

# PLANNING REPRESENTATION

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SEPTEMBER 2024

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Simister Island Interchange Project  
Bury

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# EXECUTIVE SUMMARY

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## 0.0 Executive Summary

- 0.1 This representation pertains to the proposed development at Simister Island on behalf of affected parties (owners of plots 4/6, 4/8a, 4/8b and 14a) who are in the process of preparing a planning application for residential development as part of the wider JPA 1.1 allocation. Affected party land is illustrated in figure 2 and comprises several fields to the east of the M60 and to the north of the Simister Island Interchange.
- 0.2 The Simister Island proposals have located an extensive area of attenuation on land that is allocated for residential development. This will significantly reduce the extent of residential development on the allocated parcel and result in considerable construction related traffic along Griffie Lane, a private lane and sole access to several residential properties.
- 0.3 This representation, therefore, seeks to demonstrate its support of the proposals at Simister Island. However, it objects to the location of the attenuation pond and requests a coordinated approach between the residential team and National Highways to relocate the attenuation area (as illustrated in figure 3) and incorporate it into the wider residential masterplan.

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## 1. Introduction

1.1 Urban Green are currently acting on behalf of various land promoters and landowners with regards to land adjacent to the M66 in Bury. This land is referred to as 'Castle Brook - land off Castle Road / Griffie Lane, Unsworth' and forms part of the land allocated for development within the Places for Everyone development plan (PfE). This submission is made specifically on behalf of the following landowners as Affected Parties:

- Plot 4/6

Glen Derek Kilroy / Julie Dawn Kilroy, Brick House Farm, Castle Road, Bury BL9 8QS

- Plot 4/6, 4/8a & 4/8b

Allen John Massey 239 Hollins Lane Bury BL9 8AS / Phillip David Massey & Heather Massey 13 Castle Road Bury BL9 8JL

- Title – GM247135 – although not noted as Affected Party the landowner utilises a right of access along Griffie Lane as Plot 4/6 – Category 2

Karl Brown, 14a Manor Road, Cheadle Hulme, Stockport, SK8 7DQ

## 2. Places for Everyone (PfE)

2.1 As you will be aware, the PfE is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.

2.2 The plan is a joint development plan for the nine districts which determines the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces whilst protecting Green Belt land.

2.3 It also ensures that all new developments are sustainably integrated into Greater Manchester's transport network and/or supported by new infrastructure.

2.4 The Inspectors' Report, received on 14 February 2024, concluded the examination of the plan. The Inspector stated that all legal requirements had been met and it satisfied the requirements referred to in Section 20(5)(a) of the 2004 Planning and Compulsory Purchase Act. The Plan was considered sound, and was adopted on March 21, 2024, by all Council's of the combined authority.

2.5 The Places for Everyone Plan now forms part of the Statutory Development Plan for each of the nine PfE authorities as of March 21, 2024.

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## 2.6 The PfE:

- sets out how the nine boroughs should develop up until 2039;
- identifies the amount of new development that will come forward across the 9 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- supports the delivery of key infrastructure, such as transport and utilities;
- protects the important environmental assets across the city region;
- allocates sites for employment and housing outside of the existing urban area; and
- defines a new Green Belt boundary for Greater Manchester

2.7 Supplementary planning documents are being produced by Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. These SPDs will support the implementation of the PfE Plan

### **JPA Allocation 1.1 Heywood / Pilsworth (Northern Gateway)**

2.8 This allocation forms part of the wider cross boundary strategic allocation JPA 1 Northern Gateway. 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. 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.

