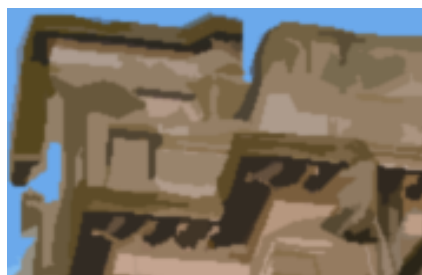
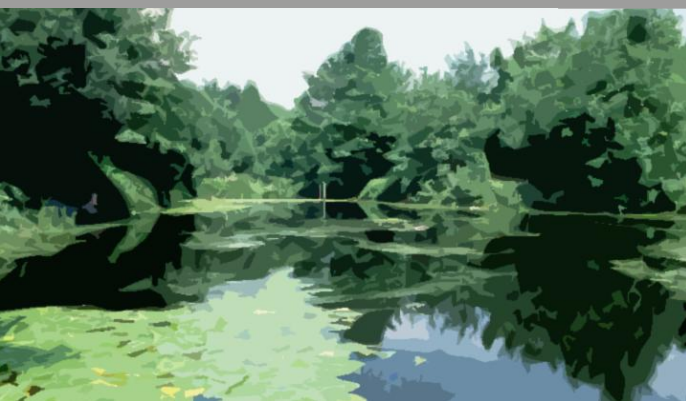




Bury Local Plan Infrastructure Delivery Plan

June 2026



Contents

1. Introduction	2
2. Policy Context	4
3. Scope of the Infrastructure Delivery Plan	18
4. Physical Infrastructure	23
5. Social and Community Infrastructure	36
6. Environmental Infrastructure	57
7. Delivery	63

1. Introduction

- 1.1. Bury Council is preparing a new Local Plan which will cover the period 2022-2042 and will replace the existing Unitary Development Plan (1997). To support the new Local Plan, this Infrastructure Delivery Plan (IDP) has been prepared to support the Bury Local Plan: Publication Plan. It sets out how infrastructure provision has been considered throughout the preparation of the draft Plan and forms part of the evidence base. It sets out how infrastructure provision has been, and will be, considered during the preparation and implementation of the Plan.
- 1.2. The IDP provides a comprehensive assessment of infrastructure in support of the Local Plan. It has involved collaborative work between the Council and a range of key partners involved in delivering infrastructure to support planned growth in the Borough. It forms the framework for ongoing engagement with infrastructure providers as work continues on the new Local Plan and as providers progress their own strategies and plans in response to growth in the Borough.
- 1.3. An infrastructure schedule will set out what is required, when it is required, the likely cost, how it might be funded, and who will deliver it. The resulting document will focus on the strategic infrastructure provision necessary to support the delivery of the Local Plan.

The Purpose of the Infrastructure Delivery Plan

- 1.4. The Council is required to plan positively to meet future development and infrastructure needs, and to evidence that the policies and proposals in the Local Plan are deliverable and contribute towards the achievement of sustainable development.
- 1.5. The IDP, as far as possible, assesses currently planned infrastructure provision across the borough and the associated infrastructure required to deliver the Local Plan.
- 1.6. The infrastructure needs of the area are influenced by several factors including: the growth/decrease in a population, the changing needs of the population (such as ageing), and changes in travel-to-work patterns. It is not appropriate for this document to include every project planned or type of infrastructure provided across Bury.

- 1.7. Instead, this document should be seen as a tool to help ensure that the infrastructure requirements for growth proposed in the Local Plan are understood and clearly identified. This will help ensure that new development and infrastructure are planned for and delivered in a timely and coordinated manner.
- 1.8. The IDP will be a 'living' document, recognising that infrastructure requirements will change over time as new or improved infrastructure is provided or facilities are lost; or technological advances or social and national policy changes require new forms of infrastructure or alternative methods of provision.
- 1.9. It is important to recognise that it will be necessary to balance infrastructure requirements with the need to ensure that development remains viable. A Local Plan Viability Assessment has been prepared to support the Bury Local Plan and has been published alongside the Publication Plan.

2. Policy Context

- 2.1. One of the key early stages in the process is to review other policies, plans and strategies which are of relevance to this particular topic area, and which help to inform and influence the direction of the Local Plan. There is a need for the Local Plan to be consistent with planning policy at different levels.
- 2.2. The National Planning Policy Framework (NPPF) sets out Government policy in respect of planning matters, and this is supported by Planning Practice Guidance (PPG). This sets out the broad planning framework within which development plans are produced.
- 2.3. Sub-regionally, the Places for Everyone Plan joint plan (PfE) establishes strategic policies and site allocations across nine of the ten Greater Manchester districts. Following its adoption in March 2024, PfE is now a key part of Bury's development plan that sits alongside the Local Plan.
- 2.4. There are also a range of other plans and strategies that, whilst not being policy, are of relevance to the Borough from an Infrastructure perspective.
- 2.5. The National Planning Policy Framework (NPPF)¹ (2024) and associated Planning Practice Guidance (PPG)² highlights the importance of the proper planning and delivery of infrastructure as part of the plan making process. The requirements of the NPPF, and the advice set out in the PPG have informed the scope of this Infrastructure Delivery Plan.

National Planning Policy Framework

- 2.6. The NPPF states at paragraph 11

“a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change...”
- 2.7. Infrastructure is an important thread throughout the NPPF, and local authorities are encouraged to proactively and strategically plan for the delivery of infrastructure to support new development.
- 2.8. Strategic planning policies are fundamental to delivering infrastructure and achieving sustainable development as they address development and land

¹ [National Planning Policy Framework](#)

² <https://www.gov.uk/government/collections/planning-practice-guidance>

use priorities in an area. Paragraph 20 of the NPPF explains the role of strategic policies with reference to infrastructure:

“Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

(a) homes (including affordable housing), employment, retail, leisure and other commercial development;

(b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

(c) community facilities (such as health, education and cultural infrastructure); and

(d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation”.

- 2.9. Given its central role to the achievement of sustainable development, issues relating to infrastructure provision are found throughout the NPPF. Key sections of the document are summarised below.
- 2.10. In respect of social, recreational and cultural facilities and services, a positive approach to their provision to meet community needs is outlined. In this respect planning policies and decisions should support the delivery of relevant local strategies; guard against the unnecessary loss of valued facilities and services; ensure that established shops, facilities and services are able to develop and modernise; and ensure an integrated approach to the location of housing, economic uses and community facilities and services³.
- 2.11. The importance of a sufficient choice of school places to meet the needs of existing and new communities is emphasised, describing that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education⁴.
- 2.12. The importance of access to a network of high-quality open spaces and opportunities for sport and physical activity to the health and well-being of

³ [National Planning Policy Framework](#) (paragraph 98)

⁴ [National Planning Policy Framework](#) (paragraph 100)

communities is similarly identified. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision⁵.

- 2.13. Transport issues are also to be considered from the earliest stages of plan making and development proposals, “so that:
- a) the potential impacts of development on transport networks can be addressed.
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued.
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”⁶.
- 2.14. The planning system should actively manage patterns of growth in support of these objectives with significant development focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health⁷.
- 2.15. The provision of “advanced, high quality and reliable communications infrastructure” is identified as “essential for economic growth and social well-being”. To this end planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections⁸.

⁵ [National Planning Policy Framework](#) (paragraph 103)

⁶ [National Planning Policy Framework](#) (paragraph 109)

⁷ [National Planning Policy Framework](#) (paragraph 110)

⁸ [National Planning Policy Framework](#) (paragraph 119)

- 2.16. It is also essential that a “sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation⁹.

Planning Practice Guidance

- 2.17. Planning Practice Guidance (PPG) adds further context to the NPPF. In March 2019, the PPG updated its guidance on delivering strategic matters, including the provision of infrastructure. The PPG states:

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
- take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas...”¹⁰

- 2.18. The PPG also offers guidance on funding mechanisms for the provision of infrastructure through the use of planning obligations, also referred to as ‘developer contributions. The PPG states:

“Developers may be asked to provide contributions for infrastructure in several ways.

Local authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Developers will have to comply with any conditions

⁹ [National Planning Policy Framework](#) (paragraph 222)

¹⁰ <https://www.gov.uk/guidance/plan-making> (Reference ID: 61-059- 20190315).

attached to their planning permission. Conditions should be kept to a minimum and only imposed where they are necessary, relevant, enforceable, precise and reasonable.

Planning obligations, in the form of section 106 agreements and section 278 agreements, should only be used where it is not possible to address unacceptable impacts through a planning condition.

Developers may also contribute towards infrastructure by way of the Community Infrastructure Levy which is a fixed charge levied on new development to fund infrastructure.

Where the Community Infrastructure Levy is in place for an area, charging authorities should work proactively with developers to ensure they are clear about the authorities' infrastructure needs.

Authorities can choose to pool funding from different routes to fund the same infrastructure provided that authorities set out in infrastructure funding statements which infrastructure they expect to fund through the levy.

Plan makers should consider the combined total impact of such requests so they do not undermine the deliverability of the plan.”¹¹

- 2.19. The PPG highlights the need for the delivery of infrastructure to be realistic and collaborative. This involves working with relevant stakeholders to understand current provisions and future demand, as well as available funding and delivery mechanisms.

Greater Manchester Strategy 2025-2035

- 2.20. The Greater Manchester Strategy 2025–2035¹², titled “Together We Are Greater Manchester”, sets out a shared vision for the next decade: to create a thriving city region where everyone can live a good life. It is built on the principle that economic success and social progress must go hand in hand, so growth should benefit all people and communities across Greater Manchester.
- 2.21. The strategy focuses on two interconnected priorities:
- Growing the economy by attracting investment, supporting businesses, creating high-quality jobs, driving innovation, and building on Greater

¹¹ <https://www.gov.uk/guidance/planning-obligations> (Reference ID: 23b-001-20190315).

¹² [Greater Manchester Strategy 2025-2035](#)

Manchester's strengths in sectors such as technology, advanced manufacturing, research, culture, and the visitor economy; and

- Ensuring people can live well by improving the foundations of everyday life, including housing, safety, transport, education, health, and support services. The strategy aims to tackle inequalities, strengthen communities, and improve wellbeing across the city region.

2.22. To create a thriving city region where everyone can have a good life, the Strategy focuses on seven key workstreams:

- Healthy homes for all
- Safe and strong communities
- A transport system for a global city region
- A clear line of sight to high quality jobs
- Everyday support in every neighbourhood
- A great place to do business
- Digitally connected places and people

Greater Manchester Infrastructure Framework

2.23. The published Greater Manchester Infrastructure Framework¹³ looks at the key issues and priorities for infrastructure within Greater Manchester and is a precursor to a Greater Manchester Infrastructure Strategy. Priorities set and decisions taken through this process will have a key influence on infrastructure networks within the Borough and a key reference for future updates of this Infrastructure Plan.

Greater Manchester Integrated Pipeline

2.24. The Greater Manchester Integrated Pipeline for Growth provides a place-based, spatial view of projects and infrastructure dependencies to support delivery of the Greater Manchester Strategy (GMS) and related delivery plans.

2.25. The Integrated Pipeline has been positioned as an enabling tool that helps “join the dots” between housing, employment sites and enabling infrastructure and supports the sequencing of delivery to maximise value and benefits.

¹³ <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/strategic-infrastructure/>

- 2.26. The Pipeline is also described as a suite of tools (evolving over time) intended, in its end state, to provide a comprehensive pipeline that enables informed prioritisation and resourcing decisions across Greater Manchester
- 2.27. A key design feature is that the Pipeline operates as a signposting and assurance mechanism: it provides visibility of project status, location, and headline metrics, with links to detailed evidence held elsewhere (rather than duplicating technical evidence inside the Pipeline).
- 2.28. The Integrated Pipeline is supported by a dedicated governance forum: the Integrated Pipeline Board, whose purpose is to provide strategic oversight, coordination and governance of Integrated Pipeline activity, including alignment between housing, regeneration, transport, funding decisions and partner engagement.
- 2.29. In practical terms, the Pipeline also relies on local authorities working with the GMCA to maintain Delivery Plans (with a minimum level of information) as the mechanism for entering and updating projects on the Pipeline, with review and agreement through regular governance touchpoints.

