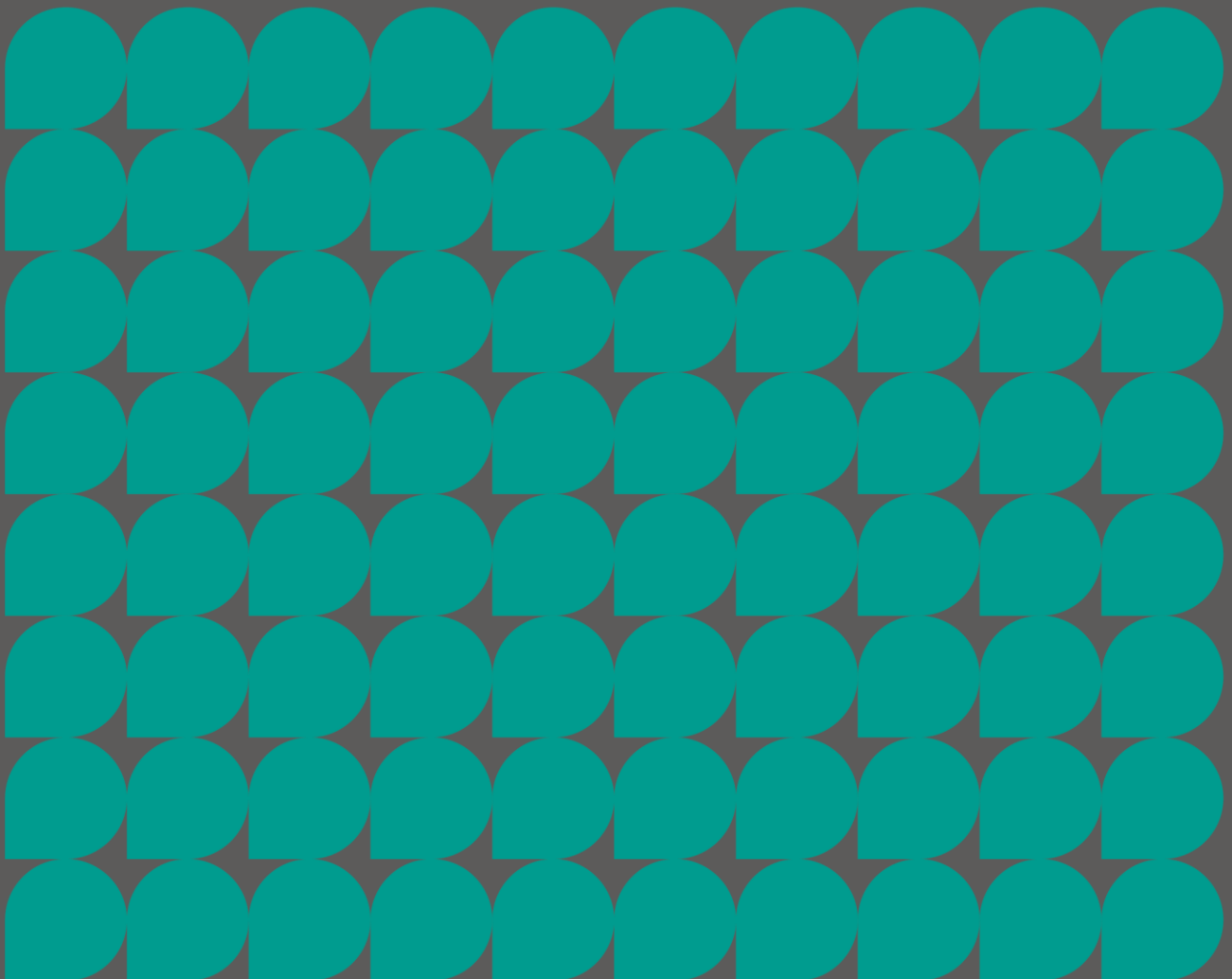


# Places for Everyone

JPA1.1 Heywood / Pilsworth Allocation Topic Paper

July 2021



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# Section A – Background

## 1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th of December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each

district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has 'substantially the same effect' on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore "the plan" and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed

to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

- 1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

## **2.0 Heywood/Pilsworth Allocation Overview**

- 2.1 The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises two key sites within the wider North-East Growth Corridor:
- Heywood / Pilsworth (Bury and Rochdale)
  - Simister and Bowlee (Bury and Rochdale)
- 2.2 The Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key locations that will help to deliver these fundamental objectives.
- 2.3 This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a

complementary housing offer on the M62 corridor, where there is strong evidence of market demand.

- 2.4 The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the PfE plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.
- 2.5 This Topic Paper brings together a wide range of information and evidence in connection with the proposed strategic site allocation at Heywood and Pilsworth (JPA1.1). However, it should be read in conjunction with the separate Topic Paper relating to the Simister/Bowlee allocation (JPA1.2). The paper may be subject to further technical amendments in advance of the formal commencement of consultation.

### **3.0 Site Details**

3.1 JPA1.1 lies wholly north of the M62 and extends to approximately 640 hectares, 330 hectares of which are within Bury and 310 hectares are within Rochdale. The land is situated to the east of Bury and to the south of Heywood. Its southern boundary borders onto the M62, its western boundary follows the M66 and eastern boundary straddles Hareshill Road. To the north, it borders directly onto Pilsworth Road and Heywood Distribution Park. The allocation is approximately:

- 3.2km from Bury Town Centre;
- 3.7km from Heywood Town Centre;
- 4.5km from Whitefield Town Centre;
- 6.4km from Middleton Town Centre; and
- 7.7km from Rochdale Town Centre

3.2 The allocation currently comprises a number of large agricultural fields, a fishery and a golf course.

3.3 636ha of the allocation is located within the Green Belt.

## **4.0 Proposed Development**

4.1 Development within this allocation seeks to deliver a total of around 1,200,000 sq.m of industrial and warehousing space (with around 700,000 sq.m. being delivered within the plan period). This will comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors, including the development of an Advanced Manufacturing Park. Such development will have the potential to create up to 17,000 jobs with a further 1,700 jobs created through supply chains and employee spending.

4.2 Around 1,200 new homes will be delivered within the allocation. Around 1,000 homes, coupled with a new primary school, will be located in the eastern part of the allocation (within Rochdale) to support early delivery of the infrastructure and provide a planned buffer between existing housing and new employment development. Approximately a further 200 homes will be created in the west of the allocation off Castle Road. An appropriate buffer will be incorporated to separate this part of the allocation from the wider employment area and appropriate highways measures will be put in place to prevent the use of residential roads by traffic associated with the wider employment area. The housing is proposed to include a mix of house types, including affordable housing.

4.3 The design and layout within the allocation will allow for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (JPA1.2). High quality, publicly accessible multifunctional green and blue infrastructure within the allocation will provide health benefits to workers and residents as well as creating a visually attractive environment.



- 4.4 The site boundary for JPA1.1 or the amount of development proposed within the allocation has not been amended from that proposed in the 2019 GMSF and the unpublished 2020 GMSF.
- 4.5 Appendix 4 sets out the JPA1.1 Heywood/Pilsworth policy wording.

## **5.0 Site Selection**

- 5.1 The Site Selection work had the purpose of identifying the most sustainable locations for residential and employment development that can achieve the Joint Plan's Vision, Objectives and Spatial Strategy.
- 5.2 This allocation forms part of the wider Northern Gateway allocation and straddles the districts of Bury and Rochdale. The allocation provides the opportunity to deliver a large nationally significant employment opportunity to attract high quality business and investment with complementary residential development.
- 5.3 The allocation is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester, with wider benefits on a regional and national level.
- 5.4 Due to the current undeveloped nature of the allocation, much of the immediate highway network is not of a nature that could accommodate strategic development without an appropriate upgrade. Key to delivery of the allocation will therefore be the provision of significant improvements to highway infrastructure, delivery of improved public transport infrastructure through the allocation (potentially including Bus Rapid Transport corridor) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) and the provision of high quality walking and cycling routes.
- 5.5 The scale of the development will help to deliver a significant jobs boost to the northern and eastern parts of Greater Manchester, increasing the economic output from this area. It will also enable new residential and community facilities to come forward in what is currently an area with significant pockets of deprivation, low skills and worklessness.

- 5.6 The site selection process considered the entire Northern Gateway allocation when considering sites for inclusion in the Joint Plan. On this basis the Northern Gateway allocation was selected for inclusion based on:
- Criteria 1 (land which has been previously developed and/or land which is served by public transport);
  - Criteria 3 (land that can maximise existing opportunities which have significant capacity to deliver transformational change and/or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth);
  - Criteria 5 (land which would have a direct significant impact on delivering urban regeneration);
  - Criteria 6 (land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long term viable sustainable travel options and delivers significant wider community benefits);
  - Criteria 7 – Land that would deliver significant local benefits by addressing a major local problem/issue.
- 5.7 Further detail is provided within in the Site Selection Background Paper available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>. A 2021 addendum to the background paper has been produced which confirms that as the allocation has not changed since 2020, the conclusions from the GMSF Site Selection Topic Paper 2020 remain applicable.
- 5.8 The Heywood/Pilsworth allocation forms part of the PfE North-East Growth Corridor Policy (Policy JP-Strat 7) and offers an opportunity to deliver a significant mixed use, housing and employment development which is of a transformative scale and significantly change the economic growth potential of the wider area. Development could capitalise on the existing successful employment locations at Heywood/Pilsworth and further exploit the important connection to the M62 corridor.

The location of this allocation will make it particularly attractive to the logistics and advanced manufacturing sectors.

5.9 Development could also contribute towards regeneration of adjacent areas of deprivation and this would help deliver one of the Joint Plan's key aims of boosting the competitiveness of the northern Greater Manchester Boroughs and supporting long-term economic growth in Greater Manchester.

5.10 Given this, the allocation is relevant to the PfE objectives of:

- Objective 1 – Meet our housing need;
- Objective 3 – Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
- Objective 4 – Maximise the potential arising from our national and international assets;
- Objective 5 – Reduce inequalities and improve prosperity;
- Objective 6 – Promote the sustainable movement of people, goods and information.

## **6.0 Planning History**

6.1 In Bury, planning permission has not been granted for any significant uses within the allocation.

6.2 In Rochdale, planning permission was granted in March 2020 for land within the north eastern part of the allocation. The scheme comprised a new link road between Junction 19 of the M62 and Pilsworth Road, approximately 135,000 sqm of employment floorspace, 1000 new homes, a new local centre and primary school and associated landscaping and sports pitches. This scheme is currently being delivered.

## **7.0 GMSF 2019 Consultation Responses**

- 7.1 345 comments were received in relation to the JPA1.1 Heywood and Pilsworth during the consultation on the Revised Draft GMSF in 2019. A summary of the key issues are provided in Table 1.