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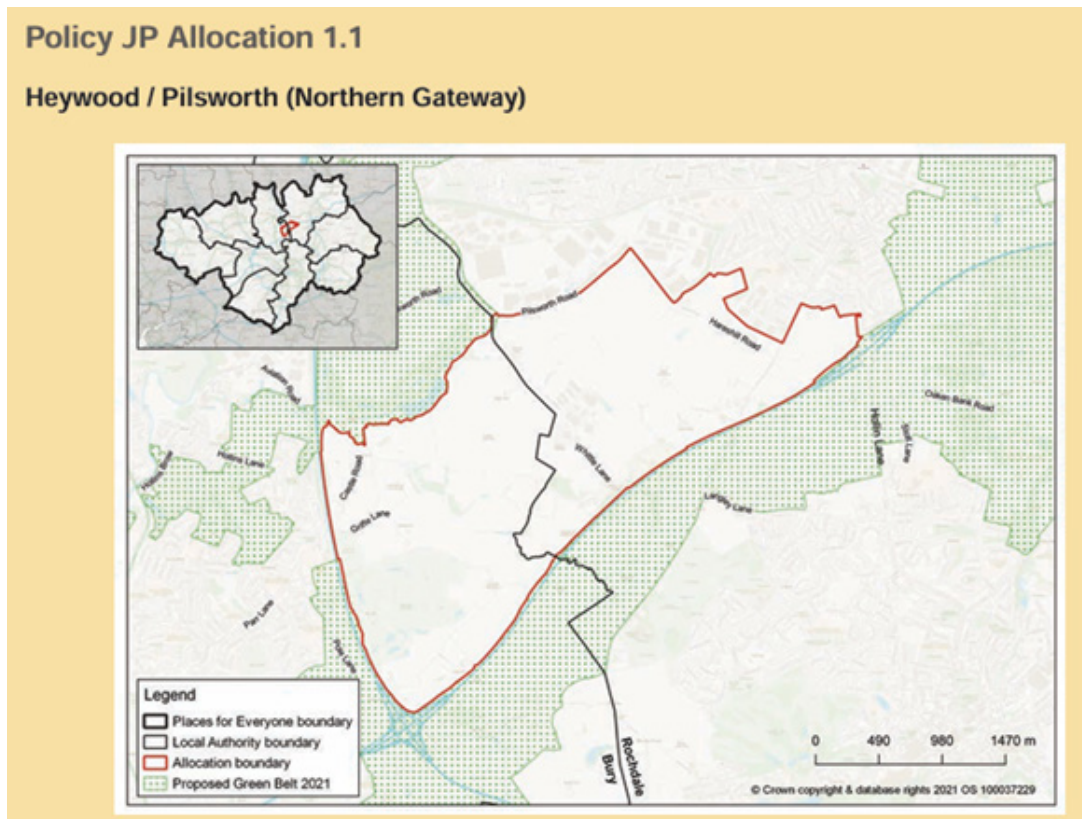


Figure 1: JPA 1.1 allocation boundary

- 2.9 The allocation 1.1 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, ensuring the joint plan plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.
- 2.10 A masterplan is currently being worked up on behalf of the overall site promoters, that will be approved and adopted by Bury MBC in accordance with the Development Plan and JPA1.1 allocation.
- 2.11 Part of this allocation is to deliver a new community to the north as outlined in the allocation policy wording as follows:
- (iii.) 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;

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- 2.12 This area lies wholly within the authority of Bury MBC and is allocated for residential development off Castle Road. Part of this land allocated for residential development is directly affected by the M60/M62/M66 Simister Island Interchange Project.
- 2.13 This representation relates specifically to this land and is made on behalf of the Affected Parties, plot 4/6 and 4/8 – Kilroy & Massey as noted within the submitted scheme details.

## JPA 1.1 – Residential Parcel

- 2.14 The land ownerships for the residential element of the allocation are demonstrated below:



Figure 2: Ownership parcels of affected parties





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- 2.19 The residential parcel will be accessed from Castle Road, allowing for a future public transport route to the wider employment site to the east. There are ongoing meetings and discussions with Bury MBC on the detail, quantum of development and coordination within the wider site masterplan currently being prepared on their behalf.

## **M60/M62/M66 Simister Island Interchange Project**

- 2.20 As already highlighted within the submitted details the project proposals directly affect land noted as plot numbers 4/6 and 4/8 on the submitted Land Plans.

### **4/6 Kilroy Land**

- 2.21 The Kilroys own various parcels of land including the access road of Griffie Lane which is proposed to be used for temporary access during construction and with permanent rights for maintenance access

### **Brown land – title GM247135**

- 2.22 Brown owns land under the above title with access from Griffie Lane and thus affected as per plot 4/6

### **4/8 Massey Land**

- 2.23 The Masseys land is proposed to construct an attenuation pond for drainage from the M66, with the respective inlet and outfall pipes along with a permanent access route for maintenance.

## **3. Proposal Considerations**

### **4/6 Kilroy Land - Griffie Lane**

- 3.1 Griffie Lane is privately owned as highlighted and is currently used as residential access to multiple properties as well as both bridleway / public right of way in everyday use. As such consideration needs to be given in detail in planning the construction phase in maintaining those access's and controlling construction vehicular uses, as well as ensuring any necessary repairs and reinstatement following completion of construction. National Highways will also require permanent access on completion from Griffie Lane to the proposed attenuation pond for maintenance purposes noted under the proposed permanent acquisition of new rights over parts of the land.
- 3.2 It should be noted that there will be new infrastructure delivered for the proposed residential development that will change how vehicles currently access the area and as such the permanent acquisition of new rights over Griffie Lane may not provide the long-term solution, as Griffie Lane is proposed to be non-vehicular within the emerging proposals, currently proposed to be an active travel route / green corridor.