Greater Manchester Five-Year Environment Plan (2025-2030)

- 2.30. Greater Manchester's Five-Year Environment Plan 2025–2030 sets out how the city-region will accelerate progress towards its long-term goal of becoming carbon neutral by 2038 while creating a healthier, greener and more prosperous place to live and work. The plan was launched in December 2024 and builds on the achievements and lessons from the previous 2019–2024 plan.
- 2.31. The plan focuses on reducing carbon emissions from buildings, energy and transport, while also improving air quality, water quality, climate resilience, waste reduction and nature recovery. Key priorities include retrofitting homes to improve energy efficiency, increasing the use of low-carbon heating and renewable energy, expanding sustainable transport through the Bee Network, and supporting economic growth in green industries.
- 2.32. A major theme of the plan is the creation of a nature-rich environment, including protecting and restoring habitats, planting more trees, improving peatlands, and integrating green infrastructure into urban areas. The plan also promotes a circular economy, encouraging the reduction, reuse and recycling of resources to minimise waste and environmental impacts.

- 2.33. The strategy recognises that achieving its ambitions will require action from residents, businesses, public bodies and national government, with a strong emphasis on collaboration and behaviour change. The overall vision is to ensure that everyone in Greater Manchester can enjoy a healthy, low-carbon, climate-resilient and nature-rich environment, supporting both improved quality of life and sustainable economic growth.

Greater Manchester Local Nature Recovery Strategy 2025

- 2.34. The Environment Act provides GMCA, as Responsible Authority, the statutory basis to co-produce a locally led, evidence-based Local Nature Recovery Strategy, to drive more collaborative action for nature.
- 2.35. To drive action for nature, this strategy sets out how and where across the city-region we should be taking steps to protect and enhance our natural environment. Over the next ten years, this will be the guiding strategy on the most effective actions for nature recovery and set out the best locations for nature recovery across the city-region.
- 2.36. The GMCA consulted on the draft Strategy between November 2024 and January 2025. The Strategy launched on 4th September 2025. The strategy covers the whole of Greater Manchester – including Bury. It is made up of an overarching vision, individual priorities and targets for both habitats and species, alongside a mapped Nature Network for Greater Manchester.
- 2.37. The Local Nature Recovery Strategy is not a delivery plan – this will be produced to sit alongside the strategy in 2025.
- 2.38. The LNRS does not override existing plans, policies, processes, best practice and protections that are already in place for nature, nationally or locally, nor is it binding for landowners.

Greater Manchester Transport Strategy 2040

- 2.39. The Greater Manchester 2040 Transport Strategy (GM2040)¹⁴ sets out an overarching vision for the future of transport across the city-region to have ‘world class connections that support long-term, sustainable economic growth and access to opportunity for all’. The strategy also sets out an ambition to improve the transport system so that by 2040, 50% of all

¹⁴ <https://tfgm.com/2040-transport-strategy>

journeys across Greater Manchester will be made by public transport or active travel.

- 2.40. The Strategy is supported by Delivery Plans, with the current version - Our Five-Year Transport Delivery Plan 2021-2026¹⁵. This Plan sets out the specific details of what needs to be achieved in the next five years. Each of the ten Greater Manchester local authorities has bespoke Implementation Plans which build on the main Delivery Plan. For Bury, this is the Bury GMTS2040 Implementation Plan (which can be found in the appendix of Our Five-Year Transport Delivery Plan).
- 2.41. Transport for Greater Manchester (TfGM) are developing a new strategy – the Greater Manchester Transport Strategy 2050, along with the Delivery Plan 2027–2037 which will replace the existing documents.

Places for Everyone

- 2.42. Places for Everyone (PfE) was prepared as a Joint Development Plan Document of nine of the ten Greater Manchester local planning authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). The plan was formally adopted in March 2024.
- 2.43. PfE is the strategic spatial plan that sets out a collective planning policy framework for the nine constituent Boroughs. All policies within the plan are 'strategic policies' and it forms a key part of Bury's wider development plan and is used to determine individual planning applications. As such, Bury's Local Plan will need to be consistent with PfE.
- 2.44. As a strategic plan, Places for Everyone does not cover everything that Bury's Local Plan would. Therefore, Bury's Local Plan will set out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances.
- 2.45. The most relevant policies relating to infrastructure and delivery are:
- JP-S2: Carbon and Energy
 - JP-S3: Heat and Energy Networks
 - JP-S4: Flood Risk and the water environment
 - JP-H2: Affordability of New Housing;
 - JP-H3: Type, Size and Design of New Housing;

¹⁵ <https://tfgm.com/our-five-year-transport-delivery-plan>

- JP-P1: Sustainable Places;
- Policy JP-G2: Green Infrastructure Network
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- JP-P5: Education, Skills and Knowledge;
- JP-P6: Health;
- JP-P7: Sport and Recreation;
- JP-C2: Digital Connectivity;
- JP-C3: Public Transport
- JP-C4: Streets for All;
- JP-C5: Walking and Cycling;
- JP-C8: Transport Requirements of New Development; and
- Allocations– Bury Strategic Allocations (allocation policies for housing and employment development containing infrastructure requirements).
- JP-D1: Infrastructure Implementation
- JP-D2: Development Contributions
- Appendix D: Indicative Transport Mitigation

Bury's 'Let's Do It!' Strategy

- 2.46. The Let's Do It! Strategy is Bury's long-term vision for the borough up to 2030, developed with residents, businesses, community groups and public services. Its aim is to make Bury a place with strong economic growth, lower levels of deprivation, and better life chances for everyone, while putting communities at the heart of decision-making.
- 2.47. At its core, the strategy is based on the belief that everyone has a role to play in improving the borough. Rather than focusing solely on council services, it promotes community power, partnership working and shared responsibility, encouraging residents, organisations and public services to work together to tackle inequality and improve outcomes.
- 2.48. The strategy is built around four key themes:
- Locally – strengthening neighbourhoods and townships, supporting prevention and early intervention, and helping communities become more resilient.
 - Enterprising – creating jobs, supporting businesses, investing in regeneration, improving skills, and growing a sustainable local economy.

- Together – integrating services and strengthening partnerships between the council, NHS, voluntary sector, businesses and residents.
 - Strengths-Based – building on the strengths, assets and capabilities of people, communities and organisations rather than focusing on problems alone.
- 2.49. Overall, the Let's Do It! Strategy aims to create a healthier, greener, more prosperous and more inclusive Bury, where residents have greater opportunities, stronger communities, and improved quality of life.
- 2.50. Bury's Local Plan will play a key role in delivering the vision and aims of the Let's Do It Strategy and, as such, it is important that there is alignment between these two key local strategies.

The Development Plan

- 2.51. In Bury, the current adopted development plan comprises:
- Places for Everyone (March 2024)
 - The saved policies Bury Unitary Development Plan (UDP) (1997)
 - Greater Manchester Joint Waste Development Plan Document (2012)
 - Greater Manchester Joint Minerals Development Plan Document (2013)
- 2.52. The UDP is the principal document that sets the framework for securing developer contributions. We are currently preparing the Bury Local Plan which will set out planning policies in the Borough up to 2042, including policies to seek developer contributions. The Local Plan will replace the UDP and update the proposal's map to form a policies map.
- 2.53. The Greater Manchester Joint Waste Development Plan Document (2012) sets out our strategic approach to planning for waste and recycling. The Waste Plan identifies sites required to meet Greater Manchester's future waste management needs and development management policies to enable effective and appropriate development of those sites¹⁶.
- 2.54. The Greater Manchester Joint Minerals Development Plan Document (2013) sets out our strategic approach to planning for minerals. The Minerals Plan shows how the Council, together with the other Greater Manchester Local

¹⁶ <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/minerals-and-waste-plans>

Planning Authorities, will meet the identified needs for minerals, within acceptable social, economic and environmental parameters¹⁷.

Bury Local Transport Strategy 2040

- 2.55. Bury's Local Transport Strategy¹⁸ sits within the wider family of strategies and plans and sets out the key priorities for transport in Bury. The strategy aligns with our 'Let's Do It' vision for Bury and with the transport aspirations of the GM2040 and is used to help secure investment for transport in the Borough.
- 2.56. The Local Transport Strategy vision is not just about getting around more quickly and more sustainably but is also about linking Bury residents to new opportunities and delivering on our inclusive growth ambitions by connecting people to jobs, education, leisure and tourism.

Bury Local Area Energy Plan

- 2.57. The Local Area Energy Plan (LAEP) for Bury sets out that decarbonising Bury's local energy system by 2038 will involve the greatest infrastructure change across Bury for decades. Bury's LAEP aims to define the extent of the transformation needed across Bury and provide a robust evidence base and plan to help engage businesses and citizens in accelerating towards our carbon neutral goal¹⁹.

Bury Biodiversity Strategy (2024)

- a. The Biodiversity Strategy considers the current state of biodiversity in Bury, the key issues, and what we can do to conserve and enhance biodiversity such as:
 - a) Managing land for biodiversity;
 - b) Improving advice and awareness;
 - c) Council policies and procedures;
 - d) New development; and
 - e) Preparing for biodiversity net gain.

¹⁷ <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/minerals-and-waste-plans>

¹⁸ <https://www.bury.gov.uk/roads-travel-and-parking/bury-local-transport-strategy>

¹⁹ [Bury Local Area Energy Plan - GM Green City](#)

- b. It outlines our objectives to conserve and enhance biodiversity in Bury and suggests future actions and policy directions. An action within this strategy is to update local planning policies for biodiversity through the Bury Local Plan.

Bury Open Space Assessment (2026)

- 2.58. The Bury Open Space Assessment (2026)²⁰ reviews open space sites across the borough and has concluded that, overall, Bury has a strong network of parks, natural greenspaces and amenity areas, with 65% of assessed sites meeting quality standards and 97% meeting value standards.
- 2.59. Key findings of the Open Space Assessment include:
- Residents are generally satisfied with open spaces, with parks, woodlands and country parks being the most popular.
 - Natural and semi-natural greenspace exceeds national benchmarks, providing the largest share of open space.
 - Parks such as Clarence Park, Close Park, Nuttall Park and Burrs Country Park are among the highest-quality and most valued sites.
 - Accessibility is generally good, with most gaps covered by other nearby open space types.
 - The main areas for improvement identified by residents are better maintenance, more wildlife habitat, greater attractiveness and improved facilities.
 - Allotment provision is below recommended levels, with evidence of unmet demand and waiting lists.
- 2.60. Overall, the assessment concludes that Bury has a well-valued and largely accessible open space network, but investment should focus on maintenance and addressing specific provision shortfalls.

Bury Playing Pitch & Outdoor Sports Strategy & Action Plan (2023)

- 2.61. The Playing Pitch & Outdoor Sport Strategy (PPOSS) prepared by Knight Kavanagh & Page provides a clear strategic framework in relation to the provision of playing pitch and outdoor sport facilities.

²⁰ The Bury Open Space Assessment forms part of the wider evidence base for the Local Plan and can be viewed at www.bury.gov.uk/burylocalplan.

- 2.62. The PPOSS Assessment shows that all currently used outdoor sports sites require protection and therefore cannot be deemed surplus to requirements because shortfalls would occur both now and, in the future, if they were lost. Consideration should also be given to the protection of underused and poor-quality sites from development or replacement as they may offer potential to meet shortfalls, particularly for football and rugby, in the future.
- 2.63. Although there are identified shortfalls of match equivalent sessions i.e., for cricket, rugby union and football pitches, most of these shortfalls can be addressed through quality improvements as demonstrated in the scenarios. It is therefore, not recommended as a priority to identify 'new' sites for provision although there may be a need to provide new pitches if quality improvements aren't achieved.

3. Scope of the Infrastructure Delivery Plan

- 3.1. This IDP has been produced to support the draft Bury Local Plan. The overall development plan for Bury will comprise the Local Plan, the Places for Everyone Joint Plan and the Greater Manchester Joint Minerals and Waste Plans (or any subsequent replacement) and these should be read as a whole to inform the decision-making process. As such, there is no need for the Local Plan to include policies that are adequately covered within the other development plan documents.
- 3.2. The IDP is therefore focused on the ways in which infrastructure providers plan to meet the changing demands on their networks and the ways in which the draft Bury Local Plan can/will assist in this process, including its supportive policy framework and requirements that seek to manage future demands. It also identifies commitments and proposals in this regard.
- 3.3. The following categories of 'infrastructure' are discussed further within this Infrastructure Delivery Plan.