**Table 1. Summary of Consultation Responses from the Revised Draft GMSF in 2019**

<b>Principle / Scale of development</b>
<ul style="list-style-type: none"> <li>▪ Disproportionate distribution of employment land.</li> <li>▪ Large scale of site is a concern as it has potential to give rise to traffic impacts due to it being close to motorways.</li> <li>▪ No need when existing estates in area are below capacity.</li> <li>▪ Economic growth should not be at the expense of the community and the environment.</li> <li>▪ Considerable impact on local agriculture.</li> <li>▪ Pilsworth landfill – include within developable area/unsuitable for development but could be a country park/should remain rural.</li> <li>▪ Highly accessible and sustainable location for growth.</li> </ul>
<b>Housing (inc affordable housing)</b>
<ul style="list-style-type: none"> <li>▪ Should be set back from motorways and at high densities.</li> <li>▪ Will be expensive executive homes. Affordable home prices will not be affordable. Must provide for elderly. Need terraced homes.</li> <li>▪ Land is available for development. More housing needed closer to the planned jobs.</li> </ul>
<b>Employment and Economy</b>
<ul style="list-style-type: none"> <li>▪ Over-reliance on logistics and warehouses which have low-skilled and low wage jobs, needs to attract high technology industries. Will not solve the issue of a lack of suitable premises.</li> <li>▪ More detail required on jobs created, investors.</li> <li>▪ Should expand existing under-capacity industrial estates.</li> <li>▪ New jobs should be for local residents.</li> <li>▪ Consider impact of automation and Brexit.</li> <li>▪ Need to promote business growth in town centres.</li> <li>▪ Provides significant employment opportunities and new impetus for regeneration.</li> </ul>
<b>Green Belt</b>

<ul style="list-style-type: none"> <li>▪ Release of Green Belt disproportionate in this area of the Borough and compared to other districts.</li> <li>▪ Will result in the merging of towns and urban sprawl.</li> <li>▪ Retained Green Belt includes land that is not appropriate such as Pilsworth Quarry.</li> </ul>
<b>Brownfield</b>
<ul style="list-style-type: none"> <li>▪ Must use brownfield land within the urban areas before considering greenfield land.</li> </ul>

## 8.0 GMSF 2019 Integrated Assessment

- 8.1 The 2019 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.
- 8.2 The IA reviewed how the draft GMSF policies could impact upon the environment, the economy, local communities, equality and public health. The IA also recommended ways in which the GMSF could be improved to ensure that the policies are as sustainable as possible.
- 8.3 The Northern Gateway draft allocations were considered together against the 2019 Integrated Assessment objectives. The allocations performed well although a number of recommendations were made:
- Ensure that all three allocations refer to a mix of housing types;
  - Make specific reference to energy efficiency of the housing stock;
  - The policy should also highlight the importance of local employment during construction;
  - Consider feasibility study into requirements and ability of local network to support development;
  - Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities,

should consider benefits to deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas;

- The allocation needs to encourage integration with existing communities and provision of a range of housing tenures;
- Ensure any new health provision is accessible to all and that local capacity is considered throughout future masterplanning stages;
- Ensure any new community facilities provision is accessible to all and that local capacity is considered throughout future masterplanning stages;
- Ensure any new recreation provision is accessible to all and that local capacity is considered throughout future masterplanning stages;
- Seek to minimise the number of trips made by private car to/from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially relevant to buffer around the AQMA adjacent to the site;
- A suitable flood risk assessment may be required and associated mitigation in order to prevent the flood zone expanding;
- Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. This is especially relevant around the areas of flood zone 2 and 3;
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport;
- Consider the listed structures throughout detailed design to reduce the risk throughout construction and operational phases;

- Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL);
- Promote sustainable construction methods; and
- Consider waste and recycling facilities in design e.g. consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling.

8.4 It is important to note that the IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Northern Gateway allocation policies are already covered in other GMSF (now PfE) policies. However, some wording changes have been made as a result of the IA in relation to housing types, electric vehicles, heritage and archaeology.

## 9.0 GMSF 2020 Integrated Assessment

9.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation were required. The 2020 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.

9.2 The majority of the 2019 recommendations for the Heywood and Pilsworth allocation had been positively addressed by the 2020 allocation policy itself or other GMSF thematic policies. However the 2020 IA did recommend a further three changes in order to further strengthen the policies:

- Climate Change - since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
- Accessible design standards – whilst this was broadly covered in Policy GM-E1 and within GM-H3 relating to housing, it was suggested that policies were strengthened with more specific reference to accessible design of buildings

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and spaces to meet the needs of users. This could be achieved through strengthening Policy GM-E1.

- Deprivation - whilst this was also broadly covered within the supporting text within Policy GM-E1, particularly referencing social inclusivity, it was considered that the policy could be more explicit in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.

9.3 These recommendations were incorporated into the final 2020 GMSF.

## **10.0 PfE 2021 Integrated Appraisal Addendum**

10.1 A 2021 PfE Integrated Appraisal Addendum has been produced and has reviewed the scoring and conclusions reached in the 2020 IA. As there have been no changes to the allocation since 2020 and the 2020 IA recommendations have been incorporated into the PfE policy, there has been an overall improvement of the 2021PfE in relation to the IA Framework.



# Section B – Physical

## 11.0 Transport

- 11.1 The allocation is positioned at a strategically important intersection around the M60, M62 and M66 motorways. Due to the current undeveloped nature of the allocation, much of the immediate local highway network is currently not of a nature that could accommodate strategic development without an appropriate upgrade. Key to the delivery of the allocation will be the provision of significant improvements to highway infrastructure, delivery of improved public transport infrastructure through the allocation and close to the allocation and the provision of high quality and connected walking and cycling routes.
- 11.2 The Locality Assessment (<https://www.greatermanchester-ca.gov.uk/placesforeveryone>) concludes that whilst the allocation is expected to give rise to significant levels of traffic demand over both the strategic and the local road networks, mitigation schemes have been developed and tested which could be expected to address the impacts on both the strategic and local road networks.
- 11.3 The tables below detail the mitigation measures identified.

**Table 2. Supporting Strategic Interventions**

Mitigation	Description
Bus Rapid Transit (BRT) corridor to Manchester city centre	Bus Rapid Transit (BRT) corridor to Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road

**Table 3. Necessary Local Mitigations**

Mitigation	Description
Permeable network for pedestrian and cyclist priority to/from/ within the development	Assumed new or upgraded cycle and pedestrian access, linked to PROWs and the Bee Network, providing connectivity to adjacent local areas and employment/educational opportunities,

	supported by high quality design for active travel within the allocation area.
Introduction of local bus services to/from/ within the allocation	Assumed local bus services to link the allocation with Metrolink and Rail interchanges and key local centres such as Bury, Heywood, Rochdale and Middleton, supported by permeable design of future development to support bus services within the allocation area.
Moss Hall Road / Pilsworth Road (South)	Replace existing three arm priority junction with a three arm roundabout.  New roundabout, including a 56m (inscribed circle diameter) with two circulating lanes.
A6045 Heywood Old Rd / Whittle Lane	Additional traffic management measures on Whittle Lane.
Moss Hall Road / Pilsworth Road (North)	Replace existing three arm signalised junction with a three arm unsignalised roundabout.  New roundabout will include a 56m (inscribed circle diameter) with two circulating lanes and a left turn bypass from Pilsworth Road South
Hollins Brow / Hollins Lane	Remove mini roundabout arrangement and replace with a 3 arm signalised junction.
Pilsworth Road (Between M66 Link Road and "3-Arrows" Junction)	Upgrading to dual carriageway standard – two lanes in each direction with a central reserve.

**Table 4. Strategic Road Network Interventions**

<b>Mitigation</b>	<b>Description</b>
M66 Junction 3 / Pilsworth Road	Upgrading to a 4-arm grade separated signalised configuration including widened slip road approaches from the M66 and a 3 lane circulating carriageway.

M62 J19 / A6046 Heywood Interchange	Removal of at-grade pedestrian / cycle facilities at the SHLR arm and adjacent section of the circulating carriageway and replacing them with a pedestrian / cycle subway.
M66 Junction 2 / A58	Addition of a fourth lane to the circulating carriageway of the roundabout.
M66 Link Road	Upgrading existing Pilsworth Road between M66 Junction 3 and Moss Hall Lane to dual carriageway - two traffic lanes in each direction, with a central reservation & cycle/pedestrian provision.

### 2021 Locality Assessment Review

- 11.4 As a result of the withdrawal of Stockport Council and their associated allocations from the GMSF, the Locality Assessments have been reviewed. The Northern Gateway Locality Assessment Update Note (2021) confirms that the conclusions of the GM1.1 Heywood and Pilsworth Locality Assessment, November 2020 remain robust.
- 11.5 The 2020 assessment gave an initial indication that the traffic impacts of the allocation can be sufficiently mitigated, and that the allocation is deliverable with the proposed mitigation in place.
- 11.6 These conclusions have been tested again, using updated modelling where necessary, to reflect recent changes – such as Stockport’s withdrawal from GMSF and the implementation of the Simister Island Improvements (see Northern Gateway LA Update Report, 2021 at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>).
- 11.7 The review has not identified any significant changes and, on this basis, the conclusions arrived at in the 2020 Locality Assessment are considered to still be valid.
- 11.8 However, further work and a full Transport Assessment will be necessary to ensure that the potential mitigation measures are designed in more details and remain

appropriate as the allocation moves through the planning process. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.

## 12.0 Flood Risk and Drainage

### Flood Risk Summary

- 12.1 The majority of the allocation is located within Flood Zone 1 (i.e. land assessed as having a lower than 1 in 1000 annual probability of river flooding) and development should be directed into these areas, if possible.
- 12.2 The EA Main River Map identifies 3 watercourses within the allocation boundary that are classified as Main Rivers:
- Whittle Brook flows from south east to north west within the allocation;
  - Castle Brook flows south to north and has a confluence with Whittle Brook; and
  - Brightley Brook flows from east to west through the north of the allocation.
- 12.3 There are areas along the banks of both Whittle Brook and Brightley Brook that are shown as Flood Zone 3 (i.e. land with a 1 in 100 annual probability of river flooding occurring). An 8m easement will be employed either side of watercourses within the allocation, so these areas of Flood Zone 3 do not present any restriction to the development.
- 12.4 There is an intricate network of overland flows and ponding throughout the allocation. These flows are generally of low risk and can be considered as runoff from agricultural land into the watercourses described above. There is an area at high risk of localised ponding to the west of Stock Nook Farm.
- 12.5 There is a localised risk of groundwater flooding at and below ground level around Brightley Brook, Whittle Brook and Castle Brook and in the south west largely around the area of peat. The allocation is at low risk of sewer flooding.

- 12.6 Future plans for the development will take into account the overland flow routes, groundwater flood risk and potential areas of ponding. This is a large allocation with the potential to create significant volumes of runoff if infiltration is not possible. Downstream areas at risk and additional volumes of water, even if the runoff rate is controlled, could increase scale or duration of flooding downstream. Development within the allocation could reduce risk by safeguarding areas for flood storage and enhancement of storage areas to reduce flows downstream.
- 12.7 Parts of the allocation lie within areas recommended for tree planting and targeted tree planting on floodplains, as shown by the Working within Natural Processes (WwNP) dataset. There are also numerous areas recommended for riparian tree planting alongside both banks of Whittle Brook and other drains within the allocation boundary. These WwNP techniques can significantly delay the timing of peak runoff in catchments and can also provide obstructions to significant flow paths.
- 12.8 The allocation also includes parts of urban and rural loss improvement areas within the Irwell Natural Flood Management dataset. Both of these include scenarios where soil structure is improved, thereby making the land more permeable and thus increasing the soil moisture storage capacity of these areas. In the urban loss parts, this also includes an increase in overall greenspace.

### **GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment**

- 12.9 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM Level 1 SFRA) was completed in March 2019 as part of the evidence base to inform the preparation of the joint plan available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>. This SFRA initiated the sequential risk-based approach to the allocation of land for development and identified whether application of the Exception Test was likely to be necessary using the most up-to-date information and guidance.
- 12.10 97% of Heywood/Pilsworth Allocation falls within Flood Zone 1 with the remaining in Flood Zones 2 and 3. The GM Level 1 SFRA recommended that the identified flood

risk within the JPA1.1 allocation could be avoided through allocation layout and design as part of a detailed flood risk assessment.

12.11 However JPA1.1 Heywood/Pilsworth was included within the GMSF Level 2 SFRA in order for broad scale river modelling to cover existing gaps within the baseline information to be carried out. This has meant that additional flood risk assessment has been carried out in relation to the allocation.

## **GMSF Level 2 SFRA**

### Level 2 SFRA Conclusions

- Over 95% of the allocation lies within Flood Zone 1 and development should be directed into these areas, if possible.
- There is additional surface water flood risk across the allocation though locations are sporadic and in small pockets when compared to the entirety of the proposed allocation.

A drainage strategy would be required to ensure current onsite risk can be managed effectively with no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on the proposed layout and investigation into appropriate SuDS techniques. Infiltration SuDS may be feasible on parts of the allocation, subject to ground investigation and contamination testing.

- Development should avoid the 8m no development buffer that the EA requires alongside watercourses for access and maintenance requirements.

12.12 Building on the conclusions of the Level 2 SFRA, the site promoters for JPA1.1 Heywood/Pilsworth have prepared a JPA1.1 Flood Risk and Drainage High Level Constraints Review to assess the risk of flooding in more detail available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.

