



## **Executive**

Date: Friday, 15 March 2024

Time: 11.00 am

Venue: Council Antechamber, Level 2, Town Hall Extension

Everyone is welcome to attend this Executive meeting.

### **Access to the Antechamber**

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. **There is no public access from any other entrance.**

### **Filming and broadcast of the meeting**

Meetings of the Executive are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

## **Membership of the Executive**

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### **Councillors**

Craig (Chair), Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson and White

## **Membership of the Consultative Panel**

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### **Councillors**

Ahmed Ali, Butt, Chambers, Douglas, Foley, Johnson, Leech, Lynch and Moran

The Consultative Panel has a standing invitation to attend meetings of the Executive. The Members of the Panel may speak at these meetings but cannot vote on the decisions taken at the meetings.

## Agenda

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- 1. Appeals**  
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
- 2. Interests**  
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
- 3. Minutes**  
To approve as a correct record the minutes of the meeting held on 14 February 2024. 5 - 42
- 4. Our Manchester Progress Update**  
Report to follow
- 5. Our New Finance & HR System** **All Wards**  
Report of the Deputy City Treasurer attached 43 - 54
- 6. Education Strategy** **All Wards**  
Report of the Strategic Director (Education and Children's Services) attached 55 - 64
- 7. Manchester Our Child Friendly City - Development Plan** **All Wards**  
Report of the Strategic Director (Education and Children's Services) attached 65 - 82
- 8. Manchester Public Health Annual Report 2023-24** **All Wards**  
Report of the Director of Public Health attached 83 - 232
- 9. Adoption of Places for Everyone Plan: A Joint Development Plan Document for 9 Greater Manchester Local Authorities** **All Wards**  
Report of the Strategic Director (Growth and Development) attached 233 - 1522

Due to the large size of the appendices, these are available on the Council's website (link address below) and paper copy on request.

Weblink address:

<https://democracy.manchester.gov.uk/ieListDocuments.aspx?CId=147&MIId=4341&Ver=4>

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|---|---|
| <p><b>10. Refreshed Tree and Woodland Action Plan 2024 - 2034</b><br/>Report of the Strategic Director (Growth and Development) attached</p>  | <p><b>All Wards</b><br/>1523 - 1568</p> |
| <p><b>11. The Delivery of This City - Phase 2</b><br/>Report to follow</p>  |   |
| <p><b>12. Manchester Energy Network Business Plan 2024/25 - Part A</b><br/>Report of the Deputy Chief Executive and City Treasurer attached</p>   | <p><b>All Wards</b><br/>1569 - 1578</p> |
| <p><b>13. Exclusion of Press and Public</b><br/>The officers consider that the following item or items contains exempt information as provided for in the Local Government Access to Information Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. The Executive is recommended to agree the necessary resolutions excluding the public from the meeting during consideration of these items. At the time this agenda is published no representations have been made that this part of the meeting should be open to the public.</p> |   |
| <p><b>14. Manchester Energy Network Business Plan 2024/25 - Part B</b><br/>Report of the Deputy Chief Executive and City Treasurer attached</p>   | <p><b>All Wards</b><br/>1579 - 1628</p> |

## Information about the Executive

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The Executive is made up of 10 Councillors: the Leader and two Deputy Leaders of the Council and 7 Executive Members with responsibility for: Early Years, Children and Young People; Health Manchester and Adult Social Care; Finance and Resources; Environment and Transport; Vibrant Neighbourhoods; Housing and Development; and Skills, Employment and Leisure. The Leader of the Council chairs the meetings of the Executive

The Executive has full authority for implementing the Council's Budgetary and Policy Framework, and this means that most of its decisions do not need approval by Council, although they may still be subject to detailed review through the Council's overview and scrutiny procedures.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public and the press are asked to leave.

Joanne Roney CBE  
Chief Executive  
Level 3, Town Hall Extension,  
Albert Square,  
Manchester, M60 2LA

## Further Information

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For help, advice and information about this meeting please contact the Committee Officer:

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This agenda was issued on **Thursday, 7 March 2024** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension, Manchester M60 2LA

## Executive

### Minutes of the meeting held on Wednesday, 14 February 2024

**Present:** Councillor Rahman (Chair)

In accordance with Rule 2.1 of the Executive Procedure Rules, the Statutory Deputy Leader chaired the meeting in the absence of the Leader.

**Councillors:** Akbar, Bridges, Hacking, Igbon, Midgley, Rawlins, T Robinson and White

**Also present as Members of the Standing Consultative Panel:**

**Councillors:** Ahmed Ali, Butt, Chambers, Douglas, Foley, Lynch and Moran

**Apologies:** Councillor Craig, Johnson and Leech

#### Exe/24/12 Minutes

#### Decision

The Executive approve as a correct record the minutes of the meeting on 17 January 2024.

#### Exe/24/13 Our Manchester Progress Update

The Executive considered a report of the Chief Executive which provided an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which reset Manchester’s priorities for the next five years to ensure the Council could still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025.

The Executive Member for Housing and Development reported that the Council had secured £51.6m via GMCA’s Brownfield Housing Fund to build thousands of new homes. The funding would support the development of 31 long-term underused sites over the next two years, helping to build 3,380 new homes, with 1,761 of them (52%) genuinely affordable. These new homes were contributing to the target set in the Council’s Housing Strategy to 2032 which aimed to deliver 36,000 new homes across the city with 10,000 of these affordable and 3,000 of these affordable homes in the city centre.

The Executive Member for Housing and Development reported that the final homes in a 69-home low carbon development for social rent in Silk Street, Newton Heath, had been completed. The long-term brownfield site overlooking the Rochdale Canal had been developed and brought back into use by the Council delivering 36 one-bedroom apartments, 12 two-bedroom apartments, 17 two-storey three-bedroom houses and four three-story, four-bedroom houses. The apartments had been built to HAPPI design principles that provided larger internal space as standard, which accommodated someone using a wheelchair, along with extra storage space. This meant they could also be adapted to meet the needs of the tenants.

The Executive Member for Housing and Development also reported that major investment in Ancoats Green was underway to create a much improved city centre park space as part of the culmination of Ancoats' regeneration. The scheme would include new walking and cycling routes to encourage active travel through the neighbourhood, significant new planting – including new wildflower and wetland areas – and new trees to add colour throughout the year. At least 30% of new services would be made from reclaimed materials, including granite paving slabs removed from Albert Square as part of its transformation under the Our Town Hall project. The transformed Ancoats Green would help underpin the development of 1,500 new homes in this part of Ancoats, supporting the creation of a low-traffic, pedestrian-friendly neighbourhood. Homes England had committed £28.1m to the overall project – along with the Mobility Hub – which, combined with the £4.7m allocated by Greater Manchester Combined Authority through the Brownfield Housing Fund, brought the total budget to £32.7m.

The Executive Member for Young People, Children and Families reported that preparations were taking place for Manchester's fourth Family Hub to open. Hubs were already open in Longsight, Cheetham and Wythenshawe with a fourth due to open in Gorton this spring. Family Hubs were Manchester's new community based 'one-stop shops' offering support and advice to families, children and young people through to early adulthood. Unlike Sure Start Centres which largely provided support aimed at younger children, the age range of those supported through the hubs was from pre-birth, through the infant and toddler stage all the way up to age 19 years, or up to 25 for young adults who had special needs. The Hubs were part of the broader five-year Making Manchester Fairer action plan, which aimed to address inequalities in the city that could start early on in life and even affect how long people lived for and their opportunities around work and housing.

The Executive Member for Health Manchester and Adult Social Care reported that Just Checking (an innovative piece of technology) had been piloted and evaluated for its contribution around supporting independence and more accurately, prescribing the right kinds of support for people. Over a period of 10 months, the impact of Just Checking had been evaluated for 112 people discharged from Hospital with Reablement support. Compared with a control cohort, the people who received Just Checking as part of their support plan ended the reablement service more independent with a larger reduction in support hours. Modelling of the potential impact of using Just Checking for the year had highlighted a potential financial impact of saving just over £1m. Based on this evaluation, the Reablement Service was exploring incorporating using Just Checking routinely as part of its pathway to better support Assessors and provide a more accurate depiction of how someone moves around their own home.

## **Decision**

The Executive note the updates.

## **Exe/24/14 Revenue Budget Monitoring (P9)**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which outlined the projected outturn position for 2023/24, based on expenditure and income activity as at the end of December 2023 and future projections.

The Leader advised that the current budget monitoring forecast was estimating an overspend of £5.5m for 2023/24. This was in the context of significant financial difficulty being faced across the Local Government Sector and reflected the national pressures in the health and social care sector and trends being experienced across most Social Care providing local authorities.

The Children's directorate was facing an overspend of £7.7m due to increased External Residential costs, Home to School Transport demand, workforce and price pressures and overspends in Localities and Fostering workforce budgets. The biggest pressure related to external residential placements and increased complexity of need of the current cohort which had seen placement costs increase by 47% in the current financial year. Similarly the Adult Services Directorate was facing an overspend of £3.7m which was being driven by long term care placements and cost pressures which were outpacing demand management interventions. The Neighbourhoods Directorate was also forecasting an overspend of £1.4m in relation to shortfalls of income in markets and car parking as income levels had failed to recover since the pandemic and alternative locations for the Christmas markets had not replaced the losses incurred at Albert Square.

It was noted that these pressures were partly offset by a forecasted £2m utilities underspend due to the new contract for electricity effective 1 October 2023, and an additional £1m driven by the release of fortuitous income which represented unallocated income balances not allocated to services.

In year price inflation underspend of £455k had been released at P9 plus £553k of unallocated pay award due to vacancy levels as well as underspends of £0.8m in Public Health, arising from the confirmation of external funding, £1.5m in Growth and Development mostly due planning fee income and £1.2m in the Corporate Core, mainly due staffing underspends and extra income and reduced costs in Coroners were also contributing to offsetting the budget pressures

Since the 2023/24 budget was approved there had been additional grant notifications which were now reflected in revised budgets.

Overspending Directorates were working on recovery plans to mitigate their positions with an aim to reduce the overspend by the end of the financial year. Any overspend this year would be a direct call on the General Fund reserve which would need to be reimbursed in future years. It was important mitigations continued to be identified to bring forecast spend back in line with the available budget.

## **Decisions**

The Executive:-

- (1) Note the global revenue monitoring report and forecast outturn position which is showing a £5.5m overspend.
- (2) Approve the proposed budget virements as set out at paragraphs. 2.8 to 2.10 of the report.
- (3) Approve the proposed use of revenue grant funding as set out at paragraph 2.12 of the report.

### **Exe/24/15 Capital Programme Monitoring (P9)**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which informed of the progress against the delivery of the 2023/24 capital programme to the end of December 2023, the latest forecast of capital expenditure and the major variances since the Capital Programme Monitoring report submitted in November 2023 and the proposed financing of capital expenditure for 2023/24 and affordability of the Capital Programme.

The latest forecast of expenditure for 2023/24 for Manchester City Council was £403.5m compared to the current approved budget of £506.4m. Spend as of 31st December 2023 was £226.0m. It was reported that the programme was subject to continual review to establish whether the forecast remained achievable.

Whilst the intention was for the Council to progress the programme as stated, some projects and their sources of funding might require re-profiling into future years.

The current forecasts showed that the financing costs remained affordable within the revenue budget available including reserves. The capital financing reserves will start to be drawn down to meet the costs associated with the borrowing in 2024/25

### **Decision**

The Executive note the report.

### **Exe/24/16 Medium Term Financial Strategy and 2024/25 Revenue Budget**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which set out the strategic and financial context which supported the 2024/25 Budget based on the outcome of the Final Local Government Finance Settlement.

The report went on to set out the strategic and statutory context for setting the budget, which included:-

- The Our Manchester Strategy;
- Progress to date on delivering the Our Manchester Strategy,
- The Corporate Plan;
- A summary of the financial position and context;
- The required statutory assessment of the robustness of the proposed budget and adequacy of proposed reserves;
- Other fiduciary and statutory duties; and
- Financial Governance.



The Medium-Term Financial Strategy (MTFS), approved in February 2023, recognised that significant budget cuts would need to be delivered over the Spending Review period to set a balanced budget in future years. When the three-year MTFS was presented in February 2023 an indicative balanced 2024/25 budget was set out. The forecast gap for 2025/26 was £40m.

It was reported that the provisional finance settlement had been disappointing. Despite the well reported financial difficulties being faced by Local Authorities across the sector there was no new funding for public services announced and instead, an unexpected 84% cut in core funding Services Grant was announced. The budget impact of the provisional settlement was a £2.4m worsening of the position for 2024/25, expected to rise to £5.3m in 2025/26. At the same time the in-year budget position for the Council was worsening meaning that the budget needed to allow for topping up the General Fund reserve by at least £1m to maintain the reserve at a reasonable level to enable the overspend to be funded.

In addition to the settlement announcement, Manchester continued to face growing pressures in social care and homelessness. In the last two months there had been an increase in children's placement numbers and costs, further significant pressures across ASC budgets and some worrying trends in asylum seekers/migrant policy/homelessness. This was in line with national trends and core cities and other GM authorities were all reporting similar issues.

Work throughout January quantified the full year effect of the increased numbers of residents requiring care and support, which came to £18.4m. After demand management and proactive mitigations of £8.4m this had been reduced to an additional budget requirement of £10m in 2024/25. Whilst extremely challenging it was important that a realistic and deliverable budget was set which recognised these additional pressures and allowed a realistic budget to be set. As such the following mitigations had been proposed to finalise the revenue budget:-

- A £5.5m Greater Manchester Combined Authority waste levy rebate
- £0.6m final GMCA levy announcements
- £3.93m through improved Council Tax and Business Rates collection,
- including the introduction of a 100% Council Tax premium on
- unfurnished empty homes.
- £1.5m through extra income from buildings owned by the Council –
- through increased rental charges and the renting out of vacant units
- £1.2m through interest on airport loans and investments
- £1m through energy savings due to reductions in wholesale prices
- £0.5m through the rephasing of ICT investments
- £0.5m through the rephasing of Growth & Development investments
- £0.3m through in-year underspends in back office budgets and
- reduced travel costs

It was important to note that £8.53m of the measures proposed to close the £15m gap are non-recurrent, meaning more permanent proposals would need to be found for 2025/26 and beyond as illustrated below:-

	2024 / 25	2025 / 26	2026 / 27
	£'000	£'000	£'000
<b>Position reported to Executive February 2023 MTFS</b>	<b>0</b>	<b>40,392</b>	<b>54,164</b>
Directorate Pressures	25,325	32,589	38,653
Other changes including confirmation of 100% business rates retention	(21,170)	(40,636)	(41,327)
Directorate Savings	(2,500)	(2,500)	(2,500)
<b>Position reported to Resources and Governance 9 Nov 2023</b>	<b>1,655</b>	<b>29,845</b>	<b>48,990</b>
Provisional Settlement changes	2,374	6,403	6,394
Increase General Fund to reflect worsening overspend	1,000	0	0
<b>Revised Shortfall / (surplus) after settlement reported to Resources and Governance 11 Jan 2024</b>	<b>5,029</b>	<b>36,248</b>	<b>55,384</b>
Full year impact of increased Social Care pressures	10,000	10,000	10,000
Mitigations identified January 2024	(15,029)	(17,448)	(24,619)
<b>Shortfall / (surplus)</b>	<b>0</b>	<b>28,800</b>	<b>40,765</b>

As such, Savings options had been developed consisting of £21.3m for 2024/25 and £10.1 for 2025/26:-

Service Area	Amount of Saving				Indicative FTE Impact
	2024/25	2025/26	2026/27	Total	
	£'000	£'000	£'000	£'000	
Adults Services	7,855	2,200	0	<b>10,055</b>	0
Public Health	15	0	0	<b>15</b>	0
Childrens Services	6,142	3,394	0	<b>9,536</b>	0
Neighborhoods	4,211	3,104	0	<b>7,315</b>	3
Corporate Core	1,359	1,089	0	<b>2,448</b>	37
Growth and	1,460	315	0	<b>1,775</b>	1

Development					
Cross Cutting	332	0	0	332	0
<b>Total Savings</b>	<b>21,374</b>	<b>10,102</b>	<b>0</b>	<b>31,476</b>	<b>41</b>

Taking into account the above changes to the financial assumptions; the impact of the Autumn Statement and final Finance Settlement; the setting of the Council Tax and Business Rates base and Collection Fund surplus and the changes to savings and investment proposals, the forecast budget position was:-

	2023 / 24	2024 / 25	2025 / 26	2026 / 27
	£'000	£'000	£'000	£'000
<b>Resources Available:</b>				
Business Rates / Settlement Related Funding	376,527	406,999	418,394	425,002
Council Tax	217,968	231,034	249,114	266,520
Grants and other External Funding	130,494	142,907	104,614	104,614
Dividends	0	195	390	390
Use of Reserves	17,087	29,380	32,853	27,982
<b>Total Resources Available</b>	<b>742,076</b>	<b>810,515</b>	<b>805,365</b>	<b>824,508</b>
<b>Resources Required:</b>				
<i>Corporate Costs:</i>				
Levies / Statutory Charge	70,060	72,463	78,806	78,610
Contingency	600	600	600	600
Capital Financing	43,926	43,926	43,926	43,926
Transfer to Reserves	1,335	8,968	0	0
<i>Sub Total Corporate Costs</i>	<i>115,921</i>	<i>125,957</i>	<i>123,332</i>	<i>123,136</i>
<i>Directorate Costs:</i>				
Additional Allowances and other pension costs	8,497	8,497	8,497	8,497
Insurance Costs	2,004	2,004	2,004	2,004
Inflationary Pressures and budgets to be allocated	2,101	17,357	33,492	50,226
Directorate Budgets	613,553	656,700	666,788	681,267
<i>Subtotal Directorate Costs</i>	<i>626,155</i>	<i>684,558</i>	<i>710,781</i>	<i>741,994</i>
<b>Total Resources Required</b>	<b>742,076</b>	<b>810,515</b>	<b>834,113</b>	<b>865,130</b>
<b>Shortfall / (surplus)</b>	<b>0</b>	<b>0</b>	<b>28,748</b>	<b>40,622</b>

The report explained that the Council's net revenue budget was funded from five main sources: Business Rates, Council Tax, government grants, dividends, and use of reserves. In recent years the on-going reductions in central government funding had increased the importance of growing and maintaining local income and local

funding sources, which was now integral to the Council's financial planning. The total resources available to support the Council's net budget position was as follows:-

	<b>Revised 2022 / 23</b>	<b>2023 / 24</b>	<b>2024 / 25</b>	<b>2025 / 26</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Resources Available</b>				
Business Rates / Settlement Related Funding	235,553	374,725	380,005	386,872
Council Tax	208,965	217,968	228,087	237,279
Grants and other External Funding	104,559	126,439	127,968	116,055
Dividends	0	0	0	0
Use of Reserves	141,522	17,087	31,861	28,372
<b>Total Resources Available</b>	<b>690,599</b>	<b>736,219</b>	<b>767,921</b>	<b>768,578</b>

The assumption in regards Council Tax was that the Council would apply a 2.99% Council Tax increase in the basic amount, and a further 2% increase to provide extra funding for Adult Social Care, equating to a 4.99% Council Tax increase overall.

	<b>2023/24 C'Tax</b>	<b>2025/25 C'Tax</b>	<b>Proposed Increase</b>		<b>Increase per week</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>%</b>	<b>£</b>
Manchester City Council - Band D	1,969.50	2,068.25	98.75	5.01%	1.90
Manchester City Council - Band A	1,312.99	1,378.83	65.84	5.01%	1.27
Band A receiving CTS at 82.5% plus CTS Fund of £25 in 2023/24, compared to 2024/25 at 85.0%	204.77	206.83	2.05	1.00%	0.04

It was also reported that the forecasted council tax collection rate was 96.5% in 2024/25, and an increase in the council tax base of 2.0% was forecasted reflecting housing growth within the city. This would bring an additional £5.6m income

The report examined the future funding uncertainties facing the Council. The Deputy Chief Executive and City Treasurer had examined the major assumptions used within the budget calculations and had carried out sensitivity analysis to ascertain the levels of potential risk in the assumptions being used. The key risks identified to the delivery of a balanced budget and their mitigation were set out in the report.

The details of the Business Rate calculations, forecasts and assumptions were set out in the report, as well as the financial changes arising from the business rate related grants and funding the government had provided to support businesses.

The report provided a breakdown of the other non-ringfenced grants and contributions included in the budget. The most significant grants and contributions were described in detail in the report.

	<b>2023 / 24</b>	<b>2024 / 25</b>	<b>2025 / 26</b>	<b>2026 / 27</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Better Care Fund (Improved)	31,748	31,748	31,748	31,748
Children's and Adult's Social Care Grant	50,695	65,773	60,218	60,218
Market Sustainability and Fair Cost of Care Fund	10,298	11,664	11,664	11,664
Adult Social Care Discharge Fund	4,451	7,420	7,420	7,420
2022/23 Services Grant	7,230	1,248	0	0
New Homes Bonus Grant	6,637	4,109	0	0
Loan Income from Airport	6,913	7,913	1,000	1,000
Contribution from MHCC	4,000	4,000	4,000	4,000
Education Services Grant	1,055	955	955	955
Housing Benefit Admin Subsidy	2,514	2,514	2,514	2,514
Care Act Grant - Prison only from 16/17	95	95	95	95
Settlement Risk				
Proposed share of waste rebate	4,858	5,468	0	0
Settlement risk	0	0	(15,000)	(15,000)
<b>Total Non Ring-fenced Grants</b>	<b>130,494</b>	<b>142,907</b>	<b>104,614</b>	<b>104,614</b>

The report also examined the use of resources and the proposed revenue expenditure by the Council in 2024/25. The forecast of levy payments the Council would have to make to other authorities in 2024/245 was:-

	<b>2023 / 24</b>	<b>2024 / 25</b>	<b>2025 / 26</b>	<b>2026 / 27</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
GMCA - Waste Disposal Authority	30,632	31,809	33,059	34,669
Transport Levy	39,076	40,289	41,901	43,577
Statutory Charge to GMCA	0	0	3,481	0
Environment Agency	258	258	258	258
Port Health	94	96	96	96

<b>Net Cost of Levies</b>	<b>70,060</b>	<b>72,452</b>	<b>78,795</b>	<b>78,599</b>
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The waste disposal levy was paid over to Greater Manchester Combined Authority (GMCA) and this contributed towards their costs of funding Greater Manchester Waste Disposal Authority (GMWDA). Based on figures provided by GMCA the 2024/25 levy costs were to increase by £1.2m inclusive of changes in costs, recycling rates and market prices for recyclates and energy. The Transport Levy was to cover the costs of providing the greater Manchester integrated transport system, including the Metrolink and subsidised bus services, as well as transport infrastructure developments. The final amount would be decided as part of the GMCA budget process. In addition the ten GM authorities had committed to contributing toward the GM Mayors bus franchising policy, and bus reform. The £3.481m in 2025/26 reflected the council's contribution for this.

The capital financing budget of £43.926m was to cover the costs of borrowing. For 2024/25 the forecast breakdown included:-

- Costs of £91.5m as follows:
  - Interest costs of £51.0m,
  - Minimum Revenue Provision (MRP) of £40.2m, being the provision for the repayment of debt incurred to fund an asset, spread over the useful economic life of the asset,
  - Debt Management Expenses of £0.3m, and
- Partly offset by:
  - interest receivable of £46.2m; and
  - Contribution from capital financing reserve of £1.4m

Allowances of £8.497m had also been made for retired staff and teachers' pensions to meet the cost of added-years payments awarded to former employees.