**A coordinated solution is required with National Highways team and the consultant team working up the residential proposals to ensure construction and future maintenance needs are met.**

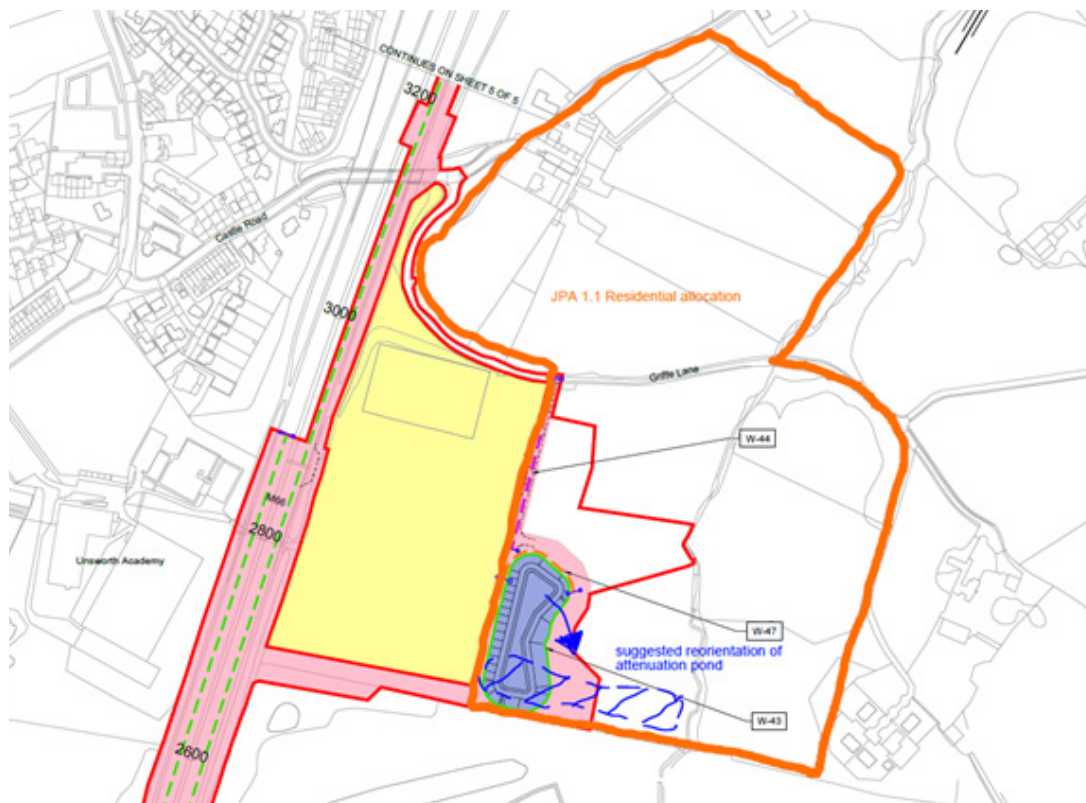
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## 4/8 – Massey Land

- 3.3 The land is allocated for residential development and the proposed attenuation pond does not currently take into account the future use within the JPA 1.1 allocation. It seems to assume that the levels and existing land use and as such would restrict the allocated residential development use. This is not the case, the land will require regrading to create the respective development platforms for residential use alongside the necessary infrastructure and drainage design. If this is the only suitable location for the attenuation pond then the proposed permanent acquisition of this land should take account of the allocated residential use.
- 3.4 There are also health and safety considerations that require factoring in with the adjacent school and community playing field and recreation uses along with the future residential development proposals.

