existing communities opportunities to enjoy the outdoors with planned routes and connections enhancing accessibility throughout.

The spaces vary in size and character, influenced by natural assets such as mature vegetation, water features, views, and biodiversity, while also incorporating new park amenities like play areas and food-growing spaces.

This development is designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking, wheeling, cycling and equestrians.



WALSHAW BROOK PARK

Walshaw Brook Park will offer natural space, enriched with mature trees, flowing water, and a series of lakes. The park will offer a variety of play features for all ages making it an inclusive destination for outdoor recreation and connection with nature.



ELTON COMMON

To the south of the settlement lies Elton Common, a new park spanning, which links to Dow Park to the south-east. The park will feature a network of paths that connect to neighbouring communities, along with a multi-use games area (MUGA) and an adventure play area. Additionally, there could be allotments available for local community food growing. And areas dedicated for biodiversity enhancement.



CENTRAL PARK

The new green square, located at the heart of the development, serves as a vibrant hub that connects local amenities and shops with quality open space. This semi-formal green area creates a welcoming environment where residents can gather, shop, and enjoy the outdoor space.



POCKET PARKS

Pocket parks will be integrated throughout the development and serve multiple functions including local amenity space, children's play facilities, biodiversity features and SuDS features including attenuation basins.



FLOOD RISK AND DRAINAGE

The site provides many opportunities for sustainable water management and to incorporate multi-functional SuDS features, particularly around Elton Brook and Walshaw Brook.

Any planning applications will need to take account of a updated site wide flood and drainage strategy for the site, prepared in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment and the North West River Basin Management Plan and with engagement from United Utilities, Bury Lead Local Flood Authority and Environment Agency. The site-wide strategy should ensure a holistic approach is adopted and ensure that each development parcel has suitable water storage to operate independently and as part of the whole development.

The drainage strategy must incorporate and make space for Sustainable Drainage Systems (SuDS) attenuation ponds and other multi-functional SuDS features to manage water. Even in urban environments, there are many examples of how detailed design, such as green roofs; permeable surfacing;

soakaways; filter drainage; swales; bioretention tree pits and rain gardens; can be used to introduce landscaping features that increase our resilience to heavy rainfall events and combat the heat island effect. Any layouts that wholly rely on traditional underground storage and conveyance systems for the management of surface water will not be acceptable.

The strategy for storm drainage must compliment the existing network, by conveying flows to the existing watercourses. The new drainage network should incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.

Water quality must be a key consideration throughout the site. Water quality treatment should be incorporated at source to reduce the impact of any contaminants on site, in accordance with PfE policy JP-S4 and water quality standards.

Individual planning applications for development within the site must be accompanied by a Flood Risk and Drainage Assessment and Strategy, in accordance with PfE Policy JP-S4 (Flood Risk and the Water Environment) and the North West River Basin Management Plan.

Individual Flood Risk and Drainage Assessment and Strategy must include the following principles:

- Ensure that individual flood risk and drainage proposals are in line with the site-wide strategy.
- Locate and design development to minimise the impacts of current and future flood risk to increase resilience to flooding.
- Maintain greenfield run-off rates through the incorporation of attenuation features across the site.
- Drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses.

- Ensure that sustainable drainage systems are designed in accordance with GM SuDS Design Guidance to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground. Proposals for the public realm must focus on delivering high quality landscaping and green infrastructure in new development, which enhances the public realm, reduces impermeable area and slows the flow of surface water.
- Ensure that SuDS are managed and maintained appropriately to ensure their proper functioning over the life time of the development.

Surface water across the site should follow the drainage hierarchy and drained through the implementation of SuDS. These are proposed to discharge site flows at a restricted surface water discharge rate through a series of attenuation ponds to Walshaw Brook (north of Walshaw Road) and Elton Brook (south of Walshaw Road).

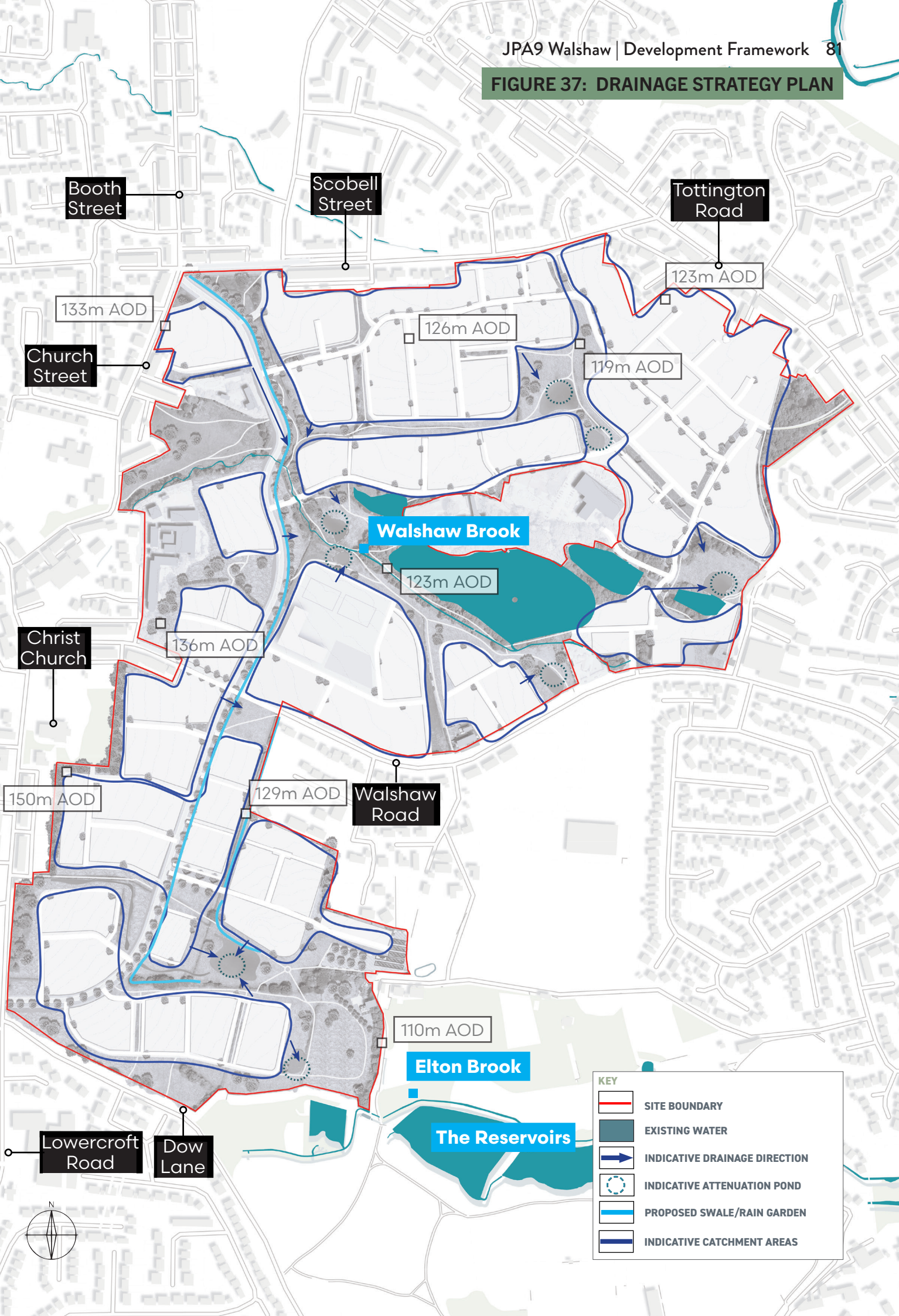
The strategy for storm drainage proposes to compliment the existing network, by conveying flows to the existing watercourses. The new drainage network will incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.