The report explained the main assumptions that had been made when calculating provision to be made for inflation and other anticipated costs. These could not, at this point in time, be allocated to Directorate or other budgets. They would instead be allocated throughout the coming year. The total provision being proposed was £7.169m for 2024/25, broken down into:-

	<b>2023 / 24</b>	<b>2024 / 25</b>	<b>2025 / 26</b>	<b>2026 / 27</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Non Pay Inflation	1,041	9,497	14,300	19,300
Pay Inflation	0	11,100	22,400	34,100
Apprentice Levy (0.5%)	1,060	1,092	1,124	1,158
Utilities Reductions	0	(4,000)	(4,000)	(4,000)
Cross Cutting Savings	0	(332)	(332)	(332)

<b>Total</b>	<b>2,101</b>	<b>17,357</b>	<b>33,492</b>	<b>50,226</b>
<b>Year on year Impact</b>	<b>2,101</b>	<b>15,256</b>	<b>16,136</b>	<b>16,734</b>

The report explained that the Council held a number of reserves, all of which, aside from the General Fund Reserve, had been set aside to meet specific future expenditure or risks. A full review of all the reserves held had been carried out as part of the budget setting process and the planned use of reserves in 2024/25 to support revenue expenditure was as follows:-

	<b>2023 / 24</b>	<b>2024 / 25</b>	<b>Spend supported by the reserve</b>
	<b>£'000</b>	<b>£'000</b>	
<b>Reserves directly supporting the council wide revenue budget:</b>			
Airport Dividend reserve	1,073	13,116	The balance of £14.2m has been applied to support the MTFP budget in 2023/24 (£1.1m) and 2024/25 (£13.1m).
Budget Smoothing Reserve	0	3,742	Created through underspends in previous years as reported through Executive and from transfers from other reserves following a full review. It has been applied across the next four years to reduce the requirement for savings and smooth the funding cliff edge until the future funding position becomes clearer.
Business Rates Reserve	7,166	0	Business rates relief provided over the pandemic and funded by Government. Applied to offset Collection Fund deficit in arrears.
Use of St Johns growth reserve to support revenue budget	1,156	830	Growth in business rates income in the St Johns footprint, used to support the budget
Use of reserves to contribute to the cost of Anti Poverty measures	0	2,000	Contribution to the additional £3.5m support which has been provided to support residents through the Cost of Living crisis
Contribution to GMCA relating to bus reform	0	0	£3.5m contribution to GMCA relating to budget reform. Note this is funded from rebates previously received from GMCA.
Use of Smoothing reserve to fund Adult Social Care budget for New	1,300	1,300	An investment of £1.3m per year 2023-26 will sustain the social work infrastructure and reablement capacity, supporting care models covering Crisis, Discharge to

	2023 / 24	2024 / 25	Spend supported by the reserve
	£'000	£'000	
Care Models			Assess and Manchester Case Management.
Use of Bus Lane and Parking reserves reserve to support transport levy	6,392	8,392	This includes the continuation of £6.3m a year agreed in previous years, an additional contribution from annual trend growth and £1m from 2024/25 increasing to £2m 2025/26 funded through forecast income from moving Traffic offences.
<b>Sub Total</b>	<b>17,087</b>	<b>29,380</b>	
<b>Ring-fenced Reserves outside the General Fund:</b>			
HRA Reserves	11,814	25,675	HRA reserves are ringfenced – not available to support Council position. Significant balance to support future capital investment, including Carbon reduction and increased housing provision. The HRA must balance in year, and work is ongoing to identify sufficient savings to ensure this is the case. Much of the reserve will be used during this period.
School Reserves	0	0	Ringfenced – School balances not available to support the Council position. The expected 22/23 drawdowns are based on returns from schools.
<b>Sub Total</b>	<b>11,814</b>	<b>25,675</b>	
<b>Other Earmarked reserves:</b>			
Statutory Reserves	8,179	6,597	Can only be used for specific purposes under statute e.g. Bus Lane Enforcement and on street parking income which support costs associated with transport provision and highways / environmental improvements. Some of the reserve funds the free bus from Piccadilly and the Transport levy.
Balances Held for PFI's	65	198	Held to meet costs across the life of the PFI schemes
Managing economic and commercial risks	5,890	7,166	These reserves help manage annual fluctuations in income including planning, investment and licencing. A significant part of the Planning Reserve will be required to



	2023 / 24	2024 / 25	Spend supported by the reserve
	£'000	£'000	
			support the development of the Local Plan.
Insurance Fund	500	500	Insurance fund reserve to meet uninsured risks, amount required is estimated each year.
Capital Fund Reserve	40,708	14,117	Contribution to schemes which are supporting employment and growth, future carbon reduction investments and high priority strategic development opportunities in the city.
Investment Reserve	1,873	2,047	This reserve is in place to support regeneration projects. The proposed use includes funding for staffing posts in Strategic Housing, Major Regeneration, the Investment Estate, and City Centre Regeneration
Manchester International Festival Reserve	2,659	1,000	To fund agreed contributions to Factory International
Eastlands Reserve	4,389	4,050	This reserve reflects the contribution from Manchester City Football Club and will be used for various projects including English Institute of Sport.
Town Hall Reserve	2,103	2,917	The refurbishment of the Town Hall, which is included within the Capital Programme Budget will also have revenue implications such as the cost of financing capital, alternative accommodation costs, and loss of income over a number of years; offset in part by reduced spend on maintenance and utilities
Enterprise Reserve	99	102	Enterprise Zone reserve which will fund EZ Manager post and activities to attract businesses to the zone
Highways Commuted Sum	89	89	Highways Commuted sums contribute towards future maintenance
Other reserves held to support delivery and risk of the Medium Term Financial Plan	7,332	3,534	Includes funding for to drive the delivery of Our Manchester; (for example through providing Voluntary Sector Grants) and Supporting Families reserve to support the Thriving Families initiative, a whole family, strengths-based approach to child protection.

	2023 / 24	2024 / 25	Spend supported by the reserve
	£'000	£'000	
Reserves held for accounting purposes	6,672	4,069	Relates to grants received - under accounting standards these must be held in a reserve to move between financial years.
Making Manchester Fairer	2,089	900	To provide capacity to fund the kickstarter schemes supporting the Making Manchester Fairer ambition
Adult Social Care Reserve	5,264	2,449	To support Adult and Social Care Improvement Plan
ICT Investment Reserve	1,914	16,866	To support ICT Digital Strategy
Other Specific Reserves	2,562	4,448	Includes Community Safety, Primary School Catering and Social Value Fund
General Fund	6,206	0	Forecast drawdown of General Fund reserve
	<b>127,494</b>	<b>126,103</b>	

Where reserves were used to support the Council's overall budget position or corporate expenditure such as levies, these were shown gross as part of the Resources required. The use of these reserves totalled £29m in 2024/25. Of this £13m is from the airport reserve, £1.3m for New Care Models, £2m to support anti poverty and £8.3m supporting the transport levy.

The proposals for the Directorates' cash limit budgets were detailed in the Directorate Budgets 2024/25 reports that were also being considered at the meeting (Minute Exe/24/17 to 24/26 below). The overall position was:-

	2023 / 24 Revised		2024 / 25	
	Net Budget	Gross Budget	Net Budget	Gross Budget
	£'000	£'000	£'000	£'000
Children Services	143,806	607,129	156,383	631,740
Adults Services	219,666	285,023	247,439	314,972
Public Health	43,266	54,126	45,016	55,684
Corporate Core	109,617	333,586	112,535	333,940
Neighbourhoods (Incl. Highways)	108,593	248,834	108,182	247,543
Growth and Development	(11,395)	37,860	(12,855)	38,236
<b>Total</b>	<b>613,553</b>	<b>1,566,558</b>	<b>656,700</b>	<b>1,622,115</b>

The budget assumptions that underpinned 2024/25 to 2026/27 included the commitments made as part of the 2023/24 budget process to fund ongoing demand

pressures, as well as provision to meet other known pressures and investments. Whilst this contributed to the scale of the budget gap it was important that a realistic budget was set which reflected ongoing cost and demand pressures.

It was the opinion of the Deputy Chief Executive and City Treasurer that any significant budget risks to the General Fund and the Housing Revenue Account had been identified and that suitable proposals were being put in place to mitigate against these risks where possible. The Council's budget monitoring procedures were very well embedded and were designed to monitor high level risks and volatile budgets. An assessment of anticipated business rates income had been carried out based on the information available and provision had been made for outstanding appeals. This was considered to be a prudent provision.

The Deputy Chief Executive and City Treasurer considered that the assumptions on which the budget had been proposed whilst challenging were manageable within the flexibility allowed by the General Fund balance and the smoothing reserve available to support the future budget position. This meant the Deputy Chief Executive and City Treasurer was confident the overall budget position of the Council could be sustained within the overall level of resources available. However, to the degree that the budget savings were not achieved in a timely manner and reserves were called on to achieve a balanced position, further savings would need to be identified and implemented in order to ensure the Council's future financial stability was maintained.

It was recognised that Manchester continued to lead the way in terms of transformation, delivering efficient services and creating the conditions for all of its communities to benefit from economic growth. The Council had maintained its reputation for innovation and reform through a number of key mechanisms and the proposed budget and business plan was a continuation of commitment to the delivery of the Our Manchester Strategy and how it has been used as a framework for prioritising the deployment of resources.

## Decisions

The Executive:-

- (1) Note the Deputy Chief Executive and City Treasurer's review of the robustness of the estimates and the adequacy of the reserves.
- (2) Note that the financial position has been based on the final Local Government Finance Settlement announced on 5 February 2024 together with any further announcements at that date.
- (3) Note the anticipated financial position for the Council for the period of 2024/25 which is based on all proposals being agreed.
- (4) Note the resources available are utilised to support the financial position to best effect, including use of reserves and prior years dividends; consideration of the updated Council Tax and Business Rates position; the financing of capital investment, and the availability and application of grants.
- (5) Note that the Capital Strategy and Budget 2024/25 to 2026/2 has been presented alongside this report
- (6) Recommend to Council to approve, as elements of the budget for 2024/25:-

- a. an increase in the basic amount of Council Tax (i.e., the Council's element of Council Tax) by 2.99% and Adult Social Care precept increase of 2%.
  - b. the contingency sum of £0.6m
  - c. corporate budget requirements to cover levies/charges of £70.060m, capital financing costs of £43.926m, additional allowances and other pension costs of £8.497m and insurance costs of £2.004m.
  - d. the inflationary pressures and budgets to be allocated in the sum of £17.357m; and delegate the final allocations to the Deputy Chief Executive and City Treasurer in consultation with the Executive Member for Finance and Human Resources.
- (7) Approve the gross and net Directorate cash limits
  - (8) Approve the in-principal contribution to the Adults aligned budget, subject to the extension of the S75 Agreement with Manchester Foundation Trust, which will be considered by Executive in March 2024.
  - (9) Delegate authority to the Deputy Chief Executive and City Treasurer and Chief Executive in consultation with the Executive Member for Finance and Human Resources and the Leader of the Council to draft the recommended budget resolution for budget setting Council to provide an itemised council tax bill which, on the face of the bill, informs taxpayers of that part of any increase in council tax which is being used to fund adult social care.
  - (10) Recommend that Council approve and adopt the budget for 2024/25

#### **Exe/24/17 Corporate Core Budget 2024/25**

The report of the Deputy Chief Executive and City Treasurer and City Solicitor explained how the budget proposals for the Directorate had been developed.

Following the provisional finance settlement announced 18 December the Council was forecasting an estimated budget shortfall of £38m in 2024/25, £79m in 2025/26, and £90m by 2026/27. After the application of approved and planned savings, and the use of c.£17m smoothing reserves in each of the three years, the budget was balanced for 2024/25 and the remaining gap reduced to £29m in 2025/26 and £41m by 2026/27. This position assumed that savings of £21.4m will be delivered next year.

The Corporate Core had delivered savings of £3.365m in 2023/24 and currently had approved savings of a further £2.734m over the next three financial years with £0.677m scheduled in 2024/25. The already approved £0.677m savings for 2024/25 were split between Future Programme savings £472k and general housekeeping savings of £205k.

In addition to the already approved savings and in recognition of the work required to balance the overall council budget, further options for savings have been developed, and the areas considered included the following:-

- Review of workforce structures and capacity alongside taking a realistic view on the ability to fill longstanding vacancies.
- Review all income generation from sales, fees and charges and whether there are opportunities to increase charges in line with inflation and increase income.

- Review all savings proposals that have not been taken forward as part of the 2023/24 budget process.

The measures proposed included:-

- Additional income of £130k:
  - £50k from increased vehicle clamping income.
  - £80k from increased registrars income following the price increase that was introduced during 2023/24 which aligned Manchester registrars fee levels with that of other Core Cities.

It was reported that the Council's staffing establishment was budgeted at the top of the grade, with an allowance made to allow for vacancies, staff not being at top of grade and in year turnover. Despite this, staffing budgets had continued to consistently underspend across all directorates. All vacant posts had been reviewed, with a focus on those that have been vacant for longer than 12 months, to determine which posts should be deleted with the least impact on service delivery.

As part of the Council wide £1m saving from vacant posts the Corporate Core had identified total savings of £286k through deletion of eight long term vacant posts

In terms of budget growth and as part of the 2023/24 budget approvals £0.783m was approved for 2024/25 and this was in respect of:-

- A regular refresh programme of ICT equipment would be undertaken, and an annual budget of £0.75m was approved from 2024 as part of the 2023/24 budget to support the ongoing costs of the refresh programme.
- £33k growth was also agreed to offset pressures in HROD (£23k due to reduced school income for payroll services, and £10k in financial management to cover increased costs of Civica Pay licences).

In addition to the above growth approved as part of 2023/24 budget process further budget proposals of £8.123m were proposed, with £4.123m being required in 2024/25 to address ICT investment and External Audit increased fees

As part of the annual budget process all sales, fees and charges had been reviewed to ensure that the services were fully recovering fees where appropriate and the budgets reflected the level of income likely to be received. As part of the review it was recommended that some external charges were increased by up to 5% from 1 April 2024. The increases were projected to generate a further £266k which had been included in the overall budget as part of the £1m increased income from sales fees and charges.

Following the review it was proposed to increase income budgets overall by £0.625m. Of this £133k is as a result of updating budgets to reflect current activity and income and the rest is through increased charges

	£000's	£000's
Corporate Core 2023/24 Budget		33,103
Activity Based Changes - £100k for registrars	133	

and £33k from charges to release vehicles for being clamped post persistent parking offences or non taxed vehicles.		
Proposed Inflationary Increases to cover costs- – increased charges to reflect the costs of staff pay award on legal services provided to other local authorities.	226	
Proposed Inflationary Increases	266	
<b>Sub Total Changes</b>		<b>625</b>
<b>Proposed 2024/25 Budgets</b>		<b>33,728</b>

It was noted that the report had also been considered at a recent meeting of the Resources and Governance Scrutiny Committee where the committee had endorsed the budget proposals (Minute RGSC/24/16)

### Decision

The Executive approve the budget proposals as detailed in the report.

### Exe/24/18 Children and Education Services Budget 2024/25

The report of the Strategic Director for Children’s and Education Services explained how the budget proposals for the Directorate had been developed.

The gross 2023/24 budget for the Directorate was £607.293m, which included the Dedicated Schools Grant delegated to maintained schools. The net budget is £143.801m. As part of the 2023/24 budget setting proposals, a total of £11.8m had been proposed for 2023/24 to 2025/26 and there had been confidence that managing demand savings were achievable with most of the savings achieved through early intervention and managing demand.

	<b>2023/24</b>	<b>2024/26</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Savings Profile	4,411	3,920	3,394	11,725

The Directorate’s budget was currently forecast to be overspent by £7.757m.

The underlying reason for this was attributed to significantly increased costs of care placements for Looked After Children (LAC), a shortfall in the Unaccompanied Asylum-Seeking Children grant for the numbers now being accommodated and an overspend on Home to School Transport, which was attributed to an increase in requests and entitlement.

	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>Total</b>
<b>Approved Budget Movements</b>	<b>Net Budget</b>			
	143,801	156,378	156,763	
<b>Savings and Growth Previously Approved November 23 Scrutiny</b>				

Funding to Support Grow Population	2,419	2,479	2,479	7,377
Saving Approved - 2021/22 budget setting	-100			-100
Savings Approved last year's budget setting	-3,920	-3,394		-7,314
<b>Budget Changes proposed - 2024/25 budget setting November 23 Scrutiny</b>				
<b>Growth, Investment and Inflation</b>				
Looked After Placements Sufficiency	6,500			6,500
Unaccompanied Asylum-Seeking Children	2,200			2,200
International New Arrivals Team	300			300
Home to School Transport - Support for Growing Population	1,300	1,300	1,300	3,900
School Condition Surveys	100			100
<b>Savings</b>				
Workforce	-222			-222
<b>Sub-total reported at November 23 Scrutiny</b>	<b>8,577</b>	<b>385</b>	<b>3,779</b>	<b>12,741</b>
<b>Changes proposed - 2024/25 budget setting February 24 Scrutiny</b>				
<b>Growth, Investment and Inflation</b>				
Additional Looked After Placements Sufficiency	4,000			4,000
Internal Placement Cost Pressures	1,440			1440
External Residential Step-downs Home to School Transport – full year effect of September 2023 uplifts Home to School Transport – full year effect of September 2023 uplifts	560			560
<b>Savings</b>				
External Residential Step-downs	-2,000			-2,000
<b>Sub-total reported at February 24 Scrutiny</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>4,000</b>
<b>Total</b>	<b>156,378</b>	<b>156,763</b>	<b>160,542</b>	

Evidence continued to show there had been significant cost avoidance through the actions taken to support children and young people effectively at an earlier stage and avoid LAC status. However, those benefits had been outstripped by the rising costs of. Additional funding was included in the budget proposals to cover these costs, but the focus would remain on continuing to manage demand effectively and intervening early.

On 24 January 2024 additional funding was announced in a written statement to Parliament in advance of the final settlement. The announcement included a further £500m for social care, £15m increase in the Rural Services Delivery Grant (RSDG), and that the funding guarantee would be increased from 3% to 4% (estimate £60m extra). If the funding is allocated in line with the existing Social Care Grant formula, Manchester would receive around £5.5m. The proposed budget had seen a significant additional investment of £12.6m (an increase of £4m since the November 2023 proposals), into Children's Social Care, with budget plans set prior to the announcement. Recommendations on how to achieve maximum value from the new funding are being developed and will be finalised once the Final Finance Settlement has been published and final amounts are known.

It was noted that the report had also been considered at a recent meeting of the Children and Young People Scrutiny Committee where the committee had endorsed the budget proposals (Minute CYP/24/09)

### Decision

The Executive approve the Directorate budget proposals as set out in the report.

### Exe/24/19 Public Health Budget 2024-27

The report of the Director of Public Health explained how the budget proposals for the Directorate had been developed.

Public Health was funded nationally through a specific ringfenced grant. However, the Greater Manchester locality had been part of the governments business rates pilot for a number of years whereby the funding ringfence is removed and an equivalent allocation received as an adjustment to business rates. The gross 2023/24 budget was £54.126m with a net budget of £43.266m. Income of £10.860m included use of reserves £3.753m, government grants £4.489m and other contributions from NHS partners, from other local authorities and Better Care Fund totalling £2.618m.

Service Area	2023/24 Gross Budget	2023/24 Net Budget	2023/24 Budgeted posts (FTE)
	£'000	£'000	£'000
<b>Children's:</b>			
Health Visitors	11,164	11,164	
Schools Health Service	4,155	4,155	
Other Children's	415	415	
<b>Sub Total</b>	<b>15,734</b>	<b>15,734</b>	<b>-</b>



<b>Wellbeing:</b>			
Be Well Service	2,921	1,585	
Weight Management	599	599	
Smoking Prevention	812	570	
Falls Service	768	768	
Other Wellbeing	2,793	2,176	
<b>Sub Total</b>	<b>7,892</b>	<b>5,696</b>	-
<b>Drug &amp; Alcohol Services:</b>			
Integrated Treatment & Support Service	11,816	6,932	
In-patient Detox & Residential Rehab	944	944	
Young People Services	652	652	
Other Drug & Alcohol	736	736	
<b>Sub Total</b>	<b>14,148</b>	<b>9,264</b>	-
<b>Sexual Health Services:</b>			
Sexual Health	7,216	6,387	
HIV	1,227	1,227	
Other Sexual Health	1,599	1,408	
<b>Sub Total</b>	<b>10,042</b>	<b>9,021</b>	-
<b>Making Manchester Fairer:</b>			
COVID Health Equity Manchester (CHEM)	160	160	
<b>Sub Total</b>	<b>160</b>	<b>160</b>	-
<b>Other Staffing, Management &amp; Support:</b>			
Core Staffing	3,833	2,904	59.00
Locality budget	0	0	
Other	2,317	487	
<b>Sub Total</b>	<b>6,150</b>	<b>3,391</b>	<b>59.00</b>
<b>Total Public Health</b>	<b>54,126</b>	<b>43,266</b>	<b>59.00</b>

The latest 2023/24 global monitoring report to the Executive outlined a £0.8m underspend. Consequently, the required 2023/24 savings of £0.730m had been achieved in full through a mixture of underspends across the staffing budgets due to vacant posts and the maximisation of external funding, and underspends on other indirect staffing costs.

The provisional public health settlement had been received for 2024/25, a 1.318% increase totalling £0.752m. The final confirmation was expected before the end of March 2024. No additional growth and pressures were approved for 2024-26. Provision had been made for inflationary price increases and potential pay awards. This was held corporately and would be allocated to service budgets when the details were available and considered together with the funding settlement for Public Health

The 2023/24 budget for the Manchester Locality Structure for health was provisionally set at £8.3m, which was lower than the existing cost of the locality structure. The budget and structures were subject to consultation prior to a final

agreed position with the Integrated Care Board (ICB). The final allocation for running costs was £7.8m.

To avoid losing capacity that was essential to the provision of NHS services in Manchester and to ensure there was a managed transition to reducing costs, the Council had agreed to fund the public health, population health and equality, inclusion and engagement teams, recurrently by applying £0.5m of public health grant. In addition, a one off £1m from the Public Health reserve was proposed to smooth the transition from the CCG to the locality place based budgets and underwrite any potential shortfall.

Further work was being undertaken to reduce costs and ensure the 2024/25 budget was within the resources available. The 2024/25 planning round was currently underway to understand what recurrent allocations were available from the ICB to support running costs. This was focused on further aligning health and care within Manchester, working across the partnership to create a more integrated model for the City, focused on delivering the right outcomes for Manchester's population in a financially sustainable way. Further discussions were being held on the locality budget and there was a need to manage the use of all available resources to support the integration of health and care across Manchester.

The public health budget had been allocated to ensure sustainable funding for the previously funded CCG/GMICB health protection posts and the CCG/GMICB Engagement and Equalities function, which would be fully integrated into the Manchester Locality (MLCO and MCC) from 1 April 2024.

The other budget priorities for public health related to the demand pressures on commissioned services such as sexual health, along with the investments in the Making Manchester Fairer Programme which was a priority for the City Council and partners. This work needed to be concluded before the final decisions on the allocation of the funding could be made.

In terms of Making Manchester Fairer (MMF) (the Council's five-year action plan to address health inequalities in the city focussing on the social determinants of health), investment of up to £2.989m over the 2023/24 and 2024/25 financial years had been identified from Public Health reserves. This was one off funding of which £2.281m had been used to support the Kickstarters programme, and this was phased over 2023/24 (£944k) and 2024/25 (£1.337m). The remaining £0.708m budget was allocated to programme delivery that included, staffing costs, communications and other commissioned activity.

<b>MMF Spend Allocation</b>	<b>2023/24 £'000</b>	<b>2024/25 £'000</b>	<b>Total £'000</b>
Programme Resources	200	508	708
CYP - Childrens Kickstarter	792	208	1,000
CYP - Young People's Kickstarter	137	294	431
Early Help for Adults Kickstarter	15	835	850
<b>TOTAL</b>	<b>1,144</b>	<b>1,845</b>	<b>2,989</b>

In addition, It had been agreed that a 5% of the Cost of Living Group budget (£178k) would be made available to support the Anti Poverty Strategy work.

There were no workforce implications based on the budget proposals. More generally, work had taken place over the past 12 months to establish virtual teams aligned to thematic delivery. This had provided a better environment in which to share skills and expertise across the Department and provided clarity and stability to the workforce post-pandemic

It was noted that the report had also been considered at a recent meeting of the Health Scrutiny Committee where the committee had endorsed the budget proposals (Minute HSC/24/08)

## **Decision**

The Executive approve the budget proposals as set out in the report.

### **Exe/24/20 Adult Social Care Budget 2024/25**

The report of the Executive Director for Adult Social Services explained how the budget proposals for the Directorate had been developed.

The gross 2023/24 budget was £285.023m and the net budget of £219.666m. Income of £65.357m which included client fees £30.416m, Better Care Fund Grant £17.791m, contributions from NHS partners of £10.267m and other income of £6.883m which included grants and use of reserves.