**A coordinated solution is required with National Highways team and the consultant team working up the residential proposals to ensure the location and position of the proposed drainage features work for all the proposals, along with construction and future maintenance needs being met.**

**The initial consideration from the residential consultant team is to rotate the pond along the southern boundary to the existing golf course and also to consider whether the pond could provide a shared SUDs solution for both the M66 and the residential parcel. This is indicated on the marked up National Highways Land Plan as below, as well as the emerging residential masterplan for JPA 1.1 as above.**



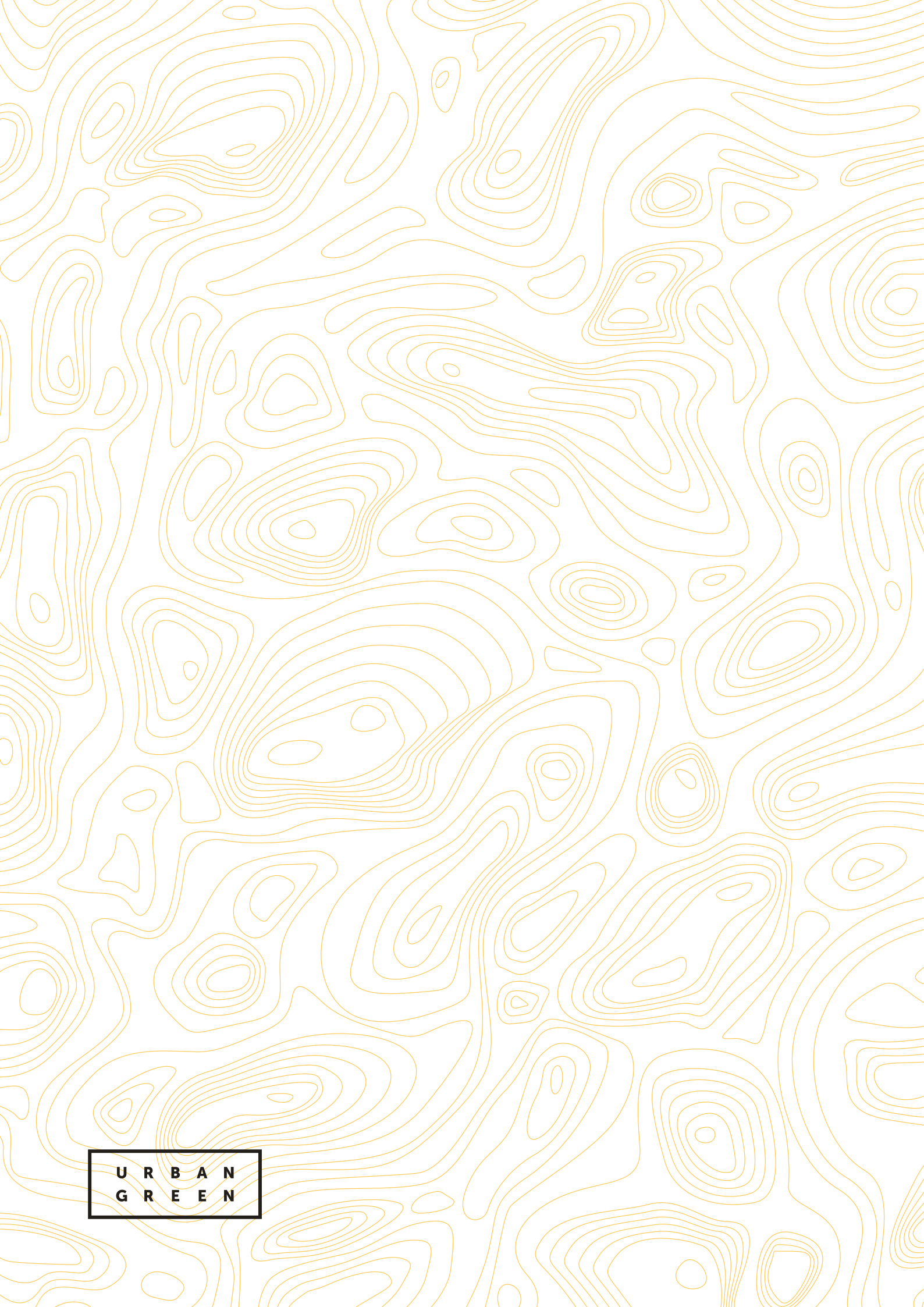
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## **Programme**

- 3.5 The programme for construction also requires consideration in detail. There is the potential that the Castle Road access could be being utilised for the development and construction of the residential parcels and/or future residents at the same time as the National Highways project subject to the final delivery programme. It is intended that a planning application for residential development is made early 2025 with a potential start on site by 2026 subject to the relevant consents. Thus, there are potential implications for the existing residents and access, the residential development along with the National Highways contract.

**A coordinated construction programme is required with National Highways team and the consultant team working up the residential proposals to ensure the relevant traffic management and access requirements are met.**



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