- 12.13 To ensure that flood risk is not increased at the allocation or elsewhere as a result of the development, surface water runoff from the development will be restricted to the existing greenfield run-off rate.
- 12.14 No public surface water sewers have been identified within the allocation, therefore surface water run-off will be discharged into the ground through multiple infiltration structures or to the watercourses within the allocation at the limiting discharge rates. This will require discussion and agreement with the Environment Agency and the Lead Local Flood Authority.
- 12.15 Parts of the allocation have been identified as potentially contaminated such as the former bleach works. It is considered likely that infiltration of surface water will only be an environmentally safe option if remediation has been carried out in advance, to a standard specifically to suit infiltration.
- 12.16 The Review states that the masterplan for the allocation is being developed with due consideration to the existing topography, watercourses and rivers and development plots are likely to be located with substantial offsets from these features. This provides the opportunity to create green/blue corridors adjacent to the existing watercourses and will not require the diversion of any watercourses and culverted works will be kept to a minimum and required only where there are highway crossings.
- 12.17 The Review states that the proposed drainage system will include a variety of SuDS features providing green/blue spaces (such as detention basins and swales). These shall address both flooding and water quality issues and be designed to mimic natural drainage features within the allocation and provide recreational areas for the public. Alternate SuDS options, such as wetlands, provide an opportunity to maximise biodiversity and maximise public open space and will be considered. Infiltration may be possible across some of the allocation subject to detailed ground investigations on a localised basis.
- 12.18 The proposed policy wording for the JPA1.1 Allocation has been informed by the SFRA work undertaken and ensures that any development within the allocation is safe from and mitigates for potential flood risk from all sources. Policy JPA1.1

requires development to incorporate sustainable drainage systems to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Proposals to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should communicate with the public sewer.

12.19 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

## 13.0 Ground Conditions

### Site Geology and Hydrogeology

13.1 The GM1.1 Geo Environmental Report, 2020 (available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>) has identified:

- Made ground – expected where quarries and sand pits have been backfilled and around buildings where ground has been disturbed by construction activities.
- Superficial deposits - Glacial Till overlain by peat deposits in the south west, sand and gravel in the centre and north east and morainic deposits (poorly sorted sand, gravel and clay) in the north west.
- Bedrock - predominantly Coal Measures which is near surface in the north east of the allocation where there is potential for shallow mineworkings and where five mineshafts are indicated on Coal Authority plans.

13.2 Borehole records are available for eight boreholes in the north west of the allocation, eighteen boreholes to the south of Birch Industrial Estate and one at the golf club. At the golf club, sandstone bedrock (part of the Coal Measures formation) was encountered at 17.5m depth. The maximum depth of the other boreholes was 12m and they were all terminated in the superficial deposits.



13.3 The superficial deposits and the Coal Measures are Secondary Aquifers. There are no Principal Aquifers beneath the allocation. Groundwater was generally encountered in the boreholes in the granular superficial deposits.

### Ground Contamination

13.4 The allocation predominantly comprises agricultural land which is not expected to be significantly contaminated.

13.5 The potential risks from and mitigation for contamination on the allocation are given in the table below.

13.6 Intrusive ground investigation will be undertaken to establish if any contamination is present and, if it is, to establish its nature and extent. An initial characterisation investigation will enable an outline remediation strategy for the allocation to be developed. More detailed investigation, assessment and detailed remediation design can then be undertaken on a phase by phase basis as each area of the allocation comes forward for development.

**Table 5. Geo-environmental Aspects and Mitigation**

<b>Area of Potential Contamination</b>	<b>Contamination Risk</b>	<b>Potential Mitigation</b>
Pilsworth Landfill adjacent to the north of the site.	Gas and leachate migration from the landfill on to the site.	Installation of a leachate and/or gas collection system along the northern boundary of the site. Ground gas protection measures may be required in new build properties.
Historic area of bleach works in the north east of the site	Hydrocarbons, solvents, asbestos, galligu.	Remediation of contamination and where possible re-use of the end material.
Backfilled quarries / pits	Backfill material unknown. May contain contamination especially asbestos. See also Table 6 below.	Assessment of material and remediation and, where possible, re-use of material.

Ground gas	Migration from mineworkings and generation from the peat.	Grouting of mineworkings. Ground gas protection measures may be required in new build properties.
Lignite in peat in the south west	Risk of spontaneous combustibility.	Placement of lignite at depth if it is present near surface or removal off site.
Shallow groundwater	Contaminated groundwater. See also Table 6 below.	Consideration of contamination if shallow groundwater present in contaminated parts of the site.

### Geotechnical Summary

13.7 Geotechnical aspects to consider at the allocation include mining, compressible peat deposits, backfilled quarries and pits and groundwater presence. The ground will also need to be characterised for cut and fill works and for foundation design. The geotechnical aspects are given in the table below along with potential mitigation measures. Intrusive investigations will be undertaken to assess these aspects further. Potential geotechnical constraints and associated standard mitigation measures have been identified and can be incorporated into the design of the scheme at the detailed planning application stage.

**Table 6. Geo-technical Aspects and Mitigation**

<b>Geotechnical Aspect</b>	<b>Geotechnical risk</b>	<b>Potential mitigation</b>
Mining and mineshafts	Presence or absence of mineworkings is unknown. Mineshaft locations need to be confirmed. There are no treatment records which indicates that they have not been grouted / capped.	Identify presence or absence of workings and mineshafts. Assess significance for development and treat / grout / cap as required.
Backfilled quarries / pits	Backfill material unknown. Risk of unacceptable settlements / collapse especially if loaded.	Identification and intrusive investigation of backfill. Geotechnical assessment and re-engineering of material as required.

Slopes	Existing slopes and new slopes – risk of instability / slope failures.	Investigation and assessment of existing slopes. Reprofiling or remediation if required. Geotechnical design of new slopes / appropriate retaining structures.
Shallow groundwater	Groundwater in excavations. Risks of instability from groundwater ingress.	Temporary support / pumping during works if required.

13.8 The Assessment has been reviewed by Bury Council Environmental Health department. They have recommended the following prior to any planning applications being submitted within the allocation:

- The Desk Top Assessment is reproduced to consider a residential end use for the proposed housing development of 200 plots;
- A Site Investigation proposal. It is recommended that this is exploratory in nature and undertaken to support any future planning approvals for this allocation. This will also address the contamination issues highlighted in their report;
- A Site Investigation and Risk Assessment Report; and
- An Outline Remedial Strategy summarising any potential remedial solutions that will provide evidence to demonstrate how any contamination risks can be mitigated.

13.9 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

## 14.0 Utilities

14.1 It is not considered that there are any utilities constraints, either current infrastructure or identified need, which will prevent the Northern Gateway sites from being allocated for development.

### United Utilities

Site Allocation Topic Paper – JPA1.1 Heywood/Pilsworth - PfE 2021

- 14.2 United Utilities have provided guidance to pre-development enquires and advised that the anticipated point of connection for the allocation will be the nearest practical point on the network to the development boundary. This is identified as a 250mm PE point of connection located on Pilsworth Road and a 160mm PE point of connection located on Moss Hall Road, with a further connection through the approved 'South Heywood' development to the north. Distribution of water and fire main facility will be routed along the allocation road network suitably sized for metered connection to the individual units and residential dwellings.
- 14.3 No public foul sewers were identified within the development boundary, therefore foul water is likely to need to be pumped to a new or existing point of discharge specified by United Utilities, outside of the development boundary. Consultations must be made with United Utilities to develop a cost-effective strategy for managing the discharge of foul flows from the development.
- 14.4 A water main runs through the north western part of the allocation. This will be diverted or accommodated within the masterplan.

### **Electricity North West**

- 14.5 Electricity North West in their response to the latest GMSF consultation advised that they were confident in being able to meet the network capacity requirements for the investment and growth in proposed in Greater Manchester. Where necessary they have secured the appropriate regulatory allowances within their 'Well Justified Business Plan.'
- 14.6 Electricity North West have carried out assessments on the proposed areas, which fed into the GMCA 'Spatial Energy Plan' document. This is a high level assessment of the expected impact of the proposed developments on the electricity network, the information was presented as a Red/Amber /Green (RAG) indicator.
- 14.7 The Heywood and Pilsworth allocation presented as red which indicted that capacity at the primary substation level is likely to be exceeded due to forecast additional load resulting from proposed developments.

14.8 Discussions with ENW have identified a requirement for two new primary 33KV substations to serve the development, and a Point of Connection at Castleton BSP. From the new 33KV Primary Substations a further network of 11KV substations will be provided that distribute demand across the allocation. There are optional connection points via the approved 'South Heywood' scheme which could serve an early phase of the development of the JPA1.1 allocation.

### **Gas - National Grid Infrastructure**

14.9 Cadent Gas have confirmed that the current mains have sufficient capacity to support the load required for the development without any reinforcement works. The development can be connected to the existing Intermediate Pressure main located at the western allocation boundary. There is another Medium Pressure connection available local to the northern part of the allocation.

14.10 A localised high-pressure gas main runs through the northern part of the allocation and then runs north-west to south-east across the allocation south of Whittle Brook. The main and associated easements can be accommodated into the design of the development, providing an opportunity for a green landscaping corridor.

### **Telecommunications**

#### Existing BT Infrastructure

14.11 The scheme already tabled and being implemented through the permitted South Heywood Development scheme to provide BT Openreach communication network coverage is being developed to facilitate the Northern Gateway Proposals to both the Northern and Southern areas of the allocation. BT Openreach are presently developing their network layout and will be installing high speed data & fibre networks throughout the development.

#### Existing Virgin Media Infrastructure

14.12 The scheme already tabled and being implemented through the permitted South Heywood Development scheme to provide Virgin Media communication network

coverage will be developed to facilitate the Northern Gateway Proposals to both the Northern and Southern areas of the allocation. Virgin Media are presently developing their network layout for this area and will be a suitable alternative network provider.

14.13 It should be noted that spare underground ductwork network facilities are being provided to enable alternative network providers to invest into the allocation.

14.14 The proposed policy wording for the JPA1.1 Allocation has been informed by the ground conditions and utilities assessments undertaken to date and summarised above. The policy requires a phasing strategy relating to the area to come forward in the plan period which should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

# Section C – Environmental

## 15.0 Green Belt Assessment

15.1 The proposed removal of Green Belt in conjunction with the Heywood/Pilsworth Allocation has been informed by several studies undertaken by LUC available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.

- The Greater Manchester Green Belt Assessment 2016
- Green Belt Harm Assessment, 2020;
- Greater Manchester Green Belt Study – Identification of Opportunities, 2020
- Assessment of Proposed 2021 PfE Plan Allocations, 2021

15.2 The proposed allocation would remove 636 hectares of land from the Green Belt.

15.3 In 2016 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM’s Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.

15.4 In The Greater Manchester Green Belt Assessment 2016 Heywood/Pilsworth was included within Strategic Green Belt Area 15. There were 4 different purposes of Green Belt that each Area was assessed against and the Area performs as follows:

**Table 7. Heywood/Pilsworth assessment against the purposes of Green Belt**

Purpose	Performance of area
To check the unrestricted sprawl of large built up areas	Strong

To prevent neighbouring towns from merging into one another	Strong
To assist in safeguarding the countryside from encroachment	Weak-Moderate
Preserving the setting and special character of historic towns	Weak-Moderate

- 15.5 The summary of findings for Bury in this report stated that most parcels close to Heywood/Pilsworth, east of M66 make a moderate- strong contribution to checking the unrestricted sprawl of large built up areas. Parcels between Bury and Middleton play a moderate role in relation to assisting in safeguarding the countryside from encroachment.
- 15.6 In 2019 LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2 km of the allocation site (available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>). The study considered the opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.
- 15.7 Land lying within 2 km of JPA1.1, Heywood / Pilsworth formed the focus of Green Infrastructure (GI) recommendations / mitigation to enhance the ‘beneficial use’ of the Green Belt. There are two proposed additions to the Green Belt west of this GM sub-Allocation at Hollins Brook and Hollins Brow.
- 15.8 The potential GI opportunities in the Green Belt relevant to the Northern Gateway Allocations identified in the assessment include:
- Upgrade the public footpath along Brightly Brook to a multi user route.
  - Create a new pedestrian footpath in the Green Belt north east of Heywood/Pilsworth to create a local level walk at the settlement edge.
  - Upgrade surfacing treatments and access points along the Rochdale Way.
  - Upgrade surface treatments to create all weather routes.