Growth and pressures of £26.372m were estimated and included in the Medium Term Financial Plan (MTFP) for 2024-26, as part of the 2023/24 budget approvals process, alongside an additional £5.936m of base assumptions for 2026/27. Together the current MTFP included £32.308m of funding of which £6.074m related to the transfer of grant funding in accordance with the statutory conditions, the Market Sustainability and Improvement Fund (MSIF) original allocation (£3.105m) and the Adult Discharge fund (£2.969m), with the balance of £26.234m Council funding for demographics and towards the care fee uplift, including use of the proposed Adult Social Care precept.

Further pressures identified included:-

- A £9m pressure into 2024/25 arising from the 2023/24 financial forecast position (as at August 2023), which was fully mitigated through a combination of additional resources and specific service initiatives detailed (and now presented in this report in the savings section below);
- Additional demographics in 2024/25 of £3.735m including £2m for transition of children to adult support, with increases of £1.064m in 2025/26 and £0.764m in 2026/27 to set the demographics budget to £4m in each year;
- Additional funding towards the cost of care uplifts of £3.500m in 2024/25;
- Mainstreaming the cost of new care models £1.300m from 2026/27; and
- An expected £1.779m reduction in the 2024/25 MSIF workforce grant from £4.055m to £2.276m

The above represented an additional £8.584m, bringing the total investment 2024-27 to £40.892m

In addition, the full year cost into 2024/25 of clients in long term care as at November was assessed at £20.812m above the existing budget. And it had been deemed prudent to provide £1.5m for further growth in homecare to the end of the financial year.

Key budget movements were summarised as follows:-

	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Cash limit</b>	<b>219,666</b>	<b>247,439</b>	<b>255,250</b>
<b>Growth</b>	2,636	2,936	3,236
Demography	1,735	1,064	764
Demography - Additional	2,000		
Demography - Transitions			
	22,312		
Additional Long Term Care Pressures and Homecare	2,295		
Transitions and Demographics	1,000		
Mental Health investment	500		
Commissioning and contracting capacity and system hub	-13,400		
Less: additional funding and repurposed budget mitigation plan			
<b>Grants</b>	2,969		
ADF for new investments	3,105		
MSIF	-1,739		
MSIF Workforce - Reduction			
<b>Care Costs</b>	458	2,011	
Price	2,274		
ASC Precept passthrough	5,983	4,000	4,000
Real Living Wage	3,500		
Fair Cost of Care			
<b>Saving Programme</b>	-2,200	-2,200	
Savings	1,000		
Amendment to existing programme	-6,400		
New saving programme	-255		
Additional Vacancy Factor	<b>247,439</b>	<b>255,250</b>	<b>263,250</b>

The recurrent underlying position for 2024/25 had become significantly more challenging over the last five months and whilst the budget challenges outlined were significant, due to cost effective management of demand, Manchester's social care financial pressures were less than many comparable authorities

Overall there were £27.107m of additional budget pressures. Substantial work had been completed to mitigate these pressures, with a plan of £19.8m savings put in place, which left a residual additional budget requirement of £6.807m and this had been included in the proposed update to the medium term financial plan. Of the £19.8m savings proposed, £13.4m would be achieved through additional funding and reallocated budgets which was secure and £6.4m of service actions which would be added to the approved savings programme but which included a level of risk. The Directorate had also committed to the delivery of an additional workforce savings target from reducing a number of long term vacant posts in the establishment by £0.255m for 2024/25.

It was also reported that there was heightened work underway across Commissioning, Contracts and Market Development in response to the fragility of the current care market. A MLCO Commissioning Plan had been developed which would act as a key communication tool with providers, partners, wider stakeholders, citizens and the commissioning workforce. This Plan would set out the key principles of how commissioning was intended to be more 'responsive' to the frontline staff as part of the Better Outcomes Better Lives transformation programme, and for staff to highlight where there were perceived gaps in provision.

Whilst there was additional investment proposed for the Adult Social Care budgets there remained considerable pressure and the fragility of the social care market, the increased demands for mental health services in particular remain key risks.

It was noted that the budget report had also been considered at a recent meeting of the Health Scrutiny Committee and the committee had endorsed the proposals in the report (Minute HSC/24/08).

## Decision

The Executive approve the Directorate budget proposals as set out in the report.

### Exe/24/21 Neighbourhoods Directorate Budget 2024/25

The report of the Strategic Director (Neighbourhoods) explained how the budget proposals for the Directorate had been developed.

The Neighbourhood Services Directorate had a gross budget of £262m and a net budget of £139.225m. The Directorate employed 1,916 fte.

Savings of £3.937m had already been approved for 2024/27 as part of prior year budget approvals and these remained on track to be delivered, however the ability to deliver these savings was being reviewed on an ongoing basis and provision had been made in the budget position to offset £1m of this risk

Description of savings	2024/25 £000's	2025/26 £000's	2026/27 £000's	Total £000's
Parks & Open Spaces	100	0	0	100
Waste & Street Cleansing	0	400	0	400
Homelessness	2,070	1,332	0	3,402

Highways	35	0	0	35
<b>Total Already Approved Savings</b>	<b>2,205</b>	<b>1,732</b>	<b>0</b>	<b>3,937</b>

As part of the 2023/24 budget process savings were identified over a three-year period and it was intended that the 2024/25 budget would be light touch and no further savings would be required.

The original plan to deliver the Homelessness savings was based on a reduction in Temporary Accommodation numbers, although significant reductions have been made for the number of families supported in B&B the pressures faced remain significant. Agreement had been reached with DLUHC to review longer term leasing options for Temporary Accommodation units which would allow full housing benefit recovery and ease a significant proportion of the Housing Subsidy loss faced by the service.

In light of the current financial years pressures and ongoing high inflation rates it had been necessary to revisit the initial assumptions and identify further savings options for consideration. As part of identifying further savings options the initial priority had been to protect service delivery wherever possible, and this had included looking to increase income generation opportunities where possible. The additional proposed savings were summarised as follows:-

Service	Description of Saving	Amount of Saving			
		2024/25	2025/26	2026/27	Total
		£'000	£'000	£'000	£'000
Community Safety	A temporary reduction in the contribution to the security measures for Christmas whilst Albert Square is unavailable	40	0	0	40
Compliance	Increased Income	95	0	0	95
Pest Control	Increased Income	37	0	0	37
Highways	Increased income	184	0	0	18
Advertising Income	Increased Income	352	0	0	352
Bereavements	Increased Income	100	0	0	100
Neighbourhoods	Review of vacant posts	198	0	0	198
<b>Total</b>		<b>3,311</b>	<b>2,104</b>	<b>0</b>	<b>6,017</b>

£1m of budget had been set aside to support pressures to the Homelessness budget. In the last two months there has been a worrying trend in asylum seekers, the migrant policy and homelessness. This was in line with national trends and Core Cities and other GM authorities were all reporting similar issues. Whilst extremely challenging it was important that a realistic and deliverable budget was set which recognized these additional pressures.

As part of the budget proposals an initial £0.9m investment into waste and street cleaning was proposed for 2024/25, this would provide £0.4m investment into waste collection and disposal to provide resources to meet increased demographic needs because of increased numbers of dwellings across the City that would require additional collection rounds.

In addition to the waste collection investment, £400k of investment was proposed for Street Cleaning which recognised the stepped increase in population and footfall whilst providing the ability to deal with hotspots, and £100k to deal with the accumulation of waste on Council land proactive cleansing of land to prevent fly tipping with a further £300k in 2026/27.

The annual waste levy costs were driven by forecast tonnages of waste to be disposed of and the costs of disposal. The levy was set by GMCA and based on latest forecasts it was anticipated that this would increase in 2024/25, with the increase to Manchester being £1.177m. Further increases of £1.250m have been assumed for 2025/26 and £1.609m for 2026/27, these increases were reflected in the current budget plans for those years.

Following in from previous Executive endorsement of the intent to form an Event Commission for the City in order to secure major events in Manchester and to bring in contributions from key partners, budget approval for 2024/25 was to be sought for an annual £2m contribution from the Capital Fund to support the events commission. This would be funded through the growth in retained business rates. The proposed Council resources would be supplemented by other city partnership funding that would be part of the whole events commission budget and managed by the Council.

Whilst the number of off-street car park users had increased post pandemic, it had not returned to pre covid levels and this was largely due to changes in peoples working arrangements and the move to hybrid working. As part of the 2023/24 budget, temporary support of £2.1m per annum was approved using reserves. The use of reserves was only temporary for two years and a longer-term parking strategy was being developed that would seek to better align both on street and off-street parking in order to ensure income was maximised.

The Directorate also received a wide range of grants that totalled £18.7m in the current financial year. The majority of the grants related to the Homelessness service and it was forecasted that Afghan Resettlement funding would reduce in 2024/25 with the closure of the Bridging Hotels as the level of expenditure incurred to support these families would reduce in line with the funding reduction and would not create a pressure on Council budgets.

It was noted that as development continued across the city, this might lead to increased growth pressures for Neighbourhood Services as the number of households grew significantly. There was some funding proposed within the current budget proposals for both waste collection and street cleansing, but the increase demand was likely to also extend to enforcement, parks, leisure and wider neighbourhood working.

It was noted that the budget reports had also been considered at a recent meeting of the Communities and Equalities Scrutiny Committee (Minute CESC/24/13), the Resources and Governance Scrutiny Committee (Minute RGSC/24/19) and the Environment, Climate Change and Neighbourhoods Scrutiny Committee (Minute ECCNSC/24/08) and both committees had endorsed the proposals in the report.

## **Decision**

The Executive approve the Directorate budget proposals as set out in the report.

### **Exe/24/22 Housing Revenue Account 2024/25 to 2026/27**

A joint report by the Strategic Director (Growth and Development), the Strategic Director (Neighbourhoods) and the Deputy Chief Executive and City Treasurer presented the proposed budget for the Housing Revenue Account (HRA) for 2024/25 and indicative budgets for 2025/26 and 2026/27.

The report set out the requirements placed on the Council with respect to the HRA budget:-

- The Council had to formulate proposals on income and expenditure for the financial year which sought to ensure that the HRA would not show a deficit balance;
- To keep a HRA in accordance with proper practice to ensure that the HRA was in balance taking one year with another; and
- The HRA must, in general, balance on a year-to-year basis so that the costs of running the Housing Service must be met from HRA income.

The original approved gross HRA budget was £117m and included a £35.5m revenue contribution towards the £60.4m capital programme. The HRA is currently forecasting an overspend of £4.094m made up of

- Higher than forecast costs of repairs and maintenance of £8.764m.
- Other smaller overspends amount to £0.605m

This was offset by additional interest earned on balances due to increasing interest rates (£1.860m) and reductions in the budget allocated to PFI sprinkler works which were now funded from capital receipts (£2.089m). Other net underspends accounted for of £1.326m (including £1.038m reduced costs of gas because of a combination of reduced consumption, and reductions in wholesale gas prices).

The reduction in the capital programme forecast outturn also meant that the budgeted £11.88m of revenue contribution to capital outlay (RCCO) was not



required. This was to be funded in part from a transfer in of revenue reserves of £22.808m as set out in the original approved budget. This transfer would not be required until 2024/25.

In previous years the Government's formula rent guidance assumes that rents increase by up to CPI plus 1%. The CPI rate used was based on the September figure in the preceding year, and as at September 2023 CPI was 6.7%. This HRA budget had been prepared in line with the formula rent of 7.7% to all tenants, with effect from April 2024

Based on these increases, the average weekly rent (based on 53 weeks) would be:

- General Needs                      £90.12 (£6.44 increase)
- Supported Housing                £82.34 (£5.89 increase)
- PFI Managed                        £109.78 (£7.85 increase)

In line with Manchester's Anti-Poverty Strategy and support for residents during the ongoing cost of living crisis it was proposed that the community living fund was retained for 2024/25, at £300k.

To ensure that the increase applied to garage rents remained in line with that applied to dwelling rents, it was proposed that 2024/25 garage rents be increased in line with the original rent formula of 7.7%. The impact of this increase was:-

	<b>Annual Charge 2022/23</b>	<b>Weekly Charge 2022/23</b>	<b>Proposed Annual Charge 2023/24</b>	<b>Proposed Weekly Charge 2023/24</b>	<b>Proposed Weekly Increase</b>
Site Only	£115.86	£2.23	£124.78	£2.40	£0.17
Prefabricated	£250.06	£4.81	£269.31	£5.18	£0.37
Brick Built	£293.84	£5.65	£316.47	£6.09	£0.44

Other income is forecasted to be c.£2.072m in 2024/25 and it was assumed that the majority of these budgets were uplifted by the forecast 4% inflation for 2024/25. In most cases there were separate lease arrangements for these premises and the rents were subject to increases in line with the lease conditions

The Council continued to own and manage c.15,000 properties within the HRA under various arrangements. In the 2023/24 financial year Right to Buy Sales (RTB) were lower than the peak of 233 properties in 2022/23, in the aftermath of the pandemic. Sales of around 136 properties (c.1% of stock numbers) were forecast in the current year. The budget assumed ongoing 1% RTB sales per annum. This would reduce the level of rent income achieved and the number of sales would continue to be closely monitored. The current business plan did not assume that these assets were replaced within the HRA, and based on current assumptions there would be c11,300 properties at the end of 30 years unless a proactive strategy of replacement was adopted

As part of the HRA business plan it had always been the intention that tenants' heating charges were set to reflect the actual costs of delivering heat, this includes the costs of gas consumed, and costs of infrastructure maintenance to deliver heat. It was proposed to change the tariffs to residents in line with the price cap as set by Ofgem from 1 April 2024 (forecasted at £1,620), and mirror the Ofgem price cap going forward. This would ensure that the charges were comparable with other residents who were not in communal heating schemes. In calculating the charges based on the forecast Ofgem price cap the overall average charge would be £723 per annum, which was £14.46 per week. The average charge for residents paying via heating debits will be £18.86 per week and for residents paying by Point of Sales will be £12.28 per week

The report also explained the other key changes in the HRA budget for 2023/24, and the full budget was presented as set out below.-

	<b>2023/24 (Forecast)</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
<b>Income</b>				
Housing Rents	(67,503)	(73,509)	(74,171)	(75,932)
Heating Income	(1,183)	(1,625)	(1,520)	(1,545)
PFI Credit	(23,374)	(23,374)	(23,374)	(23,374)
Other Income	(3,897)	(2,071)	(1,153)	(1,171)
Funding from General HRA Reserve	(11,814)	(25,675)	(25,294)	(12,504)
<b>Total Income</b>	<b>(107,771)</b>	<b>(126,254)</b>	<b>(125,512)</b>	<b>(114,526)</b>
<b>Expenditure</b>				
Housing Services-Management	14,940	15,361	15,577	15,805
Housing Services - R&M	25,444	24,684	24,735	24,818
PFI Contractor Payments	34,137	35,283	35,814	36,137
Communal Heating	1,851	1,245	1,270	1,295
Supervision and Management	6,141	5,878	5,932	6,026
Contribution to Bad Debts	600	555	560	573
Hardship Fund	700	300	0	0
Depreciation	20,173	24,387	24,736	25,103
Other Expenditure	844	890	913	936
RCCO	0	14,976	13,280	380
Interest Payable and similar charges	2,702	2,695	2,695	3,297
<b>Total Expenditure</b>	<b>107,532</b>	<b>126,254</b>	<b>125,512</b>	<b>114,370</b>
<b>Total Reserves (exc Insurance):</b>				
Opening Balance	(104,440)	(92,626)	(66,951)	(41,657)
Funding (from)/to Revenue	11,814	25,675	25,294	12,504
<b>Closing Balance</b>	<b>(92,626)</b>	<b>(66,951)</b>	<b>(41,657)</b>	<b>(29,153)</b>

It was noted that the proposed HRA budget 2024/25 and indication of the 2025/26 and 2026/27 budgets had also been considered by the Resources and Governance Scrutiny Committee at its February 2024 meeting where the committee had noted the proposals in the report (Minute RGSC/24/17).

## Decisions

### The Executive

- (1) Note the forecast 2023/24 HRA outturn as set out in section 4 of the report.
- (2) Approve the 2024/25 HRA budget and note the indicative budgets for 2025/26 and 2026/27.
- (3) Approve the proposed 7.7% increase to dwelling rents and 7.7% increase in Garage rents, and delegate the setting of individual property rents, to the Director of Housing Operations and the Deputy Chief Executive and City Treasurer, in consultation with the Executive Member for Housing and Development and the Executive Member for Finance and Human Resources.
- (4) Approve the proposal that the Council continues with the policy of where the 2024/25 rent is not yet at the formula rent level, the rent is revised to the formula rent level when the property is re-let.
- (5) Note the proposed 2024/25 changes for communal heating charges and approve the change in policy so that charges are in line with the price cap as set by Ofgem from 1st April 2024, and mirror the Ofgem price cap going forward

### **Exe/24/23 Growth and Development Directorate Budget 2024/25**

The report of the Strategic Director (Growth and Development) explained how the budget proposals for the Directorate had been developed.

The Growth and Development Directorate had a gross budget of £35.6m and a net income budget of £11.3m and employed 439 FTEs. In addition, Highways services and parking services and CCTV had a gross budget of £36.2m and net budget of £13.3m and employed FTE

Savings of £1.020m had already been approved as part of the 2023/24 budget and were to be delivered through increased annual rental income of £0.985m from Manchester Airport Group as well as £35k increased Development fee income for Highways. The increases were based on estimates provided by the Airport and achievement of this income was dependent on performance being in line with or better than the forecasts provided. The savings were phased at £170k in 2024/25 and £0.815m in 2025/26. £35k of savings to be achieved in 2024/25 would be through increased development fee income for Highways

In addition to the already approved savings, and in support of the work required to balance the overall council budget, further options for savings had been developed and the areas considered include the following:-

- A review of workforce structures and capacity alongside taking a realistic view on the ability to fill longstanding vacant posts; and

- A review of all income generation from sales, fees and charges and whether there are opportunities to increase charges in line with inflation.

A summary of the current budgets for sales, fees and charges across Growth and Development Directorate was detailed as follows:-

	<b>2023/24 Budget £000's</b>	<b>2024/25 Budget £000's</b>	<b>2025/26 Budget £000's</b>	<b>2026/27 Budget £000's</b>	<b>Comments</b>
Investment Estate	22,531	23,951	24,266	24,266	Rent and service charge income
MCDA	1,520	1,520	1,520	1,520	Rent and Service charge income
Strategic Housing	537	553	553	553	Fees from other RP's for Manchester Move and feed in tariffs from solar panels.
Planning	3,073	3,473	3,473	3,473	Increase to Planning application fees – set by Government
Building Control	1,162	1,162	1,162	1,162	Building control fees
Land Charges	274	274	274	274	
Premises Licensing	1,174	1,174	1,174	1,174	Premises license fees
Taxi Licensing	2,074	2,074	2,074	2,074	Taxi License fees operate on a 3-year license cycle – fees are ringfenced
MAES	2	2	2	2	
<b>Grand Total</b>	<b>32,347</b>	<b>34,183</b>	<b>34,498</b>	<b>34,498</b>	

It was noted that the Directorate was pivotal in driving Sustainable Economic Growth of the city to benefit everyone. In order to continue delivering in these key areas there would be a need for increased capacity, and this was estimated to cost in the region of £0.745m. In light of the current overall Council budget position, it was not possible to provide additional investment to fund these resources, but the services had now started to review all existing resources in order to understand how existing resources could be reallocated to deliver this agenda

The budget report had also been considered at a recent meeting of the Economy and Regeneration Scrutiny Committee and the committee had endorsed the proposals in the report (Minute ESC/24/10).

### **Decision**

The Executive approve the Directorate budget proposals as set out in the report.

### **Exe/24/24 Dedicated Schools Grant 2024/25**

The Executive considered a report of the Strategic Director for Children's and Education Services, which provided a summary of the confirmed Dedicated Schools Grant (DSG) allocation from the 2024/25 settlement.

The DSG was a ring-fenced grant of which the majority was used to fund individual schools budgets in maintained schools and academies in the city, early years nursery entitlement and provision for pupils with high needs including those with Education Health & Care Plans (EHCPs) in special schools, special provision and mainstream schools in Manchester and out of city.

The Council received and managed the DSG within four blocks: schools, central school services, high needs and early years. A large proportion of it was paid directly to schools and other settings to provide the majority of education services. A proportion of the DSG was provided to the Council to deliver education services.

The 2024/25 DSG notification was received on 19 December 2023 and totalled £735.050m with and an overall increase in DSG since last year of £58.125m

The Schools Block allocation of £537.979m had been calculated bottom up on the basis as if the national funding formula (NFF) was applied at school level. On average the DfE has increased the formula determined by pupil level data by 1.4%.

The Central School Services Block (CSSB) allocation was £3.864m and supported the Council's role in education.

The Higher Needs Block (HNB) allocation was £133.475m and provided increased funding for children and young people with special educational needs and disability from early years to age 25 years. The grant increase was 4.10% (£5.262m) this was lower than the increase in the previous two years, which was an on average +14.00% growth. The 2024/25 increase was not expected to cover anticipated inflation and growth in demand and would place pressure on the budget

The Early Years funding had increased by £18.115m and was made up of new free entitlements offer for 9 months olds to two-year-olds and working parents of two-year-olds (£11.888m) and an increase in the hourly rates for existing early year entitlements (£6.227m)

The funding shortfall for pupils with high needs and central services block within the DSG remained a significant risk for the council. It must be addressed as the statutory

override preventing the council from including the accumulated deficit in its general fund balances was set to end on 31 March 2026.

It was noted that the report had also been considered at a recent meeting of the Children and Young People's Scrutiny Committee and the committee had endorsed the proposals in the report (Minute CYPSC/23/11).

## **Decision**

The Executive approves the proposed Schools Budget and in doing so notes specifically the following:-

- All Manchester primary and secondary schools should receive a per pupil increase of 0.5% minimum. The local funding formula's average per pupil increase is 1.88%
- Manchester does not intend to propose a 0.5% transfer from the school block to high needs 2024/25, given the anticipated impact of the High Needs recovery plan.
- Explicit growth fund to include budget for setting up SEN and Inclusion Units in mainstream schools.
- The 4.10% in the High Needs Block part of the grant is not expected to cover anticipated inflation and growth in demand.
- The full increase in the early years funding rates to be passed onto providers, across all entitlements.
- Central services school block (CSSB) funding on a per pupil basis has remained the same as 2023/24. This block will continue to be under pressure to stay within budget, given the additional burden due to the new admission code, with no reduction in other functions councils are required to provide.

## **Exe/24/25 Capital Strategy and Budget 2024/25 to 2026/27**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which presented the capital budget proposals before their submission to the Council.

The Capital Strategy had been developed to ensure that the Council could take capital expenditure and investment decisions in line with Council priorities and properly take account of stewardship, value for money, prudence, risk, sustainability and affordability.

The capital programme 2024/25 to 2026/27 comprised the continuation of the existing programme. For continuing schemes, the position was based on that set out in the report on Capital Programme Monitoring 2023/24, also being considered at this meeting (Minute Exe/24/15 above).

Details on the projects within the programme were set out in the report and the full list of the proposed projects was appended to the report.