All SuDS should be designed and implemented using the SuDS Design Guidance, in general accordance with the SuDS Manual and Sewerage Sector Guidance for adoptable (SuDS).

SuDS are proposed to be incorporated into the grass verge alongside the strategic Through Road, potentially as rain gardens.

The final drainage scheme will be confirmed at the detailed design stage.

FIGURE 37: DRAINAGE STRATEGY PLAN



KEY	
	SITE BOUNDARY
	EXISTING WATER
	INDICATIVE DRAINAGE DIRECTION
	INDICATIVE ATTENUATION POND
	PROPOSED SWALE/RAIN GARDEN
	INDICATIVE CATCHMENT AREAS

SUSTAINABILITY, ENERGY & CARBON REDUCTION

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury Council through a declaration of a climate emergency.

Walshaw offers the opportunity to support Bury and Greater Manchester's commitment to net zero through the delivery of a sustainable, low carbon neighbourhood. PfE Policy JP-S2 sets out the design and development standards to support sustainability objectives including promotion of low carbon development and renewable and low carbon infrastructure.

Applications for the development of the site should adopt a fabric-first approach to minimise carbon emissions and energy demand, with buildings incorporating renewable technologies, promoting efficient water and energy use, and support the transition towards net-zero carbon. Further detail on this can be found within chapter 9 (Sustainability Strategy).

HERITAGE

PfE Policy JPA9 requires development to take appropriate account of relevant heritage assets, and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2.

Development within the allocation must respect the views and setting of the church are enhanced.

To ensure the development does not disrupt the view of Christ Church from Walshaw Road, the indicative masterplan shows the provision of green space between the Church and development parcels.'

Full archaeological studies will be required to support planning applications within the site.

EDUCATION

PfE Policy JPA9 requires the 'provision of one new one-form entry primary school to meet needs generated by the development.'

Secondary School Provision

A financial contribution towards secondary school provision to meet

needs generated by the development is required in accordance with PfE Policy JP-P5. Financial contributions towards the cost of additional secondary school provision will be secured as part of relevant planning applications for each phase of development. Further details regarding contributions can be found in SPD17- Developer Contributions for Education.

Primary School Provision

In recent years, there has been a sustained decline in the birth rate in Bury and the number of primary school children living in Bury is projected to fall in the medium term. Consequently, in terms of primary school provision, current evidence shows that there is some surplus capacity within the locality which could assist in absorbing the demand generated by pupils located within the early phases of the development. However, given the scale of the site there is insufficient capacity in surrounding schools to accommodate the full expected pupil yield, a new school within the development site is required.

Therefore, the strategy for meeting primary school provision is a combination of utilising spare capacity in existing schools in the short term, and in the longer term the provision of a new one-form entry primary school on site.

The indicative masterplan provides for one new one-form entry primary school within the northern part of the site close to the Local Centre.

Safeguarded School Site

In accordance with DfE requirements, land of a suitable size to accommodate a new one-form entry primary school (with room to expand to a two-form entry primary school if required) and associated outdoor recreation space has been identified and safeguarded at an appropriate location. Based on current evidence this will meet the needs of the Walshaw site.

The Council wishes to retain flexibility to accommodate any future needs over and above those currently anticipated to arise from the development. The layout and design of the school

should be future proofed to accommodate potential for further expansion should the need arise. A total of 1.6 ha of land has therefore been provided to allow for a one-form entry Primary School in line with current DfE standards. This area of land is considered to be sufficient to expand to a two-form entry primary school if required.

To maximise the recreational benefits for existing and future communities and to meet some of the sport and recreational needs arising from the wider development, there is an opportunity for the dual use of recreational space and facilities on the proposed new school site. The recreational element on the safeguarded land may need to come forward before the education buildings. The education provision and any dual recreational use will be delivered in accordance with the phasing and delivery Strategy and secured through future planning applications and associated legal agreements.

Delivery of the School

Council will work closely with the Local Education Authority (LEA) and the developers of the site to ensure the delivery of the education provision at an appropriate time in the development programme.

The Council will continue to carefully monitor and model the forecast demographic changes so that new education provision provided on-site within the masterplan will be delivered at the appropriate trigger points aligned to the phasing of the scheme and taking into consideration wider demographic trends.

The precise timing of delivery of the primary school will be determined by the Council's Education Needs and Demand Assessment, which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site. Planning applications for the site will need to reflect the most up to date evidence to ensure that the additional education needs generated from the development are provided for at the appropriate time.

Financial contributions towards the primary education, would then be secured through the relevant planning applications on the site, once the housing numbers and mix are confirmed. The financial contributions and requirements would be calculated in accordance with the SPD17- Developer Contributions for Education or any future revision.

These contributions would be directed towards delivery of a new one-form entry primary school on site and expanding capacity at existing schools within the relevant Pupil Planning Area subject to review by Bury Education Authority.

HEALTH

PfE Policy JP-P6 relates to how new developments should contribute to improved health outcomes and requires the provision of new or improved health facilities proportionate to the additional demand generated by the development. The level of housing growth planned at Walshaw will require land allocation for a healthcare facility or the improvement of off-site primary care facilities to cope with the needs generated by the development site, in accordance with policy JP-P6.