- Enhance pedestrian and vehicle links to football pitches in Heaton Park to increase usability.
- Introduce enhancements to local sporting facilities within the retained Green Belt.
- Enhance sport and recreational provision at Heaton Park.
- Introduce interventions which complement the proposals included within the planning application for development off J19 of the M62 (Planning application 16/01399/HYBR).
- Restore ditches and field boundaries within the landscape.
- Review the conservation and management of areas which form part of SBIs and LNRs to ensure improvement of the key aspects of their designation. Connect the SBIs of Hollins Vale, Hollins Plantation and Pilsworth across the M66.
- Enhance waterways to ensure the management of invasive species and surrounding vegetation.
- Support woodland management practices to maintain longevity of broadleaved woodland stock.
- Improve the biodiversity value of agricultural land around Birch Service Area, providing additional habitat creation.

15.9 The potential landscape and visual opportunities identified in the Assessment include:

- Create new green wedges and green buffers to prevent settlement coalescence.
- Establish planting buffers for increased landscape integration at Heywood Distribution Park.

- Provide additional woodland planting and the reinstatement of field boundaries parallel the corridor of the M62.

- 15.10 Some of these opportunities have been included within the policy requirements for the allocation, for others it is more appropriate for them to form part of the overall masterplan or subsequent planning applications.
- 15.11 In conjunction with the assessment of GI opportunities within the Green Belt, LUC carried out an assessment to identify potential harm to the Green Belt through The Green Belt Harm Assessment. The Assessment shows that release of the land in the west of the allocation from the Green Belt would be the most harmful as it has less urbanising containment and a greater distinction from the urban edge. The assessment shows that release of Green Belt in the east of the allocation would have lower harm, as it is more contained by and has less distinction from the urban edge.
- 15.12 Following the decision of Stockport Council to withdraw from the GMSF and the subsequent decision to prepare PfE, LUC produced a further addendum report in 2021. This report considers the impact, in terms of harm to the Green Belt purposes from the release of land, of changes to the proposed Allocation boundaries and areas of Green Belt release identified in the 2021 PfE Plan. Given the allocation boundary or the area proposed to be released has not been amended from that proposed in the 2020 GMSF, the conclusions for Heywood & Pilsworth identified in the 2020 Green Belt studies remain the same.
- 15.13 Evidence on Green Belt is only one part of the evidence base that influence any decision on green belt release. Consequently, where studies have found that high harm is to be caused by release of the Green Belt, this finding should be balanced against other important factors that could make up exceptional circumstances such as sustainability, viability and deliverability.
- 15.14 The Heywood/Pilsworth allocation is deemed necessary to deliver a key strategic employment and housing opportunity with supporting transport infrastructure. The allocation is critical in responding to the spatial strategy in the PfE Plan and its key themes of 'Inclusive Growth', 'Making the Most of Key Locations and Assets' and Site Allocation Topic Paper – JPA1.1 Heywood/Pilsworth - PfE 2021

'Addressing Disparities' It also directly addresses the aspirations set by Policy JP – J 1 'Supporting Long-Term Economic Growth', Policy JP –P 1 'Sustainable Places', Policy JP – H1 'Scale, Distribution and Phasing of New Housing Development' and Policy JP – C1 'Our Integrated Network'.

- 15.15 The potential GI opportunities in the Green Belt study discussed earlier are not exhaustive and will require consultation with key stakeholders and may require further surveys and viability testing to establish costings. However the enhancement opportunities nonetheless demonstrate that opportunities exist to help offset the loss of Green Belt which will have a potential positive effect on the beneficial use of the Greater Manchester Green Belt moving forward.
- 15.16 The final masterplan for the allocation will be required to use the findings from all the assessments on Green Belt in the area to inform the layout and form development across the allocation.

## **16.0 Green Infrastructure**

- 16.1 The emerging Masterplan for JPA1.1 includes a substantial green/blue infrastructure network providing a range of opportunities for movement, recreation, biodiversity as well as sustainable drainage.
- 16.2 It is intended that the development will ultimately achieve net gains in biodiversity and central to the development will be a substantial green corridor along Whittle Brook connecting to Pilsworth Reservoir to the north and other existing ecological networks off-site.
- 16.3 Key features such as trees, hedgerows and water features will be retained and enhanced where possible and site constraints, such as the underground high pressure gas main, will be used positively to create new green corridors.

## **17.0 Recreation**

- 17.1 New play areas and sports facilities will be required to support the delivery of housing at Heywood/Pilsworth in line with Bury and Rochdale's Local Plan requirements.
- 17.2 The consented South Heywood scheme will deliver a range of informal and formal recreation facilities including the provision of sports pitches next to the new local centre. Recreation facilities will also be provided to serve the residential development off Castle Road.
- 17.3 Opportunities for recreation will also be considered in relation to the delivery of employment and other uses on the balance of the allocation, as key to ensuring an attractive business location. These will include a range of recreation activities along green corridors that connect across the allocation such as walking/cycling routes, fitness trails, 'outdoor gyms' and open spaces for more informal leisure and recreation.
- 17.4 Good public transport and cycling/walking links will integrate JPA1.1 with surrounding communities allowing access to existing nearby sports and recreation facilities.

## **18.0 Landscape**

- 18.1 JPA1.1 lies within the National Character Area 54, Manchester Pennine Fringe, occupying the transition zone between open moorlands of the Peaks and the Southern Pennines. The M62 motorway runs east to west and is the dominant feature in the landscape. The landscape is mostly farming, characterised by large open fields bounded by broken hedgerows and field trees. There are woodland blocks, mainly located along the Whittle Brook river corridor.
- 18.2 There are several areas which are designated as having Tree Preservation Orders, with such flora contributing to local character and interest to the area.
- 18.3 JPA1.1 is surrounded by more densely populated areas located within lower ground, with ground starting to rise towards the north of the allocation. The allocation rises to

the east towards Heywood and falls along the river corridors of Whittle Brook and Castle Brook.

18.4 The following opportunities have been identified to inform the evolving masterplan process, and ensure the development can be incorporated successfully into the local landscape:

- The u-shaped valleys of the brooks and associated vegetation form pleasant characteristic features in the landscape. Enhancing these natural features so they become part of the blue and green infrastructure strategy for the allocation.
- The zone of visibility of any proposed development.
- Retention of longer distance views out of the allocation to maintain the connection of the allocation to the wider landscape.
- The setting of residential buildings within the allocation and the views available to the residents of these properties will be considered within any design evolution.
- Mature trees, hedgerows and woodland blocks. Where possible these will be retained and enhanced to create a mature green landscape framework.
- Tree planting along the motorway corridors. This would serve a double purpose of enhancing landscape and visual amenity and enhancing wildlife corridors.
- A management plan to show how green and blue infrastructure and nature conservation assets will be managed to provide health benefits to workers and residents as well as creating a visually attractive environment.
- Although current PRowS appear to be underused in places, retaining established links where possible and creating appropriate new high quality walking and cycling links will be considered to create a connective landscape linking to the wider area.

## **19.0 Ecological/Biodiversity Assessment**

- 19.1 There are no designated Natura 2000 (European designated) sites within the allocation or within 2km of the allocation boundary.
- 19.2 There are no nationally designated sites within the allocation or within 2km of the allocation boundary.
- 19.3 There are two Local Nature Reserves (LNRs) within a 2km radius of the allocation boundary. Hopwood woodlands LNR, 1.7km east and Hollins Vale LNR, 0.1km west.
- 19.4 There are ten Sites of Biological Interest (SBI) within a 2km radius of the allocation boundary. There is one SBI, Pilsworth, which is adjacent to the northern boundary of the allocation.
- 19.5 Peat has been confirmed as present on Unsworth Moss and this will require discussions with Natural England and GMEU to determine whether this is restorable.

### **Habitats**

- 19.6 Key habitats include:
- Watercourses and ponds.
  - Grassland
  - Woodland and trees.
  - Hedgerows
- 19.7 More detailed site-specific surveys, including a full extended Phase 1 Habitat survey for each area, will be undertaken as plans progress and this will enable detailed characterisation of habitats represented throughout the allocation.

### **Protected and Notable Species**

19.8 Protected and notable species which are or may be present at the allocation include:

- Great crested newt
- Reptiles
- Brown Hare
- Bats
- Badger
- Otter
- Water vole
- Birds
- Invertebrates
- And other notable species including common toad and hedgehog.

19.9 The presence/potential presence of these species has been considered through information derived from GMEU, the site promoters desk study, data search and walkover survey. Species-specific surveys will be carried out as plans progress. Greater Manchester Ecology Unit (GMEU) have advised that a strategy for Great Crested Newts will be required at an early stage in any development of the site.

### **Biodiversity Net Gain**

19.10 The JPA1.1 Allocation policy sets out that net gain will be expected.

19.11 At the Northern Gateway, opportunities for Biodiversity Net Gain should focus on enhancing and creating habitat in and adjacent to the areas with existing and potential value within and adjacent to the site.

19.12 The habitats of most value within the allocation are the ponds, watercourse corridors, broadleaved woodland and species-rich grassland. Habitats could be

created to improve value where suitable and appropriate so that a lower value habitat could become a higher value habitat.

19.13 Site-specific opportunities have been identified by the prospective developer's ecologist which could promote and enhance biodiversity, maintain wildlife corridors within the site and enhance connectivity with the wider landscape. These will be incorporated into the final masterplan for the site and involve:

- Creating, enhancing and extending the woodland along the north of the site by:
  - planting native trees and shrubs of local provenance;
  - creating a buffer along the northern edge with rough or marshy grassland. This northern edge of the site backs onto the restored habitats of Pilsworth South Landfill site, which are further connected to the wider landscape to the north by a series of linked woodland, grassland and scrub habitats.
- Enhancing the Whittle Brook and associated riparian habitats of high ecological value by:
  - Native woodland and shrub planting along the corridor, as well as within woodland areas which lead off the corridor;
  - Retaining and enhancing the area of good quality semi-improved grassland with the aim of increasing its coverage to connect existing waterbodies to the riparian habitat.
  - The creation of a large area of rough grassland to lead from the riparian habitat northwards. This would link known areas of barn owl presence, using high value hunting habitat, to the riparian habitat, a source of further hunting as well as nesting/roosting.



- Creating of a buffer zone along either side of the riparian corridor and species-rich grassland, marshy grassland or rough grassland established.
- Developing a management plan for the allocation to provide and enhance wildlife habitats where opportunities arise. This could include:
  - Enhancing areas of grassland to create native wildflower meadows.
  - Enhancing woodland areas.
  - Ponds on site to be retained and enhanced where possible
  - Strips of rough grassland with appropriate management incorporated to provide hunting habitat for bird species such as barn owl.
  - Bird and bat boxes of varying specification for different species to be incorporated into buildings and landscaping.

19.14 Furthermore woodland planting along the motorway boundaries would serve multiple ecosystem services, including buffering noise and air pollution, strengthening existing wildlife corridors and provide carbon-offsetting.

19.15 Documents available at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.

19.16 The allocation is considered to be deliverable although further work will be needed as the allocation moves through the planning process.

## **20.0 Habitat Regulation Assessment**

20.1 A Habitat Regulation Assessment (HRA) is required for the PfE Joint Plan because it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. A HRA was carried out on the 2020 GMSF.

20.2 The Assessment first screened European protected sites in the North West to decide which sites are most likely to be affected by development in Greater Manchester. In

carrying out this initial screening process the Assessment considered the main possible sources of effects on the European sites arising from The Plan, possible pathways to the European sites and the effects on possible sensitive receptors in the European sites. Only if there is an identifiable source, a pathway and a receptor is there likely to be a significant effect.

20.3 Since the Joint Plan is a high-level, large-scale strategic plan where the main impacts on European sites are likely to be diffuse and cumulative it is considered that certain potential diffuse or indirect sources will be more likely to result from the Plan than more direct sources of harm. None of the proposed allocations in the Plan will result in direct land-take of any European sites.