If agreed, then the proposals contained in the report would create a capital programme of £408.2m in 2023/24, £463.7m in 2024/25, £173.8m in 2025/26 and £62.9m in 2026/27, summarised as follows:-

<b>Forecast Budgets</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>Future Years</b>	<b>Total</b>	<b>Total 24/25 - 28/29</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Manchester City Council Programme</b>							
Highways	40.8	45.0	20.5	18.9		<b>125.1</b>	<b>84.4</b>
Neighbourhoods	42.4	17.5	5.3			<b>65.2</b>	<b>22.8</b>
The Factory and St John's Public Realm	54.4					<b>54.4</b>	<b>0.0</b>
Growth	96.7	125.1	31.5	18.9	<b>1.8</b>	<b>274.0</b>	<b>177.3</b>
Town Hall Refurbishment	63.8	84.5	22.5			<b>170.8</b>	<b>107.0</b>
Housing – General Fund	28.9	52.0	15.2			<b>96.2</b>	<b>67.2</b>
Housing – HRA	43.9	66.8	45.9	25.1	<b>11.6</b>	<b>193.3</b>	<b>149.4</b>
Children's Services (Schools)	29.6	36.2	1.4			<b>67.2</b>	<b>37.6</b>
ICT	2.7	2.9				<b>5.6</b>	<b>2.9</b>
Corporate Services	4.3	9.1	0.5			<b>13.9</b>	<b>9.6</b>
<b>Total (exc. Contingent budgets)</b>	<b>407.6</b>	<b>439.1</b>	<b>142.8</b>	<b>62.9</b>	<b>13.4</b>	<b>1,065.6</b>	<b>658.1</b>
Contingent Budgets	0.6	24.6	31.0			<b>56.3</b>	<b>55.6</b>
<b>Total Programme</b>	<b>408.2</b>	<b>463.7</b>	<b>173.8</b>	<b>62.9</b>	<b>13.4</b>	<b>1,121.9</b>	<b>713.7</b>

The proposed funding for the programme across the forecast period was as follows:-

	<b>2023/24 forecast</b>	<b>2024/25 forecast</b>	<b>2025/26 forecast</b>	<b>2026/27 forecast</b>	<b>Future Years</b>	<b>Total</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Grant	119.7	87.0	37.5			<b>244.2</b>
External Contribution	20.9	29.5	2.6	3.9		<b>56.9</b>
Capital Receipts	42.8	116.7	54.5	33.0		<b>247.0</b>
Revenue Contribution to Capital Outlay	28.9	41.4	40.2	26.0	13.4	<b>149.9</b>
Borrowing	195.9	189.1	39.0			<b>424.0</b>
<b>Total</b>	<b>408.2</b>	<b>463.7</b>	<b>173.8</b>	<b>62.9</b>	<b>13.4</b>	<b>1,121.9</b>

The proposed capital programme described within the report was affordable within the existing revenue budget based on the estimated capital financing costs associated with delivering the programme.

There were risks associated with the delivery of the capital strategy, specifically regarding delays to the programme or treasury management risks. Measures were in place to mitigate these risks through both the Strategic Capital Board and the treasury management strategy. Reports would be provided throughout the year to Council, Executive and other relevant committees providing updates on the progress of the capital programme and the risks associated with its delivery and funding.

## Decisions

The Executive:-

- (1) Approve and recommend the report to Council, including the projects for Council approval in section 7, and note that the overall budget figures may change subject to decisions made on other agenda items.
- (2) Note the capital strategy.
- (3) Note that the profile of spend is provisional, and a further update will be provided in the outturn report for 2023/24.
- (4) Delegate authority to the Deputy Chief Executive and City Treasurer in consultation with the Executive Member for Finance and Human Resources to make alterations to the schedules for the capital programme 2023/43 to 2026/27 prior to their submission to Council for approval, subject to no changes being made to the overall estimated total cost of each individual project.

### **Exe/24/26 Treasury Management Strategy Statement 2024/25, including Borrowing Limits and Annual Investment Strategy**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which set out the proposed Treasury Management Strategy Statement and Borrowing Limits for 2024/25 and Prudential Indicators for 2024/25 to 2026/27.

The Treasury Management Strategy Statement set out the risk framework under which the Council's treasury management function would operate by detailing the investment and debt instruments to be used during the year the Strategy detailed the risk appetite of the Authority and how those risks would be managed.

The suggested strategy for 2024/25 was based upon the treasury officers' views on interest rates, supplemented with the forecasts provided by the Council's treasury advisor, Link Asset Services. The strategy covered:-

- Prudential and Treasury Indicators for 2024/25 to 2026/27;
- Impact of 2012 HRA reform;
- Current Portfolio Position;
- Prospects for Interest Rates;



- Borrowing Requirement;
- Borrowing Strategy;
- Annual Investment Strategy; and
- Non-Treasury Investments and Liabilities

The Executive noted the proposed Annual Investment and Borrowing Strategies set out in the report and agreed to commend them to the Council.

The Executive:-

- (1) Recommends the report to Council.
- (2) Delegates authority to the Deputy Chief Executive and City Treasurer, in consultation with the Executive Member for Finance and Human Resources, to approve changes to the borrowing figures as a result of changes to the Council's Capital or Revenue budget and submit these changes to Council.

### **Exe/24/27 Sourcing Policy**

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which sought approval for a new Sourcing Policy for the Council, further to the Insourcing First Motion agreed by the Council in 2023.

The Executive Member for Finance and Resources advised that an early iteration of the policy was discussed at the March 2023 Resources and Governance Scrutiny meeting and changes had been made to the proposed policy based on recommendation, including explicit reference to consultation with Trade Unions.

Since then the approach had been tested for its practical application to different service areas including management of the Council's investment estate, security, housing repairs and maintenance, homecare and the Manchester Equipment and Adaptations Partnership.

The Policy would apply to all council contracts as appropriate to the size of the contract but with certain exceptions as set out in the policy - principally because of where there was likely to be only one feasible delivery model. Delivery Model Assessments would be completed in full for all Contracts that were classified "Gold" and therefore within the remit of the Major Contracts Review Board.

It was noted that as part of the policy, extension clauses in contracts should not be automatically activated and options for future delivery models must be considered in advance of decisions to extend.

The policy included key considerations aimed at ensuring good value for money, including Strategic Fit, People and Assets, Service Delivery and Quality, Transition and Mobilisation, Risk alongside an assessment of the costs of different delivery model options. The policy also required that analysis of the market conditions should be carried out to understand benchmark costs and likelihood of a reasonable response should tenders be invited

The proposed policy had been subject to discussions with Trade Unions at the Joint Advisory Committee and Corporate Core teams including HRODT, Legal and Finance had been involved in preparing Delivery Model Assessments to date and feedback had subsequently been taken on board.

### **Decision**

The Executive agree to adopt the proposed Sourcing Policy.

### **Exe/24/28 Serious Violence Strategy**

The Executive considered a report of the Strategic Director (Neighbourhoods), which sought approval of the Council's Serious Violence Strategy, which reflected the learning from the Joint Targeted Area Inspection and supported compliance with the Serious Violence Duty.

The delivery of the Serious Violence Strategy would be governed by the Serious Violence Board which reported to the Community Safety Partnership. This would include approving delivery plans, commissioning activity and analysis, monitoring activity and outcomes in line with the key priorities and principles of delivery. Progress would also be reported to the Manchester Safeguarding Partnership for assurance and support.

### **Decision**

The Executive approve the Serious Violence Strategy for the city.

### **Exe/24/29 Anti-Social Behaviour Policy and Procedure**

The Executive considered a report of the Strategic Director (Neighbourhoods), which sought approval of the Council's refreshed Anti-Social Behaviour (ASB) policy and procedure, which had been developed following updates to legislation, developments in practice and a public consultation.

The previous ASB Policy and Procedure for the Council was approved 26 July 2017.

Since then, Northwards Housing had transferred back into the Council as Housing Operations and as a part of the transition arrangements the ASB policy and procedure was identified as an area for alignment with existing council services in the Anti-Social Behaviour Team. It was agreed that a joint consultation would take place to refresh the policies and combine to one Manchester City Council Policy and Procedure.

### **Decision**

The Executive approve the Anti-Social Behaviour Policy and Procedure for the city.

**Manchester City Council  
Report for Information**

**Report to:** Resources and Governance Scrutiny Committee - 7 March 2024  
Executive – 15 March 2024

**Subject:** Our New Finance & HR System

**Report of:** Deputy City Treasurer  
Director of HR OD & Transformation

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### Summary

The Council is about to replace its legacy SAP HR and Finance system (also referred to as an Enterprise Resource Planning (ERP) system), which was implemented in 2006. The technology platform which it operates on will no longer be supported after 2027. This report provides an update on the work undertaken since our previous report on 22<sup>nd</sup> June 2023, including the completion of the programme's procurement process and the evaluation and selection of a preferred bidder to provide the software and implementation partner for the design and deployment of the new system.

### Recommendations

The Committee is recommended to note the content of the report and comment/question the information presented to the Committee as appropriate.

The Executive is recommended to note the report and agree the next steps.

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### Wards Affected: All

<p><b>Environmental Impact Assessment</b> -the impact of the issues addressed in this report on achieving the zero-carbon target for the city.</p>	<p>The previous report to this committee detailed the plans for reducing our carbon impact in areas such as printing and energy consumption, in addition to the move to a cloud-based system and the benefits that brings.</p> <p>In addition, our procurement process has allocated a weighting of 10% to carbon and environment considerations during evaluation, with the preferred bidder scoring the joint-highest marks in this area.</p>
<p><b>Equality, Diversity, and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments.</p>	<p>Consideration of equality, diversity and inclusion issues for Manchester residents, employees and businesses have been considered in the development and procurement of the replacement system. Our equalities groups were consulted, and feedback has been factored into the system</p>

	<p>requirements. The program team will carry out an Equality Impact Assessment (EqIA), and EDI report that will detail what steps can be taken inform the programme.</p> <p>The change management programme will take needs and experiences into account when planning organisational training on the new system.</p>
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<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the Our Manchester Strategy/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The programme is closely aligned with the ICT & Digital Strategy which is designed to strengthen the deliveries of the priorities in the Council's digital plan.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	The new Finance and HR system will enable to us further improve our employee brand and our recruitment offer to make sure we are attracting and developing diverse talent in the organisation.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	User self-serve modern technology will support best use of resources and enhance data quality for decision making around organisational finances and workforce deployments including supporting MCC to forecast the roles we will need to deliver services for our residents.
A liveable and low carbon city: a destination of choice to live, visit, work	The project will support ICTs ongoing commitment to Cloud-first environments and the reduction in carbon emissions that they bring. This will include reducing our reliance on paper and printing where possible. A focus on Zero Carbon formed 10% of the valuation criteria during procurement. The selected preferred bidder scored the joint-highest score in this area.
A connected city: world class infrastructure and connectivity to drive growth	The new system will enable our HR and Finance functions to deliver digitally, supporting Manchester's ambition of being a digital leader.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

**Financial Consequences – Revenue**

There are no direct capital consequences arising specifically from this report.

**Financial Consequences – Capital**

There are no direct capital consequences arising specifically from this report.

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

- Key Decision – Approval of the decision to select a preferred bidder was granted by the City Treasurer on 7 February 2024 and approved by the Programme Board
- Capital Programme Monitoring P4 2023/24 – Changes to the revenue budget of the programme over the next four financial years was requested and approved – Council 4 October 2023.
- Resources and Governance Scrutiny Report, Our New Finance & HR System – 22 June 2023.

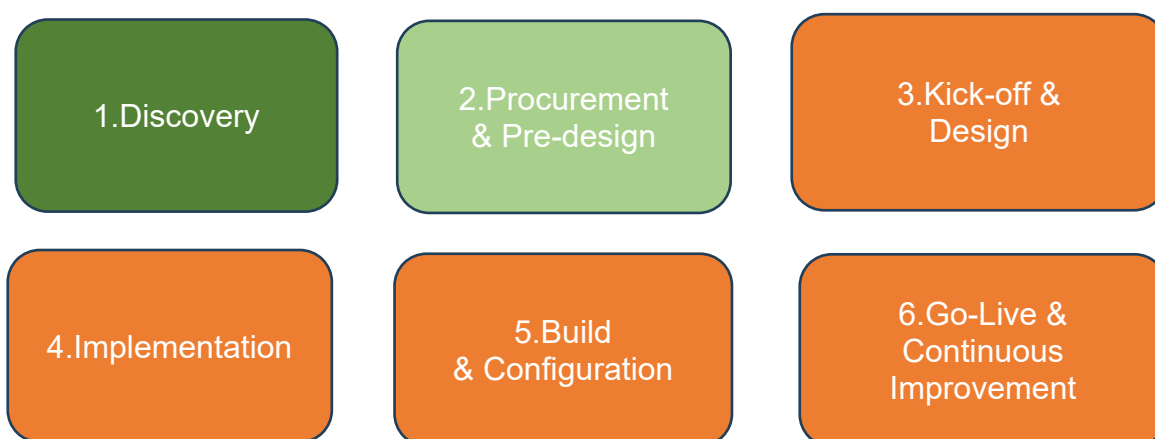
## **1.0 Background**

- 1.1 The current SAP finance, HR and payroll system (also referred to as an Enterprise Resourcing Planning (ERP) System) was implemented in 2006, however, support for the system platform will be withdrawn by 2027. This legacy system has been heavily be-spoked, making development and upgrades both expensive and time consuming.
- 1.2 In advance of this a period of discovery and soft market testing was undertaken to inform the Council's approach to replacement and programme approach. Following this initial work, on 4 May 2022, £1.425m funding was approved to commence with the establishing a programme team to scope and procure the programme. The implementation of a new system presents an opportunity to upgrade not just the organisation's software, but also the manually intensive ways of working in place alongside the current system.
- 1.3 A report to scrutiny on 22 June 2023 outlined the deployment of the £1.425m budget which included the establishment of the programme team and the programme governance arrangements that would undertake the Discovery, Pre-design work, procurement, evaluation, and selection of a new supplier.

## **2.0 Programme Approach**

- 2.1 As part of this the programme's vision was developed and represents the aspiration to operate a modern, cloud-based system that enabled a redesign of the way the Council interacts with its core finance and HR system. This will involve getting the basics right around system structure, data, and design to enable the operational digital transformation. This will streamline processes and enable wholesale channel shift for most processes and transactions, reducing the need for the majority of manual task completion to focus on value added, business focussed advice through the implementation of a strong change management plan.
- 2.2 The programme aligns to the Council's overall ICT and Digital strategy through the programme's four key themes: Digitisation, Data, People & Digital Strategy.
- 2.3 A Business Change and Change Management Strategy has been developed with current work being focussed on communicating the change with the wider organisation, alongside the reasons for the move to a new system. As work within the programme develops and the design of the new system is taken into consideration, a full-scale training and communications strategy will aid in supporting all end-users, with ongoing work identifying the affected stakeholders and the considerations for training and communicating across them.
- 2.4 This work informed the Outline Business Case for the full replacement and purchase of a new system which was approved in October 2023.

- 2.5 The Discovery and Pre-design work has also involved a number of lessons learned sessions with other organisations who have undertaken similar implementations, and this work continues to inform and advise the programme's operation. The overarching strategy will follow an 'Adopt not Adapt' approach, with the Council adopting and changing its systems and processes to the way that the system is designed to operate, which will avoid any be-spoking of the new system and the associated costly upgrades.
- 2.6 The pre-development phase has also been vital to prepare the organisation for the significant changes brought about with the introduction of the new Finance and HR system, which will remain a priority for the programme as it progresses into the implementation phase.
- 2.7 The programme has six key stages outlined in the previous report (indicated below for reference), with our current position transitioning from Stage 2 (Procurement and Pre-Design) to Stage 3 (Kick-off and design). Following the decision to select a preferred bidder during procurement, the onboarding of the identified bidder and their implementation team into the programme begins our move into Stage 3.



2.8 The Programme has followed a robust due diligence, standardised and moderated evaluation as well as benchmarking which has reflected in the positive outcomes achieved in terms of the bidder engagement, optimal costing/price proposals when benchmarked against external market intelligence.

### 3.0 Procurement process

- 3.1 Prior to the commencement of the Procurement, MCC team undertook an extensive discovery exercise internally to understand the key requirements, Issues and challenges faced by the Council. This helped us to inform the scope of the procurement as well as define key specifications for Finance, HR and P2P processes, which were shared with bidders during the procurement process and have played key part in the evaluation exercise.
- 3.2 Since the procurement was happening 16-17 years after the last system was bought, to help with better engagement, as well as understanding the latest market landscape. The Council conducted a soft market testing exercise with

prospective software providers, which provided the teams with fresh perspective around cloud solutions. Soft Market testing is strongly recommended as a best practice for this kind of Procurement.

- 3.3 The procurement exercise was supported by STAR procurement as a Competitive Procedure with Negotiation. MCC's Evaluation Panel was supported by a strong cross-functional advisory panel, consulted by a Steering Group. All the procurement stages followed a rigorous evaluation, moderation, due diligence and governance with final ratification and approval by Programme Board Consisting of the programme's SRO's and the Executive Member for Finance and Resources.
- 3.4 In addition to the above there was a strong collaboration with other Local Authorities as well as commercial organisations who are either ahead, or on similar journey to replace their systems. Valuable lessons were learned which we intend to incorporate in the future phases of the programme.
- 3.5 Our procurement process consisted of the following stages:
- a) Request to Participate
  - b) Invitation to Tender
  - c) Negotiation
  - d) Final Tender
  - e) Contract Award

#### **Request to participate.**

- 3.6 Our Request to participate stage asked interested parties to submit several case studies, referees and written responses on questions related to their previous work conducted in similar programmes. We received 16 submissions from interested parties, representing a wide range of technologies and implementation partners supporting them.
- 3.7 Out of a total weighting of 100%, this was split into 70% Technical Experience and Capacity, 20% Social Value, and 10% Carbon Considerations. All criteria and questions considered the experience and capability of the Applicants in the relevant areas.
- 3.8 Our evaluation team scored the submissions separately according to this methodology, before coming together in moderation meetings to discuss an overall set of scores for each submission, agreed by the whole evaluation team.
- 3.9 Seven applicants were selected to move onto the next stage, following due diligence checks conducted by STAR procurement and the Council's finance colleagues.

#### **Invitation to Tender**

- 3.10 The seven shortlisted suppliers were invited to submit a bid in the Invitation to tender stage. This bid asked each of the suppliers to self-certify their ability to



meet the requirements set out by the Council, with additional written responses requested on what bidders were intending to deliver to the Council. Five bids were received by the closure of the deadline for submission.

- 3.11 Out of a total weighting of 100%, this was split into 20% Price, 50% Quality – Technical, 20% Social Value, and 10% Carbon & Environment Considerations. Our evaluators scored according to this methodology for each of the submitted bids.
- 3.12 An additional scored exercise of platform walkthrough was conducted during the Invitation to Tender Stage. This included a demonstration of the proposed platform by the implementation partner. An advisory panel of circa 60 colleagues from the Council were invited to join and feedback their views via a survey circulated by the programme team.
- 3.13 Following the evaluation of each of the bids, moderation meetings were held to determine a final set of scores for each applicant, agreed by the whole evaluation team.
- 3.14 Three applicants were shortlisted to move into negotiations following the result of the evaluations of the Invitation to Tender submissions.

### **Negotiations**

- 3.15 The three applicants identified for the Invitation to tender stage were invited to a set of negotiation meetings to discuss their submissions in more detail, including the commercials and licensing within each submission.
- 3.16 The evaluation team determined that it would be able to receive at least one bid that met MCC' needs and concluded negotiations with all bidders. It was recommended to continue to the next stage and invite final tenders from all three bidders in accordance with the Instructions. There were some minor changes made to the Invitation to Tender pack along with some of the questions for this stage to clarify requirement.

### **Final tender**

- 3.17 The three shortlisted bidders were invited to submit final tender submissions to the evaluation team. These were resubmissions of the original bids with additional information from negotiations resulting in changes to areas of each bid.
- 3.18 Following the submission of the three final tender bids, the evaluation team scored each bidders response in accordance with the scoring methodology set out during the Invitation to Tender stage. It should be noted that the Platform Walkthrough were not reconducted for this stage of the process.
- 3.19 Moderation meetings were held, with the evaluation team agreeing a final set of scores for each of the submitted bids.

### **Contract award**

- 3.20 Following the ratification of the evaluation results of the final tender, a report was prepared outlining the scores and the process conducted to reach the scoring decisions.
- 3.21 The reports were taken through the programme's internal governance structures, with final sign-off from the programme board.
- 3.22 Consultation with the programme SROs and executive members on the decision to procure was conducted prior to the publication of the D3 Key Decision Document to award the contract.
- 3.23 Legal team was consulted for all the stages of the procurement process.
- 3.24 Following the 5-day standstill period, applicants were notified as to their successful or unsuccessful submissions. This notification then began a 10-day standstill period where challenges were able to be submitted by unsuccessful applicants.
- 3.25 Additional clarifications from bidders were sought prior to the initial 10-day standstill deadline, meaning a further new standstill period was issued while these clarifications were addressed.

### **4.0 Selection of the Preferred Bidder**

- 4.1 Due to the ongoing standstill period, details of the preferred bidder are not publicly available. It is expected that the stand still period will end on 11th March 2024(Subject to any challenges) when the preferred bidder will be announced.

### **5.0 Business case**

- 5.1 As detailed in section 1, funding for the first phase of the programme was approved on May 2022, with £1.425m allocated for the preparation work of the programme.
- 5.2 Following the decision to procure a new system, a business case was developed that would take the programme into its next stages of development.
- 5.3 The business case requested an implementation budget of £17.4m, spread across four financial years, to cover the implementation period of the programme. This work includes the procurement and cost of the new system, the cost of licensing, implementation, change management and post-live support. This increase in budget is to be funded from the ICT Investment reserve and £2m per year increase budget for on-going subscriptions, licence and running costs.

	<b>Total £m</b>
<b>Total Implementation Costs</b>	<b>18.79</b>
Less funding already approved	(1.43)
ICT Investment Reserve	(11.36)
Revenue Funding	(6.00)
<b>Total Funding</b>	<b>(18.79)</b>

- 5.4 The business case was submitted in July 2023 and went through the capital approval cycle alongside the procurement work of the programme. The decision to approve the business case was given in the Council meeting on 4 October 2023.
- 5.5 The cost of the procurement of the preferred system and implementation partner chosen in February 2024 is within the budget envelope approved in October 2023.
- 5.6 While the business case covers the work of the programme and implementation of the new system over the next four financial years, it is worth noting that expectations for the costings of the programme are that the programme budget will have to remain flexible over its lifetime. Experience from other government bodies who have undergone similar exercises have shown that the cost of licensing, implementation and other elements of the programme can vary as the new system is designed and implemented.
- 5.7 The new system will be cloud based with a subscription license model that will need to be managed differently to the current system. There are variable factors such as the number and types of licences as well as the volume of storage required that will affect the budget required. As such, careful monitoring and some flexibility with the on-going revenue required will be needed.
- 5.8 A significant amount of work has gone into the pre-design and discovery work of this programme to identify the needs and requirements of the organisation as it moves to a new system. For a programme of this nature there are risks that additional needs and requirements may fall into the scope of the programme, these will be identified and closely controlled as work continues. If further requirements are identified a further business case may be required if additional budget is required beyond contingency.
- 5.9 The procurement and evaluation teams have spent a large portion of their work focussing on due diligence and expectation alignment with the preferred bidder and their proposed solution. This helps to ensure that the solution proposed by our preferred bidder matches the programme's requirements and expectations. This work has reduced the risk of additional costs being identified, although the risk will remain during the lifetime of the programme.
- 5.10 A review and update to the business case has taken place and a further review will be needed as the contract is finalised and the mobilisation plan is

agreed. It is expected to have clarity on any changes by June 2024, to enable the programme team to address the potential risk of any cost increases.

## **6.0 Programme Governance**

- 6.1 A programme board was established in October 2022 following the approval of the phase 1 funding. The membership consists of:

Deputy Chief Executive and City Treasurer  
 Deputy City Treasurer  
 Director of HROD&T  
 Director of ICT  
 Assistant Chief Executive  
 Executive Member for Finance and Resources  
 Programme Director  
 Assistant Director for Early Help  
 Head of Integrated Commissioning and Procurement

- 6.2 Board composition will change over coming month, as Deputy Chief Executive And City Treasurer will be leaving the organisation to take up a new role, Current Deputy City Treasurer will step into the role of City Treasurer and will continue to lead the programme, with a need to strengthen the current Finance team structure.
- 6.3 The board meets monthly to consider resourcing, procurement, and programme performance. There are several cross-functional and dedicated workstreams that feed into the board. They have been designed to prepare Finance, HR, ICT as well as the entire organisation for the change to the new system and have focused on system design; process improvements, development of the target operating models, as well as supporting the procurement and evaluation process.
- 6.4 As the implementation phase commences, there will be a number of dedicated workstreams that will focus on the key aspects of the system functionality, design, configuration and cutover. The programme board will continue to meet monthly to ensure that the programme remains on track and ensure the key principle of adopt not adapt is adhered to, and the systems is implemented as designed, and benefits realised.
- 6.5 In addition to the Programme Board, additional external assurance around programme planning, preparation, and implementation from Gartner, an external consultancy, was sought, who have sense checked the business cases, programme plans and approach. This builds upon the due diligence and lessons learned exercises that have been undertaken with other Councils who are ahead of Manchester on the implementation journey.
- 6.6 The dedicated programme team consists of members drawn from Finance, HR and ICT functions within MCC as well as few external specialists in Data, SAP and Business Analysis domain who have collaborated and worked closely during Discovery as well as Procurement & Pre-design phases. This team was

supported by MCC's Legal, Procurement and Internal Comms teams as appropriate. The team size was optimised to ensure minimal spend during the early phases. The dedicated team is being expanded further now to bring in Subject Matter Experts in business domains, Change Specialists, Testing and Data experts to cater to the needs of the next phases of the programme. Appropriate resourcing is a key for successful implementation of any project of similar nature and was mentioned by all the Local authorities who have embarked on this journey.