The Council will continue to work closely with the Greater Manchester Integrated Care Board's (ICB) Primary Care and Estates teams for the Bury Locality to confirm that on-site or off-site provision aligns with the ICB's Infrastructure Strategy, investment plans, and specific priorities for the Bury Locality.

The ICB is committed to making more efficient use of the existing estate and in supporting Primary Care Networks and their practices to use existing larger, purpose-built health facilities where possible. Because the existing primary care estate is well-located in relation to the Walshaw site, it anticipated that financial contributions will be based delivering the required additional capacity via refurbishment, reconfiguration and/or extension of existing facilities.

LOCAL CENTRE

PfE Policy JPA9 requires the 'provision for a new local centre in an accessible location which includes a range of appropriate retail and community facilities required to serve purely local needs and ensure that it is integrated within existing communities'.

Any retail development within the Local Centre should be of a scale that serves the needs of the surrounding neighbourhoods to avoid it generating vehicular traffic from the wider area.

GREEN BELT

PfE Policy JPA9 requires development to make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with PfE Policy JP-G2.

The identification of compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in the vicinity of the site must be submitted as part of a planning application.

TREES AND WOODLAND

PfE Policy JP-G7 requires development which would result in the loss of existing trees, to replace them 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.

An assessment of trees is expected to accompany all planning applications. Engagement with City of Trees as part of the planning process is recommended.

DIGITAL CONNECTIVITY

PfE Policy JP-C2 requires development to commit to ensuring that all new development has full fibre to premises connections, unless technically infeasible and/or unviable, and 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. A digital connectivity statement is expected to accompany all planning applications.

MINERALS

PfE Policy JPA9 requires development to consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Details of minerals extraction is expected to accompany all planning applications, where required.

LANDFILL/CONTAMINATION

Details of remediation and coal mining risk assessments are expected to accompany all planning applications, where required.

CONSTRUCTION

Developers will be required to undertake site investigations and condition surveys where there is potential for impacts on existing infrastructure.

8. PHASING AND DELIVERY STRATEGY

OVERVIEW

The site provides a major residential-led development opportunity that is allocated to deliver up to 1,250 new homes, supported by community and other essential infrastructure. This Development Framework provides a high-level strategy and key principles for the future delivery of the full JPA9 allocation, whilst retaining flexibility to allow for opportunities across the site.

Given the size of the site, it will take several years for the site to be fully delivered and therefore it is important to develop a phasing and delivery strategy to bring the site forward. The accompanying phasing and delivery strategy will help to shape the parameters within which future planning applications will be brought forward and provides a holistic and coordinated approach to the delivery of on and off-site physical and social infrastructure. Development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach is proposed in order to be responsive to opportunities.

To support the delivery of infrastructure across the site, an Infrastructure Phasing and Delivery Strategy ("IPDS") for the site will be prepared in accordance with the PFE Policy JPA9, JP-D1 and SPD18. This IPDS should be read alongside this SPD, noting that the IPDS is intended to be a "live document" that is continuously reviewed and updated as plans, evidence, infrastructure costs and the potential funding become available.

Planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Proposals will need to demonstrate how the development of individual parcels is consistent with the WDF and the IPDS and any other material consideration that may emerge. Importantly, planning applications should not sterilise, frustrate or otherwise constrain the delivery of other parts of the site or the delivery of essential infrastructure.

All development parcels will need to be sufficiently coordinated with appropriate infrastructure delivered at the correct time to support a sustainable and comprehensive development. Piecemeal planning applications which fail to deliver or contribute towards the wider strategic infrastructure will be resisted.

All development proposals within the site will be required to make a fair and proportionate contribution towards the infrastructure, facilities, services, and mitigation measures needed to support the overall allocation. These contributions should be informed by site-wide delivery strategies for each relevant element.

In addition, major developments coming forward on unallocated sites that will be reliant on or share infrastructure provided to support the delivery of the site will be expected to make an appropriate and proportionate contribution towards the delivery of that infrastructure. Contributions will be secured having regard to the scale of development,

its cumulative impact on the transport network and other services, and the need to ensure that the costs of essential infrastructure are shared fairly across all developments benefiting from planned investment’.

The strategic Through Road within the site is the key infrastructure requirement that will accelerate development and delivery of the site, opening out all development parcels and providing a new highway and public transport asset that will help movement through and around the site. Planning applications will be expected to demonstrate how delivery of housing and other development, including social infrastructure within the site, will be coordinated with the delivery of transport and other physical infrastructure that is needed to support it.

Ecological mitigation and the timely delivery of key green and blue infrastructure are fundamental to the successful phasing of the Walshaw site. Habitat and species protection, ecological connectivity and sensitive access management must be implemented ahead of, or in parallel with, development to ensure that early construction phases do not

adversely affect retained ecological features. Early establishment of strategic green corridors will safeguard ecological function while providing the foundation for Biodiversity Net Gain delivery and high-quality placemaking.

The recreation and sports provision should be delivered alongside development to ensure that both demand is met and communities have the opportunity to connect with this infrastructure as the site becomes occupied.

KEY INFRASTRUCTURE REQUIREMENTS

Development proposals must:

- Ensure that they are acceptable in planning terms, such that they mitigate their on and off site impact in accordance with this Development Framework.
- Make an appropriate contribution to ensure delivery of the strategic infrastructure identified by the Development Framework.
- Ensure that they will not prejudice the delivery of strategic infrastructure and development on third party land.

Infrastructure requirements to support Walshaw have been categorised as being either strategic infrastructure (primary infrastructure needed to support the full delivery of Walshaw) or local infrastructure (on-plot infrastructure delivered directly as a matter of course by each developer to meet the requirements of individual development plots).

Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence. These triggers will also be included and refined through the IPDS and during pre-application discussions between applicants and the council, ensuring proper determination of the appropriate triggers for the delivery of infrastructure.

The Walshaw site is broadly split into two residential ‘zones’, each of which will include multiple phases of development. These zones are shown in the adjacent plan and comprise:

- Northern Zone - 21.2 hectares delivering a mix of around 848 residential units.
- Southern Zone - 10.3 hectares, delivering a mix of around 412 residential units.

Development in both Zones will be required to contribute to the strategic infrastructure requirements identified in the table below.