20.4 These sources are considered to include –

- air pollution,
- diffuse water pollution and
- recreational pressures.

20.5 Taking the above into account, the following European protected sites were screened into the Assessment:

1. Manchester Mosses Special Area of Conservation (SAC)
2. Rochdale Canal Special Area of Conservation (SAC)
3. Peak District Moors South Pennines (Phase 1) Special Area of Conservation (SAC)
4. Peak District Moors South Pennines (Phase 1) Special Protection Area (SPA)
5. South Pennine Moors (Phase 2) Special Area of Conservation (SAC)
6. South Pennine Moors (Phase 2) Special Protection Area (SPA)
7. Rixton Claypits Special Area of Conservation (SAC)

8. Mersey Estuary Special Protection Area (SPA)

9. Rostherne Mere Ramsar / National Nature Reserve

20.6 The GMCA and TfGM are responding to Natural England's comments on the draft HRA by commissioning additional air quality modelling to assess the implications of changes more accurately in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary.

20.7 A Habitat Regulation Assessment (HRA) has been undertaken and supported by an assessment of air quality impacts on designated sites. The following sites have been screened out at Stage 1 HRA:

- Rixton Clay Pits (SAC)
- Midland Meres & Mosses – Phase 1 Ramsar
- Rostherne Mere (Ramsar)

20.8 The following sites requires Stage 2 Appropriate Assessment:

- Manchester Mosses (SAC)
- Peak District Moors (South Pennine Moors Phase 1) (SPA)
- Rochdale Canal (SAC)
- South Pennine Moors (SAC)
- South Pennine Moors Phase 2 (SPA)

20.9 The GMCA are also responding to Natural England's comments on functionally linked land, recreation disturbances, water pollution and in-combination effects. Details of this are included in the HRA and Assessment of Air Quality Impacts on Designated Sites report.

## 21.0 Historic Environment Assessment

### Designated Sites

- 21.1 The GMSF Historic Environment Assessment Screening Exercise (June 2019) concluded that further assessment of the historic environment was required given the number of designated sites within and outside the allocation (<https://www.greatermanchester-ca.gov.uk/placesforeveryone>).
- 21.2 There are no World Heritage Sites, Scheduled Monuments, Registered Battlefields or Protected Wrecks within the allocation or within the 1km study area. There two Grade II Listed Buildings within the allocation boundary.
- 21.3 Brick Farmhouse is a presumed 17th century brick 2-storey building, with front rendering and 20th century renovation. It is thought to be the oldest brick-built farmhouse in the area.
- 21.4 Lower Whittle Farmhouse dates from the 17th century and is a timber-framed structure with substantial 18th century rebuilding of parts and 19th century renovations, resulting in rendered masonry walls.
- 21.5 The Listed Buildings within the allocation will be incorporated into the future development to preserve the heritage of the area.

### Areas of Potential Interest

#### Meadow Croft Fold

- 21.6 The archaeological assessment to date of the site of Meadow Croft Fold indicates that it may be the site of a deserted medieval settlement and iron smelting works. Records also indicate cropmarks of field systems, ridge and furrow, possible house platforms etc., discovered by aerial photography and field walking within the surrounding immediate fields of the Farmhouse. The Farmhouse itself was extensively fire damaged during the summer of 2019 especially the central part of the building.

- 21.7 The site has the potential to be Scheduled as a nationally important archaeological site, and as such given protection against unauthorised change. This would mean that development would not be possible within the designated area of Meadow Croft Fold.
- 21.8 However, a programme of archaeological works to better understand the nature, extent and significance of the area of Meadow Croft Fold is being developed with GMAAS to inform decisions about whether it might be designated. This includes geophysical survey, fieldwalking and the potential for targeted archaeological evaluation excavation.
- 21.9 Informed by this further work, the Masterplan for the allocation will be designed to take into account the potential asset at Meadow Croft Fold.

#### Whittle Brook (Iron Smelting Site)

- 21.10 A site adjacent to Whittle Brook is suggested as an iron smelting site as a result of archaeological investigations in 1984. Whilst not conclusive in proving that a bloomery (a type of furnace for smelting iron) existed here, it is suggested that there is good potential for such a site.
- 21.11 The site could have local to regional significance but is not currently considered to be of sufficient significance to Schedule. Archaeological mitigation for this asset could be a geophysical survey to potentially obtain the extent of the iron smelting site, later leading onto targeted archaeological evaluation prior to any development within or close to the area of the Whittle Brook Iron Smelting Site.

#### Unsworth Moss

- 21.12 Preserved organic palaeoenvironmental remains may be present at Unsworth Moss due to the areas of peat. A watching brief undertaken during the 1990's at Back o' th' Moss Farm, to the north of Unsworth Moss, revealed no sites of archaeological interest.
- 21.13 In advance of development in this area, archaeological mitigation for this asset would be expected to be in the form of palaeoenvironmental sampling, to potentially

establish the extent of the organic palaeoenvironmental remains and potentially any archaeological remains of prehistoric settlement sites that may have been preserved within the peat deposits. This could later lead onto targeted archaeological evaluation.

### Castle Brook

21.14 The earthworks at Castle Brook Farm in the western part of the allocation may be indicative of a prehistoric camp with the feature situated on a well-drained spur above Castle Brook. A vaguely oval cropmark with turns defined by differential growth appears to surround the earthworks. In addition, a sub-circular feature defined by a dark cropmark, thought to be a possible backfilled pond, may relate to these earthworks.

21.15 In advance of development within this area, archaeological mitigation for this asset could be a geophysical survey to determine the extent, character and significance of the remains. Any further mitigation works would be dependent on the result of archaeological mitigation.

### **Historic Hedgerows**

21.16 Consultation with the Greater Manchester Archaeology Advisory Service (GMAAS), alongside the review of historic mapping and the site walkover, indicates a potential requirement for a Historic Hedgerow survey. A Historic Hedgerow survey would be undertaken into inform the masterplan as part of the wider assessment strategy.

### **Summary**

21.17 The Promoters have been engaging with GMAAS regarding the proposed development of the allocation. A programme of further works to inform next steps and future masterplans has been agreed with GMAAS in the form of a Written Scheme of Investigation to govern an Archaeological Strategy for the allocation. The purpose of the Archaeological Strategy will be to identify and characterise areas of heritage potential across JPA1.1 and JPA1.2 and to support the developing masterplan for the Northern Gateway allocation, through the assessment of

archaeological potential and development of tools to ensure the development responds appropriately to the potential effects of development on the historic environment.

21.18 The proposed policy wording for the JPA1.1 Allocation has been informed by the archaeological work undertaken and ensures appropriate evaluation of the heritage assets within the allocation will be undertaken to ensure the protection of these assets in the development proposals.

21.19 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

## **22.0 Air Quality**

22.1 Future development traffic has the potential to increase pollutant levels in this area and affect levels within the Air Quality Management Area which is along the M62 and M66 motorways. It is expected that a Detailed Air Quality Assessment (DAQA) will be required at a future planning application stage. It is anticipated that the provision of the best practice air mitigation measures will be sufficient to mitigate any predicted reductions in air quality.

22.2 The DAQA will be required to include Construction Phase and Mitigation Measures Report and a proposal for the DAQA will need to be approved prior to the planning application stage.

22.3 Any stand-off from the motorways required due to noise constraints for residential elements of the scheme is likely to be sufficient as a form of mitigation for Air Quality for any future occupiers of dwellings. Any air quality risks associated with the commercial aspect of the development are not anticipated. However, where possible, design phase mitigation will be considered at future planning stage.

22.4 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

## **23.0 Noise**

23.1 There are a limited number of noise sensitive receptors within and around the allocation. Existing high levels of noise are anticipated at some identified receptor locations, most exposed to the motorway network, with lower levels of noise anticipated at locations further into the allocation.

23.2 The incorporation of key design measures will protect both existing and future occupiers and neighbours of the allocation from adverse noise impacts. Measures may include:

- Separation distance between 'noisy' employment uses and residential properties;
- Orientating service yards / access routes away from the properties;
- Use of localised screening in the form of bunds or fences;
- Incorporation of a stand-off distance from the motorway, for the proposed residential dwellings; and
- Orientation of residential dwellings to provide screening from noise sources.

23.3 Opportunities to improve the environment with respect to noise and air quality include:

- Positioning sources of emissions, e.g., spine roads, away from sensitive receptors where feasible.
- Provision of green and blue infrastructure network to provide health benefits to workers and residents as well as creating a visually attractive environment which provides opportunity for amenity space in a more tranquil environment.
- Electric Vehicle charging points across the scheme.
- A travel plan which sets out measures to encourage sustainable means of transport (public, cycling and walking) via subsidised or free-ticketing, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety.



23.4 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

# Section D – Social

## 24.0 Education

- 24.1 This Heywood and Pilsworth allocation is predominantly for employment use. However, 1,200 homes (1,000 in Rochdale and 200 in Bury) are planned within the allocation. This would result in a total yield of 252 primary age pupils, and 168 secondary age pupils.
- 24.2 Since this is area largely undeveloped, there is no existing primary school provision and therefore a new 1/1.5fe primary school would be required, located within the allocation. The approved South Heywood development will provide for a new primary school.
- 24.3 Secondary school provision in the area is at full capacity with existing intakes forecast to increase. Therefore additional demand pressures would need to be met through increased capacity which will need to be considered more strategically, potentially linked to other proposed developments across Bury and Rochdale.

## 25.0 Health

- 25.1 Further work will be required to determine whether there is additional capacity within any local healthcare facilities to meet the increased demands arising from the prospective occupants of the new development. If additional provision is necessary, the most appropriate means and location for such provision can be identified through future iterations of the masterplan. Alternatively, there may be a requirement to make a financial contribution toward off site health provision through a planning obligation or condition at the planning application stage.
- 25.2 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

# Section E – Deliverability

## 26.0 Viability

- 26.1 The Three Dragons viability appraisal has tested this allocation as two parts: the strategic employment site of up to 1.2m sq.m. employment floorspace and the residential site of 200 units at Castle Road. The parts of the allocation with planning permission (1,000 homes and a proportion of the 1.2m sq.m. employment floorspace within Rochdale) have not been tested within this assessment.
- 26.2 The base model appraisal is based on the floorspace without planning permission anticipated to come forward within the plan period (circa 700,000 sq.m. employment floorspace, plus 200 residential units at Castle Road).
- 26.3 The sensitivity test includes all of the proposed development yet to receive planning permission, including the employment development that will come forward beyond the end of the plan period. Table 8 provides the key phrase definitions in order to assist with interpretation of Tables 9 and 10.

**Table 8. Definitions for Viability Appraisals**

Key phrase	Description
Test Type	Whether the test is the 'Base' test or a sensitivity test.
Scheme Type	Housing, employment or mixed.
Total BMLV, SDLT & Land acq fees	The total figure used in the testing for land value, includes tax and fees.  BLV = benchmark land value  SDLT = Stamp duty land tax
Scheme RV (incl BLV & return)	Scheme value (could also be described as headroom) once all costs have been accounted for including land and developer return.

	RV = Residual value BLV = benchmark land value
Viability measure as a % of BLV	Description of whether the scheme provides sufficient residual value in terms of how it compares with the benchmark land value i.e. if it is 10% or more above the benchmark land value it is shown as green, if it is within 10% of the benchmark land value it is shown as amber and where it is less than 90% of the benchmark land value it is shown as red.
Headroom (blended return)	The headroom expressed as blended rate of return. The percentages shown are the headroom available after all costs, except developer return divided by the total gross development value for the scheme. If schemes were to go ahead as described, then this is the total return available to the developer.
Test result category	Category 2 - The residual value is positive and the residual value is above the benchmark by 0% to 10%. Schemes in this group are viable and should be able to proceed but are more marginal and should be monitored for any early signs of significant change.  Category 4 - These schemes are generally not viable with the measures used in this study and will likely require public sector support to be developed.
Scheme RV incl land costs	This is the residual value, including the land purchase and associated costs.
Scheme RV (less return)	This is the residual value, including the land purchase and associated costs less the developer return (profit) in line with NPPG.
Strategic transport costs	This is the strategic transport cost provided by TfGM.
Out-turn scheme RV	This is the residual value, including the land purchase and associated costs less the developer return (profit) in line with NPPG less the strategic transport cost. Could also be described as headroom and is the scheme value once all costs have been accounted for including land and developer return.