Infrastructure Type	Sub-sector	Partners
Physical		
Transport and Connectivity	Highway network	National Highways Transport for Greater Manchester (TfGM) Bury Council
	Tram network	TfGM
	Bus network	TfGM
	Public rights of way	Bury Council
Utilities	Water	United Utilities Environment Agency
	Sewage	United Utilities

	Gas	National Grid Cadent Gas
	Electricity	National Grid Electricity Northwest
	Digital Infrastructure	GMCA Telecommunication providers
Waste	Waste Management	Waste disposal authority
Flooding	Flood storage and management	Environment Agency
Social		
Health	Primary care	NHS Greater Manchester
	Hospitals	Fairfield Hospital Northern Care Alliance, NHS Foundation Trust
Education	Early years	Bury Council
	Primary	Bury Council
	Secondary	Bury Council
	SEND	Bury Council
	Further and Higher Education	Bury College Holy Cross College
Leisure and Culture	Open space, sport and recreation facilities	Bury Council
	Leisure Centres	Bury Council

	Heritage, libraries and arts	Bury Council
Communities	Family Hubs	Bury Council
Housing	Affordable housing	Bury Council
Emergency Services	Police	Greater Manchester Police
	Ambulance	North West Ambulance Service
	Fire	Greater Manchester Fire and Rescue
Environmental Infrastructure		
	Green Infrastructure	Bury Council
	Open Space, Sport and Recreation provision	Bury Council Partners/organisations
	Playing Pitch and Outdoor Sports Provision	Bury Council Partners/organisations
Flood Management	Sustainable Drainage	Local Leed Flood Authority United Utilities Environment Agency

- 3.4. Although affordable housing can be considered to be infrastructure to support community needs, it is not included within the scope of this document. The Local Plan sets out that affordable housing should be provided on all sites of 10 or more dwellings, with a stepped approach to require 10% of homes on schemes of 10-24 dwellings subject to viability, and 15% on sites of 25 more dwellings subject to viability. Where development of 10 or more dwellings takes place on land situated in the Green Belt subject to the “Golden Rules” set out in NPPF (2024) there is a requirement to provide 50% affordable housing.

- 3.5. The provision of affordable housing through developer contributions alone will not be sufficient to meet affordable housing needs. The Council will continue to work in partnership with registered providers, Homes England, developers and landowners to maximise opportunities for affordable housing delivery across the Borough. Both affordable housing and market housing will need to be supported by infrastructure to enable their sustainable delivery.
- 3.6. The Local Plan provides a policy approach that requires developers to mitigate the potential impacts of development on the Borough's infrastructure networks. This is covered in a variety of policies in the plan and are referred to in the various topic sections below. However, an important element of the approach will be potential funding obtained through planning conditions and obligations as set out under Local Plan Policy LP-DM1 (Developer contributions and infrastructure).
- 3.7. It must be noted that this IDP provides a snapshot in time and presents information available at the time of preparation. Needs and demands for infrastructure can change significantly due to unexpected events, such as the opening of a new school which may change the demand for school places in a specific area.
- 3.8. The IDP provides evidence that Bury Council has liaised with relevant infrastructure providers, stakeholders and partners to address the need for infrastructure planning as part of preparing the Local Plan. The Council has established on-going liaison with several infrastructure providers throughout the preparation of the IDP and Local Plan evidence base documents. A principal aim of on-going co-operation with infrastructure providers is to ensure that their plans and strategies align with planned growth in the Borough.
- 3.9. Infrastructure planning is an ongoing process and will continue to inform the delivery of the Local Plan. Many partner service providers work on a much shorter planning timeframe and therefore it is difficult for them to commit to infrastructure delivery over the timeframe of the Local Plan. Each infrastructure provider will monitor capacity and needs which will inform their service planning within the Local Plan period.
- 3.10. This IDP is therefore a 'living' document which will be kept under review to take into account up-to-date plans and strategies of partners, progress in terms of infrastructure delivery and identification of any new infrastructure requirements.
- 3.11. The following chapters discuss each element of infrastructure in turn including, as relevant, details of the responsible organisation(s), existing

provision, and an overview of the ways in which future demands are being forecast and planned for.

4. Physical Infrastructure

- 4.1. This section provides an overview of the provision of digital infrastructure, energy, water supply and treatment and waste management and how they are planned and delivered in Bury.

Digital Communications

- 4.2. Greater Manchester's digital strategy (the "Digital Blueprint 2023–26") sets a GM-wide ambition to "do digital differently" by putting people, place and the environment at the heart of digital delivery, and by using technology and data to support inclusive growth, resilient public services and sustainable places. The Blueprint defines five priorities:
1. empowering people and communities;
 2. building responsible, data-driven public services;
 3. enabling a resilient and prosperous economy;
 4. creating connected, inclusive, sustainable places; and
 5. strengthening Greater Manchester's position as a global digital influencer.
- 4.3. The Greater Manchester "world class connectivity" guidance positions digital connectivity as a utility as essential as power and water and emphasises that development planning and masterplanning should treat full fibre, mobile and public Wi-Fi as foundational infrastructure for growth locations, town centres and strategic sites.
- 4.4. The Greater Manchester position is that Greater Manchester has 95% gigabit coverage and 88% full fibre coverage, with an ambition to reach 98% full fibre coverage by 2030. It also notes around 90% 5G coverage (by at least one operator) but recognises that user experience can be constrained by capacity, particularly in high footfall areas such as events and transport hubs; the ambition is 100% 5G coverage by 2030 alongside more robust capacity.
- 4.5. A major enabling asset is the public-sector fibre programme. Greater Manchester has delivered 2,700km of new fibre connecting over 1,500 public sector sites and is using GM One Network as a shared platform to improve resilience, reduce duplication and support innovation across public services. This links directly to the GMS Delivery Plan's commitments on "Digitally connected places and people", which includes developing a community Wi-Fi pilot using GM One Network, with a longer-term ambition to develop a model that can be replicated across other localities.

Existing Situation

- 4.6. High quality full fibre broadband and mobile electronic communications infrastructure is essential for the growth of a sustainable local economy, is important for education and enhances the provision of local community facilities and services. It is also vital for home working, helps to reduce the need to travel and creates more resilient rural communities as it enables more efficient working practices and provision of online facilities and services.
- 4.7. Bury has one of the highest levels of fibre connectivity coverage in Greater Manchester but is one of lowest competitive markets which is dominated by Openreach and VM02. It is essential that Bury addressed this challenge by encouraging other providers to invest in the Borough over the next three years.
- 4.8. It will therefore be important that the local authority encourages alt net investment particularly over the next two years to provide good residential competition for Openreach and VMO2. Beyond that period, it is likely that alt net investment in new infrastructure will be reducing as the full fibre market continues to consolidate.
- 4.9. The Bury Town Centre Digital Place Plan (2025) has been prepared jointly between the Greater Manchester Combined Authority and Bury Council. It provides a framework for investment in digital infrastructure in Bury Town Centre and sets out how we will work with developers and connectivity providers to address current connectivity challenges and embed digital infrastructure into forward plans.
- 4.10. We work closely with local organisations, businesses, and charities to promote all things digital to Bury residents. Our campaign Bury Works Digital for All is about making digital skills, Internet connectivity and devices accessible to ALL people in today's tech dominated world.
- 4.11. Bury Council's Bury Works Digital for All Action Plan is a comprehensive initiative aimed at promoting digital inclusion across the community. Central to the plan was the establishment of a Digital Inclusion Network Group to coordinate and drive efforts between council staff and partners. The strategy emphasises aligning local activities with broader regional and national programs to enhance effectiveness. It prioritises support for vulnerable adults and priority groups, ensuring they receive targeted digital assistance.
- 4.12. The plan also addresses the provision of digital equipment and connectivity for both residents and businesses, helping bridge the digital divide. To raise awareness, marketing campaigns have been launched to highlight available

digital skills support, while encouraging both residents and businesses to build their digital capabilities

Meeting Future Demand

- 4.13. The development of a healthy competitive full fibre and mobile market is essential to the business and residential communities seeking choice of provider and minimising cost.
- 4.14. Mobile connectivity, in particular, is evolving utilising increasingly higher frequencies. 5G utilises much higher frequencies than 4G which reduces wall penetration therefore impacting on “in building” connectivity. This will increase the need for connectivity infrastructure to address it. Mast positioning and siting of small cells infrastructure on poles become increasingly important to increase capacity.
- 4.15. Wireless technology continues to evolve rapidly, and mobile devices are now capable of much more. Second generation (2G) technology gave us voice calls and text messages, 3G led to the launch of smartphones, and 4G, which enabled faster browsing, allowed us to do things like watching videos on the move. 5G, the latest generation of wireless technology, is much faster than previous generations of wireless technology and can offer greater capacity and lower latency, allowing thousands of devices in a small area to be connected at the same time. The standards for next generation 6G mobile are currently being agreed internationally ready for likely roll out by 2030.
- 4.16. By 2028 it is expected that 2G and 3G mobile networks will be switched off by providers leaving the high frequency 4G and 5G networks as the standard for mobile connection.
- 4.17. The most significant challenge mobile providers will face over the next five years is upgrading the capacity of their networks (even where coverage is good) to ensure that users can make calls and access the internet throughout the day when demand varies, particularly during events and in areas of high footfall e.g. town centres and transport hubs. This will require investment in mobile small cells on street furniture and buildings.
- 4.18. Bury has relatively good digital connections. However, ongoing investment in the network will be required to serve the Borough’s growing resident and working population and to support of a range of objectives including economic growth, social inclusion and the development and adoption of new technologies in a range of fields. The improvement of digital connections is a key priority for the Borough and the wider conurbation. Infrastructure strategies at both levels provide a clear direction for future investment.

- 4.19. On data centres, Greater Manchester's position that market interest is growing (driven by data and AI) and that Greater Manchester is developing a strategic approach aligned with land, energy, resilience and net zero priorities. The Greater Manchester Strategy Delivery Plan reinforces this by committing to guiding and curating market investment in data centres through a Greater Manchester Data Centre Strategy setting out core principles, alongside ambitions around AI growth and "sovereign compute". Bury will align to these GM-wide principles where relevant, recognising the potential local and strategic infrastructure implications.
- 4.20. The importance of digital infrastructure to the Borough is reflected Chapter 16: Delivering Other Infrastructure of the Local Plan which seeks to protect existing infrastructure and support further enhancements.

Energy Infrastructure (Electricity)

Existing Situation

- 4.21. In Greater Manchester, the distributor is Electricity North West Limited (ENWL). ENWL are responsible for maintaining and upgrading 13,000 km of overhead power lines and more than 44,000 km of underground electricity cables. Their network is split into several regions with Bury falling in the Lancashire Region.
- 4.22. New technologies and changing customer requirements are transforming the way that electricity is generated, distributed and consumed and ENWL networks are becoming smarter and more flexible.
- 4.23. The Local Area Energy Plan for Bury sets out that decarbonising Bury's local energy system by 2038 will involve the greatest infrastructure change across Bury for decades. To reduce emissions in line with the carbon budget, local energy generation could increase significantly. For Bury this would predominantly consist of the installation of heat pumps on over 75,000 homes with over 75% of homes being electrified for heating. Heat networks will also grow and expand, particularly in Bury Town Centre but also potentially in smaller compact off-gas conurbations. Existing homes will be connected in clustered groups through targeted connection campaigns and new service offers.
- 4.24. The government's Net Zero Strategy recognises that by 2035 all our electricity will need to come from low carbon sources and sets out that we will need increased investment in the grid network, electricity storage solutions and flexible grid management, to ensure decarbonisation without risking the security of supply.

- 4.25. Renewable technologies use natural energy to make electricity. Fuel sources include wind, wave, marine, hydro, biomass and solar. Renewable energy is an important part of the strategy to reduce carbon emissions. Micro- and small-scale renewable energy is usually brought forward by domestic users for example solar panels on the roofs of homes, whereas larger schemes are usually brought forward by commercial developers.