STRATEGIC INFRASTRUCTURE REQUIREMENTS (SITE-WIDE)

Infrastructure Element	Infrastructure Requirement	Comments
Highways and Public Transport	A strategic through road to enable an alternative to Church Street, Bank Street and High Street	The Through Road will need to be operational at an appropriate time in the development programme to facilitate public transport and active travel through the site. The point at which this becomes necessary will be determined through a detailed Transport Assessment for the whole site and factored into planning applications as they come forward. When development commences (currently envisaged to commence in the Northern Zone) the TA will provide the evidence to determine the capacity of the junction/network in the relevant locations. The TA will identify when secondary access / egress will be required.
	Active travel network including cycleways and pedestrian links.	These will be required throughout the site and within both parcels. The primary active travel routes will run alongside the Through Road, ensuring connectivity with both zones. Each development plot will need to demonstrate linkages to the site wide network (existing and new as appropriate).
	Bus Stop Provision	Triggers to be determined through a Transport Assessment for the site and in conjunction with TfGM.
	Off-site highway improvements	Triggers to be determined through a Transport Assessment for the site.
Social Infrastructure	Primary School Provision (including new 1-form entry primary school)	Triggers to be determined by Bury Council's Education Needs and Demand Assessment in accordance with evidence of need for provision generated by the development.
	Secondary School Contributions	Triggers to be determined in accordance with evidence of need for provision generated by the development.
	Local Centre, including retail/ community facilities	Triggers to be determined through up-to-date needs assessments.
	Health Provision	Triggers to be determined in accordance with evidence of need for provision and capacity assessments in collaboration with NHS GM ICB.

Infrastructure Element	Infrastructure Requirement	Comments
Environmental Infrastructure	Green infrastructure including public open spaces, recreation provision, sports facilities and playgrounds	Triggers to be determined by Bury Council Open Space Assessment (2026) and the Council's Playing Pitch Strategy.
	Surface water attenuation and SuDS, integrated with areas of green infrastructure.	Triggers to be determined through a drainage strategy for the site.
	Measures to protect hydrology and water quality	Triggers to be determined through a drainage strategy for the site.
	Nature areas, ecological mitigation and biodiversity net gain.	Triggers to be determined through an ecology strategy for the site.

LOCAL INFRASTRUCTURE (ON-SITE)

In addition to the strategic infrastructure requirements above, each development proposal coming forward in the site will be required to provide specific necessary infrastructure to allow it to come forward. Whilst there may be some bespoke requirements on some development parcel, it is likely that the following will be required on each plot:

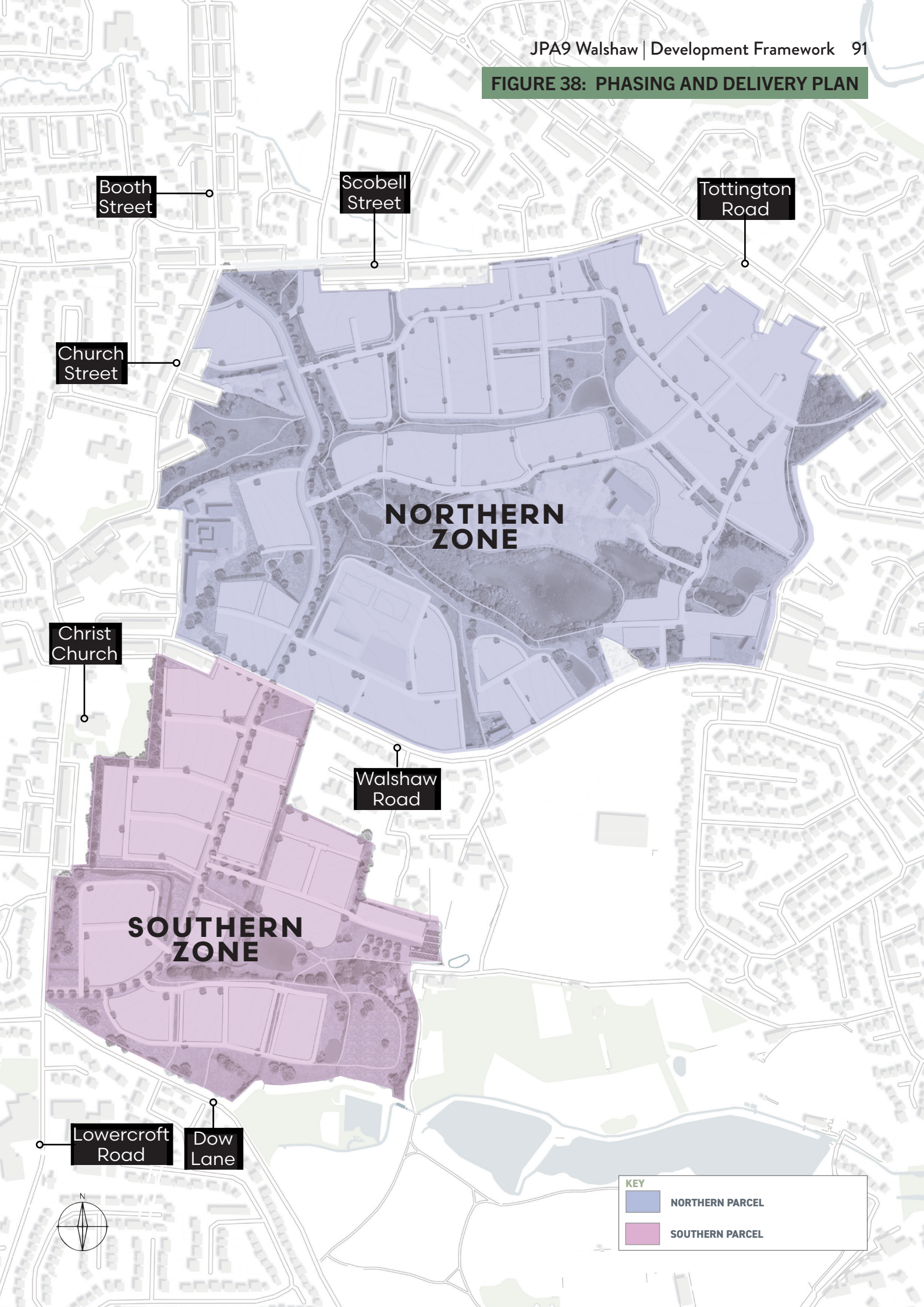
- Appropriate Access/egress arrangements into the development plot from Booth Street/ Church Street/Scobell Street, Walshaw Road, Lowercroft Road or the proposed Through Road.
- Active travel access from Booth Street/ Church Street/Scobell Street, Walshaw Road, Lowercroft Road or the proposed Through Road).
- Internal highways.
- Internal walking and cycling routes.
- Utilities.
- Drainage (Surface water - SuDS and attenuation ponds).
- Drainage (foul water).
- Water Supply.
- Power Supply.
- Telecoms Supply.
- Noise and Air Quality mitigation.
- Green Infrastructure.