## **7.0 Next Steps & Timeline**

- 7.1 Following the decision to select a preferred bidder, the programme has entered a period of contract finalisation with the preferred bidder, whereby an Executive Kick-off is planned between the preferred bidder's team and MCC, to start our engagement on a collaborative note. Once the contract is sealed, the onboarding and mobilisation of our new partners as well as the additional internal resources into the programme will begin, and the programme will move into its 'design' phase.
- 7.2 Work to align the current programme plan with the suggested programme plan of our preferred bidder has begun. This allows the programme to adopt the ways of working of the implementation partner, while also ensuring the pre-design work already created by the programme is aligned with our implementation partner's own timeline and expectations.
- 7.3 The go-live date of the new system is still expected to coincide with the beginning of the new financial year in April 2025 but will be subject to confirmation and joint planning with the preferred bidder's programme team during the design phase. The option of a phased go-live approach is being explored by the programme to ensure core services are prioritised for this go-live date and would remain unaffected by any timeline-related risks to the programme.

## **8.0 Recommendations**

- 8.1 The Committee is recommended to note the content of the report and endorse the procurement approach as well as comment / question the information presented to the Committee as appropriate.
- 8.2 The Executive is recommended to note the report and agree the next steps.

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**Manchester City Council  
Report for Resolution**

**Report to:** Children and Young People Scrutiny Committee – 6 March 2024  
Executive – 15 March 2024

**Subject:** Education Strategy

**Report of:** Strategic Director of Children’s and Education Services

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### **Summary**

This report describes a draft education strategy for Manchester from 2024 to 2030. It brings together our early years settings, school system and post 16 provision to ensure a strong and coherent education offer continues to be available to children and young people which meets the collective ambition and priorities of the City. The strategy also sets out the role of the Local Authority as a system leader, place shaper and advocate for children and young people within the education system.

The strategy supports the ambition of the City to become a UNICEF Child Friendly City, specifically article 28 the right to education and article 29 the goals of education to ensure education develops every child’s personality, talents and ability to the full.

The priorities within the Education strategy have been taken from the wide ranging engagement which was completed with children and young people during Our Year 2022 and the discovery phase of the Child Friendly City work. It has also been developed in discussion with education leaders over the last 18 months.

### **Recommendations**

The Committee is recommended to:

- (1) Comment on the proposed contents of the Education strategy
- (2) Agree the next steps

The Executive is recommended to:

- (1) Approve and endorse the content of the proposed Education Strategy
  - (2) Agree the next steps
- 

**Wards Affected:** All

<p><b>Environmental Impact Assessment</b> -the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>	<p>This Education Strategy includes ensuring schools/settings/college buildings are net zero carbon as one of its ambitions.</p>
<p><b>Equality, Diversity and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments</p>	<p>This Education Strategy includes ensuring schools and settings are inclusive, promote equality and challenge discrimination. The ambition is that children are proud of their identity and have a sense of belonging and that the education workforce better reflects the communities it serves.</p>

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>Improving educational outcomes will contribute to Manchester’s young people becoming happy, safe and highly skilled and have increased life chances. Improved educational outcomes will enable Manchester’s young people to contribute to the economic growth and take advantage of the job opportunities created.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city’s economic success</p>	<p>Improving educational outcomes amongst the Manchester school population is essential for young people to gain qualifications and contribute to Manchester’s economic success.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The strategy sets out a number of actions to ensure that the potential of our children and young people is unlocked through our education system.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>A strong and ambitious education system will make Manchester an attractive place to live and work.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>An improving education system contributes to generating future growth by a highly skilled workforce and young people committed to reducing the carbon footprint.</p>

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### Financial Consequences – Revenue

Met within existing resources



## **Financial Consequences – Capital**

None

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### **Background documents (available for public inspection):**

- Manchester Inclusion Strategy 2022-2025
- First 1000 Days Strategy
- Manchester's Work and Skills Strategy

## **1.0 Introduction**

- 1.1 This report outlines a draft education strategy for Manchester from early years provision through to post 16. The aim is that the strategy follows on from the City's First 1000 Days Strategy for children and describes how our education system from early years through to post 16 connects to the aims of Manchester's Work and Skills strategy.
- 1.2 The strategy will also support the ambition of the City to become a UNICEF Child Friendly City specifically article 28 the right to education and article 29 the goals of education to ensure education develops every child's personality, talents and ability to the full. The priorities within the Education strategy have been taken from the wide ranging engagement which was completed with children and young people during Our Year 2022 and the discovery phase of the Child Friendly City work. It has also been developed in discussion with education leaders over the last 18 months.
- 1.3 The Strategy provides an opportunity currently to provide a clear direction of travel for our education system in the City in line with Our Manchester Strategy and the City's priorities. At a time when there is a lack of clarity regarding the future role of Local Authorities within the Education system, this strategy also asserts the role that Local Authorities can play to lead an education system at a place level within the current arrangements and any possible future policy changes. To align with Our Manchester Strategy, it is proposed that this is a 10 year strategy with a review in 5 years time which will provide an opportunity to amend it in line with any changes to national education policy.

## **2.0 Background**

- 2.1 Nationally the Education System has undergone significant change over the last decade. Schools, colleges and settings have experienced various reforms regarding funding, curriculum, external assessment and organisation. For schools this has resulted in a move from a Local Authority led school system to schools working in groups within a Multi Academy Trust (MAT) led system. Manchester currently has 186 schools cross the City with 45% (84 schools) now working within a MAT or a single academy trust (SAT) and 55% (98) maintained by the Local Authority. The vast majority of our secondary schools are now academies (26/30) and those which are not have a clear direction of travel into a local MAT which has been determined by Salford Diocese. There are 35 MATS and SATS operating within Manchester ranging from large national trusts such as United Learning to smaller 'home grown' MATS and single schools in a trust of their own.
- 2.2 Throughout the last decade, despite these structural changes to the Education system, Manchester Local Authority has continued to have strong relationships with schools in the City regardless of whether they are maintained or part of a MAT. This approach has meant that the Manchester family of schools generally operates as a coherent school system where schools work together in collaboration and in partnership with the Council to

provide education for Manchester residents. For a number of years, the Local Authority has worked with our home grown MATs to support their growth, supported new MATs to establish in Manchester and encouraged maintained schools to join MATS when this is the right decision for the school. Overall this strong partnership with our schools and MATS has meant that for example our school system has been able to respond quickly and effectively to the increased demand for school places we have seen in the City. The approach to school place planning has included opening a number of new schools all of which have been provided by MATs, some which been new providers within our schools system as well as expanding existing schools including academies.

- 2.3 The school system over time has moved towards a school led system with schools taking responsibility for their own improvement and development. Within this context, the Local Authority has developed a well understood approach to quality assurance of our schools which includes a universal offer which is taken up by the vast majority of our schools including academies. This enables the Local Authority to have a clear overview of the school system including where there is strong practice, responding to emerging issues and challenges across the sector as well as responding to individual school needs by brokering school to school support. The secondary school system in particular is in its strongest ever position in Manchester with 82.8% schools currently judged to be good or better and our GCSE results in 2023 comparing well to national particularly when considering attainment 8 and progress 8 indicators and outcomes for our disadvantaged pupils.
- 2.4 In addition, Manchester has strong partnership arrangements with the early years sector in the City provided by the private, voluntary and independent (PVI) sector and provides universal quality assurance offer and training for the sector. As with schools, this offer provides a clear overview within the Local Authority of the early years sector which enables us to meet our sufficiency duty, know where there is best practice and respond to emerging issues and challenges as well as responding to issues in individual settings. Currently 95% early years settings in the City are judged to be good or better.
- 2.5 Manchester also has a post 16 strategic partnership which includes post 16 education and training providers which operate in the City. All of our 6th forms and colleges are actively involved in this partnership. The partnership works collaboratively on common challenges within the sector most notably the current pressure on places across the sector and it also support the City's priority to reduce the number of young people not in education, training or employment post 16 and Manchester's Work and Skills strategy.
- 2.6 This draft strategy aims to capture the strength of the partnership working which exists in Manchester across the Education system and the strong sense of commitment our Educators have to Manchester as a place with its own distinct strengths and priorities. It is not intended to replicate national education policy but to capture the 'value added' for a child or young person of being educated in Manchester. It sets out the role of the Local Authority as the place leader within the system and the priorities for Manchester now and in

the future. It describes how the system working collectively can meet the aspirations and ambitions of our children and young people and ensure that they finish their education prepared for adult life.

### **3.0 Education Strategy**

3.1 The attached strategy (appendix 1) is set out as a series of connected slides currently. However, once content is agreed, the intention is that the slides will be set out as a poster and animation which can be easily displayed across the education sector. This strategy will sit alongside and is complimentary to Manchester's Inclusion Strategy 2022- 2025.

3.2 Manchester has a clear vision for all children and young people; that they are happy, healthy, safe, successful and as independent as possible which is well understood across the Children's partnership. This vision underpins all of our work with children and young people across the partnership.

3.3 Manchester's Education strategy starts with what children and young people have said, through different forms of engagement and consultation, is important to them in education. These form a golden thread throughout the strategy.

3.4 Our children and young people told us that education is extremely important to them and they want settings, schools and colleges which:

- Listen and respond to what they have to say and ensure children and young people know their rights and are influential
- Are inclusive, promote equality and challenge discrimination
- Are places where all children and young people feel safe and that they belong
- Support their mental and physical wellbeing and self esteem
- Provide school trips and residentials and provide or promote local low cost clubs and activities which they can engage in after school or college
- Provide them with skills for life
- Support them with transitions at all phases
- Promote awareness of climate change and are taking steps to actively reducing their carbon footprint
- Provide a digital offer which related to the future world
- Provide good quality careers advice including access to employment activities and work experience including access to part time work
- They can travel safely and independently
- Enable them to live satisfying lives and get a good job including for some the opportunity to access the most competitive career pathways

3.5 Linked to this, the strategy includes an offer for all children and young people educated in our setting, schools and colleges in Manchester. The aim is that throughout their education every child educated in Manchester will have the opportunity to access the following experiences:

- Develop Skills for Life: communication; creativity and problem solving; self management; self belief; team building
- Perform and/or experience a performance
- Attend a live sporting event
- Visit Manchester City Centre
- Visit a library, museum and an art gallery
- Experience swimming
- Visit a place of natural beauty
- Visit different places of worship
- Receive a book as part of a transition read and meet an author
- Enter a competition
- Make a contribution to the local community/environment and engage in social action
- Participate in physical and outdoor adventure activities
- Learn how to achieve good physical and mental health including healthy eating
- Learn about how to stay safe and have positive relationships
- Experience travelling independently
- Participate in a democratic process
- Have the opportunity to think critically/debate an issue
- Use advanced technology to develop and use digital skills
- Visit an FE college and a university
- Meet inspiring role models
- Access work experience/work placement
- Have the opportunity to volunteer
- Develop enterprise skills for example by raising money for a charity
- Access a mentor if needed

3.6 Opportunities to access these will be regardless of whether their families can afford to do them. Recent outcomes from the Bee Well survey conducted with children in year 8 and 10 over the last 3 years has shown a decline in children engaging with arts, culture and entertainment activities as they progress through secondary school and particularly if they are children eligible for free school meals or live in disadvantaged neighbourhoods. The survey also showed a decline in young people accessing sporting or physical activity as they get older and particularly girls not accessing regular physical activity.

3.7 This type of offer is something that many of our Education providers already do in different ways but this will ensure that this enrichment offer is consistent and made available to all of our children and young people regardless of which setting or school they attend. The idea of a Manchester offer for our children and young people has received very positive feedback from our schools and colleges to date. Young people specifically consulted about the offer have also really welcomed this. Our discussions with young people has shown that although most of them have had the opportunity to experience some of the things included on the list there has been wide variability depending on which schools they attended. They therefore particularly supported a more consistent approach. The aim is for other partners including businesses and voluntary sector to also support this offer when they are

working with our education settings and schools. The opportunities and experiences set out in the offer have been based on feedback from children and young people, practice which already exists in many of our schools and settings and discussion with education leaders and other partners.

- 3.8 The strategy sets out shared values and shared ambition for the educators in our City. This ambition will be achieved by having excellent early years education, excellent schools working together in a strong family of schools or MATS and excellent post 16 pathways where technical and academic pathways are equally valued, underpinned by strong place leadership from the Local Authority and other partnerships. Under each of these headings the strategy sets the main pieces of work taking place in the City which support the ambition and the delivery of excellent education across phases. The strategy includes a set of locally based expectations for all Education providers working in the City with our children and young people and this is important especially as we move away from a school sector maintained by the Local Authority towards a MAT led school system.
- 3.9 Manchester's ambition will only be achieved by a strong workforce across the sector, which reflects the communities that they serve, working in collaboration and not competition. In addition, schools will continue to need highly committed and well informed governors. Our children and young people should also be educated in high quality buildings which are carbon neutral and are a focal point of the local community. The strategy sets out how Manchester is working with the sector to achieve these aims.
- 3.10 The strategy sets out a clear role for the Local Authority. In addition to fulfilling its statutory duties, the Local Authority should act as system leader and place shaper; a champion of children and their families; a narrator of the local education system and a facilitator of local partnerships responding to local emerging themes and challenges. The Local Authority is also well placed to work on behalf of the local system at a national level to influence policy and secure external investment.
- 3.11 Finally, the strategy sets out how the Local Authority will work with One Education, Manchester School's Alliance and Greater Manchester to support the local education system to achieve our collective ambition for children and young people.

#### **4.0 Next steps**

- 4.1 Once the strategy is approved the aim is to produce a final version as a poster which can be easily displayed. A short film of the strategy with a focus on the offer for children and young people will also be produced and used to support dissemination over the summer term.
- 4.2 Overview and governance of the strategy will be with the Strategic Education Partnership which has representation from all sectors of Education and other services which support the system. Many aspects of the strategy such a Read Manchester, Skills for Life, our Education carbon reduction plan already

provide updates to this board. There is also a joint meeting with the Work and Skills Board twice a year to consider overlapping workstreams.

## **5.0 Recommendations**

5.1 The Committee is recommended to:

- Comment on the proposed contents of the Education strategy
- Agree the next steps

5.2 The Executive is recommended to:

- Approve and endorse the content of the proposed Education Strategy
- Agree the next steps

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**Manchester City Council  
Report for Resolution**

**Report to:** Children and Young People Scrutiny Committee – 6 March 2024  
Executive – 15 March 2024

**Subject:** Manchester - Child Friendly City

**Report of:** Strategic Director – Children and Education Services

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### Summary

Following the formal announcement at Full Council on 31 January 2024, committee members will be familiar that Manchester is working with [UNICEF UK's Child Friendly Cities and Communities programme](#) to put children's rights into practice.

We are now in our 'development phase' of the programme. This is the phase where an action plan to progress and deliver each of the chosen 'badges' are to be considered and agreed by the Executive on the 15<sup>th</sup> of March 2024.

The action plan(s) will demonstrate how we will progress and evidence progress against each respective badge.

The badges were chosen after a record breaking consultation which saw over 11,000 children and young people take part.

The top three badges identified by Manchester's children and young people for the city to focus on are : **Safe and Secure, Place and Healthy.**

In addition to these the city will focus on a further three core badges **Culture, Communication** and **Co-operation and Leadership**. We have also committed to ensuring that the **Equal and Included** badge is a cross-cutting golden thread across all we do.

The city's bid for UNICEF recognition will now see the council and local partners putting children's rights into practice over the coming years, as we work together towards our shared goal for Manchester to be a UNICEF Child Friendly City.

Scrutiny members will have the benefit of seeing, and providing feedback on our respective draft action plans that will be submitted to UNICEF for final approval on the 7 March 2024.

Final action plans will be presented to the executive for sign off on the 15 March 2024.

## Recommendations

The Children and Young Peoples Scrutiny Committee members are recommended to:

1. Consider and comment on the report and priorities as chosen by children and young people.
2. Be an ambassador to support and lead conversations that challenge, influence and support
3. Consider the respective DRAFT action plan

The Executive is recommended to

1. To consider the observations of the Children and Young Peoples Scrutiny
2. To support and endorse the chosen badge and supporting action plan(s).
3. Pledge a continued support to championing children's rights within specific political portfolios and priorities.
4. Request an annual progress report and/or key milestones in the city's journey to be a UNICEF UK Child Friendly City'.

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## Wards Affected: All

<b>Environmental Impact Assessment</b> - the impact of the issues addressed in this report on achieving the zero-carbon target for the city	No assessment has been undertaken at this stage.
<b>Equality, Diversity and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments	Through the adoption of a Child's Rights Based approach, we will ensure adherence to all 7 principles, including the 'Non Discrimination' Principle. Every child and young person will be treated fairly and protected from discrimination, whatever their age, gender, ethnicity, religion, language, family background or any other status. Having access to equal opportunities and best possible outcomes doesn't mean being treated identically; some children and young people will need more support than others to overcome barriers and difficulties. Work is also underway to introduce Child's Right Impact Assessments to ensure that the best interests children and young people are the primary consideration in all actions concerning children.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Through ongoing engagement with the business sector, growing and increasing access to good quality work experience placements and introducing young people to the world of work. Enhancing skill development which will help young people prepare for adulthood.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Young people will have opportunities to succeed in education, employment and training to raise aspirations, achieve and gain economic independence. Young people have access to opportunities to develop their skills for life i.e. communication, problem solving, self-belief, self-management and team work
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Young people have opportunities which enable them to think progressively and build resilience underpinned by the principles of equality and acceptance. Young people have access to education and recreational provision which encourages a sense of belonging, develops their identity and ensure their voices are heard (Article 12 of the United Nations Convention of the Rights of the Child)
A liveable and low carbon city: a destination of choice to live, visit, work	<p><b>Article 2</b> All children under 18 will enjoy all the rights set out in the UNCRC without discrimination, and efforts to tackle the climate crisis should remedy its disproportionate impact on marginalised groups</p> <p><b>Article 3</b> The best interests of the child will be a top priority in any decision made or action taken to address the climate crisis.</p> <p><b>Article 6</b> Every child will enjoy the same opportunities to be healthy and grow in environmental conditions that don't impact negatively on their development.</p> <p><b>Article 12</b> Every child will have the right to be heard and their views will be taken seriously, including on discussions around climate and the environment.</p> <p><b>Article 31</b> Every child has the right to rest and play in a clean environment</p>

A connected city: world class infrastructure and connectivity to drive growth	The city will be at the centre of first-class networks – locally, regionally, nationally and internationally. With our young people we will create a framework for action as a 'digital city' and use digital technology to transform how we live in the city, eg. looking at how it could reduce energy bills and carbon emissions.
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Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

## **Financial Consequences**

### **Revenue / Capital Consequences**

During the delivery phase there may be a requirement for investment/additional resources to address some of the themes/issues as outlined in the respective action plans. It is expected that resourcing requirements, if required will be met from within existing budgets.

### **Contact Officers:**

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### **Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- United Nations Convention on the rights of the Child (UNCRC) (Appendix 1)
- Young People and Children Scrutiny Committee – Our Year update 20<sup>th</sup> July 2022
- Young People and Children Scrutiny Committee – Our Year update and transition to CFC programme 12<sup>th</sup> January 2023

- Young People and Children Scrutiny Committee – Manchester - Child Friendly City update November 7<sup>th</sup> 2023

## 1.0 Introduction

- 1.1 Following a record-breaking discovery phase where over 11, 000 children and young people's voices were heard and subsequently endorsed at our Discovery Day on the 7<sup>th</sup> November 2023, Manchester's 'badges' were chosen.
- 1.2 A badge rationale was submitted and ratified by UNICEF UK to evidence how the 'badges' were selected and to demonstrate that children and young people had been at the heart of the decision.
- 1.3 The top three 'badges' identified by Manchester's children and young people for the city to focus on were announced at a full council meeting on the 31<sup>st</sup> of January 2024: **Safe and Secure, Place and Healthy**.
- 1.4 In addition to these the city will focus on a further three core badges **Culture, Communication and Co-operation and Leadership**.
- 1.5 In recognition of Manchester City Council's commitment to tackling inequality and to celebrate the rich diversity of the city we have also committed to ensuring that the **Equal and Included** badge is a cross-cutting golden thread across all other badges.
- 1.6 Children and Young people's 'voices' have been and will continue to be a key tenet of Manchester becoming a recognised UNICEF Child Friendly City.
- 1.7 In addition, children and young people will be supported to contribute shaping 'Our Manchester forward to 2025' for Manchester to be in the top-flight of world class cities by 2025 with a strong economy and highly skilled people and achieve our goal to be well-connected, limiting climate change and somewhere everyone feels safe and lives well in an attractive and welcoming city.

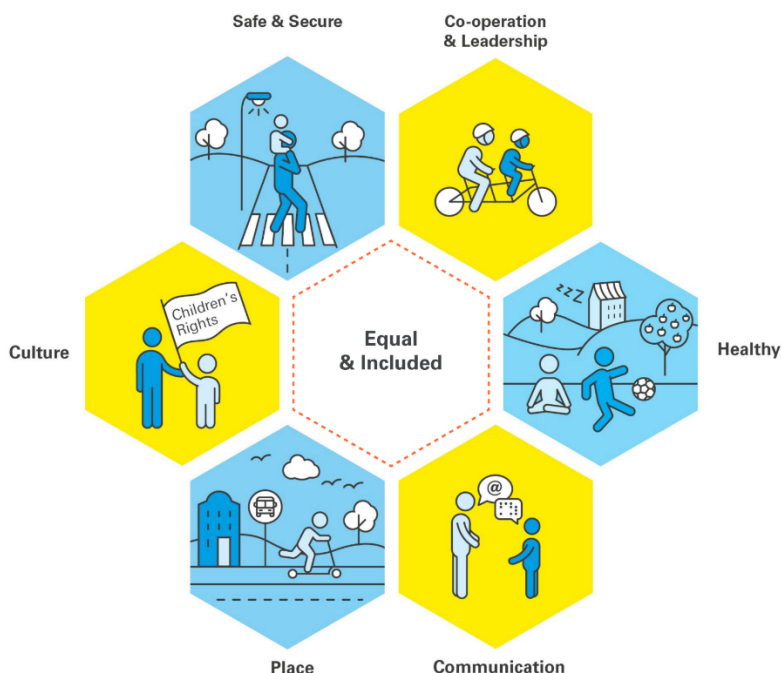
## 2.0 Background

- 2.1 The [UN Convention on the Rights of the Child \(UNCRC\)](#) is the most complete statement of children's rights ever produced and is the most widely agreed international human rights treaty in history.
- 2.2 The UNCRC has 54 articles, **which can be found at appendix 1**, that cover all aspects of a child's life and set out the civil, political, economic, social and cultural rights that all children everywhere are entitled to. It also explains how governments must work together to make sure all children can enjoy all their rights.
- 2.3 In line with our badge selection and the UNCRC Manchester will be a place that has demonstrated how more children feel safe, heard, healthy and can connect with their local neighbourhoods.

### 3.0 Main issues

#### Our badge selection

- 3.1 Taking in to account the findings from our Discovery phase, our Discovery Day and existing data the children and young people of Manchester proposed the following badges to form our city-wide action plan.



### 3.2 Safe and Secure (Lily's poem - <https://youtu.be/2kRCOFc-vng>)

- 3.3 Throughout our discovery phase **Safe and Secure** was the number one topic that Children and Young People told us was important to them. It ranked highest in our discovery moment activities. Through thorough analysis of our findings we have a good understanding of why young people don't feel safe. Young people have told us what a lack of safety feels like, how it inter-connects to different issues and concepts that effect their lives.
- 3.4 Our badge lead sits within the Community Safety Partnership and with the support of other badge members will oversee the successful delivery of the 'Safe and Secure' action plan.