Meeting Future Demand

- 4.26. Similar to many other areas of infrastructure, a key issue for the future planning of energy infrastructure is certainty of demand. ENWL outline their forecasts of electricity demand and generation, along with actions to address them in their Distribution Future Electricity Scenarios (DFES) and Regional Insights document. The document is published on an annual basis, the latest being March 2026, this report therefore provides regular updates to their assessment of future requirements and their proposed actions to address them. The DFES will continue to be the main vehicle that will ensure that Local Area Energy Plans (LAEPs) are facilitated.
- 4.27. To accelerate the transition to Net Zero the UK government has presented the Clean Power 2030 mission. As part of the UK government's commitment to accelerate decarbonisation there is a need to produce Regional Energy System Plans (RESP). The RESPs are expected to define the regional needs for the required strategic infrastructure that can facilitate a timely Net Zero transition.
- 4.28. The starting point for the approach to energy infrastructure set out in the Local Plan is to minimise demand. The promotion and delivery of renewable, low carbon and decentralised energy networks is an essential part of efforts to improve energy efficiency, energy security and reduce greenhouse gas emissions. Through Policy LP-CC1 LP-BE6 (Design and Layout of new development) the Local Plan promotes the provision and utilisation of renewable and low carbon energy.
- 4.29. Through Local Plan policy LP-TR7 (Electric vehicle infrastructure) the plan is also clear about requirements relating to charging points and the expectation that the network of such points will be expanded.
- 4.30. For development sites, each individual site will need to be fully assessed on a case-by-case basis, depending on the demand which is required. Should multiple sites be connected to the same local network this may impact the amount of reinforcement which is required to connect the proposed demand. Connections are funded by developers and ENWL in line with development needs.

Energy Infrastructure (Gas)

Existing Situation

- 4.31. National Grid owns the high-pressure gas transmission system in Great Britain, enabling the bulk transfer of gas around the country. Gas needs to travel through this high-pressure transmission system, then through the Local Transmission systems, Intermediate, medium and low-pressure distribution networks to reach the consumer. The gas distribution networks (GDNs) are the penultimate stage in the delivery process. There are eight distribution networks throughout Britain which are owned by Cadent, Northern Gas Networks, SGN and Wales & West Utilities.
- 4.32. The expansion of the gas network to serve domestic and business customers across Greater Manchester is delivered by Cadent. Once the specific types and numbers of properties and gas demand are known for a development proposal, Cadent considers the most appropriate methods to reinforce the network. Cadent provides local gas infrastructure to new homes and businesses on a reactive approach, rather than a proactive approach, as prescribed by the regulator Ofgem.
- 4.33. There are a variety of ways that Cadent can reinforce the network:
- Elevate the pressure of the gas in the nearby network. This is a nil cost solution to the customer.
 - Capital investment to lay parallel gas mains to increase the capacity of the network.
 - Install a pressure reduction station to provide an additional supply into the network by injecting extra gas from a higher pressure tier.

Meeting Future Demand

- 4.34. Cadent produce a Long-Term Development Plan each year, which outlines their assessment of future demand for gas through their networks.
- 4.35. This document sets out Cadent's thoughts on the future and the evolution of their network, focusing on which investments they plan to make over the coming years to keep customers' supply safe and secure, whilst maintaining the high reliability of the network as they transition to Net Zero.
- 4.36. Cadent make regular assessments of the potential demands on their network and anticipate limited changes in demand overall. Early engagement during the development process is important in accommodating new demands and there is a potential need for local reinforcements to serve

specific development proposals. Cadent are currently looking at new ways of funding such interventions

- 4.37. Cadent also supports the commitment to net zero emissions by 2050. Cadent know that the fossil gas they deliver through their network today is part of the problem and not part of the solution. Low carbon heating technologies need to therefore be deployed across their network - and beyond.
- 4.38. Cadent are clear that there is a significant role for both heat pumps and low carbon heat networks in the future mix. Green gases such as hydrogen will also be needed if Cadent are to be successful. This will require Cadent to consider where there might be a role for their gas distribution network and where there might not be.

Water Supply and Treatment

Existing Situation

- 4.39. Ofwat regulates prices and levels of customer service, while the Drinking Water Inspectorate monitors drinking water quality and the Environment Agency covers environmental protection. In the North West, United Utilities (UU) is the company that supplies both potable (drinking) and raw water, and collects, treats and disposes of sewage and sewage sludge.
- 4.40. UU serves 3.2 million homes and 200,000 businesses across the region, which includes those in Bury. Greater Manchester's water supply comes from the Thirlmere and Haweswater Aqueducts, plus north Wales and other smaller supply points.
- 4.41. The Water Industry Act 1991 sets out the main powers and duties of the water and sewerage companies, as are relevant to infrastructure planning and provision. The Act places a duty upon UU to develop and maintain an efficient and economical system of water supply within its area, and to provide, improve and extend a system of public sewers to ensure that its area is effectively drained.
- 4.42. There are currently two wastewater treatment works operating within the administrative area of Bury (Bury and Bolton Wastewater Treatment Works).

Meeting Future Demand

- 4.43. Even though the North West's population is growing, the amount of water forecasted to be taken from reservoirs and rivers is reducing. UU have prepared a Water Resources Management Plan (2024) which sets out the

strategy for water resources and demand management to ensure adequate water supplies to customers and that the environment is protected. It describes an assessment of the future supply and demand over the period from 2020 to 2045.

- 4.44. We have worked with UU to share our annual updates on our baseline supply of housing. In general, Bury is well served by fresh water and waste water infrastructure and no concerns have been raised regarding supplying new homes or businesses.
- 4.45. Drainage and sewerage capacity varies locally and increasingly there is insufficient capacity in the sewer and drainage network to accommodate surface water and therefore surface water runoff and discharge from developments needs to be minimised.
- 4.46. UU are actively seeking opportunities to remove surface water discharges from their combined sewer system and restricting permitted discharges from new development, so a more sustainable approach to future development is essential. The need to ensure water is efficiently used and water quality protected and enhanced are also key issues the Borough faces.
- 4.47. The Local Plan seeks to manage flood risk from all sources by directing development away from areas of flood risk, ensuring it is well protected from flood risk and does not contribute to increased flood risk elsewhere. Improvements to water quality to provide a better-quality environment and provide opportunities to enhance biodiversity and the incorporation of measures for the conservation of water are sought through the Local Plan.
- 4.48. In line with the Water Industry Act 1991, developers have a right to connect to the existing sewerage system. The developer is required to fund the connection to the sewer and the cost of any on-site sewerage. When a developer wishes to proceed with a particular site, they must contact UU to provide local network infrastructure in accordance with the relevant provisions of the WIA 1991 (Section 98 for sewerage and Section 41 for water). The cost of this is shared between the developer and undertaker in accordance with provisions of the legislation.

Waste

Existing Situation

- 4.49. Bury Council is the waste collection authority for the city and is therefore responsible for coordinating the collection of municipal waste via kerbside collection, recycling containers, and street cleansing and litter collection services.

- 4.50. In addition, there are two Household Waste Recycling Centres within the Borough:
- Bury Household Waste and Recycling Centre; and
 - Radcliffe Household Waste and Recycling Centre.
- 4.51. The management and treatment of municipal waste arisings within Bury is the responsibility of Greater Manchester Waste Disposal Authority, which is responsible for the management of municipal waste arisings across nine of the Greater Manchester districts. The authority is the largest Waste Disposal Authority in the UK, managing waste arising from over 1,000,000 households. Viridor Laing (Greater Manchester) Ltd are contracted to undertake this service on behalf of GM.
- 4.52. In respect of commercial waste Bury Council offers a collection service for businesses in the Borough. As part of this service the Council provides a waste audit at no charge. The audit helps businesses decide which waste containers they need; what size they should be and where would be best for them to store them.
- 4.53. The detailed planning policy framework for waste is set out in a jointly prepared Greater Manchester document, the Greater Manchester Joint Waste Development Plan (2012), recognising the cross-border nature of waste processing. This Waste Development Plan forms part of each Greater Manchester local authorities' development plan which will continue to be the case on adoption of Bury's Local Plan.
- 4.54. The Waste Plan considers all types of waste arisings, including construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority Collected Waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities.
- 4.55. A review of the Waste and Minerals Plans found that there have been numerous national policy and legislative changes since their adoption, including the publication of the Greater Manchester Sustainable Consumption and Production Plan 2022-2025. The policies in the plans are therefore no longer effective in addressing specific local issues and the review concluded that both plans should be updated in whole. In July 2025, Bury Council and the other nine GM authorities agreed to prepare a new Joint Waste and Minerals Plan, delegating its preparation to the AGMA Executive Board.

Managing Future Demand

- 4.56. The Joint Waste Development Plan includes a set of policies which assist in the consideration of waste planning applications and identifies suitable locations for potential new waste management facilities. The main focus in this regard is on the sub-regions many employment areas.
- 4.57. Given the issue is addressed at the Greater Manchester level, Bury's Local Plan provides limited guidance on this issue. It does, however, include complementary policy requirements to ensure that residential developments include appropriate waste/ recycling facilities and provides a protective approach to the city's employment areas with a specific allowance for waste uses. This complements the general focus on employment areas in the Joint Waste Plan.

Transport

Transport Infrastructure Context

- 4.58. Responsibility for transport infrastructure in Bury varies. The majority of the adopted road network is managed by the Council (as a highway authority). Roads on the Key Route Network (e.g. A58 and A56) are managed by Transport for Greater Manchester (TfGM) and the Strategic Road Network (e.g. M60, M62, M66) is managed by National Highways. The Council is also responsible for several car parks and cycle parking opportunities across the Borough.
- 4.59. The Council as a highway authority is responsible for the maintenance of not just highways but also other paths on its land. This includes public rights of way, cycle tracks and paths on the street register. For paths outside of the Council's ownership, in most cases, the landowner is responsible for its maintenance. The Council's Public Rights of Way team work closely with landowners to ensure that furniture on paths is safe and convenient.
- 4.60. In terms of public transport, buses have recently been brought under local control and are now run by TfGM, on behalf of the Greater Manchester Combined Authority. Bury Interchange is the hub for the bus network and provides services across the Borough and beyond.
- 4.61. Metrolink services connect Bury and Manchester via Radcliffe, Whitefield and Prestwich, enabling onward journeys into Greater Manchester and the wider northwest region. The Bury line has seen significant growth in Metrolink patronage and has become an important commuting and leisure route, particularly for those travelling to and from Bury Town Centre and

Manchester City Centre. However, they retain much of the previous heavy rail stop infrastructure and are considered less inviting, incur anti-social behaviour and greater maintenance costs and include historic constraints compared to newer stops across the wider network.

- 4.62. Electric vehicle (EV) charging infrastructure is provided by and managed by multiple sources. Private sectors operate within economically viable locations where profitable benefits can be predicted. Residents who own electric vehicles are also able to install charging infrastructure on their own property. TfGM are also delivering EV charge points for taxi companies.
- 4.63. Proposals to improve transport infrastructure in Bury are therefore identified and delivered by several agencies and paid for through various funding streams. However, most major works to the local transport network are paid for through nationally awarded funds, governed and awarded at the Greater Manchester level.

Managing Future Demand

- 4.64. The scale of future development that could come forward in Bury will place further pressures on the Borough's transport network. Some of the interventions needed to support transport networks in the Borough will be identified through the assessment work being undertaken by TfGM in partnership with GM authorities as part of the 2040 Transport Strategy update (LTP5) and the documents supporting strategies. Others will be identified over the plan period in response to specific issues, development proposals and/or funding availability, and could be delivered by any one of the agencies identified above.
- 4.65. The starting point for the policy approach put forward in the Local Plan is to enhance and adapt the Borough's existing networks to increase quality and efficiency and encourage behavioural change that helps to reduce pressure. These include measures to make sustainable transport choices easier including integrated ticketing, improved information systems, and the expansion of transport and travel hubs. Also included are proposals for the redevelopment of Bury Interchange, a new Metrolink Station at Warth and a Tram-Train route from Bury-Heywood-Castleton, including potential new stops.
- 4.66. The Council's Strategic Transport team, in collaboration with the Greater Manchester Combined Authority, Transport for Greater Manchester, National Highways, service providers and other stakeholders, are involved in an ongoing process of assessing issues around the Borough's transport networks and, having regard to a range of issues including regeneration priorities and likely levels of development, identifying and appraising

potential interventions. Business cases are then developed for preferred schemes to ensure the Borough is well-placed to apply for funding to deliver such schemes as and when it becomes available. Relevant funds can come from a variety of sources including local, sub-regional and national awards of a mode specific or general nature. Certain improvements will also be delivered as part of specific development proposals in the Borough, including through planning obligations.