PHASING

Phasing of development, including the amount of development capable of being delivered within each parcel, will be informed by more detailed evidence on site conditions and capacity. Timing will be influenced by the delivery of the Through Road and the extent of available capacity within the surrounding highway network. This will need to be managed to ensure that highway and junction improvements are delivered outside of the site to accommodate additional movements.

All phases of development will be delivered in line with the comprehensive vision for the wider development, supporting the site-wide requirements for infrastructure, particularly with regards to the Through Road, active travel, public transport, education provision and greenspace.

FIGURE 38: PHASING AND DELIVERY PLAN



NORTHERN ZONE

It is envisaged that residential development will start in the Northern Zone of the allocation, with the key features in this area including:

- 21.2 hectares, delivering around 848 residential units.
- Affordable housing in line with PfE Policy JPA9.
- Primary access taken from reconfigured arrangements at the junction of Booth Street, Scobell Street and Church Street.
- New junction and access point designed to provide for movement throughout the whole allocation, providing connectivity to later phases in the northern zone as well as to the southern zone.
- Off-site highway and junction improvements.
- Sustainable transport infrastructure, including provision for active travel routes throughout the northern zone (including links to the southern zone) and public transport.

- A new one-form entry primary school.
- A local centre, with community and neighbourhood retail facilities.
- Green space provision, including neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the southern zone and beyond.

The northern zone is in three separate ownerships and the three landowners are working together to bring the site forward. Ownership Areas are identified as 1, 2 and 3 on the following plan.

The Council will work closely with the Local Education Authority (LEA) and the developers of the site to ensure the delivery of the education provision at an appropriate time in the development programme.

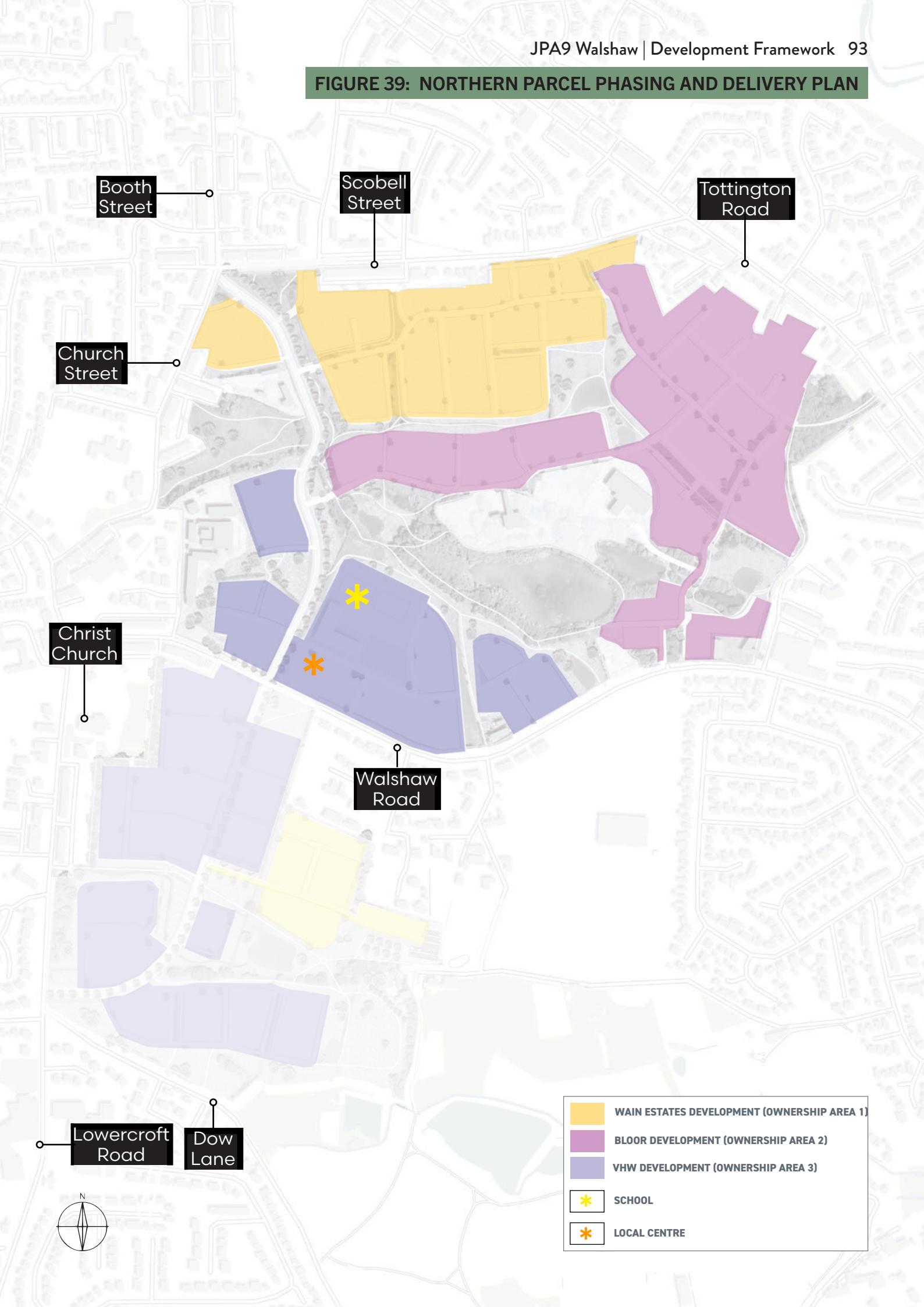
As development progresses across the site, primary school pupil yield will be reassessed by the council on the occupation of every

50 dwellings to ensure that the demand for school places is being satisfactorily accommodated.

As part of on-going monitoring of demand, full consideration will also be given to any other developments coming forward in the relevant pupil planning area/s which could also generate the need for new school places in the vicinity. The Local Planning Authority will therefore need to take full account of any wider developments and pressures on education capacity. Other developments may be able to contribute to the education provision required.

However, if updated evidence determines that education requirements can be fully addressed off-site by way of financial contributions towards the improvement of existing facilities, the Council will need to formally agree to the land safeguarded for education infrastructure being made available for other uses.

FIGURE 39: NORTHERN PARCEL PHASING AND DELIVERY PLAN



SOUTHERN ZONE

The southern zone is in two ownership areas as shown on the plan opposite.