5 Key priorities/outcomes from the Safe and Secure Action Plan are as follows.

- Children & Young People are able to influence policies and strategies relating to their safety and security

- Children and Young People feel Safe travelling through their neighbourhoods and across the city
- Align our Child friendly ambition with Our Child Centred Policing
- Work with children and young people to understand how we can make neighbourhoods safer
- Children & Young People have an active and meaningful involvement in strategies relating to their safety and security
- Improved street lighting in locations identified by Children and young people as unsafe at night (**sits across Place and Safe and Secure**)

#### 4.0 Place

4.1 Throughout the 'discovery phase' children and young people spoke a lot about the need to move freely across Manchester and in their neighbourhoods. They want to be made to feel even more welcome in public spaces, such as parks, green spaces and out in their communities as summarised below.

- Transport featured highly in responses as children and young people said they often do not feel connected to their neighbourhood and city.
- Parks was another area that featured very highly in our discovery feedback. It is without doubt that children and young people value their parks and green spaces but felt there was further investment needed to improve play areas, and to maintain the overall cleanliness.
- During the consultation 57% of children and young people felt that their area wasn't clean, with regular reference to littering.
- Children and young people have continued to express their concerns around climate change and through the 'Place' badge we will continue to focus on addressing these concerns by taking collective action.

4.2 Our badge lead sits within the Neighbourhood Directorate and with the support of other badge members will oversee the successful delivery of the 'Place' action plan.

4.3 Key priorities/outcomes from the Place Action Plan are as follows.

- Children and young people live in safe, protected and clean environments with access to green areas.
- Children and young people have increased access to free play opportunities to meet their friends and enjoy themselves in their local area.
- Increase time spent by Children and Young People playing outdoors.
- Increase in number of Children and Young People who feel proud of their local area
- Greater awareness of Article 31 of the UNCRC ' Children and young people have the right to rest, leisure, play, recreational activities, cultural life and the arts'



- Increase in playgrounds being designed and developed in collaboration with Children and Young People
- Increase in active travel, school streets, and other green initiatives co-produced with children and young people that will support our ambition to becoming zero carbon by 2038.

## 5.0 Healthy

**Humaan's poem** - <https://youtu.be/h0sWgwwMB5I>

- 5.1 Children and young people highlighted the need for more support around mental and emotional health. Feedback ranged from wanting more access to outdoor physical activities, the need for cleaner air and having someone to talk to do.
- 5.2 We know that having the best start in life, lays a solid foundation and is essential to securing a successful future. Many health challenges and inequalities in later life can trace their foundations in early childhood, with the poorest families experiencing the worst health outcomes.
- 5.3 The first 1,001 days from pregnancy up to the age of two are particularly critical for a child's development. A good education, and support for social and emotional development, are also important for future health and wellbeing.
- 5.4 Mental health for young people has also been frequently highlighted as a particular concern, exacerbated by the Covid19 Pandemic.
- 5.5 Children and young people were very vocal about the need for more public spaces to be smoke free and were also expressed their concern about the use of vapes by their peers.
- 5.6 The issues raised by children and young people are evidently reflective of the Making Manchester Fairer Action Plan and therefore a key next step and priority will be to ensure the 'voice' of children contribute, inform, and support its delivery.
- 5.7 Our badge lead sits within Public Health and with the support of other badge members will oversee the successful delivery of 'Healthy' action plan and ensure alignment with Making Manchester Fairer.
- 5.8 The Key priorities/outcomes from the Healthy Action Plan are as follows.
  - Prioritise and improve mental health and outcomes for young people
  - Young people have more people to talk to and know where to get help when things are not going so well.
  - Reduce health inequalities in early years development
  - All children and young people report that they receive the support that they need for their circumstances, to understand and manage their mental and emotional health and wellbeing; and can access supportive, respectful, and compassionate services that understand their needs.

- Consider strategies/approaches to encourage a reduction in smoking in public spaces schools, playgrounds and other local services/facilities
- Children and young people from communities experiencing inequalities report that they are more able to influence and inform the development and ongoing delivery of health & wellbeing strategies.

5.9 Given the richly diverse population of Manchester, we believe it vital that **the Equal and Included** priority runs through everything we do in Manchester as a golden thread. Therefore, it will underpin all the Child friendly action plans and work to becoming recognised as a Child Friendly City.

5.10 Each of the respective action plans will reflect the following priorities / outcomes.

- Working in partnership in a coherent, strengths-based way to be equitable and support inclusive practice.
- Listening and responding to the voices of all children, young people and their families.
- Manchester will further develop frameworks and structures that enable all young people at neighbourhood, ward, and citywide levels to represent their view across a broad range of issues, initiatives, service design and delivery, this will be done through the establishment of Area Youth Forums.

## 6.0 Mandatory Badges

### Co-operation and Leadership

6.1 Across the city people, organisations and civic leaders work together to make the city better for children and young people. Decisions are made involving children and young people.

6.2 Our badge lead is the Director of Children's Services and with the support of other badge members will oversee the successful delivery of the 'Co-operation and Leadership' action plan.

6.3 Action Plan priorities/outcome

- Children's rights, needs and views are incorporated into decision-making and are understood and valued by leaders within and beyond the council
- Multi-agency governance is established to oversee the implementation of children's rights across the city/community's decision-making and strategy.
- There is greater strategic collaboration and multi-agency cooperation between the council, third sector and private sector on issues relating to children and their rights.
- Children and young people are championed by Elected Members through planning and decision-making.

- There is greater strategic collaboration and multi-agency cooperation between the council, third sector and private sector on issues relating to children and their rights
- Introduce a Child's Rights Assessment section to scrutiny and executive decision making i.e. similar to the Our Manchester priorities/ Environmental Impact Assessment sections

## **7.0 Culture**

7.1 Across the city people value and respect children and young people. People know about and respect children's rights

7.2 Our badge lead is the Director of HROD and with the support of other badge members will oversee the successful delivery of the 'Culture' action plan.

7.3 Action Plan priorities/outcomes

- 53% of children and young people didn't feel that they had a say in decisions affecting their lives
- The workforce across the city understand and can confidently apply children's rights
- A citywide children's rights workforce development plan is co-produced with MCC and key organisations that work directly and in-directly with children in Manchester
- Each organisation across Manchester identifies a children's right champion/lead
- Children's rights is embedded in strategies, policies, decision-making
- The Children's Rights Impact Assessment tool is fully understood and embedded across services
- Children's rights training is rolled out across the Council and Children's rights is incorporated into the MCC induction
- Measurable increase in the level of confidence Elected Members and practitioners across the City have in talking about and applying children's rights

## **8.0 Communication**

8.1 Across the city information about children's rights is shared with children, young people and adults in different ways. People know when important decisions affecting children, young people and families are made

8.2 Our badge lead is a Senior representative from the Communications Team and with the support of other badge members will oversee the successful delivery of the 'Communication' action plan.

8.3 Action Plan priorities/outcome

- All children and young people are able to access important council information relevant to them, including those with additional needs and those who speak English as an additional language

- Services and organisations who engage with young people feel informed about Children's Rights and able to communicate effectively with Children and Young People and their communication methods are shaped by Children and Young People
- More children and young people in Manchester know about children's rights
- Our methods of communicating with children and young people are accessible and inclusive and reach a wider range of children and young people
- Progress towards CFC recognition is regularly communicated to residents, staff, stakeholders and Children and Young People
- Work is done to increase more positive local media stories about Children and Young People

## **9.0 Delivery stage**

- 9.1 Supported by our champions and ambassadorial network, the badge leads, and council will work with our partners and the local community, children and young people to deliver the Action Plan.
- 9.2 This will require a strategic cross-directorate and partnership approach as the programme aims to create a city where all children and young people have a meaningful say in, and truly benefit from, the local decisions, services and spaces that shape their lives
- 9.3 In order to gain Child Friendly recognition an independent panel of children's rights experts assesses the progress made and decides whether to recognise Manchester as 'UNICEF Child Friendly'. This process usually takes between 2-4 years. It is our ambition to achieve this by 2026.
- 9.4 In summary Manchester will be a place for children and young people where:
- Their voices are heard and listened to (Article 12)
  - Their thoughts and opinions influence decisions that affect them (Article 13)
  - Children have a meaningful say about how to make services better at the design, commissioning and delivery stage, and decisions are made with young people
  - Children's rights are celebrated
  - Every child will have the right to relax, play and take part in a wide range of cultural and artistic activities. Article 31 (leisure, play and culture)

## **10.0 Recommendations**

- 10.1 The Children and Young People's Scrutiny is recommended to consider the report and priorities as chosen by children and young people
- 10.2 The Executive is recommended to

- To consider the observations of the Children and Young Peoples Scrutiny
- To consider and sign off the badge action plan
- Endorse our progression to the delivery stage of the programme

## **Appendices**

**Appendix 1** Summary of the United Nations Convention on the Rights of the Child

**Appendix 2** Child's rights based approach and principles

**Appendix 3** DRAFT Action Plans

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# A SUMMARY OF THE UN CONVENTION ON THE RIGHTS OF THE CHILD



UNITED KINGDOM

## ARTICLE 1 (definition of the child)

Everyone under the age of 18 has all the rights in the Convention.

## ARTICLE 2 (non-discrimination)

The Convention applies to every child without discrimination, whatever their ethnicity, sex, religion, language, abilities or any other status, whatever they think or say, whatever their family background.

## ARTICLE 3 (best interests of the child)

The best interests of the child must be a top priority in all decisions and actions that affect children.

## ARTICLE 4 (implementation of the Convention)

Governments must do all they can to make sure every child can enjoy their rights by creating systems and passing laws that promote and protect children's rights.

## ARTICLE 5 (parental guidance and a child's evolving capacities)

Governments must respect the rights and responsibilities of parents and carers to provide guidance and direction to their child as they grow up, so that they fully enjoy their rights. This must be done in a way that recognises the child's increasing capacity to make their own choices.

## ARTICLE 6 (life, survival and development)

Every child has the right to life. Governments must do all they can to ensure that children survive and develop to their full potential.

## ARTICLE 7 (birth registration, name, nationality, care)

Every child has the right to be registered at birth, to have a name and nationality, and, as far as possible, to know and be cared for by their parents.

## ARTICLE 8 (protection and preservation of identity)

Every child has the right to an identity. Governments must respect and protect that right, and prevent the child's name, nationality or family relationships from being changed unlawfully.

## ARTICLE 9 (separation from parents)

Children must not be separated from their parents against their will unless it is in their best interests (for example, if a parent is hurting or neglecting a child). Children whose parents have separated have the right to stay in contact with both parents, unless this could cause them harm.

## ARTICLE 10 (family reunification)

Governments must respond quickly and sympathetically if a child or their parents apply to live together in the same country. If a child's parents live apart in different countries, the child has the right to visit and keep in contact with both of them.

## ARTICLE 11 (abduction and non-return of children)

Governments must do everything they can to stop children being taken out of their own country illegally by their parents or other relatives, or being prevented from returning home.

## ARTICLE 12 (respect for the views of the child)

Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child's day-to-day home life.

## ARTICLE 13 (freedom of expression)

Every child must be free to express their thoughts and opinions and to access all kinds of information, as long as it is within the law.

## ARTICLE 14 (freedom of thought, belief and religion)

Every child has the right to think and believe what they choose and also to practise their religion, as long as they are not stopping other people from enjoying their rights. Governments must respect the rights and responsibilities of parents to guide their child as they grow up.

## ARTICLE 15 (freedom of association)

Every child has the right to meet with other children and to join groups and organisations, as long as this does not stop other people from enjoying their rights.

## ARTICLE 16 (right to privacy)

Every child has the right to privacy. The law should protect the child's private, family and home life, including protecting children from unlawful attacks that harm their reputation.

## ARTICLE 17 (access to information from the media)

Every child has the right to reliable information from a variety of sources, and governments should encourage the media to provide information that children can understand. Governments must help protect children from materials that could harm them.

## ARTICLE 18 (parental responsibilities and state assistance)

Both parents share responsibility for bringing up their child and should always consider what is best for the child. Governments must support parents by creating support services for children and giving parents the help they need to raise their children.

## ARTICLE 19 (protection from violence, abuse and neglect)

Governments must do all they can to ensure that children are protected from all forms of violence, abuse, neglect and bad treatment by their parents or anyone else who looks after them.

## ARTICLE 20 (children unable to live with their family)

If a child cannot be looked after by their immediate family, the government must give them special protection and assistance. This includes making sure the child is provided with alternative care that is continuous and respects the child's culture, language and religion.

## ARTICLE 21 (adoption)

Governments must oversee the process of adoption to make sure it is safe, lawful and that it prioritises children's best interests. Children should only be adopted outside of their country if they cannot be placed with a family in their own country.

## ARTICLE 22 (refugee children)

If a child is seeking refuge or has refugee status, governments must provide them with appropriate protection and assistance to help them enjoy all the rights in the Convention. Governments must help refugee children who are separated from their parents to be reunited with them.

## ARTICLE 23 (children with a disability)

A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.

## ARTICLE 24 (health and health services)

Every child has the right to the best possible health. Governments must provide good quality health care, clean water, nutritious food, and a clean environment and education on health and well-being so that children can stay healthy. Richer countries must help poorer countries achieve this.

## ARTICLE 25 (review of treatment in care)

If a child has been placed away from home for the purpose of care or protection (for example, with a foster family or in hospital), they have the right to a regular review of their treatment, the way they are cared for and their wider circumstances.

## ARTICLE 26 (social security)

Every child has the right to benefit from social security. Governments must provide social security, including financial support and other benefits, to families in need of assistance.

## ARTICLE 27 (adequate standard of living)

Every child has the right to a standard of living that is good enough to meet their physical and social needs and support their development. Governments must help families who cannot afford to provide this.

## ARTICLE 28 (right to education)

Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children's dignity and their rights. Richer countries must help poorer countries achieve this.

## ARTICLE 29 (goals of education)

Education must develop every child's personality, talents and abilities to the full. It must encourage the child's respect for human rights, as well as respect for their parents, their own and other cultures, and the environment.

## ARTICLE 30 (children from minority or indigenous groups)

Every child has the right to learn and use the language, customs and religion of their family, whether or not these are shared by the majority of the people in the country where they live.

## ARTICLE 31 (leisure, play and culture)

Every child has the right to relax, play and take part in a wide range of cultural and artistic activities.

## ARTICLE 32 (child labour)

Governments must protect children from economic exploitation and work that is dangerous or might harm their health, development or education. Governments must set a minimum age for children to work and ensure that work conditions are safe and appropriate.

## ARTICLE 33 (drug abuse)

Governments must protect children from the illegal use of drugs and from being involved in the production or distribution of drugs.

## ARTICLE 34 (sexual exploitation)

Governments must protect children from all forms of sexual abuse and exploitation.

## ARTICLE 35 (abduction, sale and trafficking)

Governments must protect children from being abducted, sold or moved illegally to a different place in or outside their country for the purpose of exploitation.

## ARTICLE 36 (other forms of exploitation)

Governments must protect children from all other forms of exploitation, for example the exploitation of children for political activities, by the media or for medical research.

## ARTICLE 37 (inhumane treatment and detention)

Children must not be tortured, sentenced to the death penalty or suffer other cruel or degrading treatment or punishment. Children should be arrested, detained or imprisoned only as a last resort and for the shortest time possible. They must be treated with respect and care, and be able to keep in contact with their family. Children must not be put in prison with adults.

## ARTICLE 38 (war and armed conflicts)

Governments must not allow children under the age of 15 to take part in war or join the armed forces. Governments must do everything they can to protect and care for children affected by war and armed conflicts.

## ARTICLE 39 (recovery from trauma and reintegration)

Children who have experienced neglect, abuse, exploitation, torture or who are victims of war must receive special support to help them recover their health, dignity, self-respect and social life.

## ARTICLE 40 (juvenile justice)

A child accused or guilty of breaking the law must be treated with dignity and respect. They have the right to legal assistance and a fair trial that takes account of their age. Governments must set a minimum age for children to be tried in a criminal court and manage a justice system that enables children who have been in conflict with the law to reintegrate into society.

## ARTICLE 41 (respect for higher national standards)

If a country has laws and standards that go further than the present Convention, then the country must keep these laws.

## ARTICLE 42 (knowledge of rights)

Governments must actively work to make sure children and adults know about the Convention.

The Convention has 54 articles in total. Articles 43–54 are about how adults and governments must work together to make sure all children can enjoy all their rights, including:

## ARTICLE 45

Unicef can provide expert advice and assistance on children's rights.

### OPTIONAL PROTOCOLS

There are three agreements, called Optional Protocols, that strengthen the Convention and add further unique rights for children. They are optional because governments that ratify the Convention can decide whether or not to sign up to these Optional Protocols. They are: the Optional Protocol on the sale of children, child prostitution and child pornography, the Optional Protocol on the involvement of children in armed conflict and the Optional Protocol on a complaints mechanism for children (called Communications Procedure).

For more information go to [unicef.org/uk/crc/op](https://www.unicef.org/uk/crc/op)

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### 1. Dignity

Every child and young person, just like each adult, has inner dignity and worth that should be valued, respected and nurtured. Respecting children’s dignity means all children should be treated with care and respect in all circumstances – in schools, hospitals, police stations, public spaces or children’s homes.

### 2. Interdependence and indivisibility

Rights cannot be ‘cherry-picked’ depending on circumstances. All children and young people should enjoy all of their rights all of the time because all rights are equally important. Children and young people’s rights to a good standard of living, or to be protected from abuse, neglect and violence, are just as important as their rights to get together with their peers or to freedom of expression.

### 3. Best interests

The best interests of the child must be a top priority in all decisions and actions that affect children and young people. Decisions can relate to

individual children, for example about adoption, or groups of children and young people, for instance when designing play spaces. In all cases, children and young people should be involved in deciding what is best for them.

#### **4. Participation**

All children and young people have the right to have a say in matters that affect them and to have their views taken seriously. In order to participate meaningfully in the lives of their family, community and the wider society, children and young people need support and opportunities for involvement. They need information, a space to express their views and feelings, and opportunities to ask questions.

#### **5. Non-discrimination**

Every child and young person should be treated fairly and protected from discrimination, whatever their age, gender, ethnicity, religion, language, family background or any other status. Having access to equal opportunities and best possible outcomes doesn't mean being treated identically; some children and young people need more support than others to overcome barriers and difficulties.

#### **6. Transparency and accountability**

Open dialogue and strong relationships between children and young people, professionals and local politicians are key to making rights a reality. For this to happen, everyone needs to be supported to learn about and understand rights. Knowledge of rights also allows children and young people to hold to account the people responsible for ensuring their rights are protected and realised.

#### **7. Life, survival and development**

Every child has a right to life and each child and young person should enjoy the same opportunities to be safe, healthy, grow and develop. From birth to adulthood, children and young people develop in many different ways – physically, emotionally, socially, spiritually and educationally – and different professionals should work together to help make this happen.

**Manchester City Council  
Report for Resolution**

**Report to:** Health Scrutiny Committee – 6 March 2024  
Executive - 15 March 2024

**Subject:** Manchester Public Health Annual Report

**Report of:** Director of Public Health

### Summary

As part of the statutory role of the Director of Public Health there is a requirement to produce an annual report on the health and wellbeing of the local population. The report can either be a broad overview of a wide range of public health programmes or may have a focus on a particular theme. This year the report focuses on HIV and sexual health. However, this includes a look back to how the city responded to the emerging HIV and AIDS crisis in the 1980s/1990s (That was Then) and how that response has informed the services now operating in the present day (This is Now). In addition, the Director of Public Health has set out some of the issues Manchester will need to consider from 2024/5 onwards.

The Report is attached as an Appendix prior to formal publication.

### Recommendations

The Health Scrutiny Committee is recommended to note the report.

Executive is recommended to endorse the annual report.

### Wards Affected: All

<b>Environmental Impact Assessment</b> -the impact of the issues addressed in this report on achieving the zero-carbon target for the city	Commissioned providers of sexual health services are required to pledge their zero-carbon targets as part of their contract with the Council.
<b>Equality, Diversity and Inclusion (EDI)</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments	This report highlights the important historical context of EDI developments that have supported the current approach in the city.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the Our Manchester Strategy/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	HIV treatment advances have ensured that many adults living with HIV continue to contribute significantly to the success of the City's economy.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Manchester contributed to global research and innovation around HIV back in the 1980s and 1990s that enhanced the City's reputation as a key player in Life Sciences.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The work of campaigners, councillors and activists in the voluntary and statutory sectors back in the 1980s, helped create some of the conditions that will enable programmes such as Making Manchester Fairer to go from strength to strength.
A liveable and low carbon city: a destination of choice to live, visit, work	Manchester's reputation as a welcome and tolerant City has ensured many people who have experienced stigma and discrimination contribute to be attracted to visit, work and live in the City.
A connected city: world class infrastructure and connectivity to drive growth	HIV and sexual health services are a fundamental requirement to enable any global city to meet the needs of demographic changes and support greater connectivity between cities and countries.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

#### **Financial Consequences – Revenue**

None

#### **Financial Consequences – Capital**

None

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

None

## 1.0 Introduction

- 1.1 The format of the previous two Manchester Public Health Annual Reports covering the Pandemic, with a focus on personal stories and testimonies, has been adopted for this thematic report on HIV and Sexual Health. The Report is in two parts.

Part One: “That was Then” how Manchester responded to the emerging global challenge of HIV/AIDS in the 1980s and 1990s.

Part Two: “This is Now”, highlights how Manchester has taken the learning from those times into the present day.

- 1.2 At the end of the report under “What next for Manchester” the Director of Public Health makes a series of recommendations for consideration.
- 1.3 The report also includes a Foreword from Councillor Thomas Robinson, the Executive Member for Healthy Manchester and Social Care.

## 2.0 Report Content

- 2.1 The “That was Then” section includes contributions from:

- **Councillor Pat Karney** who has been a Labour councillor in the city since 1979, reflects on the 1980s, the City Council’s pioneering AIDS Unit and the march against Clause 28.
- **Paul Fairweather** LGBT and HIV campaigner. Paul was one of the Council’s first Gay Men’s Officers and a founder member of Manchester AIDS-Line. Paul continues to play a vital role in work addressing stigma around HIV in Manchester.
- **Dr Ed Wilkins**, Retired Consultant in Infectious Diseases, who worked at Monsall Hospital and North Manchester General Hospital in the 1980s and 1990.
- **Bridget Hughes**, District HIV Coordinator for Central Manchester Health Authority in the early 1990s. Bridget was a driving force behind plans to establish a HIV/AIDS Hospice in the City. Bridget is currently Interim Associate Director of Operations at Greater Manchester Mental Health Foundation Trust.
- **Leasa Benson** who started out as a junior staff nurse in Ward 14B at Monsall Hospital and worked alongside Ed. Leasa is now the Lead Nurse for Health Protection in the Council’s Department of Public Health.
- **Michael Linnell** who back in 1985 was employed as an artist by the drugs charity Lifeline, based at the old drug dependency unit at Prestwich Hospital. Mike is now a well-respected member of the Greater Manchester Drug Alert Panel.

- **Felicity (Phil) Greenham** started out as a District HIV Prevention Co-ordinator in the 1980s and later had a lead role with Body Positive North West. Phil is currently a Trustee with the Brunswick Centre, who provide support to people with HIV and the LGBTQ+ community in Yorkshire.
- **Priscilla Nkwenti** was one of the first volunteers for the Black HIV and AIDS Forum (BHAF) and then their first paid worker. Priscilla stayed with the organisation as it became BHA for Equality and retired a few years ago.
- **Evelyn Asante-Mensah** initially volunteered on the BHAF committee, later taking a paid role. Evelyn has been chair of Manchester Primary Care Trust and is currently the chair of Pennine Care NHS Foundation Trust.
- **Mike Narayansingh** was a key officer in the City Council's AIDS Unit and had the lead role relating to programmes of work with injecting drug users and sex workers. Mike was instrumental in setting up Manchester Action on Street Health (MASH).
- **Janet Mantle** worked as a Health Promotion Specialist at Withington Hospital from 1989 and developed the first ever training pack on HIV for primary care. She undertook other senior public health roles in Manchester and was a Consultant in Public Health at the City Council until her retirement.
- **Catherine Jones** worked in Manchester in the early 1990s as a health promotion specialist with responsibility for sexual health and HIV in schools. Cath went on to work at the City Council as the Head of Extended Schools and is now retired.
- **Paul Martin** started his career as Development Lead for MESMAC Manchester which then became Healthy Gay Manchester. Paul is now the Chief Executive of the LGBT Foundation.
- **Tina Threadgold**, who started at Body Positive in 1995 as a second-year health and social care student and now works for Manchester Action on Street Health.
- **Richard Scarborough** has worked for the Manchester Department of Public Health as sexual health commissioning manager. In recent years Richard has supported the Department on several specific projects including the production of this Annual Report.
- **David Regan** has held several voluntary and paid roles in his 40-year career in Manchester and is currently the Director of Public Health for Manchester.