- 4.67. For walking and cycling, the relevant strategies recognise both the need for and benefits of increasing these modes of transport. Greater Manchester has adopted a 'Streets for All' approach to street design. As part of this, it is the intention to create high-quality urban spaces and sustainable environments by taking a people-centred approach to street design and planning. Greater Manchester is delivering the Bee Network, this will be a walking and cycling network, which at 1,800 miles in length, will be the country's largest walking and cycling network. There is a package of cycling and walking infrastructure schemes identified within Bury to support the delivery of the Bee Network and other schemes. Details of these identified schemes can be found within the Bury Local Transport Strategy (October 2023).
- 4.68. While it is recognised that the primary focus should be on increasing sustainable modes of transport, it is also acknowledged that improvements to the strategic highway network will be necessary where sustainable transport improvements are not sufficient to address all issues.
- 4.69. The need to support the shift to EV technology is also recognised as a key infrastructure requirement. The Council intend to support the delivery of EV infrastructure by delivering charging points in more locations and providing multi-storey travel hubs where EV charging will be integrated. The Council also recognises the importance of new business models to shared mobility such as car clubs.
- 4.70. The Council have appointed an EVCI supplier under a concessionary arrangement to install Rapid and Ultra-Rapid charging points on Council land and TfGM have installed 3 Rapid Charging hubs for taxis. Each hub has two rapid chargers just for taxis and are located at:
 - Trinity Street, Car Park
 - Foundry Street, Car park
 - Whitefield Park and ride.

- 4.71. Consideration will also be given to other types of alternatively fuelled vehicles, such as hydrogen fuel cells as a potential solution to deliver low emission vehicles for both members of the public and freight vehicles.

5. Social and Community Infrastructure

- 5.1. This section of the document provides more information on how we work to ensure sufficient provision of education, health, and community, cultural and recreation infrastructure.
- 5.2. The provision of health, education, community, leisure, cultural, and religious facilities including local shops, public houses and places of worship, is essential to the quality of life of the Borough's residents. Such facilities are vital social infrastructure, and places thrive when the people who live there have a sense of local identity and actively participate in community life.
- 5.3. Many services and facilities are provided by organisations other than the Council; therefore, we work with external organisations and the voluntary sector to ensure that there is a common understanding of what is needed to serve the people of Bury.

Education

- 5.4. Bury Council has a statutory duty to ensure there is sufficient capacity and high-quality educational provision for primary, secondary and special educational needs children and young adults, as well as an early years' provision. The Childcare Act 2006 also requires all local authorities in England to secure, as far as is reasonably practicable, provision of childcare to meet the requirements of parents in their area who require that care to enable them to take up or remain in work, or to undertake education or training to assist them in obtaining work²¹.
- 5.5. Bury's Children and Young Peoples Plan (2021-2024) set a Call for Action to improve the lives of children, young people and families in the Borough. One of the main priorities of the Plan is to ensure that all children and young people in the Borough have a good education and leave school with the best education outcomes and skills to succeed as adults and make a positive contribution²².
- 5.6. The Council works collaboratively with other parts of the Council and education providers including Trusts and Diocesan Boards, to assess the

²¹ <https://www.legislation.gov.uk/ukpga/2006/21>

²² <https://www.bury.gov.uk/asset-library/imported/children-amp-young-peoples-plan-2021-24.pdf>

capacity of existing provision, estimate future demand and work to ensure the Borough meets its statutory obligations. It is however important to recognise that not all education provision in the Borough is under the local authority's control.

- 5.7. The Local Plan supports the provision of early years, schools and post-16 education facilities in a number of ways.
- 5.8. Policy LP-DM1: (Developer Contributions and Infrastructure) sets out requirements in respect of planning obligations to ensure adequate mitigation measures are put in place to address the adverse impacts and/or additional demands on infrastructure as a result of development. The priorities for planning obligations include education.
- 5.9. Policy LP-CM3 (Education Provision in New Housing) provides further specific guidance on the additional demands for education places resulting from new development. Requiring development that would contribute to a shortfall in places to enable an increase in places proportionate to the number of pupils likely to be accommodated. It also identified that, in all cases, development shall be phased so that the school places are delivered before demand exceeds capacity.
- 5.10. In addition, the Council has adopted a Developer Contributions for Education Supplementary Planning Document (SPD17) which sets out further guidance on the Council's approach to seeking developer contributions for education from new housing developments.
- 5.11. The scale and potential impact on school provision resulting from strategic land allocations identified in Places for Everyone at Walshaw (JPA7) and Elton Reservoir (JPA9) have led to specific requirements for land to be set aside for primary school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing.

Education (Early Years)

Existing Situation

- 5.12. In the spring budget of 2023, the Chancellor announced that funded childcare hours would be extended to children of eligible working parents in England from nine months old to support increased parental engagement in the labour market.
- 5.13. The measures announced will expand the existing system by offering up to 30 funded hours of childcare per week over 38 weeks of the year to children

aged nine months and over whose parents meet the same income eligibility criteria as applied to the existing 30 hours entitlement for three and four-year-olds. The policy had a phased rollout, with 15 hours per week for 38 weeks a year offered to eligible two-year-olds from April 2024 and to eligible children under two from September 2024. The new entitlement was offered in full with effect from September 2025

Meeting Future Demand

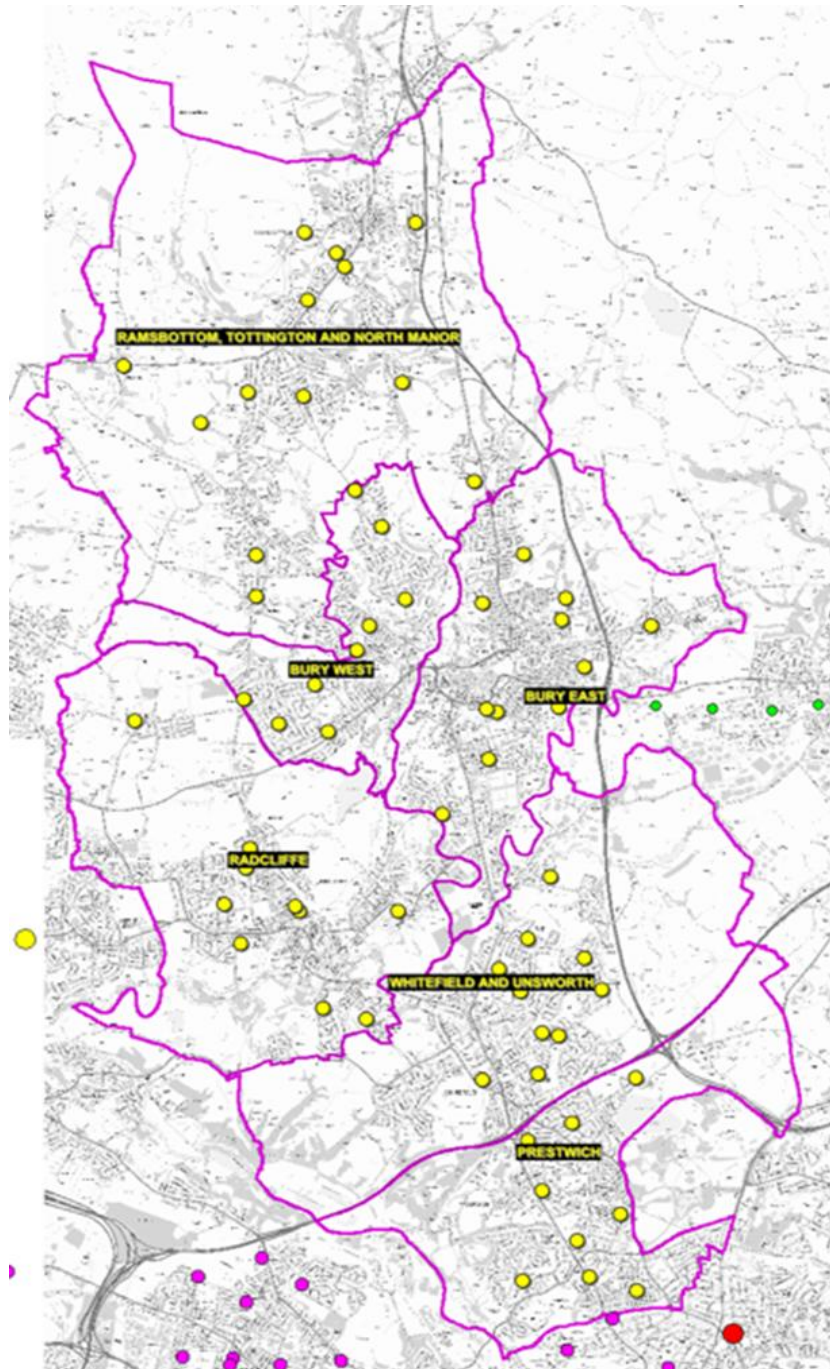
- 5.14. There is an opportunity to respond to any requirement for growth in Early Years provision resulting from national changes to early years eligibility, utilising surplus accommodation. The demand for additional provision would need to be tested against early years sufficiency more widely, including that provided by private, voluntary and independent providers.

Education (Primary: 4 to 11 years)

Existing Situation

- 5.15. There are currently 64 mainstream primary school plus 1 specialist primary schools within the Borough which can be broadly split into three categories:
- Community schools which are maintained by the local authority;
 - Voluntary aided schools which are maintained by the local authority but controlled by the governors of the school;
 - Voluntary controlled schools owned by trustees but maintained and controlled by the local authority;
 - Academies funded by central government;
 - Special schools with places assigned to children with a relevant statement of special educational needs; an Education, Health and Care Plan; or be undergoing an assessment of their special educational needs.
- 5.16. For the purpose of analysis and planning for primary provision, the Borough is divided into several planning areas which are agreed annually with the DfE for the purpose of the Annual School Capacity Survey (SCAP) return. This approach is consistent with other LA's, with 2,553 primary planning areas across 152 local authorities, each with typically between six and ten schools.
- 5.17. Pupil place planning is structured over six pupil planning areas as shown on Figure 1. The objective being to secure sufficient provision to ensure there are local options for children within each area.

Figure 1 - Bury Primary School Pupil Planning Areas



Meeting Future Demand

- 5.18. School and pupil place planning must conform to Department for Education funding requirements. Local authorities are required to submit forecasts of future demand for school places over a 5-year period to the DfE and it is on the basis of these forecasts that school funding is allocated. These forecasts are challenged extensively during data cleaning processes and forecasting

accuracy measures are calculated and published for each local authority in the School Place Scorecards.

- 5.19. It is for local authorities, academy trusts and local partners to balance the supply and demand of school places, in line with the birth rate and changing demographics locally. The number of places available should be increased in response to need and reduced/repurposed where they are no longer required. Local factors need to be carefully weighed up, along with considerations of the quality, diversity and accessibility of local provision – and the longer-term forecast demand for places – to determine the most appropriate approach in each area. All partners should be mindful of the need to strike the right balance between protecting parental choice and recognising financial pressures facing individual schools.
- 5.20. In recent years there has been a sustained decline in the birth rate, and this has had an impact on the demand for school places.
- 5.21. Currently, primary pupil forecasts are calculated using data supplied by the Northern Care Alliance and are updated annually. Forecasts are also revised termly following each school census, to reflect movement in and out of the Borough during the academic year.
- 5.22. The latest pupil forecasts²³ identify reception intakes and numbers on roll for the period 2024/25 to 2028/29 and can largely be met within the existing capacity of local primary schools. It should be noted that these are based on pupil forecasts of children already in the system and do not include any further demand from migration or new housing developments. There is an ongoing need to monitor demand, take a positive approach to new provision where needed and utilise funding through Section 106 agreements to finance new places where appropriate.
- 5.23. A careful balance must be reached between meeting the Council's statutory duty to provide sufficient school places and limiting potential surplus places. It is therefore appropriate to make final decisions about investment in new places as late as possible.