The key features in the southern zone include:

- 10.3 hectares, delivering around 412 residential units.
- Affordable housing in line with PfE Policy JPA9.
- Primary access to serve the zone will be taken from a new junction with Walshaw Road at a location that will serve as a continuation of strategic Through Road through the northern zone.
- New junction and access point designed to provide for movement throughout the whole allocation, providing connectivity to later phases in the southern zone.
- Off-site highway and junction improvements.
- Sustainable transport infrastructure, including provision for active travel routes and public transport.
- Public open space and greenspace corridors provided in accordance with identified needs.

- Whilst it is currently anticipated that this zone will be part of the later development phases, it could potentially come forward earlier. Given it is separated from the northern zone by Walshaw Road this zone could be delivered independently, albeit this will include the southern stretch of the wider strategic Through Road.

SEQUENCE OF DEVELOPMENT

The Walshaw consortium is working together to bring forward the allocation.

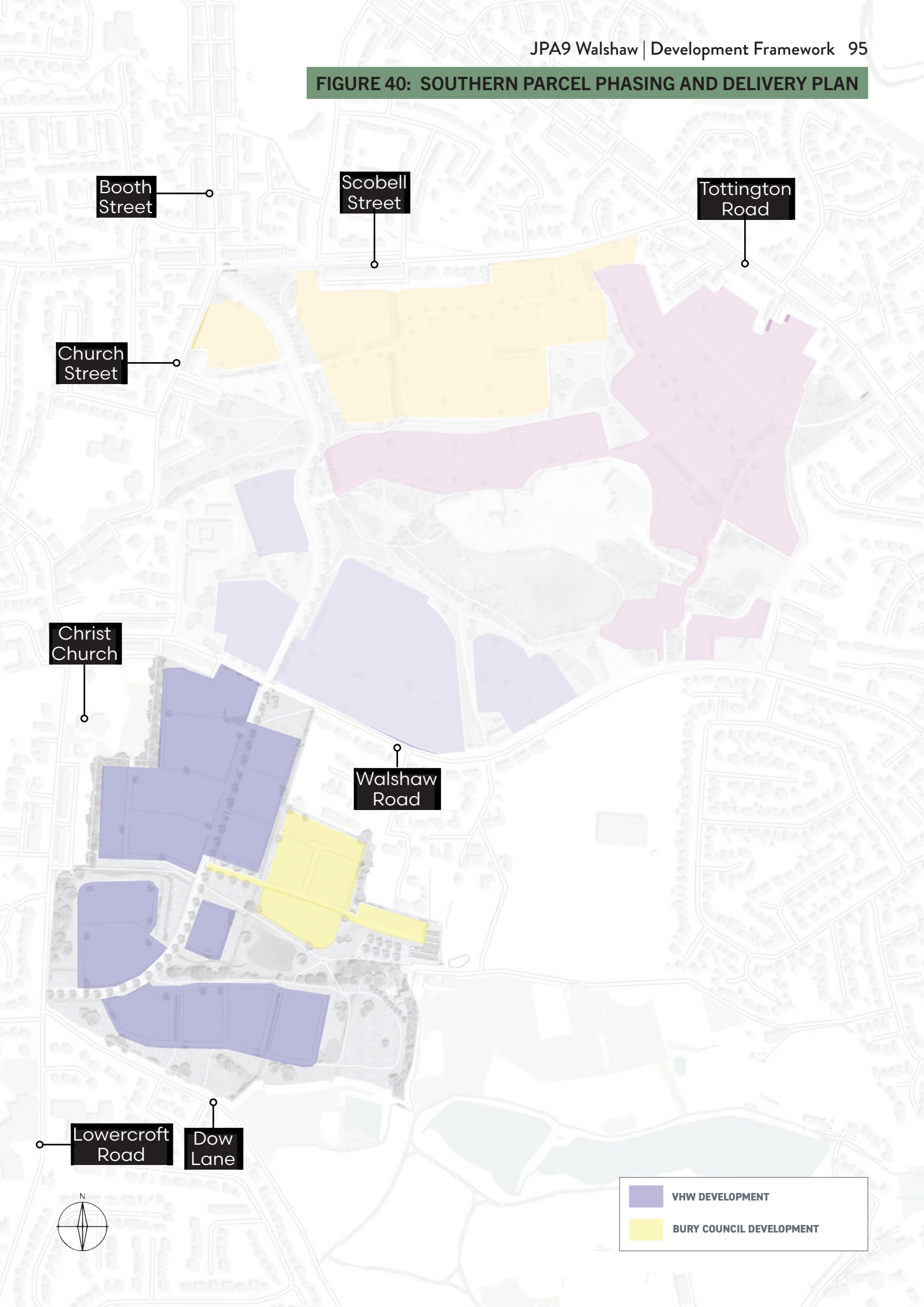
The sequencing of development within either the northern or southern zone remains flexible and will be developed further in the IPDS. In line with the table above, the phasing of development within the allocation will need to reflect updated evidence and technical studies including the capacity of the existing highway and the need to ensure the Strategic Through Road is delivered as early and

effectively as possible. This will be tested through detailed transport modelling and controlled through planning applications and any subsequent planning conditions and/or legal agreements.

Similarly, phasing of development will be informed by the Council's Education Needs and Demand Assessment to ensure that appropriate education facilities and capacity is in place and available before existing schools in this part of Bury West reach their pupil capacity.

Delivery of the new Local Centre should be completed to coincide with the delivery of the Strategic Through Road in the northern zone in order to provide accessible facilities for the new residents and avoid the need for trips to access facilities elsewhere.

FIGURE 40: SOUTHERN PARCEL PHASING AND DELIVERY PLAN



SUMMARY

The approach to phasing set out in this WDF is not intended at this stage to be chronological. Instead, the phasing and delivery approach outlined above, reflects a natural and logical way the site could come forward physically given the spatial principles established by the WDF and infrastructure integrated within it coupled with the aspiration to deliver the site successfully.

Due to the scale and nature of the proposed uses, and the timescales within which it is anticipated to be delivered, the WDF needs to be robust as well as flexible. The WDF provides suitable controls and principles to guide future proposals and to manage design qualities, whilst being able to adapt to changing market conditions, site constraints,

and opportunities to accelerate delivery. The phasing and delivery strategy outlined does not restrict the potential for zones to be accelerated where opportunities arise, or where infrastructure needs change or allow zones to be advanced earlier than currently envisaged.

The phased delivery of Walshaw will be kept under review and will be informed by up-to-date evidence prepared to support future planning applications and the IPDS. Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence.

FUNDING

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

Planning conditions and Section 106 Agreements to secure on-site infrastructure: to secure the delivery of on-site infrastructure required to deliver development.