- **Jack Holden**, writer and actor whose play *Cruise* premiered at the Duchess Theatre London in June 2021 and came to Home in Manchester during the summer of 2023. Jack has kindly written the Preface for the Report.

2.2 The “This is Now” section of the report include summaries of several interviews with key organisational leads and short pieces about the wide range of innovative services, projects and initiatives including:

- Passionate about Sexual Health (PaSH) a partnership between BHA for Equality, George House Trust and the LGBT Foundation. The work the three organisations undertake is also covered.
- Manchester Action on Street Health.
- Our Room, previously the Men’s Room.
- The Northern Contraception, Sexual Health, and HIV Service. The Northern is part of Manchester University NHS Foundation Trust (MFT).
- The HIV Service, part of the Infectious Diseases Department based at North Manchester General Hospital which is also art of MFT.
- Brook Manchester a national charity supporting young people with their sexual health and wellbeing.
- Urban Village Medical Practice (UVMP) who provide a range of bespoke sexual health services to the homeless population of Manchester.

### 3. What next for Manchester

In line with previous annual reports the Director of Public Health also make a series of recommendations under the heading “What next for Manchester”, these are set out below:

- 3.1 Continue work to address HIV stigma and increase education and awareness among health and social care professionals especially in the context of an ageing cohort of people living with HIV, by:
- Sustaining investment in the George House Trust Positive Speakers programme in schools.
  - Exploring the use of the HIV stigma training module created for NHS staff in Manchester, or a similar bespoke package, to wider system partners.
- 3.2 Address rising rates of Sexually Transmitted Infections (STIs) by:
- Exploring options to provide a same-day STI testing service with rapid results and treatment, targeted at those most at risk of STIs and look at the feasibility of a Dean Street-type service in the city centre.



- Exploring options to increase the capacity of the online STI home test kit service and for additional capacity in sexual health services to offer walk-in appointments for people who are symptomatic.
- Developing peer-led campaign activity to increase knowledge and understanding of STIs and a combination prevention approach to the prevention of STIs, including condom use and regular testing.

### 3.3 Improve access to contraception by:

- Ensuring all available access points to effective contraceptive methods and advice for all age cohorts and communities are maximised, including pharmacies, general practice and bespoke services
- Continuing to support the implementation of women's health hubs in primary care to expand the capacity of provision of long-acting reversible contraception.

### 3.4 Maintain and build on both the HIVe (HIV elimination of new cases programme) and Fast-Track Cities Programmes through the Greater Manchester arrangements.

Given that Greater Manchester exceeded the initial 90:90:90 targets and the subsequent 95:95:95 targets, the possibility of delivering on the ambitions of both HIVe and Fast-Track Cities is something Manchester should be proud of.

- ### 3.5 Increase the national public health grant by £0.9 billion more a year to reverse years of funding cuts. Budgets should be shifted away from a short-term model for Directors of Public Health to be able to make decisions with the knowledge that there will be sufficient long-term funding available.
- ### 3.6 Call on the new Government to agree a new national 10 year Sexual and Reproductive Health Strategy, working in partnership with Directors of Public Health and local authorities, who have the lead responsibility for sexual health on behalf of their residents and communities.

## 4.0 Recommendation

- ### 4.1 The Health Scrutiny Committee is recommended to note the report.
- ### 4.2 Executive is recommended to endorse the annual report.

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**The HIV, AIDS and Sexual Health Revolution  
in Manchester – from the 1980s to now.**

Public Health Annual Report 2023-24

DRAFT IN PROGRESS





Dedicated to the memory of all those  
we have loved and lost from HIV and AIDS.

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**This is Now**

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## Introduction: David Regan

It has been an absolute privilege to be Director of Public Health for the city for the past 15 years. I retire in spring 2024, and this is my final annual report.

I had originally planned to do a thematic report on HIV/AIDS and sexual health in 2019/2020, but then we had to deal with a global pandemic. I am very proud of the two previous annual reports that document Manchester's response to the pandemic, and hopefully they will serve as a useful reference archive for generations to come.

The format of those reports, with a focus on personal stories and testimonies, has been adopted for this thematic report – with a slight difference. I had always intended to tell the story of how Manchester responded to the emerging global challenge of HIV/AIDS in the 1980s because I was part of it, with so many others.

I was a volunteer with Manchester AIDS-Line, besides working as HIV/AIDS Co-ordinator at the Health Authority. However, as you will read, I was also dealing with the impacts of HIV/AIDS in my personal life.

You will read many inspirational stories from the 1980s and 1990s in the That Was Then section of this report. They highlight how

we've taken the learning from those times into the present day (covered in the This is Now section).

You will realise just how resilient individuals and organisations have been in adapting to the changes of the past 40 years. And what could be more fitting than Manchester AIDS-Line, now George House Trust, celebrating its 40th anniversary next year.

At the end of the report I have set out my suggestions on What Next for Manchester. Despite the severe financial constraints facing all sectors, I know that the commitment, passion and the desire to get the very best for our residents and our service-users will never change.

I have thanked all the contributors to this report in the Acknowledgements section, but I will also take the opportunity now to say to everyone who has supported me as Director of Public Health in Manchester since 2009: You have been fantastic. Thank You.

**David Regan**  
**Director of Public Health**



## Foreword:

### Cllr Thomas Robinson

Welcome to an extraordinary public health annual report.

I say extraordinary because it's a moment of historical and social reflection, capturing those raw and frightening early days of living with HIV and AIDS right the way through to advances in sexual health and how we deliver those services.

As a politician with a role in the health of this city, I look to the past to see how it can help shape our future. Reading the memories and case studies of those in this report is both heart-wrenching and inspirational. Inspirational because despite early stigma and prejudice, this city has evolved into a tolerant – in fact celebratory – city of culture, relishing its many diverse communities.

Science, commitment, activism and determination have led us to the position where, with sustained effort, we can achieve zero new transmissions of HIV by 2030. I want to see that progress flourish alongside an end to HIV stigma. And for that, we need long-term public health funding to make sure everyone has access to the full range of sexual and reproductive health services.

I would like to add my voice to thank all those people in local services and voluntary and community groups who work in this field. And, with that, is a vow to continue to support the drive to end HIV stigma and prevent HIV transmission through wider promotion and provision of pre-exposure prophylaxis (PrEP, a drug which stops HIV transmission), ensuring all affected communities can benefit from it.

But none of this would be possible without listening to what Manchester people tell us. We've listened, and will continue to listen. We've heard what you need, so we'll work together to bring constant improvement, dignity and respect to our services.

Thank you, Manchester.

**Cllr Thomas Robinson**  
**Executive Member for Healthy Manchester**  
**and Social Care at Manchester City Council**



## Preface: Jack Holden

My play *Cruise* premiered at the Duchess Theatre London in June 2021. Across the month-long run, audiences were required to wear masks and to maintain a social distance. However, as soon as the show started, none of this mattered. People had been confined to their homes for over a year, and they were hungry for live, communal entertainment – whatever the restrictions. The fact that we were living through a pandemic, while I performed a story about the AIDS epidemic of the 1980s and 1990s, lent a particular poignancy to the play.

Each night at the stage door I was greeted by individuals, couples and groups with tears in their eyes and their own memories to share. They told me of friends and lovers they had lost to AIDS. They told me names; they told me ages. Quite understandably, they had been dubious that I, born in 1990, could do justice to this momentous and terrible time, but they were happy to have been proved wrong. The show had powerfully conjured memories – traumatic, sad, hopeful and happy – and served as a fitting theatrical tribute to their lost loved ones.

The critical response to *Cruise* was so strong that we revived the show at the Apollo Theatre the following summer, and then again at HOME Manchester in August 2023.

So when David Regan grabbed me after a performance at HOME, I was by then quite used to approaches from audience members; but David surprised me when he asked if I'd contribute to the Manchester Public Health Annual Report. I immediately said 'yes' and, as part of that process, I've been honoured to read some first-hand accounts of the incredible acts of love and service people showed to partners, friends and patients in the 1980s and 1990s.

I never saw the darkest days of the AIDS crisis, though I grew up in its long shadow, which instilled in my parents a fear that being gay was a death sentence. With Section 28 in place until I was 13 years old, I assembled a patchy understanding of AIDS through terrifying rumours and biology textbooks. When I was 18, a member of the Terrence Higgins Trust came to give a talk at my drama school, and I finally got the information I needed.

Several years later, I moved to London and started volunteering for Switchboard, the LGBT+ helpline. It was there that I heard the story that would become *Cruise*. A man recounted how he had moved to London in 1980, come out, fallen in love, and in 1984 had been diagnosed with HIV. His partner was diagnosed at the same time and died in 1986, whereas the man calling me had survived until effective medication came along. He had been given a second chance at life, but he had lost his partner and many friends, and he had spent all his savings. It struck me as the most cruelly bittersweet story. In the countless conversations I had after performances of *Cruise*, I came to realise that this man's story was far from unique.

*Cruise* is set in 1980s Soho, but when we brought the play to Manchester, it pleased me that audiences engaged with the show just as much as the London audiences. It struck me that *Cruise*'s success wasn't down to the London-ness of the play; it was popular because it's a universal story about love, loss and community. It mingles tragedy and comedy in the astonishing way real life often does. And it speaks to the very best instinct in all of us – the instinct to defiantly love and care for people, even if there is no hope.

Times have changed, and my generation is incredibly lucky that HIV is now a manageable condition. But this doesn't mean we can be complacent. Our civil, legal and medical equalities have been secured by generations of brave LGBT+ folk holding power to account. It is my generation's duty to continue their work while remembering their names.

For my part, I will continue to put our community's stories on stage, both as a history lesson for those too young to remember, and as an elegy for those we have lost.

**Jack Holden**







**That was then...**



Manchester back then





That was then...

## Respect, dignity and a baked-bean butty

Leasa Benson

Former Junior Staff Nurse,  
Ward 14B, Monsall Hospital



**When I qualified as a nurse, and there were no jobs, the ward sister asked me: “Have you heard of Monsall Hospital? You might be interested in what they’re doing.”**

I arranged a visit and was welcomed by Doctor Mandel, a consultant – quite a culture shock for this young student nurse who didn’t speak much to doctors. I took a junior staff nurse post on Ward 14B, which I later learnt was funded by HIV money, part of David Regan’s efforts.

I was HIV-funded, but worked on the ward in general. It was wonderful. 14B had the reception desk in the middle, and on one side, big cubicles for HIV patients – because there was more room to move around and it was a bit more private.

We had all those patients with infectious diseases alongside people who were severely immunocompromised, nursed by the same team. That’s a testament to their care and the expertise of the nursing team and everybody else working there. It was all about washing hands, changing aprons and cleaning rooms to stop infection spread, which I’d been taught before, but not to this extent.

A year later I moved to North Manchester General Hospital. It was the start of trials of what we called ddl (idanosine) and ddC (zalcitabine) medication – antivirals. We’d go round with these sachets on the drug trolley. You mixed it in a glass of water. It was disgusting by all accounts; people didn’t like taking it. There were some AZT antiretroviral on the trolley, but we were very much treating symptoms then. A lot of people were getting KS – a cancer common with AIDS.

This was 1992. We had a drop-in flat on the ward. People didn’t stay there, but we’d see people there when they needed to be seen – the beginning of a walk-in clinic.

Some patients were in a long time. You’d build really good relationships with them and their partners, friends and families. Quite often a partner was a patient too.

Even though the outpatient department was in a different building, we’d go and staff it, so patients saw the same faces. It felt like a real community. Everybody seemed to know one another. The night staff there were amazing – often without medical support. They were highly skilled, and brilliant with patients. There was also a team of auxiliaries, and I probably learned most from them. Some of them are still there.

## That was then...

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**There were a lot of people, a lot of deaths – people my age, young men. It was hard.**

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One night, the most gentle, loveliest patient you could ever meet started with a kind of dementia, getting out of bed and falling – he didn't have the strength to stand. We asked for someone to sit with him. The nurse who came said: "I can't look after him, I've got children. I can't put myself at risk." One of the night staff said to her: "Well you're not going to have sex with him, are you, love?"

I remember being appalled by her attitude and a bit dumbfounded. We ended up using a group of agency staff. They all took jobs on the ward in time – they liked the work and didn't discriminate.

Ambulancemen were turning up in hazmat gear – just to transfer someone for a scan. The nurses would try and educate them: "You can't go into our ward looking like that." We'd talk to them about the low risk levels. It was crazy.

Of course, there were strict procedures where needed. One I found difficult was that when somebody died, we had to put them in a body bag. I did not like that a bit. Nobody did, because you were trying to be very respectful, doing the last thing you can do for a patient. We'd talk to them, getting them ready for the mortuary, tell them what we were doing. It just felt really undignified to do that to somebody, but it was hospital policy – very difficult.

Another sad memory is a lovely guy with a lovely partner. He became unwell quite suddenly. They'd told us they didn't see the parents, and the partner had rung them to say, he's dying, if you want to see him, come.

He died in the early hours, and nobody came or called. We told the partner we'd keep the body on the ward, but he said, no, they're not going to come now.

Next morning, two bewildered-looking people were in the corridor. One said: "We're looking for our son. We were told he was in this room," but sadly, the bed had been stripped and was being cleaned. I remember the shock on their faces. I told them his partner tried to get in touch. They didn't cry, but they both looked devastated, saying: "We didn't get here on time. We wasted all this time."

I felt really guilty. I know I didn't have any control over any of that, but it wasn't nice.

Someone from the voluntary sector used to come and do manicures, and two aromatherapists came to the ward once a week – that was the best day to be working because everywhere smelt amazing. People from the third sector also did the HIV testing clinics in the evenings. They visited too; they had a big presence.

For us, and for relatives too, food was a massive element of care. For HIV patients on the ward we had full-fat milk, butter for toast, cereals, extra sandwiches – anything to get calories into people. One of the first African ladies we had on the ward was pretty amazing. She was in her late 20s, same age as me. When she came she was very unwell. She'd come to the UK for treatment and had had to leave two kids with her parents, but all she knew was they were in some camp in her home country. We asked the Red Cross to help her trace them, which they did.

I remember her saying that the food she'd choose would be maize. The kitchens didn't have it, but a ward manager said that if she needs this, we'll pay out of the ward budget. Even after a lot of very well-meaning effort, we couldn't prepare what the patient loved to eat. I remember being absolutely gutted – for her and the dietician and kitchen staff.

But that was the start of us going to the third sector, asking what we could do around particular diets – getting some culturally appropriate food for poorly people.

I went on maternity leave in August 1995. When I came back the next January, people were taking antiretrovirals. All the treatments were new. I felt really out of my depth.

Looking back, that was such a short period of time for this massive shift in treatments.

I'm proud of all the team members who worked there in those years and who treated people with such respect and dignity. They were just wonderful.

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**“Ed Wilkins used to just be there all the time, all the hours God sent. At teatime, he used to wander to the ward with a piece of bread and make a baked bean sandwich.”**

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That was then...

## Their dignity and quality of life mattered to us

Ed Wilkins

Retired Consultant in Infectious Diseases



**I started working at North Manchester General Hospital in 1980, before infectious diseases became the thriving speciality it is today. It had a loosely defined role providing services for adults and children with infectious diseases such as whooping cough, measles, and infective diarrhoea, as well as being a referral centre for tuberculosis and tropical infections.**

One of our roles was to look out for emerging infections, and we started to see reports from North America of an illness characterised by a weakened immune system and a rare cancer, Kaposi's sarcoma.

Early reports were followed by retrospective cohort studies in 1981 from California and New York, but it was not until 1985 that the cause was identified, and it was 1987 before the first active agent was licensed: AZT (Zidovudine).

I saw my first case in 1982: a young man with *Pneumocystis carinii* (jirovecii) Pneumonia (PCP/PJP). The causative agent and how it was transmitted were still a mystery. I clearly remember my apprehension the first time I took blood from a patient, donning goggles,

mask, hat, full gown and double gloves. Looking back, this level of protection was unnecessary, but you have to remember that we knew so little about the illness.

Sadly, this young man went blind from Cytomegalovirus infection and then died from his worsening PCP. This was the tragic end for so many of the predominantly young men in those early days of HIV.

It was a scary and immensely sad time for health care workers and a devastating period for patients' loved ones. So often, patients did not have the opportunity to die with dignity, fading with worsening breathlessness from PCP, blindness from CMV retinitis, uncontrollable diarrhoea from cryptosporidium, or one of a list of opportunistic infections that were the hallmark of the illness.

I remember having to tell a male couple that they both had HIV, and the impact it had on them – a reflection of the expectation of inevitable death in the not-too-distant future. It was a terrible diagnosis to receive, and they obviously hadn't been prepared for it.

Thankfully though, at this time, dedicated counselling services became available, along with psychologists, occupational health professionals, and dieticians. But for most of the 1980s, all we could do was treat the effects of HIV rather than treating HIV itself.

During these early years we were advising patients to sign a living will and to make the most of their remaining years, taking those bucket-list holidays for instance. Prognosis remained terrible. So, for example, if somebody had PCP or another opportunistic infection, there was a 50% chance they'd be dead within a year.

They were very difficult days. I remember discussions about needing a hospice dedicated to HIV and AIDS, because there were many patients who needed end-of-life care, and 'mainstream' hospices (or their patients) were reluctant to take them.

In 1987, AZT was licensed as the first potential drug to control progress of the virus and the onset of the disease. Unfortunately, experience soon taught us that the benefits were time-limited – after six months the infection continued to progress because of viral resistance. What AZT and the Concord study did demonstrate was the vital role research must play in understanding the disease.

There were slight improvements in treatments – for PCP for example, but the heart-wrenching outcomes affected everyone involved. This was a rare event in medicine: patients became family to us carers, and the carers became family to patients. I wasn't the only one who'd cry when a patient I'd looked after for a significant period died.

Numbers increased rapidly. I was responsible for 17 patients when I started as a consultant; this figure increased to 600 over the next decade. The good news was, as each year went by, drug treatments improved. But the prognosis remained challenging.

Then came the 1996 Vancouver AIDS Conference. Many Manchester clinicians went because we knew there was significant news about the saquinavir trial, which indeed we had insight into, as the Monsall Unit was a participating centre. Also, results of other early protease inhibitor triple-therapy trials were presented.

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**This was when the world started to understand how triple therapy would revolutionise future treatments, drug development, and – most important – the quality and length of patients' lives.**

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Now we can see the fruits of those early days: HIV is no longer an inevitably fatal disease. And it's worth mentioning that the advances made with HIV research have had so many positive benefits for the prevention and treatment of other conditions, such as Hepatitis C and indeed COVID-19.

Another legacy is that back then, many specialities didn't involve patients in their own care – we had to. It was their life, and they needed to know. I know that was appreciated by the patients and their loved ones – their dignity and quality of life mattered to us.

## That was then...

I'm proud to have contributed to the 'Monsall' team and to have played a part in creating new relationships between the NHS, Manchester City Council, voluntary sector organisations such as AIDS-Line and Body Positive North West, and the wider community. It was hard, often distressing work – long shifts sometimes sustained only (it is true) by a baked-bean butty in the early hours.

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**Today, people living with HIV can enjoy a normal lifespan. Overcoming the fear, stigma, and the hatred at times in the 1980s, the unit at Monsall Hospital, and then the Monsall Unit at North Manchester, can be proud of their contribution to that.**

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## I remember people died very quickly

Paul Fairweather

LGBT and HIV campaigner. Formerly one of the Council's first Gay Men's Officers



**Paul Fairweather is an LGBT and HIV campaigner. He has worked for the Campaign for Homosexual Equality at Manchester Gay Centre, and at Manchester City Council as one of the Council's first Gay Men's Officers. More recently, he managed George House Trust's Positive Speaker programme. Paul is a former Manchester councillor, and in 2009 spoke of his HIV positive status at the Pride vigil.**

I moved to Manchester in 1978 to work for the Campaign for Homosexual Equality, the main gay rights organisation at the time.

In 1980 I started at Manchester Gay Centre, which had received an Urban Aid grant from the Thatcher Government in 1978. In those days it was rare for a gay organisation to have any funding.

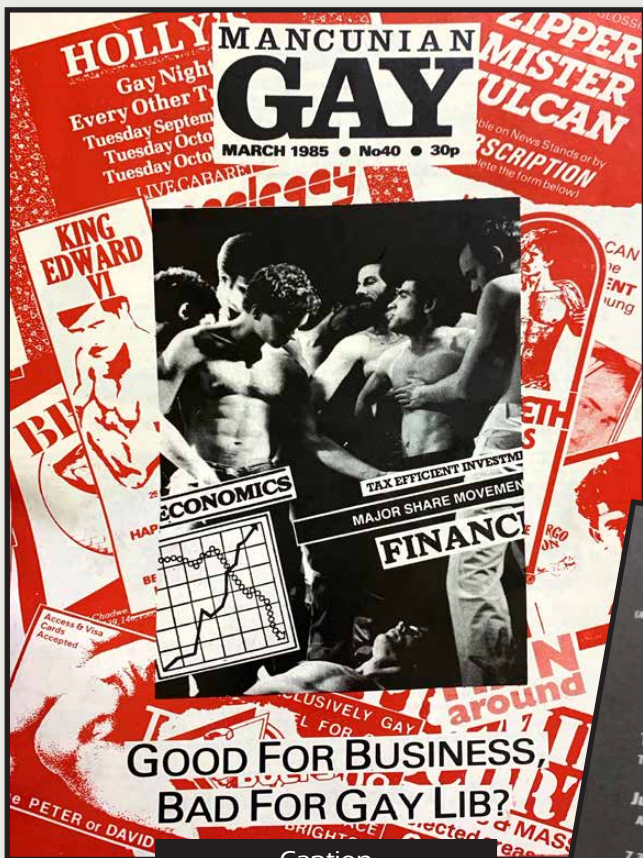
We moved to 61a Bloom Street – the Gay Centre. There was Gay Switchboard, Friend (a counselling organisation), Lesbian Link, and a small meeting room. There was also the gay youth group I'd set up, now the Proud Trust. I was to work there from 1980 to 1985.

I became involved in the magazine Mancunian Gay, and in 1983 wrote the first articles

on HIV, based on what was happening in America. It's hard to imagine, but there was no information; it was really hard to get. There was Gay News, but that was only available in alternative book shops. We used to regularly read the American gay press, and there had been articles about this new disease called GRID – Gay-Related Immune Disease. I'd also started talking to people at Monsall Hospital.

We called a public meeting in 1984 at The Thompsons Arms in the Village. It was organised by the Gay Men's Health Group, which was set up and based at the Gay Centre, sponsored by Manchester Community Health Council: 'Your questions answered. Public meeting on AIDS, Thursday, 15 March 1984'.

There was Dr Bhattachary at St Luke's clinic (the old GUM (genitourinary medicine) clinic); Tony Whitehead from Terrance Higgins Trust; and Julian Meldrum, AIDS Action Coalition, who wrote about AIDS in Capital Gay. Tony made the most perfect speech on how HIV and AIDS were going to affect everybody. I don't think people believed it. There was a huge amount of ignorance. People thought it was a long way away, in America, and it was very different in Manchester – it wouldn't happen here.



Caption

That meeting was well attended, and a group of us – mainly Gay Switchboard workers – later set up Manchester AIDS-Line. That was in 1985.

We spent some time just meeting and trying to work out what to do. Initially, we thought about a telephone helpline once a week. It was quite simple to set up; we just rented a small office and a group of six of us did everything. I think we got some funding from Manchester City Council, because by then I'd started working for the Council as one of the Gay Men's Officers.

From 1980 to 1985 I was involved with a small group of lesbians and gay men in the Labour Party in an equal opportunity working party. When Graham Stringer became leader of the Council, we set up the gay men's subcommittee and recruited two gay men's workers and two lesbian workers.

When we started AIDS-Line there weren't many calls – very few from people with HIV. It was just the 'worried well' – people really scared of catching HIV, but at no risk at all.

But I suppose that back then we didn't really know. We didn't know what caused HIV transmission, as there was so little information. Of course, over time, we had many people in Manchester who were positive, and AIDS-Line grew quite quickly. We took on two staff, got more funding from the health authority, and attracted more volunteers, and it grew quickly.