²³ Forecasts based on October 2024 census data

Figure 2 – Forecasted primary school intake by pupil place planning area

Planning Area	No. of schools in planning area	Admission No	Current capacity	Reception intake 2024	Total Roll 2024	Forecast Intake 2025	Forecast Roll 2025	Forecast Intake 2026	Forecast Roll 2026	Forecast Intake 2027	Forecast Roll 2027	Forecast Intake 2028	Forecast Roll 2028
Ramsbottom, Tottington & North	13	405	2844	295	2416	300	2317	288	2223	291	2177	289	2147
Bury West	9	295	2036	256	2033	227	1945	216	1866	216	1771	189	1671
Bury East	11	465	3080	456	3263	415	3203	447	3176	416	3118	418	3081
Radcliffe	10	425	2898	327	2483	342	2438	329	2399	301	2328	302	2264
Whitefield & Unsworth	11	381	2564	327	2405	291	2350	272	2277	278	2195	253	2120
Prestwich	8	365	2376	302	2277	300	2244	284	2198	294	2144	256	2075
	62	2336	15796	1963	14877	1875	14497	1836	14139	1797	13732	1706	13356

Note: Yesoiday HaTorah Boys and Yesoiday Ha Torah Girls not included in the planning areas for forecasting purposes, inclusion of the data for the two schools has a distorting effect on the forecasts due to the very high proportion of pupils that are none Bury resident. Forecasts based on October 2024 census data

Education (Secondary: 11-16 years)

Existing Situation

- 5.24. There are currently 14 maintained secondary schools within Bury and one Pupil Referral Unit (PRU). There are also 3 specialist secondary schools delivering specialist education provision. The majority of these establishments have academy status.
- 5.25. Secondary school provision within Bury is managed across 3 pupil planning areas with the special educational need's establishment and the PRU serving the Borough as a whole.

BURY SECONDARY NORTH	BURY SECONDARY SOUTH	BURY SECONDARY VOLUNTARY AIDED
Woodhey	The Heys	Bury Church
Tottington	Unsworth Academy	St. Gabriels
The Elton	Parrenthorn	St. Monicas
The Derby	Philips	Manchester Mesivta
Hazel Wood		
Star Radcliffe Academy		

Meeting Future Demand

- 5.26. Secondary school pupil place planning is structured over 3 pupil planning areas and estimates for future demand for secondary places are largely informed by current numbers in primary schools moving through the system with a factor built in for cross-boundary movement.
- 5.27. Forecasted²⁴ intakes and numbers on roll for the period 2024/25 to 2028/29 can largely be met within the existing capacity of local secondary schools. It should be noted that these pupil forecasts do not include any further demand from new housing developments. There is an ongoing need to monitor demand, take a positive approach to new provision where needed and utilise funding through Section 106 agreements to finance new places where appropriate.

Figure 3 – Forecasted secondary school intake by pupil place planning area

Planning Area	No. of schools in planning area	Admission No	Current capacity	Y7 intake 2024	Total Roll 2024	Forecast Intake 2025	Forecast Roll 2025	Forecast Intake 2026	Forecast Roll 2026	Forecast Intake 2027	Forecast Roll 2027	Forecast Intake 2028	Forecast Roll 2028
Bury North	6	1055	4675	1029	4830	1028	4932	996	4992	974	5014	933	4961
Bury South	4	703	3631	650	3437	645	3403	636	3353	667	3301	609	3208
Voluntary Aided	4	642	3210	603	3155	598	3111	569	3032	579	2994	552	2901
Total	14	2400	11516	2282	11422	2271	11446	2202	11377	2220	11309	2095	11070

Forecasts based on October 2024 census data

- 5.28. A careful balance must therefore be reached between meeting the Council's statutory duty to provide sufficient school places and limiting potential surplus places. It is therefore appropriate to make final decisions about investment in new places as late as possible.

Education (Sixth Forms and Colleges: post-16)

Existing Situation

- 5.29. There are 2 sixth form colleges in Bury:
- Bury College – Institute of higher learning for ages 16 and above; and
 - Holy Cross College – Coeducational Roman Catholic sixth form college for students aged 16 and above.
 - Bury Grammar School- Independent sixth for students aged 16 and above.

²⁴ Forecasts based on October 2024 census data

Meeting Future Demand

- 5.30. It is difficult to project demand for post-16 education due to it not being compulsory and take up of places is not constrained to young people living within the area.

Health

Existing Situation

- 5.31. Health infrastructure includes primary and secondary facilities. Primary care refers to the first point of contact, such as GPs, dentists and pharmacists. Secondary care is sometimes referred to as 'hospital and community care' and can relate to planned treatment or urgent and emergency treatment. The Bury Integrated Care partnership²⁵ is responsible for commissioning health services from various public and private sector providers.
- 5.32. It is now widely recognised that planning can have a significant impact on physical and mental health and wellbeing. National guidance states that planning policies and decisions should aim to achieve healthy, inclusive and safe places and the Local Plan can contribute towards this by taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, including through the reduction of pollution and improved air quality.
- 5.33. The Bury Integrated Care Partnership delivers co-ordinated services with the aim of supporting everyone to lead a healthy life and deliver the best co-ordinated care where it is needed. The organisations which are part of the Bury Integrated Care Partnership include Bury Council, NHS Greater Manchester, Northern Care Alliance NHS Foundation Trust, Pennine Care NHS Foundation Trust, Bury GP Federation, Persona, BARDOC and Bury Voluntary, Community & Faith Alliance.
- 5.34. Bury Integrated Care Partnership work in five neighbourhood areas in the Borough; Bury, Ramsbottom and Tottington, Prestwich, Radcliffe and Whitefield. Bringing experts together to make decisions in the communities where they work to bring care closer and faster to people. Bury also has four

²⁵ <https://buryintegratedcare.org.uk/>

primary care networks, led by GP practices, which work closely with the five neighbourhood teams to improve care for people.

- 5.35. Northern Care Alliance/Bury Care Organisation runs Fairfield Hospital. The hospital provides Accident and Emergency Services (A&E), inpatient and outpatient services.
- 5.36. Health facilities serving Bury include:
- Fairfield Hospital;
 - 31 GP practices; and
 - 43 pharmacies (39 walk-in and 4 distance selling pharmacies) providing a range of essential services, advanced services, and locally commissioned services.
- 5.37. The key issues facing the delivery of health and social care facilities in Bury include:
- an ageing population;
 - increasing expectations;
 - the rise of long-term conditions;
 - increasing costs of providing care; and
 - constrained public resources.

Meeting Future Demand

- 5.38. The future planning of health care facilities needs to have regard to a wide range of factors and plans made with an inbuilt flexibility to respond to changing demands and methods of delivery.
- 5.39. At a basic level additional demands can come from changes in the size of the population. However, changes to the structure and/or lifestyles of that population can also be significant in terms of the frequency of consultations, the ailments reported, and the ways in which consultations/advice can be provided.
- 5.40. The assessment of future demand therefore needs to have regard to detailed population projections in order to accurately assess the scale and nature of potential additional demands of that population. In order to inform this process discussions have been held between the Bury Integrated Care Partnership and representatives of the Council (including Strategic Planning and Public Health) to discuss Places for Everyone and the Bury Local Plan.

- 5.41. It is important to also recognise the uncertainties that can also arise from the fact that GPs are independent contractors. Similarly, dental services are, in the main, provided by private businesses. As such, there is scope for these providers to make decisions about their services independently.
- 5.42. Therefore, whilst high-level long-term estimates of demand and associated requirements are used to give an insight into potential areas of increasing pressure, the forward planning of health care services in the Borough requires a continual and coordinated process of planning and review. Particular focus and recognition need to be applied to the impact of housing growth on related GP and primary care services.
- 5.43. New demands for health services can be met in a number of ways, including the construction of new facilities, the employment of additional practitioners, improved efficiency in the use of space, and new ways of accessing services.
- 5.44. The Bury Integrated Care Partnership Locality Plan 2025/2026²⁶ describes a strategic ambition for the operation and improvement of the health and care system in Bury and for improved population health and reducing health inequalities.
- 5.45. The Locality Plan builds on a period of transformation and improvement in the operation of the health and care system in Bury since 2021. Progress has been built on high quality partnership working and a shared ambition for better outcomes for our residents. However, there is still more to do.
- 5.46. The Locality Plan describes an ambition for the further reform of our health and care system and for the improved health of all people of Bury. It describes the approach to service delivery with a relentless focus on prevention and early intervention, and with neighbourhood team working at the heart of it.
- 5.47. The improved health of all Bury residents, and a health and care system focused on prevention and early intervention, are key to supporting improved outcomes and a financially sustainable health and care system.
- 5.48. The locality plan is comprehensive and there are priorities for action across the breadth of our programme of work. The plan outlines the financial context in which the Integrated Care Partnership are operating, the strategic risks which we are managing and the locality governance which will support delivery of this plan.

²⁶[Bury Integrated Care Partnership Locality Plan](#)

- 5.49. The high-level priorities for Bury for 2025/2026 as set out in the latest draft Locality Plan include:
- **Population health, Primary Care and the neighbourhoods** – delivering the Bury GP strategy, sustainable model of primary care, primary and secondary prevention with particular focus on CVD and Diabetes.
 - **Neighbourhood model** - Embedding and significantly maturing the model connected to GM live well proposition, across all age including family hubs.
 - **Urgent and Emergency Care** – demand management, service shaping and connectivity of out of hospital services.
 - Planned care, community services and major conditions – demand management and prevention.
 - **Mental health and emotional wellbeing** – including prevention, crisis resolution and provider flow issues, and ensuring no remaining gaps in service portfolio compared to other localities in GM.
 - **Strengthening community based diagnostic capacity** including new opportunities for community-based provision in a town centre.
 - **Children and Young People** – The first 1001 days and the NHS contribution to improvement of SEND arrangements in Bury.
 - **Palliative and End of Life Care** – developing new service models to support people to die in their normal place of residence.
 - **Adult Social Care** - continued transformation and alignment.
 - **Enablers** - finance, workforce, digital and estates.
- 5.50. Recommendations about the needs for additional pharmacy provision will be made through the statutory Pharmaceutical Needs Assessment (PNA), produced by Bury's Health and Wellbeing board every three years. This assesses the proximity of residents to pharmacies.
- 5.51. NHS England commissions dental services in England and is required to meet the needs of their local population for both urgent and routine dental care. NHS dental services are not bound to catchment areas (unlike GPs), this means that patients can register with a dental practice in a location that is convenient, for example close to a workplace. Dental practices won't always have the capacity to take on new NHS patients – you may have to join a waiting list, look for a different dentist who is taking on new NHS patients, or be seen privately.
- 5.52. Optometrists are contracted by the NHS to deliver NHS services. The General Ophthalmic Services (GOS) contract pays a standard amount of

money for each sight test that is conducted by an optometrist or ophthalmic medical practitioner (OMP) on behalf of the NHS.

- 5.53. As seen above, the planning system can play an important role in supporting healthy lifestyles and improvements to health services within the Borough. Health and wellbeing are cross-cutting issues that can be improved through a range of specific Places for Everyone and Local Plan policies and proposals. As a whole the plan includes policies which seek to contribute positively to the health of the population including promoting active forms of travel, supporting social inclusion, protecting and improving the Borough's network of green infrastructure, controlling uses which have the potential to impact negatively on health, and setting principles to deliver well-designed inclusive living environments.
- 5.54. Places for Everyone Policy JP-P6 (Health) and Local Plan Policy LP-CM2 (New Development and Health and Wellbeing) pull these various principles together, with the headline statement that new development shall make a positive contribution towards the health and wellbeing of the Borough's communities support an improvement in public health and a reduction in health inequalities.
- 5.55. PfE Policy JP-P6 also includes requirements relating to the submission of health impact assessments, which will be an important tool in appraising the potential impact of new developments and seeks to control the over concentration of uses. which could have a possible adverse impact on health and wellbeing.
- 5.56. As outlined above. where new development generates additional demand for health services, the Council will work collaboratively with health partners to:
- Identify infrastructure requirements
 - Assess the capacity of existing provision
 - Secure appropriate mitigation through Section 106 and other funding mechanisms
 - Align health investment priorities through the Strategic Estates Group
- 5.57. Appropriate inclusions and discussions have already been progressed in relation to the housing developments proposed at Walshaw and Elton with similar work proposed in relation to Simister and Bowlee housing plans.
- 5.58. As the central hospital site in the locality, it is recognised that Fairfield Hospital is facing increasing pressures to respond to need and, therefore, work in partnership to move services off-site continue. Linked to this remains a clear aspiration from health partners to achieve some health

presence in Bury town centre – the aim of which would be to increase footfall to the town centre and to also aim for more proactive ease of access to health service by members of the public.