Developer contributions secured via Section 106 and Section 278 Agreements to support off-site

infrastructure: Developer contributions and/or delivery of infrastructure off-site 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 only be sought where they are necessary to make the development acceptable in planning terms, and will be fairly and reasonably related in scale to the development.

In addition, and where appropriate, sources of public sector funding will be investigated to assist or accelerate the delivery of strategic infrastructure.

EQUALISATION

Equalisation is a mechanism to ensure the fair and proportionate distribution of the necessary costs of the strategic infrastructure requirements, regardless of which specific land parcel is developed. 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.

An equalisation approach will be followed in respect of the Walshaw site. This means that all development proposals within the site must contribute to the strategic infrastructure in a fair and proportionate manner.

Details regarding the mechanism for identifying fair and proportionate contributions will evolve through the IPDS and any associated documentation to support the delivery of the site.

In line with the Planning Practice Guidance, land values within the site should reflect the requirements to fund strategic and plot-specific infrastructure and mitigation.

The IPDS will continue to be updated to reflect the costs of wider infrastructure requirements for the site as they are understood and will expand upon the approach to equalisation through the contributions to be sought.

Pre-application discussions with the council will refine local infrastructure requirements, which will be additional to those site-wide strategic infrastructure components that all developments should contribute towards.

9. SUSTAINABILITY STRATEGY

DELIVERING LOW CARBON, SUSTAINABLE HOMES

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury Council through a declaration of a climate emergency. Achieving this goal will reduce the need for buildings and homes to be retrofitted in future to achieve carbon neutral goals set by Greater Manchester and the UK.

Strategic Objective 7 of PfE 'playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city region' includes two specific themes of relevance to this Chapter which are to:

- Promote carbon neutrality of new development by 2028; and
- Improve energy efficiency and the generation of renewable and low carbon energy.

The Walshaw site provides an opportunity to support Bury and Greater Manchester's commitment to net zero through the implementation of the policies within PfE and the delivery of low zero carbon and highly sustainable homes.

This Chapter focuses on the expectations and likely benefits from the Walshaw site with respect to carbon, energy, resource efficiency and climate resilience which, collectively, would make a significant contribution to climate change mitigation and address the impacts of climate change. The specific policies within PfE that are relevant to this sections and are considered in turn below are:

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S6: Resource Efficiency.

CARBON AND ENERGY

Policy JP-S2 includes an expectation that new development will be net zero in a phased approach, unless it can be demonstrated that this is not practicable or financially viable:

- (a) From adoption (2024) – regulated operational carbon emissions:

When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and / or off-site renewable energy sources, with any remaining carbon balance offset.

(b) From 2028 – the above plus all emissions 'in construction': When the amount of carbon emissions associated with a building's materials and construction stages up to practical completion is zero or negative, through the use of offsets. For clarity, construction carbon is defined as life stages A1-A5.

Policy JP-S2 takes the definition of Net Zero Carbon from the UK Green Building Council (UKGBC) Net Zero Carbon Buildings Framework (UKGBC Net Zero Carbon Buildings Framework (2019)).

The UKGBC Framework is due to be superseded by the emerging UK Net Zero Carbon Building Standard (UK Net Zero Carbon Building Standard). Implications of this change will need to be considered once the UKNZCBS is launched.

The GMCA has published guidance on the application of its approach to net zero. These are considered in the following pages.

NET ZERO IN OPERATION

The GMCA Net Zero Design Guidance states that for Applicants to comply with Policies JP-S2 and JP-S3, all new buildings should be designed and built to be Net Zero Carbon in operation in compliance with the following where practical and viable:

(a) Fabric efficiency

- Space heating demand of $\leq 20\text{kWh/m}^2/\text{year}$ for houses.
- Space heating demand of $\leq 15\text{kWh/m}^2/\text{year}$ for flats.

(b) Energy use and carbon emissions

- BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue is achieved, rising to BREEAM 'Outstanding' equivalent from 2028.

(c) Energy Use Intensity (EUI)

- EUI of $\leq 35\text{kWh/m}^2/\text{year}$ for TANZ homes only.
- EUI to be calculated using appropriate methodology e.g. CIBSE TM54.

(d) No fossil fuels and low carbon heat

- The energy strategy will be all-electric to ensure that energy demand is met through the increasingly decarbonising electricity grid.
- It is expected that heat pumps will be used to deliver the space heating and cooling demand.

(e) On-site renewable energy generation and energy balance

- Roof mounted solar photovoltaics will be prioritised.
- Residential development should aim to provide PV equivalent to 40% footprint area.

(f) Offsetting (as last resort)

- To be used where practical and viable via a fund which will be developed by Bury Council.

- It is not expected that emissions associated with unregulated energy will be offset.

Additional requirements listed within the GMCA Net Zero Design Guidance include:

(a) Upfront embodied carbon reporting (See Net Zero in Construction below).

(b) Overheating risk reduction

- Residential uses should avoid mechanical cooling.
- Non-residential uses should pass CIBSE TM52.

(c) Reporting energy consumption in-use

As the GMCA Net Zero Design Guidance is not incorporated into PfE, the targets included are aspirational but will be used to guide the design and construction of new developments. The exception is the space heating demand targets, which are included within Policy JP-S1 as best practice thresholds and will be applied where practical and viable.

NET ZERO IN CONSTRUCTION

The GMCA Net Zero Design Guidance includes aspirational targets for residential development as follows:

- 500kgCO₂/m² for homes
- 600kgCO₂/m² for flats

No targets are provided for non-residential development.

Reductions in construction carbon will focus on material efficiency (e.g. 'use less') in the first instance, before exploring the use of low carbon and innovative materials.

CARBON OFFSETTING

Where a development cannot achieve net zero requirements or targets, carbon offsetting will be considered; this involves a financial contribution to mitigate or compensate for the effects of unavoidable carbon emissions by investing in an off-site scheme which reduces or remove greenhouse gases elsewhere, such as tree planting or renewable energy.

In collaboration with the GMCA, Bury Council is developing a Carbon Offset Fund to enable applicants to contribute to and achieve Net Zero Carbon where practical and viable.

HEAT AND ENERGY NETWORKS

Walshaw falls within a Heat and Energy Network Opportunity area, as designated by PfE Policy JP-S3

As part of any planning applications, a Low Carbon Heat Appraisal will be prepared setting out a comparative analysis of feasible heating systems, and proposals for a heating strategy which is practical and delivers carbon savings over the course of its operation. If the Applicant can demonstrate that an alternative energy strategy will deliver the same or greater carbon savings and / or financial savings or such network connection would not be practicable or financially viable, then this will be considered opportunities for smart energy networks should also be considered, including:

- Energy demand and generation balance
- Energy storage
- Microgrid(s), and
- Electric vehicle charging strategy.