**Table 9. Viability Appraisal results**

Test Type	Total BMLV, SDLT & Land acq fees for	Total BMLV, SDLT & Land acq fees for	Scheme RV (incl BLV & return)	Viability measure as a	Headroom (blended return)	Test result category

	<b>Employment Scheme</b>	<b>Housing Scheme</b>		<b>% of BLV</b>		
Base Model	£63,370,000	£2,080,000	- £16,440,000	Less than 90% BLV	7%	Cat 4
Sensitivity Test	£106,840,000	£2,080,000	£7,760,000	Within 10% BLV	14%	Cat 2

26.4 The appraisal shows that the amount of development expected to come forward on the allocation within the plan period would result in a residual value of less than 90% of the benchmark land value, after all costs including the full strategic transport costs have been included. The impact of the strategic transport costs is set out in the table below:

**Table 10. Viability with the impact of strategic transport costs**

<b>Test type</b>	<b>Scheme RV incl land costs for Employment Scheme</b>	<b>Scheme RV incl land costs for Housing Scheme</b>	<b>Scheme RV (less return)</b>	<b>Strategic transport costs</b>	<b>Out-turn scheme RV</b>
Base	£81,284,000	£17,283,000	£59,990,000	£76,430,000	- £16,440,000
Sensitivity	£126m *includes development post 2037	£17,283,431	£84,190,000	£76,430,000	£7,760,000

26.5 JPA1.1 is a very large-scale employment allocation that is well located for the motorway network and should be able to attract good values for serviced land parcels. The underlying viability of providing serviced land is strong, with the ability to provide a contribution to the wider JPA1.1 Heywood/Pilsworth scheme transport costs. The testing for the combined allocation of JPA1.1 (employment plus housing at Castle Road) shows a positive residual land value of £98.6m which falls to £59.99m once developer and contractor returns have been accounted for. However, this residual value is not sufficient to accommodate the strategic transport costs of £76.4m and, when these costs are included, there is a shortfall of just under £16.5m.

26.6 The sensitivity test shows that if the whole allocation is considered the allocation would be viable, but this is reliant on transports costs remaining at the same level which may not be realistic. This allocation is a strategically important employment opportunity, both regionally and nationally. Whilst there will be a shortfall in relation to the development funding the full infrastructure requirements, due to the opportunity it presents to deliver a large, nationally significant employment led development, contributing to driving growth within the north of England, this allocation is likely to secure funding from other sources to support its delivery.

## **27.0 Phasing**

27.1 The Northern Gateway presents the opportunity to deliver transformative change in this part of Bury and Rochdale. Delivering growth of this scale will require a careful approach to phasing to ensure that as development comes forward, it follows the established place making principles for the allocation and is supported by the required infrastructure.

27.2 The policy wording for JPA1.1 requires a comprehensive masterplan to be approved by the LPA for the allocation, which any proposals must then be in accordance with. The policy states that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. This should include the delivery of highways, infrastructure, surface water drainage, grey infrastructure, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

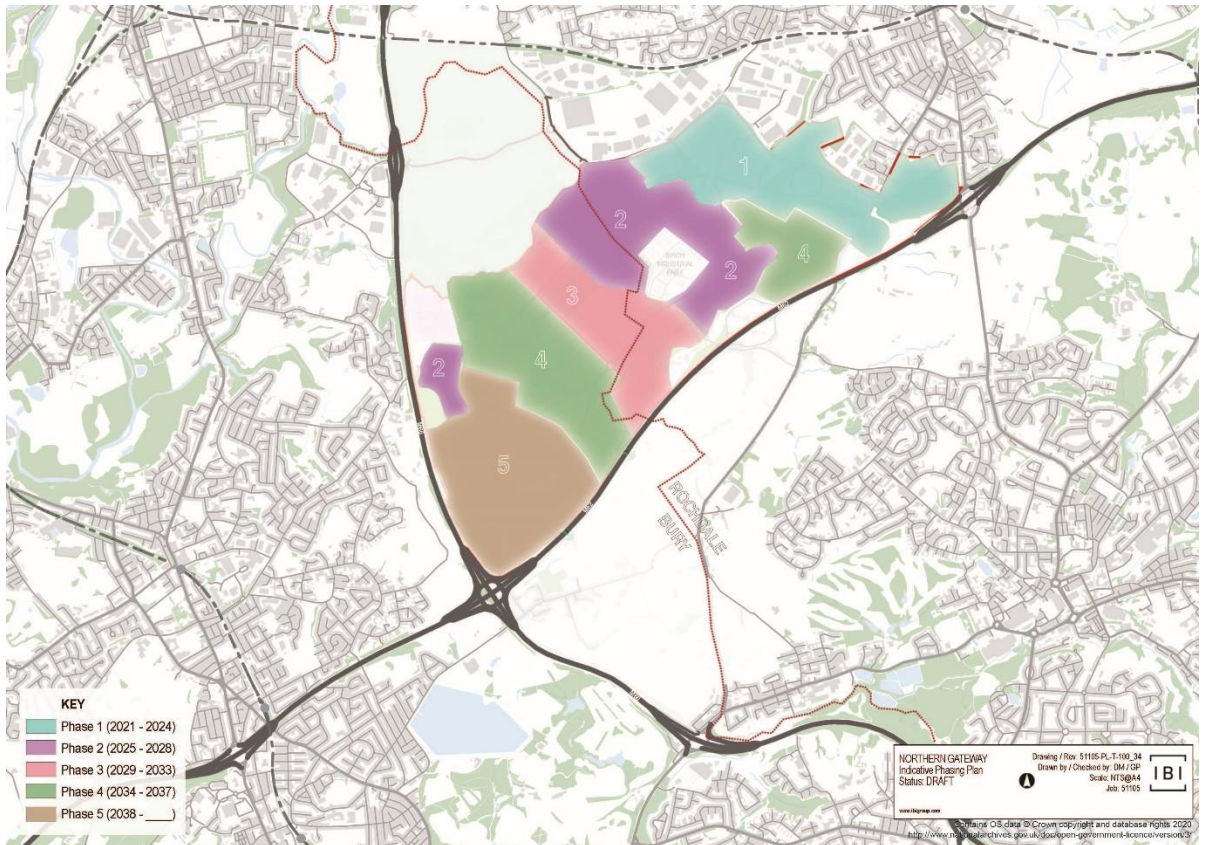
27.3 A phasing strategy is being developed through on-going discussions with key stakeholders in relation to highways, utilities infrastructure, land availability, as well as technical work into how the earthworks and drainage strategy for the allocation can be delivered. The estimated phasing and delivery trajectory for the allocation will evolve as the plans for the allocation are developed further.

27.4 The first phase of the JPA1.1 allocation is already being brought forward under the approved South Heywood development scheme. This includes improvements to

Junction 19 of the M62 and the delivery of a new link road creating an improved connection between Junction 19 of the M62 and Pilsworth Road and on to Junction 3 of the M66. The South Heywood development will realise improvements in local infrastructure – specifically in regards to highways and utilities - unlocking sufficient capacity to deliver an early, second phase of the wider JPA1.1 allocation. This second phase can therefore be brought forward in advance of any significant additional infrastructure improvements. These phases will be located in proximity to the 2 key existing access points, being Junction 19 of the M62 and Junction 3 of the M66 before development occurs on the remainder of the allocation. The exact extent of the phasing will be determined by the nature of any end users, both in terms of size of units and also requirements. It is also anticipated that the 200 dwellings proposed off Castle Road will be able to come forward as a separate stand-alone phase without requiring major infrastructure works.

- 27.5 Further into the plan period, the phasing of the development will be influenced largely by market demand for specific unit types and sizes and will be brought forward alongside strategic infrastructure upgrades including the blue/green infrastructure networks across the allocation. Given the scale of the development, it is anticipated that approximately 365,000 sqm of the total employment floorspace will be delivered beyond the plan period phase.

**Figure 1 Heywood/Pilsworth Indicative Proposed Phasing**



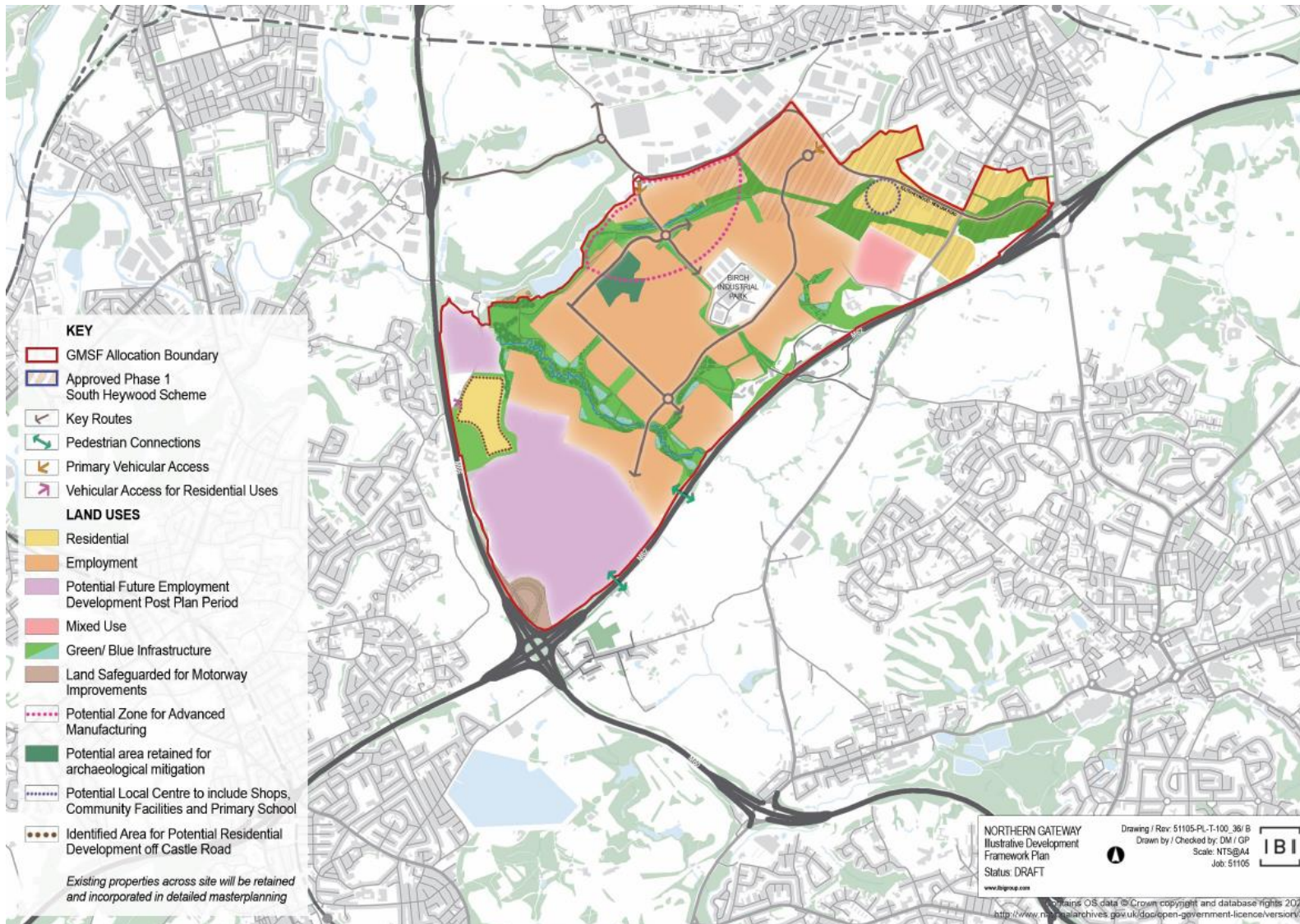
## 28.0 Indicative Masterplanning

- 28.1 The Site Promoters for the Heywood/Pilsworth Allocation have produced an Illustrative Development Framework Plan to show how proposed development could come forward within the allocation. This provides the promoters indicative vision and option for the layout of the development, including the location of the employment and residential parcels, green infrastructure, local centre and key pedestrian and vehicular access. The illustrative plan also shows an area of land proposed as safeguarded land for motorway improvements.
- 28.2 Policy JPA1.1 requires a comprehensive masterplan to be submitted prior to any planning applications within the allocation. The masterplan must include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 Infrastructure Implementation. This should include the delivery of highways infrastructure, surface



water drainage, and grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure. Coordination between phases of development should be ensured.