- 5.59. A key component of health developments focuses on the neighbourhood model and the need to collocate appropriate services to allow better service integration / aligned also with similar Local Authority initiatives – it is recognised, however, that these solutions are likely to be found via more efficient and innovative use of existing partner estate.
- 5.60. Two key elements of local health proposal surround Whitefield and Prestwich.
- 5.61. The re-provision of a Whitefield solution to release the Uplands site has been identified as a priority scheme at local and regional level with a proposal to redevelop the ex-library site for health use now being progressed.
- 5.62. The Prestwich proposal is the key strategic scheme for the locality as it proposes key co-location of both health, GP and local authority services in a community hub building that will be central to the regeneration of this town centre.

Emergency Services (North West Ambulance Service)

Existing Situation

- 5.63. The North West Ambulance Service (NWAS) NHS Trust is the second largest ambulance trust in England, providing services to a population of seven million people across a geographical area of approximately 5,400 square miles. It employs over 6,000 staff, has three emergency control centres, two patient transport control centres, and 104 ambulance stations across the North West.
- 5.64. Greater Manchester has 27 ambulance stations, of which three are located at Brich Street in Bury Town Centre, Whitefield (Bury Old Road), Whitefield Community Fire & Ambulance Station (Bury New Road) and Ramsbottom (Cemetery Road).
- 5.65. The NWAS in Whitefield is shared with the Greater Manchester Fire and Rescue service and the Fire Service has recently received planning permission (Planning Reference 69940) for the demolition of the existing Fire Station and the construction of a new fire station. The redevelopment of the

site offers NWS an opportunity for a refresh to its estate with a modern and efficient facility to improve facilities for staff and service delivery.

Meeting Future Demand

- 5.66. The North West Ambulance Service's 'Our Strategy' 2026-2031²⁷ sets a vision to '*deliver the right care, at the right time, in the right place; every time*'. This five-year strategy outlines where NWS are now, where they want to be and the areas, they want to focus on to achieve the vision. Each year, NWS will develop an annual plan which shows what the projects, milestones and measures will be for the coming year. This plan will also assess whether they have the right capacity, expertise and resource to deliver their objectives.
- 5.67. Policy LP-BE6 (Design and Layout of New Development) of the Local Plan requires that the layout of spaces and buildings are designed to ensure that developments, amongst other things, are easy and safe to physically move through and around.

Emergency Services (Greater Manchester Police)

Existing Situation

- 5.68. There are currently two police stations in Bury, Bury Police Station and Whitefield Police Station. Greater Manchester Police Training Centre is also located in Prestwich. Bury Police Station is the only publicly accessible station within the Borough.

Meeting Future Demand

- 5.69. Equality, culture, and building trust and confidence in policing and community safety are at the heart of the new Police and Crime Plan, 2024-2029²⁸, which was launched on Wednesday 18 December 2024 by Greater Manchester's Mayor and Deputy Mayor.
- 5.70. The Plan is called 'Standing Together' and it sets the direction for policing and community safety across the city-region over the next four years.

²⁷ [Our strategy - NWS - North West Ambulance Service](#)

²⁸ <https://www.greatermanchester-ca.gov.uk/what-we-do/safer-and-stronger-communities/police-and-crime-plan/>

- 5.71. The Plan was formed following a consultation exercise which engaged with over 250 partner agencies including the city-region's 10 Community Safety Partnerships, Greater Manchester Police (GMP), young people, businesses, communities, health organisations and Voluntary, Community, Faith, and Social Enterprise (VCFSE) organisations.
- 5.72. This consultation helped to shape the plan along with findings from resident surveys, the Greater Manchester Inequalities Commission published in 2021, and working with equalities' networks. Each of the Plan's 10 priorities identifies one or more 'equality actions' designed to tackle inequalities.
- 5.73. The Plan's 10 priorities are:
- Improving public trust and confidence in policing.
 - Increasing police accessibility, consistency, responsiveness and outcomes.
 - Keeping children and young people safe and preventing them from becoming involved in crime.
 - Improving support for victims of crime, including vulnerable victims, and tackling emerging crime types.
 - Reducing and preventing neighbourhood crime, retail crime and anti-social behaviour.
 - Improving road and transport safety, so people can travel around our city-region safely.
 - Reducing high harm and repeat offending, taking a preventative and diversionary approach.
 - Tackling drug, alcohol and wider addictions.
 - Reducing and preventing gender-based violence and all forms of serious violence.
 - Reducing and tackling serious and organised crime.
- 5.74. The Local Plan Policies LP-BE6 (Design and Layout of new Development) and LP-CM2 (New Development and Health and Wellbeing) support the work of the Police with a specific criterion on design and crime. The plan also supports efforts to address the underlying causes of crime, including by supporting social inclusion, high quality housing, and well-designed and inclusive public spaces.

Emergency Services (Greater Manchester Fire and Rescue Service)

Existing Situation

- 5.75. The Greater Manchester Fire and Rescue Service (GMFRS) is one of the largest Fire and Rescue Services outside London covering all ten Greater Manchester districts, an area of approximately 500 square miles and a culturally diverse population of 2.8 million people. The fire service is part of the Greater Manchester Combined Authority.
- 5.76. There are 41 Fire Stations within Greater Manchester, 3 of which are located within the Borough (Bury, Whitefield, and Ramsbottom). The Fire Station at Whitefield is shared with the North West Ambulance Service (NWAS).
- 5.77. The Fire Station located in Whitefield has recently received planning permission (Planning Reference 69940) for the demolition of the existing Fire Station and the construction of a new fire station. The proposals represent a long-term commitment by the Fire Service to maintaining an operational Fire Station at Whitefield Fire Station. The NWAS will also continue to operate from the new building.
- 5.78. The proposals will replace a dated Fire Station facility and provide GMFRS with a modern new Fire Station from which to operate services for the community. A temporary fire station will be constructed before the demolition of the existing fire station to allow for continued use of the fire station throughout the construction period of the new fire station.

Meeting Future Demand

- 5.79. Greater Manchester's Fire Plan²⁹ (2025-2029) outlines the work GMFRS will undertake to help keep our city-region safe and sets a course for GMFRS being an integral part of achieving Greater Manchester's overall vision of being a thriving city region where everyone can live a good life.
- 5.80. The plan features four key pillars and several commitments to residents, businesses and partners across Greater Manchester.
- 5.81. In addition to the Fire Plan, Annual Delivery Plans for the Service outline exactly how the commitments in the Fire Plan will be delivered. Together, the two plans fulfil the Service's statutory duty to produce an Integrated Risk Management Plan.

²⁹ [Fire Plan 2025 - 2029](#)

- 5.82. The 2026/2027 Annual Delivery Plan³⁰ outlines four main priority areas:
- Preventing emergencies by protecting people and places
 - Delivering an outstanding emergency response.
 - Looking after our people and foster a culture of equality, inclusivity and excellent leadership.
 - Maximise public value through continuous improvement and sustainable use of resources.
- 5.83. Policy LP-BE6 (Design and Layout of New Development) of the Local Plan requires that the layout of spaces and buildings are designed to ensure that developments, amongst other things, are easy and safe to physically move through and around. The fire service also has an important role in relation to emergency planning, including in respect of flooding, and therefore the approach to flood risk though chapter 13 of the Plan will also be significant.
- 5.84. The Council will work our emergency services partners with the regards to future provision and development proposals.

Other Community Facilities (Places of Worship)

Existing Situation

- 5.85. Bury has a diverse population, and this is reflected in the data relating to religious identity within the Borough. The 2021 Census reported that Bury's population was broken down by the following religions: 29.4% no religion, 62.7% Christian, 0.3% Buddhist, 0.8% Hindu, 5.5% Jewish, 9.9% Muslim, 0.3% Sikh and 0.3% any other religion (5.0% of respondents provided no answer). Given this, there are a range of places of worship and associated infrastructure across the Borough to reflect the religious needs of the local community. The majority of faith groups congregate in specific places of worship, while some meet within multi-purpose buildings such as community centres.

Meeting Future Demand

- 5.86. Policy LP-CM4 (Community Facilities) of the Local Plan supports proposals for new and improved community facilities including places of worship and

³⁰ [Annual Delivery Report 2026 - 2027](#)

acknowledges that community facilities make an important contribution to the quality of life offered by the Borough.

Other Community Facilities (Bury Art Museum and Sculpture Centre)

Existing Situation

- 5.87. The Bury Art Gallery, Museum and Sculpture Centre was built in 1901. The museum buildings were restored and reopened in 2005. It includes a public museum, archives and art gallery. In 2005, a £1.2 million refurbishment was carried out, designed to provide a new museum, art gallery and library all under one roof. This includes a combined Museum and Archives Centre which uses artefacts, documentation and art.

Future Demand

- 5.88. To protect the building some MEND (Museum Estate and Development Fund) funding was secured in 2024 to start the replacement of the building's roof which will be replaced by 2026 to ensure future generations benefits from the collections and gallery.

Other Community Facilities (Cemeteries and Crematoria)

Existing Situation

- 5.89. The Borough has three local cemeteries in Bury, Radcliffe and Ramsbottom. Bury Cemetery provides for burials of various religious groups. There are separate areas for Jewish and Muslim communities, babies, and young children and for burying ashes. Bury Cemetery office is also located at the Bury Cemetery.
- 5.90. Ramsbottom Cemetery is our smallest cemetery and provides for different religious groups and has separate areas for ashes, and for babies and young children.
- 5.91. Radcliffe Cemetery has an area set aside for green burials and an ashes plot. Green burials are where a tree is planted instead of laying a headstone and environmentally friendly coffins can also be used.

Meeting Future Demand

- 5.92. Cemetery Regulations are made by the Council pursuant to Article 3 of the Local Authorities Cemeteries Order 1977 for the proper management, regulation and control of the cemeteries the Borough.
- 5.93. A future strategic assessment is therefore required for each of the three cemeteries to look at available space by denomination and to calculate years of spare capacity for the future.

Other Community Facilities (Community Centres)

Existing Situation

- 5.94. There is an extensive network of community groups, activities and services operating from community centres, public halls and places of worship across the Borough. There are numerous Community Centres, hubs and venues in Bury and these centres offer a physical location for multiple organisations and groups that represent different communities.
- 5.95. Children's centres in Bury support children aged zero to five and their parents, carers and childcare providers to help ensure that Bury children are given the best opportunities at their most crucial time for development during the first five years of their lives. There are five main Hubs, three Spokes and a number of smaller community outreach venues which means that every family in Bury will be able to access Children's Centre services. Each hub has a timetable of sessions and each also provides an outreach family support service in the home to engage with families in the community.

Meeting Future Demand

- 5.96. A pilot family hub has recently been developed at Redvales in the former Redvales Children's Centre. The pilot hub is fully funded through Council grant monies with no contribution from the wider partnership. Whilst there is space in the pilot hub to allow agile working with other agencies, this is not currently an integrated or colocated site. It is mainly a base for Early Help teams and a delivery space for Early Years and Family services with some community use and a section of the building operated by a private nursery. However, the pilot hub has allowed the concept to be 'tested out' and based on this learning, family hub provision will now be rolled out within existing buildings across each neighbourhood in Bury.