RESOURCE EFFICIENCY

Circular economy is a key part of GM's ambition to be a carbon neutral and leading green city region by 2038, and Walshaw will have a role in supporting this.

PfE Policy JP-S6 (Resource Efficiency) requires development to use sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

It is expected that circular economy measures implemented in the development will include, but are not limited to:

- Material efficiency, minimising the quantity of materials used in construction
- Use of recycled materials and materials with a high recycled content.

- Use of materials which can be repurposed or recycled at end of life.
- Resource (energy and water) efficiency measures during construction and operation.
- Reduction of waste generated during construction and operation, and diversion of residual waste from landfill.
- Reducing overheating risk through passive measures in the first instance, using active cooling where necessary.
- Reducing flood risk through Sustainable Drainage Systems (SuDS), without significantly increasing embodied carbon emissions.
- Incorporating green and blue infrastructure to mitigate overheating, flood risk, and contribute to biodiversity.
- Minimising water use during operation through reducing water demand and incorporating rainwater or greywater harvesting.
- Appropriate landscaping strategy which suits current and future climate scenarios and doesn't rely on mechanical irrigation.

CLIMATE RESILIENCE

GM will experience changes to climate in the future, including:

- Increased annual temperatures
- Increased winter rainfall, and
- Decreased summer rainfall.

Impacts associated with these changes to climate and measures to mitigate them are set out within PfE Policy JP-S4. Development will demonstrate how climate adaptability and resilience measures have been incorporated through design measures which are appropriate for Walshaw. Design measures expected to be implemented on site include:

ENVIRONMENTAL ACCREDITATION

PfE Policy JP-S2 requires any non-residential development should achieve a minimum of BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue, rising to BREEAM 'Outstanding' equivalent from 2028.

BREEAM provides a holistic approach to demonstrating sustainability, including categories in Energy, Water, Materials, Waste, and Pollution. The assessment process provides a robust approach to carbon and energy, resource efficiency, and climate resilience.

Applicants are therefore encouraged to pursue certification under BREEAM for non-residential uses over 1,000sqm.

Where feasible and viable, additional accreditation is encouraged to demonstrate the sustainability credentials of the site.

10.BENEFITS

SOCIAL BENEFITS



EDUCATION

Provision of a new one-form entry primary school and financial contributions towards off-site secondary school places.



LOCAL CENTRE

Provision of a new local centre in an accessible location to provide a range of retail and community facilities required to serve local residents.



AFFORDABLE HOUSING

Provision for 25% of the new homes to be affordable - with a proposed housing tenure split of 60% social or affordable rented and 40% affordable home ownership.

ENVIRONMENTAL BENEFITS



GREEN & BLUE INFRASTRUCTURE

Appropriate sustainable drainage infrastructure and open space provision will be provided to support the development of the site.



BNG PROVISION

The development will deliver at least 10% biodiversity net gain. The proposed landscape at Walshaw includes a network of spaces featuring new parks, gardens, and publicly accessible natural areas.



ACTIVE TRAVEL ROUTES

Safe cycling, walking and equestrian provision routes will be delivered through the site linking neighbourhoods with key destinations, including Leigh Lane and Dow Lane.

ECONOMIC BENEFITS



STRATEGIC THROUGH ROAD

New strategic highway infrastructure and sustainable transport connections, providing relief for existing parts of the highway network as well as providing sustainable access to the site and its new neighbourhoods and facilities.



OFF-SITE TRANSPORT AND HIGHWAY INFRASTRUCTURE

Provision of new and improved transport and highways infrastructure



CONSTRUCTION PHASE (INDICATIVE 8-YEAR PERIOD)

- Direct jobs: 285 with associated GVA of £125 million over the construction phase.
- Indirect jobs: 115 with associated GVA of £60 million over the construction phase.
- Total: 400 jobs with £185 million of associated GVA over the construction phase
- Total construction employment safeguarded in Bury: 200 jobs with £93 million of associated GVA over the construction phase.



ONCE COMPLETE AND OPERATIONAL

Resident Population: 3,125

- Resident economically active population: 1,444
- Resident economically active in employment population: 1,365

GVA from resident population in employment: £159 million per annum

Council Tax income: £4 million per annum

Household expenditure from new households: £33 million per annum

- Comparison goods: £13 million per annum
- Convenience goods: £8 million per annum
- Leisure: £12 million per annum

On-site Jobs (in local centre and 1FE primary school)

- 115 jobs with associated GVA of £7 million per annum.
- Employment effect to Bury = 60 jobs with associated GVA of £3 million per annum.

11.SOCIAL VALUE

Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit.

There are notable inequalities within Bury's communities around levels of deprivation; health and life expectancy; employment; and educational attainment. The development at Walshaw will help to address these and can deliver social value for local communities.

Requirements for social value in planning have the power to unlock additional community benefit from the development which can contribute towards addressing some of the deep-rooted inequality issues.

To help to address issues around inequalities, it will be necessary for new development on the site to take all practicable measures to maximise its wider social value and its contribution to social inclusion. Opportunities to deliver social value through new development arise in both the construction and operational phases.

A key aspect of this is economic inclusion and ensuring that residents have the opportunity to share in the benefits of development and economic growth. For example, new development that includes effective initiatives around economic inclusion could help residents into employment and/or training, helping to tackle deprivation by raising people out of poverty and reducing inequalities, whilst benefiting the development directly through improved access to a larger, healthier and more highly skilled labour supply.

Planning applications for new homes within the Walshaw site will be expected to be supported by a Social Value Strategy. The production of a Social Value Strategy provides a mechanism

for demonstrating how social value and social inclusion can be maximised, securing the implementation of suggested measures and enabling the public to understand the positive impact that new development will have on their neighbourhood and community.

The Council will positively engage in the production and implementation of their Social Value Strategies, but the involvement of other stakeholders, including local residents, is also strongly encouraged in order to maximise their impact and the acceptance of new development.



12.MONITORING AND REVIEW

This WDF provides a clear vision for the delivery of the Walshaw site. However, if circumstances change and have implications for the vision, design and development framework set out in this document, then a review of this document will be appropriate.

The scope and content of any review would be agreed and the updated WDF would be subject to a proportionate statutory and/or public stakeholder consultation prior to it being finalised.