**Figure 2. Northern Gateway Heywood/Pilsworth (JPA1.1.) Illustrative Development Framework Plan.**



# Section F – Conclusion

## 29.0 The Integrated Appraisal

- 29.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation was required.
- 29.2 The majority of the 2019 recommendations for GM1.1 Heywood and Pilsworth were positively addressed by the 2020 GMSF policy itself or another thematic policy. A small number of residual recommendations remained from the 2019 IA, in order to further strengthen the policies:
- 1.0 Climate Change – since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
  - 2.0 Accessible design standards – whilst this is broadly covered in Policy GM-E1 (now JP-P1) and within GM-H3 (now JP-H3) relating to housing, it was suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of users. This could be achieved through strengthening Policy GM-E1 (now JP-P1).
  - 3.0 Deprivation – whilst this is also broadly covered within the supporting text and broadly within Policy GM-E1 (now JP-P1), particularly referencing social inclusivity, it is considered that the policy could be more explicitly in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.
- 29.3 These recommendations were incorporated into the final 2020 GMSF.
- 29.4 A 2021 PfE Integrated Appraisal Addendum has been produced and has reviewed the changes made between GMSF 2020 and PfE 2021. As there have been no substantial changes to this specific allocation between GMSF 2020 and PfE 2021 and the 2020 IA recommendations which had been incorporated into the GMSF 2020 remain in the PfE Policy, there has been no change to the assessment of this Policy in relation to the IA Framework since 2020.

## 30.0 The main changes to the Proposed Allocation

- 30.1 The JPA1.1 allocation boundary, the area proposed to be released from the greenbelt and the quantum of development has not been amended from that proposed in the 2019 GMSF.
- 30.2 The structure of the Northern Gateway GMSF policies has been altered in the 2021 PfE. There is no longer an overarching policy on the Northern Gateway (GM1) but instead the requirements are included within the JPA1.1 and JPA1.2 policies.
- 30.3 The 2020 GMSF included additional criteria within the policy requiring:
- A comprehensive masterplan and phasing strategy for the allocation.
  - The provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
  - The provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
  - A project specific Habitats Regulation Assessment for planning applications of 1,000 sq.m./50 dwellings or more to be carried out;
  - Provide an appropriate buffer between the development and the motorway where required to serve multiple functions including air quality, noise and visual mitigation and high quality landscaping.
  - Protect and, where appropriate, enhance the heritage assets and their setting within the allocation including the Grade II Listed buildings – Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of a Heritage Impact Assessment; and
  - Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features

and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.

30.4 The 2021 PfE policy incorporates the above changes.

30.5 A significant amount of evidence base work has been produced to support the allocation since 2019 and this has allowed the criteria within the policy to be expanded upon and be more specific to the allocation.

## **31.0 Conclusion**

31.1 JPA1.1 Heywood/Pilsworth is considered to meet the site selection criteria and make a positive contribution to the overall vision, objectives and strategy of the Places for Everyone Joint Plan. The allocation is considered to be deliverable and available for development. Further work has been identified to take forward the allocation through the planning process.

31.2 The allocation provides the opportunity to deliver an extensive range of high quality employment development opportunities in a strategically important location building on the strong and established brands of Heywood and Pilsworth to attract a wider range of business sectors including logistics, industry and high value/knowledge based employment.

31.3 With investment much of the area is capable of being served by rail for freight as well as benefiting from the excellent road connections via the M62, M66 and M60 and there is potential to significantly improve connections via public transport.

31.4 The allocation will provide significant new job opportunities for local residents and enable the north and east of Greater Manchester to uplift its contribution to the wider Greater Manchester economy.

31.5 The employment opportunities will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new

transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

# Section G – Appendices

## Appendix 1 – Policy GM Allocation 1 Northern Gateway (GMSF, 2019)

Development of the area will need to:

1. Deliver a large, nationally-significant employment-led opportunity to attract high quality business and investment, supported by new housing at Heywood/Pilsworth; and
2. Deliver new housing at Simister/Bowlee and at Whitefield that is well integrated with and brings positive benefits to surrounding communities.

Development in this location will be required to be supplemented by a significant programme of supporting infrastructure to deliver the allocation:

3. Transport; including new and upgraded highway networks and the potential for provision of a new motorway junction between junctions 18 and 19 of the M62 at Birch, access by rail freight, improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods.
4. Community facilities; including three new primary schools and a new secondary school, recreational facilities and local centres.
5. A network of new, upgraded and publicly accessible green infrastructure.

The delivery of the allocation and its associated infrastructure will be expected to be supported by a comprehensive masterplan to be agreed with the relevant local planning authorities.

The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises three interrelated sites at:

### Justification

The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises three interrelated sites at:

- Heywood / Pilsworth (Bury and Rochdale) (see Policy GM Allocation 1.1'Heywood/ Pilsworth (Northern Gateway)')
- Simister and Bowlee (Bury and Rochdale) (see Policy GM Allocation 1.2'Simister and Bowlee (Northern Gateway)')
- Whitefield (Bury) (see Policy GM Allocation 1.3'Whitefield (Northern Gateway)')

This area straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester and with wider benefits on a regional and national level. The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is identified as one of the key locations that will help to deliver these key objectives.

This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.

The allocation at the Heywood/Pilsworth site provides an opportunity for a substantial and high quality employment-led development. The scale and location of this site will help to rebalance the Greater Manchester economy, ensure the GMSF plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.



This will be supported by new communities at Simister/Bowlee and Whitefield which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

To be successful and sustainable, the employment and housing opportunity needs to be accessible by a range of transport modes and be linked directly to surrounding existing and new communities via new recreational routes and corridors of green infrastructure which in turn provide an attractive setting for development. Outside of the motorway network, much of the area proposed for development is currently served by an inadequate transport network and this will require substantial investment to improve connectivity, including investment in rapid transit. The prospective residents will require new community facilities and these will be provided in accessible locations within walking distance of homes.

The opportunities at Heywood/Pilsworth and Simister/Bowlee will need to incorporate extensive supporting infrastructure and so their full delivery is likely to extend beyond the plan period.

## **Appendix 2 – GM Allocation 1.1 Heywood / Pilsworth (Northern Gateway) (GMSF, 2019)**

Development at this site will be required to:

1. Deliver around 1,200,000 m<sup>2</sup> of industrial and warehousing space comprising a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors, including the development of an Advanced Manufacturing Park;
2. Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation;
3. Improve access into and around the site by making provision for significant improvements to highways infrastructure, including:
  - Improvements to Junction 3 of the M66;

- Improved links between Junction 3 of the M66 and Junction 19 of the M62;
  - If feasible, provision of a new motorway junction access into the site at the current Birch Services junction (between junctions 18 and 19 of the M62) and relocation of the service area; and
  - Other off-site highway works where these are necessary to ensure acceptable traffic movement;
4. Explore the opportunity to deliver a rail freight spur into the expanded Heywood employment area exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the site to the north and Calder Valley line to the east;
  5. Support the delivery of improved public transport infrastructure through the site (including Bus Rapid Transit corridors) and close to the site (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods;
  6. Provide high quality walking and cycling routes in order to create sustainable local connections with new and existing neighbourhoods (including the new significant housing opportunities at Simister and Bowlee and Whitefield) and to connect to new and existing public transport facilities;
  7. Protect and enhance existing recreation facilities where required;
  8. Deliver around 1,000 additional homes along with a new primary school in the eastern part of the site to support the early delivery of the infrastructure and provide a planned buffer between existing housing and the new employment development;
  9. Deliver around 200 new homes in the west of the site off Castle Road, north of Castlebrook High School playing fields ensuring that an appropriate buffer is incorporated to separate this part of the site from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area;

10. Make provision for affordable housing in accordance with local planning policy requirements;
11. Make provision for recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
12. Make provision for education to meet the needs of school-aged residents in accordance with local planning policy requirements;
13. Provide an appropriate range of supporting and ancillary services and facilities;
14. Seek to offset the loss of private open land through the provision of an accessible and high quality green and blue infrastructure network to provide health benefits to workers and residents as well as creating a visually attractive environment. This should include the enhancement of existing features such as Whittle and Brightley Brooks;
15. Minimise impacts on and provide net gains for biodiversity assets within the site;
16. Develop a satisfactory management plan for areas of green infrastructure, biodiversity features and other areas of open space;
17. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off; and
18. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors.

## **Justification**

This site has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy.

This site benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this site will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.

Whilst the location of this site along the key M62 corridor will be particularly attractive to the logistics sector, it is important that it provides high quality business premises for a range of other sectors including advanced manufacturing and higher value, knowledge-based businesses. This variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy.

The size of the proposal would also support the provision of an appropriate range of supporting services and facilities, such as a new local centre, hotel, leisure and conference facilities. However, it is important that these are of a scale that is appropriate to the main employment use of the site.

The delivery of such a site will require significant investment in infrastructure if it is to be successful and sustainable. The site clearly has excellent access to the motorway network but will benefit from improved linkages between Junction 19 of the M62 and Junction 3 of the M66. The site would also benefit from the creation of an additional point of access between Junctions 18 and 19 of the M62 and this could potentially be achieved through the reconfiguration of the existing Birch Services junction. Furthermore, in conjunction with the development of the site, there will be an expectation that opportunities are fully explored to deliver a rail freight spur exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the site to the north and Calder Valley line to the east.

The site will also need to be served by a wide range of public transport and significant interventions will be required in order to promote sustainable travel and make the site more accessible to the local labour pool. This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods and key locations helping to maximise the public transport accessibility of the employment opportunities and to better integrate existing and new communities with the rest of Greater Manchester. This

will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable journeys to work.

It should be noted that the existing Birch Industrial Estate is located within the site. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This site will also share the benefits of the improved accessibility of the area.

The area also includes an existing golf club and school playing field. Whilst the intention is for these to be retained, they could potentially be incorporated into the wider development if they were to subsequently become available.

Although predominately an employment site, there is a resolution to grant a scheme to deliver around 1,000 homes and a new primary school on the eastern part of the site at South Heywood will help to create a more mixed use urban extension. The new school will not only provide space to accommodate children from the new development but will also help tackle a shortage of local school places. The residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62.

The site is also considered to have the potential to accommodate around 200 further dwellings on land accessed via Castle Road in Unsworth. However, it is important that an appropriate buffer is incorporated into the development to create separation from the wider employment development and that appropriate highways measures are in place to prevent the inappropriate use of residential roads by vehicular traffic associated with the wider employment area.

Any housing development within the site will be required to make provision for affordable housing and recreation to meet the needs of the prospective residents in line with Local Plan policy requirements.

The land is relatively undulating and the contours do offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide publicly accessible open spaces to provide

recreational opportunities to workers and residents in the wider area. Such a network should seek to maximise the value of existing features and areas of nature conservation value. There are some existing recreation facilities, ponds, reservoirs and brooks within the site and any development should seek to retain and enhance such features, where appropriate. Other opportunities for new blue infrastructure may exist to further enhance visual amenity, provide SUDS and widen local biodiversity. A management plan will be required to demonstrate how the retention and improvement of green and blue infrastructure and nature conservation assets will continue to be managed.