- 5.97. The Council are also looking to roll out a network of Live Well Centres and Spaces. The Live Well Centres and Spaces will use existing community buildings to act as the 'front door' for prevention and enhanced support, bringing together the very best of our public services and community support when it is needed.
- 5.98. As identified above in addition to existing community centres in the Borough, the traditional roles of a community centres are now addressed by a variety of other buildings/ facilities including those operated by private operators.
- 5.99. Demand arising from growth, is likely to be catered for within existing facilities and the Council is committed to working with groups and local people around plans and investment opportunities for the existing estate.
- 5.100. Overall, there is no current requirement to deliver additional facilities in the future, although this may change as new communities emerge as new housing is delivered.

Other Community Facilities (Libraries and Archives)

Existing Situation

- 5.101. Library authorities (unitary, county or metropolitan Borough Councils) have a statutory duty under the Public Libraries and Museums Act 1964 'to provide a comprehensive and efficient library service for all persons'
- 5.102. Bury has four libraries across Bury and an archive service. The four libraries are Bury Library and Archives Service, Prestwich Library, Radcliffe Library and Ramsbottom Library and Adult Learning Centre.
- 5.103. The Library Service 'Our priorities' are developed around their core offer as a service as follows:
- Reading and literacy – comprehensive and stimulating collections in all formats; reading based events and activities; supporting literacy and support for schools.
 - Digital inclusion and digital services – supporting digital literacy, developing a virtual library; IT support for library and archive activities; developing e-resources and services.
 - Information and learning – providing and enabling formal and informal learning; developing advice and information; providing a Council information service; Archives and Family History.

- Community support and development -resources for community groups, volunteer programme, equality and diversity and community libraries.
- 5.104. These core offers tie our priorities to the Universal Library Offer provided by public libraries across the country which consists of offers for reading, information and digital, culture and creativity and health and wellbeing.

Meeting Future Demand

- 5.105. Strategic work is underway to redesign libraries which meet are embedded into existing regeneration plans including a new Library Integrated into the new Radcliffe Hub to be collocated alongside other services. Ongoing discussions regarding wider regeneration planning are also underway to maintain the existing provision.

6. Environmental Infrastructure

- 6.1. The environmental aspects of infrastructure relate to helping the Borough to grow whilst ensuring the natural environment is protected and enhanced to provide benefit to residents, businesses and visitors to Bury. This section of the document reviews Green Infrastructure, Open Space and Recreation.

Green Infrastructure

Existing Situation

- 6.2. The Borough's green infrastructure is one of its key assets and a reason that people choose to live and invest here. From the wild moorland in the north to the extensive parks and public open spaces in the south, Bury's natural environment helps define the character of its settlements, provides habitats for other species and provides important recreational space.
- 6.3. Bury's strategic network of green infrastructure includes:
- Areas of open countryside such as the uplands of the West Pennines Moorland and Country Parks;
 - Strategically significant green and blue spaces such as Bury's river valleys and biodiversity assets;
 - Open areas where there are significant high flood risk and opportunity to mitigate against flooding and/or provide additional compensatory flood storage; and
 - Areas of outdoor open space, sport and recreation including (but not limited to) playing fields, urban parks, woodlands, and allotments.
- 6.4. At a non-strategic level, Green Infrastructure can also include features such as green roofs, walls, street trees, grass verges and incidental landscaping.
- 6.5. These assets perform a variety of different functions that offer nature-based solutions such as natural water retention, and flood risk reduction, improving air quality and ecosystem-based approaches to climate adaptation and mitigation. As such, it is important that green infrastructure is effectively and comprehensively planned alongside what might traditionally be thought of as 'grey' infrastructure, such as roads, utilities and other features within the built environment.
- 6.6. Green Infrastructure is enjoyed on a frequent basis by residents and visitors, both for physical activity and as a backdrop and visual amenity that frames the location and creates a sense of place, particularly in parts of the borough

where green space has been reclaimed from our industrial legacy. This means that diverse and accessible GI is an essential component in effective place-making.

Meeting Future Demand

- 6.7. The key local issues associated with Green Infrastructure are multifaceted. The key challenge for the Borough's natural environment is the varied nature and quality of different landscape characters, geological and ecological assets, and water bodies.
- 6.8. The Council recognise the importance of green infrastructure in supporting growth both at the local and the City Region level and in improving connectivity between Bury and the neighbouring Greater Manchester districts of Rochdale and Bolton and the regional centre and inner areas of Manchester, Salford and Trafford as well as the Lancashire districts of Rossendale and Blackburn with Darwen.
- 6.9. The emerging Bury Local Plan includes a positive policy framework towards the provision and improvement of open space. This includes reference to protecting and enhancing an adequate supply of good quality and accessible open spaces through Policy LP-GI1 (Green Infrastructure); the provision of recreation, sport and open space in new housing developments through Policy LP-GI3 (Biodiversity Gains from New Development); and the protection of strategic and local recreational routes through policy LP-GI4 (Local Nature Recovery Network).

Open Space and Recreation (Indoor Facilities)

Existing Situation

- 6.10. In Bury, indoor leisure facilities are provided by the public, private and voluntary sectors across a range of locations and facilities.
- 6.11. Bury Leisure have two leisure facilities, Castle Leisure Centre and Ramsbottom Pool and Fitness Centre. Radcliffe Leisure Centre was closed in 2024 to make way for the wider town-centre developments, but this will be replaced by the new Radcliffe Hub.
- 6.12. Both Castle Leisure Centre and Ramsbottom Pool and Fitness are over 50 years old and feasibility work is underway to consider the future needs to support health inequalities.

Meeting Future Demand

- 6.13. Building has commenced in Radcliffe to develop the Radcliffe Hub which will incorporate modern new wellness centre to include a 6-lane new 25 metre pool, learner pool with movable floor, gym, studios and Wellness consultation rooms. There will also a wellness rooftop space for activities.
- 6.14. An indoor built facilities strategy is being commissioned to ascertain future supply and demand of all indoor sport facilities across Bury including an assessment of public, private community and educational facilities.
- 6.15. The private and voluntary sectors also have a significant role in the provision of indoor leisure facilities so the future provision in this regard will be guided by individual decisions or those of the businesses and organisations.

Open Space and Recreation (Outdoor Facilities)

Existing Situation

- 6.16. Bury benefits from a diverse and extensive network of open spaces, parks, countryside sites and recreational facilities that make a significant contribution to the borough's environmental quality, health and wellbeing, biodiversity, and community life.
- 6.17. The borough's open space network ranges from strategic destinations such as Burrs Country Park and the Irwell Valley corridor to local parks, recreation grounds, amenity greenspaces, allotments, play areas, woodlands and nature reserves. These spaces provide opportunities for informal recreation, walking, cycling, outdoor sport, community events, nature conservation and environmental education.
- 6.18. Bury has a strong reputation for the quality of its parks and green spaces. The borough currently holds 15 Green Flag Awards, the highest number of accredited sites in Greater Manchester, reflecting consistently high standards of management, maintenance, accessibility and community involvement. Several sites, including Burrs Country Park, Close Park, Nuttall Park and Whitehead Park, have retained Green Flag status for more than two decades.
- 6.19. The borough's open space resource is extensive. Bury Council manages 13 principal parks, 14 recreation grounds, 45 countryside sites, approximately 837 hectares of open land, and around 180 hectares of managed woodland. The River Irwell and its tributaries form important green corridors, linking

urban and rural areas while supporting biodiversity, recreation and active travel opportunities.

- 6.20. Sport and recreation provision is distributed throughout the borough and includes a wide range of formal and informal facilities. Council-managed provision includes 62 play areas, 24 tennis courts, 24 ball zones, 8 outdoor gyms, 2 skate parks and 3 full-size 3G football pitches. In addition, there are numerous community-managed and privately operated sports clubs, playing fields and recreational facilities that contribute to local participation in sport and physical activity.
- 6.21. Access to the countryside is a defining characteristic of Bury. Large areas upland landscapes toward the Pennine fringe, provide opportunities for walking, cycling, horse riding and nature-based recreation. The borough is also served by an extensive network of public rights of way, cycle routes and recreational trails, including connections along the Irwell Valley and neighbouring districts.

Meeting Future Demand

- 6.22. The National Planning Policy Framework (NPPF) requires planning policies to be based on robust and up-to-date assessments on the needs for open space, sports and recreation facilities and opportunities for new provision to determine what provision is required.
- 6.23. A key part of the evidence base supporting the Local Plan is the Bury Open Space Assessment 2026 undertaken by Knight, Kavanagh and Page Ltd. The purpose of an open space assessment is to recognise the role of open space provision as a resource to Bury. The report helps understand both the quality/value and quantity of open space across the authority, if there are any shortfalls/surpluses and where there may be opportunities for improvements to ensure that residents can benefit from accessible and high-quality open space facilities.
- 6.24. The Assessment shows that there are a total of 393 sites equating to 1,111 hectares of open space. The largest contributor to provision is natural/semi-natural greenspace (800 hectares), accounting for 72% of open space in Bury.

Open space typology	Number of sites	Total amount (hectares)
Allotments	30	16
Amenity greenspace	68	124

Cemeteries/churchyards	30	50
Civic spaces	12	1
Natural and semi-natural greenspace	96	800
Parks and gardens	44	111
Provision for children and young people	93	9
Total	393	1,111

- 6.25. For outdoor playing pitch sport, A Playing Pitch and Outdoor Sport Full Assessment (PPOSS) Report along with a Strategy and Action Plan was prepared by KKP in 2023. The PPOSS ensures that the provision of outdoor playing pitches meet the local needs of existing and future residents across the Borough and has been produced in accordance with Sport England Playing Pitch Strategy guidance. Its robust and objective justification for future playing pitch provision will guide resource allocation, provide evidence for funding and support policies in the emerging Bury Local Plan.
- 6.26. The PPOSS Assessment shows that all currently used outdoor sports sites require protection and therefore cannot be deemed surplus to requirements because shortfalls would occur both now and, in the future, if they were lost. Consideration should also be given to the protection of underused and poor-quality sites from development or replacement as they may offer potential to meet shortfalls, particularly for football and rugby, in the future.
- 6.27. Although there are identified shortfalls of match equivalent sessions i.e., for cricket, rugby union and football pitches, most of these shortfalls can be addressed through quality improvements as demonstrated in the scenarios. It is therefore, not recommended as a priority to identify 'new' sites for provision although there may be a need to provide new pitches if quality improvements aren't achieved.
- 6.28. Improvements to the Borough's network of open spaces to address any deficiencies in quality, quantity or accessibility will be contingent upon funding being secured and the support of the landowner. Improvements could be funded by a combination of the following measures:
- On-site provision of open space through new development;
 - S106 funding;

- Regeneration or major projects;
- Grant funding; or
- Partnership working.

6.29. The Bury Publication Local Plan includes several policies that will support protection/replacement and enhancement of sport and recreation facilities, notably Policies LP-OS1 Protected open space, sport and recreation and LP-OS2: Open space, sport and recreation provision in new housing.

7. Delivery

- 7.1. The infrastructure planning process involves a co-ordinated focus from both the Council and its partners in order to consider, at a strategic level, the nature of infrastructure provision within the Borough. The previous sections of this document outline the existing provision of infrastructure types within the Borough and where existing deficits exist.
- 7.2. Going forward the IDP will be a live, cross-cutting tool that will coordinate funding, shape investment decisions, and align departments and partners around shared delivery priorities. The IDP, along with any future Infrastructure Delivery Schedules that may be prepared, will be updated during the lifetime of the Local Plan to reflect revised needs for infrastructure and changes in national policy, as they arise.
- 7.3. The Infrastructure Delivery Schedule will provide a collated schedule of all potential infrastructure projects and an estimate of the potential costs for future infrastructure. It will set out:
- What is required
 - When it is required
 - The likely cost of provision and how it will be funded
 - Who will be responsible for its delivery
- 7.4. PfE Policy JP-D2: Developer Contributions, sets out where developer contributions will be sought to support infrastructure delivery.
- 7.5. This is supported by Bury Local Plan: Publication Plan Policy LP-DM1 – Developer contributions and infrastructure. This states that where developments would increase the need or demand for infrastructure, services and facilities, beyond the capacity of existing provision, new provision and/or contributions towards enhancing existing provision will be required. In addition, planning obligations will be sought to secure the ongoing maintenance and management of provision where necessary.
- 7.6. Bury Council currently does not operate a Community Infrastructure Levy (CIL), but this may change if legislation changes or if it is considered necessary over the course of the plan.

Bury
Council