The development of the site will also be required to have regard to flood risk and it will also be necessary for the development to implement an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

Given that the site is located adjacent to the M62 and M66 motorways, there will be a need to incorporate appropriate noise and air quality mitigation measures, such as tree planting, along the motorway corridors. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

### **Appendix 3 – Policy GM Allocation 1.1 Heywood / Pilsworth (Northern Gateway) (GMSF, 2020)**

Any proposals for this allocation must be in accordance with a comprehensive masterplan relating to the area to come forward in the plan period that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation and should;

- Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 700,000 sqm being delivered within the plan period). This should comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors including the development of an Advanced Manufacturing Park;
  - Deliver around 1,000 additional homes along with a new primary school in the eastern part of the allocation to support the early delivery of the infrastructure and provide a buffer between existing housing and the new employment development;
  - Deliver around 200 new homes, which includes an appropriate mix of house types and sizes and the provision of plots for custom and self-build housing, in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area; and
  - An appropriate range of supporting and ancillary services and facilities.
2. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:
- Improvements to Junction 3 of the M66;
  - Improved links between Junction 3 of the M66 and Junction 19 of the M62;
  - Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow
3. Support the delivery of improved public transport infrastructure through the site allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and

Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods;

4. Deliver a network of safe and convenient cycling and walking routes through the allocation designed to national and GM standards of design and construction and local planning requirements;
5. Make provision for affordable housing in accordance with local planning policy requirements;
6. Provide financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development;
7. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (GM1.2);
9. Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
10. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment and providing linkages to the site's wider drainage strategy in accordance with Policy GM-G 2 'Green Infrastructure Network' and Policy GM-G 8 'Standards for a Greener Greater Manchester'. This should include the integration and enhancement of existing features such as Hollins Brook/Brightly Brook SBI and Whittle Brook;
11. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';



12. Ensure that any development is safe from and mitigates for potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
13. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S 5 'Flood Risk and the Water Environment' and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.;
14. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and other areas of open space and sustainable drainage features;
15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;
16. Provide an appropriate buffer between the development and the motorway where required to serve multiple functions including air quality, noise, visual mitigation and high quality landscaping;
17. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors and local road network if required within the allocation;
18. Protect and, where appropriate, enhance the heritage assets and their setting within the allocation, including the Grade II Listed buildings Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting

in accordance with the findings and recommendations of a Heritage Impact Assessment; and

19. Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.

## **Justification**

This allocation has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy. It also includes the potential to deliver a significant amount of new housing as well as an appropriate range of supporting and ancillary services and facilities.

Planning permission has been granted for a scheme to deliver around 135,000 sqm of employment floorspace, 1,000 homes and a new primary school on the eastern part of the allocation at South Heywood and this land is included in the allocation for removal from the Green Belt. As well as delivering an early phase of the employment development this proposal will help to create a more mixed-use urban extension. The new school will not only provide space to accommodate children from the new development but will also help tackle a shortage of local school places. The residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62. The employment floorspace and homes covered by this planning application are included in the current baseline supply.

Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around 700,000 sqm of this will be delivered within the plan period (in addition to the 135,000 sqm that has an extant planning permission at South Heywood). Nevertheless, it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment

needs the certainty that the remaining development and associated economic benefits will still be able to come forward beyond the plan period.

This allocation benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this site will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.

Whilst the location of this allocation along the key M62 corridor will be particularly attractive to the logistics sector, it is important that it provides high quality business premises for a range of other sectors including advanced manufacturing and higher value, knowledge-based businesses. This variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy.

The size of the proposal would also support the provision of an appropriate range of supporting services and facilities, such as a new local centre, hotel, leisure and conference facilities. However, it is important that these are of a scale that is appropriate to the main employment use of the allocation.

The delivery of such an allocation will require significant investment in infrastructure if it is to be successful and sustainable. The allocation clearly has excellent access to the motorway network but will benefit from improved linkages between Junction 19 of the M62 and Junction 3 of the M66. The local authorities will continue to explore opportunities for a new junction at Birch which could provide additional accessibility and be of benefit to the allocation in the longer term. Furthermore, in conjunction with the development of the allocation, there will be an expectation that opportunities are fully explored to deliver a rail freight spur exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the allocation to the north and Calder Valley line to the east.

The allocation will also need to be served by a wide range of public transport and significant interventions will be required in order to promote sustainable travel and make the allocation more accessible to the local labour pool. This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods

and key locations helping to maximise the public transport accessibility of the employment opportunities and to better integrate existing and new communities with the rest of Greater Manchester. The potential tram-train on the East Lancashire rail line between Bury and Rochdale should be explored and the allocation will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable journeys to work.

It should be noted that the existing Birch Industrial Estate is located within the allocation. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This allocation will also share the benefits of the improved accessibility of the area.

The area also includes an existing golf club and school playing field. Whilst the intention is for these to be retained, they could potentially be incorporated into the wider development if they were to subsequently become available.

In addition to the 1,000 homes with planning permission at South Heywood, the allocation is also considered to have the potential to accommodate around 200 further dwellings on land accessed via Castle Road in Unsworth. However, it is important that an appropriate buffer is incorporated into the development to create separation from the wider employment development and that appropriate highways measures are in place to prevent the inappropriate use of residential roads by vehicular traffic associated with the wider employment area.

Any housing development within the allocation will be required to make provision for affordable housing and recreation to meet the needs of the prospective residents in line with Local Plan policy requirements.

The land is relatively undulating and the contours offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide publicly accessible open spaces to provide recreational opportunities to workers and residents in the wider area. Such a network should seek to maximise the value of existing features and areas of nature conservation value. There are some existing recreation facilities, ponds, reservoirs and

brooks within and adjacent to the allocation and any development should seek to retain and enhance such features, where appropriate. Other opportunities for new blue infrastructure may exist to further enhance visual amenity, provide SUDS and widen local biodiversity. A management plan will be required to demonstrate how the retention and improvement of green and blue infrastructure and nature conservation assets will continue to be managed.

Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

The development of the allocation will also be required to have regard to flood risk and it will also be necessary for it to involve the implementation of an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

Given that the site is located adjacent to the M62 and M66 motorways, there will be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

There are two Grade II Listed buildings within the allocation boundary and known significant archaeological sites, notably at Meadow Croft Fold. In addition there are a number of potentially significant archaeological sites, locally listed buildings and structures throughout and adjacent to the allocation. Any development would need to consider the impact on their setting through the completion of a Heritage Impact Statement.

There will be a need to undertake detailed archaeological work including field walking and evaluation trenching, leading to further investigations and recording and, if necessary, preserving features in situ.

#### **Appendix 4 – Policy JP Allocation 1.1 Heywood/Pilsworth (Northern Gateway) (Places for Everyone, 2021)**

Any proposals for this allocation must be in accordance with a comprehensive masterplan relating to the area to come forward in the plan period that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation and should;
  - Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 700,000 sqm being delivered within the plan period). This should comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors including the development of an Advanced Manufacturing Park ;
  - Deliver around 1,000 additional homes along with a new primary school in the eastern part of the allocation to support the early delivery of the infrastructure and provide a buffer between existing housing and the new employment development;
  - Deliver around 200 new homes, which includes an appropriate mix of house types and sizes and the provision of plots for custom and self-build

housing, in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area; and

- An appropriate range of supporting and ancillary services and facilities.
2. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including;
    - Improvements to Junction 3 of the M66;
    - Improved links between Junction 3 of the M66 and Junction 19 of the M62;
    - Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow
  3. Support the delivery of improved public transport infrastructure through the site allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods;
  4. Deliver a network of safe and convenient cycling and walking routes through the allocation designed to national and GM standards of design and construction and local planning requirements;
  5. Make provision for affordable housing in accordance with local planning policy requirements;
  6. Provide financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development;
  7. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant joint plan or local planning policies;

8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (JPA1.2);
9. Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
10. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment and providing linkages to the site's wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include the integration and enhancement of existing features such as Hollins Brook/Brightly Brook SBI and Whittle Brook;
11. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy JP-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
12. Ensure that any development is safe from and mitigates for potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
13. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy JP-S 5 'Flood Risk and the Water Environment' and nationally recognised SuDS design standards. Proposals to discharge to the



public sewer will need to submit clear evidence demonstrating why alternative options are not available.;

14. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and other areas of open space and sustainable drainage features;
15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;
16. Provide an appropriate buffer between the development and the motorway/local road network where required to serve multiple functions including air quality, noise, visual mitigation and high quality landscaping;
17. Protect and, where appropriate, enhance heritage assets and their setting within the allocation, including the Grade II Listed buildings Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process; and
18. Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.

### **Justification**

This allocation has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy. It also includes the potential to deliver a significant amount of new housing as well as an appropriate range of supporting and ancillary services and facilities.

Planning permission has been granted for a scheme to deliver around 135,000 sqm of employment floorspace, 1,000 homes and a new primary school on the eastern part of the allocation at South Heywood and this land is included in the allocation for removal from the Green Belt. As well as delivering an early phase of the employment development this proposal will help to create a more mixed- use urban extension. The new school will not only provide space to accommodate children from the new development but will also help tackle a shortage of local school places. The residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62. The employment floorspace and homes covered by this planning application are included in the current baseline supply.

Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around 700,000 sqm of this will be delivered within the plan period (in addition to the 135,000 sqm that has an extant planning permission at South Heywood). Nevertheless, it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development and associated economic benefits will still be able to come forward beyond the plan period.

This allocation benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this site will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.

Whilst the location of this allocation along the key M62 corridor will be particularly attractive to the logistics sector, it is important that it provides high quality business premises for a range of other sectors including advanced manufacturing and higher value, knowledge-based businesses. This variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy.

The size of the proposal would also support the provision of an appropriate range of supporting services and facilities, such as a new local centre, hotel, leisure and conference

facilities. However, it is important that these are of a scale that is appropriate to the main employment use of the allocation.

The delivery of such an allocation will require significant investment in infrastructure if it is to be successful and sustainable. The allocation clearly has excellent access to the motorway network but will benefit from improved linkages between Junction 19 of the M62 and Junction 3 of the M66. The local authorities will continue to explore opportunities for a new junction at Birch which could provide additional accessibility and be of benefit to the allocation in the longer term. Furthermore, in conjunction with the development of the allocation, there will be an expectation that opportunities are fully explored to deliver a rail freight spur exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the allocation to the north and Calder Valley line to the east.

The allocation will also need to be served by a wide range of public transport and significant interventions will be required in order to promote sustainable travel and make the allocation more accessible to the local labour pool. This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods and key locations helping to maximise the public transport accessibility of the employment opportunities and to better integrate existing and new communities with the rest of Greater Manchester. The potential tram-train on the East Lancashire rail line between Bury and Rochdale should be explored and the allocation will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable journeys to work.

It should be noted that the existing Birch Industrial Estate is located within the allocation. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This allocation will also share the benefits of the improved accessibility of the area.

The area also includes an existing golf club and school playing field. Whilst the intention is for these to be retained, they could potentially be incorporated into the wider development if they were to subsequently become available.

In addition to the 1,000 homes with planning permission at South Heywood, the allocation is also considered to have the potential to accommodate around 200 further dwellings on land

accessed via Castle Road in Unsworth. However, it is important that an appropriate buffer is incorporated into the development to create separation from the wider employment development and that appropriate highways measures are in place to prevent the inappropriate use of residential roads by vehicular traffic associated with the wider employment area.

Any housing development within the allocation will be required to make provision for affordable housing and recreation to meet the needs of the prospective residents in line with Local Plan policy requirements.

The land is relatively undulating and the contours offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide publicly accessible open spaces to provide recreational opportunities to workers and residents in the wider area. Such a network should seek to maximise the value of existing features and areas of nature conservation value. There are some existing recreation facilities, ponds, reservoirs and brooks within and adjacent to the allocation and any development should seek to retain and enhance such features, where appropriate. Other opportunities for new blue infrastructure may exist to further enhance visual amenity, provide SUDS and widen local biodiversity. A management plan will be required to demonstrate how the retention and improvement of green and blue infrastructure and nature conservation assets will continue to be managed.

Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. A green and blue infrastructure network will provide more sustainable options to discharge surface water, only foul flows should connect with the public sewer.

Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

Given that the site is located adjacent to the M62 and M66 motorways, there will be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest

There are two Grade II Listed buildings within the allocation boundary and known significant archaeological sites, notably at Meadow Croft Fold. In addition there are a number of potentially significant archaeological sites, locally listed buildings and structures throughout and adjacent to the allocation. Any development would need to consider the impact on their setting through the completion of a Heritage Impact Statement. There will be a need to undertake detailed archaeological work including field walking and evaluation trenching, leading to further investigations and recording and, if necessary, preserving features in situ.

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