We set up a buddying group, and I was involved in organising the first meeting for people with HIV; this group later became Body Positive. Jonathan Grimshaw, who set up Body Positive in London, came and spoke.

The Council did a huge amount. We had an AIDS Unit with staff, a team with social workers, and the AIDS and education group. The Council had the first policy around HIV and equality. They were really proactive, and that was in part through what we were doing in the Equalities Unit and the gay men's subgroup.

I was on the committee that met with the consultants in North Manchester Hospital. One was Ed Wilkins, Clinical Director of Infectious Diseases and pioneering researcher. That was quite revolutionary, as it transformed the relationship between patients and the consultants. We were there representing the community, talking with medical people in a way that I think hadn't happened before.





I remember people died very quickly. I was in my late-20s/early-30s, and a lot of my friends became positive. They died really quickly and looked horrendous when they died. They just wasted away really quickly because this was before there were any treatments. Then I had friends treated with AZT who really struggled because it was incredibly toxic and not very effective.

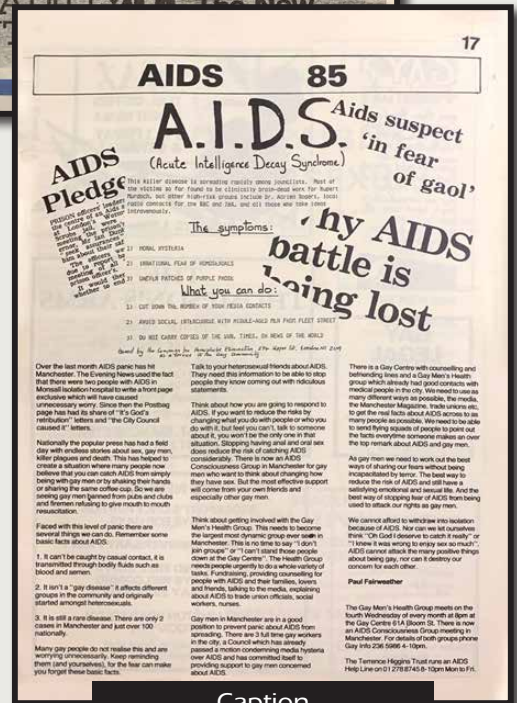
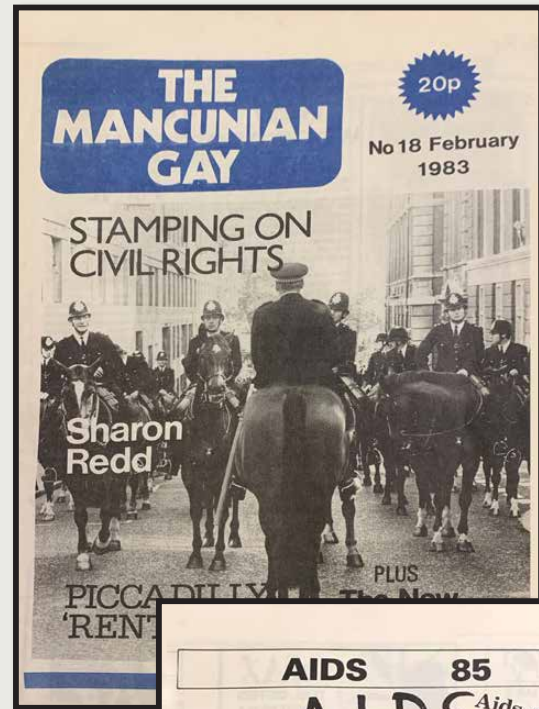
My friend Martin, probably the first friend of mine to die of AIDS, was one of the original members of AIDS-Line. At the end of his life, he looked really horrendous.

**I had a couple of friends who died on the cusp of the more effective treatments becoming available; if they'd lived six months longer, they'd probably be fine now.**

It was so unpredictable. I think of Positive Speaker colleagues still with us – a couple have been positive possibly 30 years. They were both told they were going to die.

A combination of treatments then began to make a big difference. I wasn't diagnosed until 2000, but even then I was taking lots of different tablets when I was diagnosed. Nowadays, I just take one tablet a day. It's a massive change.

What we were able to do was give people a huge amount of support and reassurance, not only those who were worried about contracting HIV, but also – through the buddying system – people who had contracted HIV.



Caption

I've been a Positive Speaker now for seven years. What strikes me is the stigma some people still attach to HIV – and the self-stigma. That, and the lack of awareness among all sorts of people, including health and social care professionals, is really damaging.

You can see copies of Mancunian Gay at Manchester Central Library archive, reference GB127.M825/MPR/6

That was then...

## Black HIV and AIDS Forum (BHAF): Our legacy

Priscilla Nkwenti

One of the first volunteers for BHAF, and then their first paid worker.



**There was an invitation in 1990 from the Council to a meeting organised by Mike Narayansingh and Monika Monshu. In those days, the word Black encompassed Asians, Africans, Caribbeans – everybody non-White was part of that mix. So this was a meeting for them to come and talk about HIV. Some countries were affected more than others, but because HIV was said to have originated in Africa, the African people who came to that meeting were really angry.**

The organisers said: "Let's set up a group. Come up if you want to be a volunteer to talk about HIV within these communities." I put my hand up and said: "I'm going to go and be part of this angry conversation – we need to be angry, but we need to do something about it."



Caption

So I became a volunteer. That's how I started with BHAF. I joined, and we started looking at what we should do. How do we tell people in our communities how to prevent becoming HIV positive? Or, if you're HIV positive, how could you be supported – because people were already dying. You're talking about late 80s, early 90s. People were already dying, and people didn't know where to go or what to do.

The Council gave BHAF twelve grand. I jumped from my job with the Church of England – I thought, I'm going to do HIV and AIDS.

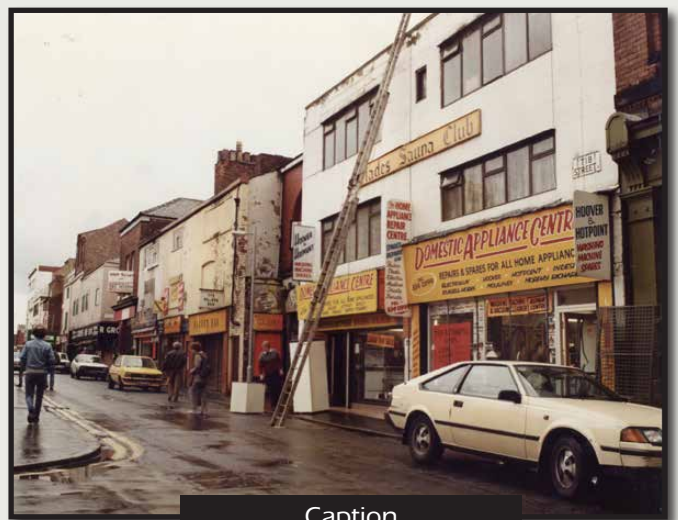
I went out there assuming that people would listen and do the things we suggested. No. You don't talk sex. You don't talk injecting drug use. Gay people were blamed. Africans and gay people. We had to go out there and

raise all these issues with communities that weren't used to it. It was challenging. It was absolutely challenging.

It took a long time – longer for some communities than others. Some accepted what we were trying to raise and the messages we put across to them, but some communities were totally against it. It was hard. It took years.

I will never forget people like David Regan and Bridget Hughes. They came to our support. They said that we had to work with them to raise the awareness, and we embraced that; we thought, this is absolutely fantastic.

HIV made us who we are today and taught us things we've tried to bring to other health issues affecting a certain group of people in a community. That's our legacy.



Caption

That was then...

## Black HIV and AIDS Forum (BHAF): The political climate

Evelyn Asante-Mensah

Volunteer on the BHAF committee,  
later taking a paid role.



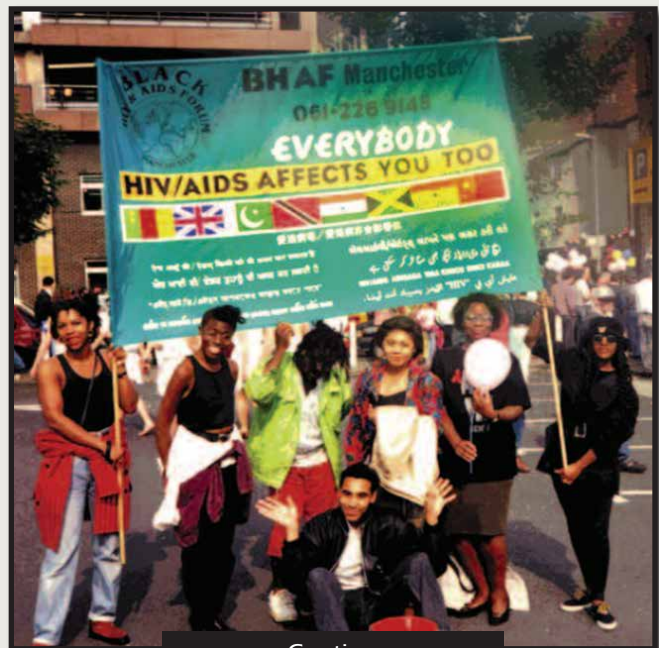
**Initially, I was on BHAF's committee, probably about a year and a half. Then I got a co-ordinator role. Priscilla was the first paid worker – public education officer.**

We had one room in the Zion Centre that was just big enough for two desks.

We used to go round with a black portfolio with big yellow writing: Black HIV and AIDS Forum. When we got on the bus, we'd hide it – people were uncomfortable about this. It was a challenging time really.

Black communities found it difficult in terms of HIV and AIDS, but that's around the racism that was around at the time. The misinformation, the links of HIV to Africa and African people having sex with monkeys, or eating monkey brains. That was what people didn't want to be associated with, as opposed to HIV.

Because of inequalities and health inequalities – deprivation – people had a lot to cope with: health, housing, immigration. They just didn't trust the system. It was a challenge raising HIV with communities, so we worked more around sexual and reproductive health. People accepted that more, and it meant we could access communities. Priscilla was excellent at accessing communities.



Caption

The political climate was a nightmare – one of blame.

It was politics with a big P, middle size P and a little P, and as a Black organisation we had to fight, because, you know, gay men were at the forefront. They were saying that they were the ones dying most, and that the resources and everything should go to them. That's what happened, of course.

It felt like a battle, and part of it was that all wanted a slice of the pie. Body Positive North West, George House Trust, and the Lesbian and Gay Foundation all felt that they were due a bigger slice.

Priscilla is absolutely right about the likes of David and Bridget: BHAF wouldn't have got to where it is now without them, because they believed in us and enabled us.

We had to do things differently. Priscilla went to the Indian senior citizens and took condoms. I went to the African Representatives Society committee and took condoms. They thought they were sweets. We had to have those kinds of discussions. We had to work differently. We had to work where communities were at.

We tried lots of different ways of doing it. We got community development workers from our communities to go out and meet with people. We learnt never to go in and tell them what you think they should know, but to go in and work with them. The reality, and we knew, was always about behaviour change. It was always about acceptance. It was always about people recognising this was about them, but there was no judgement. If you go in and you judge, and you say you've got to do this, then people close their ears and they don't hear. That's the way we worked, involving and engaging people from our communities and people living with HIV.

On a Saturday my mom would cook because we didn't have a budget for cooking. My mom would cook and we'd go to the hospital. We braided hair. We oiled people's skin, because the skin was dry. The hospital didn't know how to look after our people. We had to do it.



That was then...

## Faced with this terrible thing, people proved their mettle

Janet Mantle  
Former health promotion specialist



**I worked at a Moss Side young people's support service when we first started hearing about HIV. Soon after, in the late 1980s, I moved to the Northwest Regional Drugs Training Unit, which was part of the drugs agency. We were developing drug worker training, and HIV and its mode of transmission were becoming important for drug users, alongside Hepatitis C and other injecting risks.**

Work on harm reduction for drug users was already being established, and HIV training fitted in alongside this. We took expert clinical advice to inform the programme, and I had input from an experienced trainer called Nigel Leach, who had developed training around sexual health.

The NW Drugs Training Unit was very progressive. A talented artist called Mike Linnell worked there and produced a harm-reduction 'comic' for drug users called Smack in the Eye. This received a lot of criticism for its strong language and graphic images, but drug users got it, and it worked well.

Our courses were mainly for professionals and voluntary agencies working with drug users. We also promoted information at needle exchanges, such as Lifeline and elsewhere.

Manchester City Council was forward thinking in supporting harm-reduction initiatives around HIV and drug use. It was because of this that Manchester's rates of HIV infection in drug users remained low.

In 1989 I started as a Health Promotion Specialist at Withington Hospital, where I worked closely with David Regan, then HIV co-ordinator in genitourinary medicine. He worked directly within the GUM service on health advice and service development. I developed health-promotion initiatives. David and I developed NHS staff training.

There was huge fear about HIV then. We developed a well-received HIV resource pack for the NHS and others, with content input from community services, and experts in virology, infection control and communicable diseases. We worked with hospital infection control staff and also set up a huge programme of HIV and AIDS training to educate, reassure and inform staff.

Manchester City Council had set up Manchester AIDS Unit, which acted as a point of contact and support for a number of agencies. Community action had already established Manchester AIDS-Line, Healthy Gay Manchester, George House Trust, and Body Positive.

The community response was fantastic. People who were themselves traumatised and grieving came to others' assistance when family or friends disowned people with HIV or were frightened to stay in touch.

The local NHS Health Protection Agency had people whose clinical knowledge and input was invaluable, including two fantastic doctors, Lorraine Lighton and Rosemary McCann, and nurse Ruth Phillips, among others.

Manchester had – and still has – all sorts of forums that look at community health and community issues with well-established community development approaches. However, the response to HIV was special – springing up from a very loose-knit community. Faced with this terrible thing, people proved their mettle, donating time, money and support.

Initially, HIV was seen as a gay men's issue. Heterosexual people, the Black community and drug users were seen as peripheral. Yet we were all talking together – and those groups aren't mutually exclusive – so it grew.

Information for Black communities wasn't good at first. There was fear about stigmatising, but sometimes by trying not to stigmatise, you can actually put people at risk. Brilliantly, the Black Health Agency (BHA) was

able to work with those communities directly. We did some joint training with them – for health professionals and others – on those communities' different perspectives.

It was a horrible situation, but also quite a heartening time for agencies to come together to fight HIV. We produced a lot of leaflets back then and put them in Canal Street and other venues, as well as GP surgeries, where some people didn't want to be seen picking them up.

Two members of my team, Bernadine O'Sullivan and Duncan Leckie, developed a training programme and pack called Equality in Practice, which educated GP practices about gay and lesbian health and reducing prejudice. It won an NHS award and was later taken over by the Lesbian and Gay Foundation, which further developed and continued the work.

The Government campaigns didn't always help with their scare tactics. The Government had a public health responsibility but didn't want to be seen pandering to groups the public disapproved of. The usual suspects in the press were harsh, judgemental and scaremongering. I found some shocking stories while writing a thesis on public perception and treatment of people with HIV in society and in healthcare.

It helped the situation that Manchester was so diverse with a well-established gay scene. Other areas saw more resistance and objection to the use of resources.

There were fallouts – the usual mud-slinging and competition for resources between groups – but overall, it was remarkable.

## That was then...

There's something about Manchester that's quite community focused. I'm sure that's why the Council was more forward-thinking about stuff like needle exchanges and establishing an AIDS Unit. Instead of 'no', they said 'why not?'

I'm most proud of our work changing hearts and minds. It was part-practical education, and part-getting people to think outside their assumptions. I think that's a legacy. These days, community engagement is more entrenched in service development.

David and I used to joke about being part of the lesbian and gay mafia. We all supported each other and developed that odd sense of humour people have when they're under pressure. Instead of being outraged about some of the responses we had, we laughed at them.

I remember heartbreak too – gay men losing maybe 20 young friends, and people being so horrible about those who were very ill. We can learn from that: when something affects certain communities, do not judge, but think logically how to help people through it.

They were tough times, but hopeful, and in the middle of it there were some heartening, good times. Being the young people we were, we were going out and having fun, having a laugh and kind of surviving it through humour.

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**It was a privilege to be part of it  
and to make a small contribution.**

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□ Pictured with the Aids resource pack are Dr Margaret Dawson, GP, Dr Mary Spencely, Director of Public Health, its editors David Regan and Janet Mantle and nurse Christine Farley

MANCHESTER has become the first city in the country to provide comprehensive information to GPs on the care of patients with HIV/Aids.

Local health workers have put together a resource pack which is already available in GP surgeries across South Manchester and is currently being introduced across Central and North Manchester.

A three-month research project highlighted topics of concern to GPs and practice nurses. As a result, the pack contains nine sections ranging from treatment and care to infection control and confidentiality.

Each section was written by local experts such as Dr Penny Chandiok, consultant at Withington Hospital's Genito-Urinary Medicine Clinic who contributed to the section on testing. A directory of local services and agencies that can give further help is also included.

The pack was initiated in South Manchester with the involvement of health professionals across the city. Its editors are Janet Mantle, Senior Health Promotion Officer, and David Regan, District HIV Co-Ordinator, both of South Manchester Health Authority.

"Local GPs have reacted very favourably to the resource pack," said David Regan. "We've also had a lot of interest from other health authorities and NHS Trusts across the country who are interested in develop-

## We lead in HIV Aids care

ing a similar resource in their area."

The resource pack comes in the form of a loose leaf binder for which annual updates will be produced.

Any further information can be obtained from David Regan at Withington Hospital on 061 447 4604.

## HELP NEEDED, PLEASE!

Staff at the recently opened Day Surgery Unit at Withington Hospital are busy fundraising to buy a stereo system, television and some personal stereos to relieve patients' anxiety as they wait for their operations.

If you can help, please call John Derbyshire on 447 3287.

● The North West Lung Centre at Wythenshawe Hospital needs some potted plants to brighten up its patio area. Contact Christine Erskine on 946 2646.

That was then...

## Men had to learn the language of sex to stay alive

Paul Martin OBE

Chief Executive Officer, LGBT Foundation.

Former Development Officer, Manchester MESMAC



**I moved to Manchester in September 1989 and got involved in what was then the Gay Centre – ‘gay’ being used in its inclusive sense.**

I was shocked to find no HIV action programme or prevention for gay men anywhere in the city. The focus was on supporting people diagnosed with AIDS. There was fundraising for Monsall Hospital, the HIV Unit, and the start of Manchester Pride.

Ian Laing was public education officer for men who have sex with men – but without much support, what he could do was limited.

Things really changed for me when I met Hugh Polehampton, who was ‘assistant town clerk’ – today we’d say deputy chief exec of the Council. He was passionate about sexual health and community development, and he would later help develop the Manchester AIDS Unit Government AIDS support grant. At one point Manchester had the largest AIDS support grant anywhere, including London.

I don’t know what I was thinking, but I started doing ‘eroticising safer sex’ workshops. I was 21, going into bars and clubs doing workshops for men twice my age and older – what the hell did I have to say about making their sex safer?

I remember how terrified people were then. I sensed two reactions: you either didn’t think about it and just got on with it, or you were too scared to do anything and didn’t touch another man.

My eroticising safe sex workshops focused on lots of non-penetrative ways to have sex. I got into bother with Labour Central Office, which was instructing Labour councils not to generate Looney-Left-Council-Sex-on-the-Rates headlines.

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**Yet it was very popular, and we started doing safe-sex parties on the scene – an absolute hoot. We had such fun coming up with crazier and more outrageous schemes to promote safer sex.**

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The Health Education Authority was running a national campaign: ‘Men who have sex with men action in the community and cities – bid for pilot funding’. Hugh asked me to set up MESMAC Manchester. We didn’t get funding (we were already doing stuff here), but were invited to join the scheme. MESMAC Manchester was formed to receive funding, employ workers and develop a programme.

There were three roles: development, training, and outreach. I got the developer role, launching my career, developing MESMAC Manchester into Healthy Gay Manchester, then into the Lesbian and Gay Foundation, later LGBT Foundation, working with lots of supportive people along the way.

Trying to create a really sex-positive environment was very important – men had to learn the language of sex to stay alive. We had to find new ways to talk about sex. Condoms were completely alien to gay men. They didn't have to worry about family planning, and sexually transmitted infections were an occupational hazard. But suddenly, things changed.

It was very much a group of gay men who worked together and then started connecting and engaging with other tribes of gay men – bears, skins, leather and fetish, older, younger, all sorts of tribes.

We'd work with them to make sure we used the right language and imagery and that the message got across. They wanted more sexually adventurous, explicit language and imagery. We were forever getting into trouble for that – the world was different then. I remember taking formal legal advice on exactly what angle I could print a picture of an erect cock (45 degrees, for the record). Prosecution was a real concern.

The motivation was to stop members of our community becoming infected with HIV and dying – treatment in the early-to-mid-90s was limited.

At first, venue owners were very hostile. Wouldn't let us in. Wouldn't let us engage. I certainly couldn't distribute condoms. I had

to work to bring them on-side. They were as frightened and unsure as everyone else.

One of my proudest achievements is the condom distribution scheme. It's been running consistently for over 30 years in Greater Manchester, and that's not the case for lots of places round the world. With the sex-positive literature, it normalised condoms.

You'd get a goodie bag with condoms at the end of our events; I'm not sure I should have done, but I got them from the Council. We've always had a lot of allies in the system. We couldn't have done what we did without public sector colleagues.

We had district HIV prevention co-ordinators: David Regan, Bridget Hughes and James Fishwick. They were very supportive. In spite of all the trouble we got into for explicit language and imagery, we always had key allies on the inside, helping us navigate the challenges over the years.

It's been a co-produced relationship from the beginning, from the days of Hugh Polehampton getting Government cash for Manchester's sexual health, and developing and supporting initiatives that are still here: Black HIV and AIDS Forum, Manchester Action on Street Health, and the LGBT Foundation.

The fact that we went up and down the country, doing what we did to save lives and improve the sexual health of the people, is an absolute testament to those who worked tirelessly in voluntary organisations, health promotion units, GU services, and in commissioning roles. They strove to be as inventive and creative as they could, with very little money, to make sure the nation's sexual health wasn't devastated as it could have been.

## That was then...

That whole bunch of people were put in place by Manchester under Hugh's leadership.

Manchester AIDS Forum was a massively important part of that, bringing together all parts of the system. Don't get me wrong, some meetings were horrendous mini battles, but people kept coming back for more. They were kept connected and engaged, doing the best they could for their communities.

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**From the very earliest days we had the public sector and the medical and voluntary sectors together round one table.**

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The thing I'm most proud of is the people who've done their bit for their community. People who have challenged themselves, people who've continued to turn up day in, day out in the face of such significant adversity.





That was then...

## I think about people I supported who are no longer here

Tina Threadgold

Former health and social care student,  
Body Positive



**I started at Body Positive in 1995 as a second-year health and social care student. I absolutely loved it.**

It was very much community care – out in the community, seeing people in their own home and at the Tariff Street centre. And I was never away from wards J3 and J4 for people with HIV at North Manchester General Hospital.

Body Positive was started by men with lived experience of HIV. It was a small self-help group, but soon needed premises; that's when the group started getting a team together. There was a community care worker, Donna, and me. I left when my social work course placement ended, but a job came up and they said 'go for it'. I got it and ended up staying seven and a half years.

It was very rewarding but left me with a lot of sadness. I was pretty burnt out by the end – there was a lot of trauma. Many people I got close to passed away – not just one or two, but twenty or thirty I worked with long term and got to know – and became very fond of.

Our work was unique, because it was long term. You saw people even if you weren't working intensely with them. You'd see them in the drop-in and spend time with them. It

was like a big family. But there was sadness too. There was plenty of loss, and seeing people you cared about deteriorate.

Most we saw were symptomatic, with low 'CD4 counts' making them susceptible to infections. Protease inhibitor treatment came out a couple of years before I left, but when I first started it was AZT. That was so toxic, and it caused problems for people taking it. Today, people with HIV can be healthy after a few tablets. I never saw that. I saw very poorly people. It was quite grim.

The majority presented with pneumocystis pneumonia. They got all sorts of infections – nasty infections they couldn't always fight because they just caught one after another.

The political climate, as I remember it, was politicians running scared – that terrible tombstone campaign: 'Don't die of ignorance'. Scaremongering to try and make people use condoms and think. Everybody was fearful of transmission; there was no proactive approach or raising awareness in a healthy way. It wasn't helpful.

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**The awful stigma and discrimination weren't being addressed. Some Government campaigning added fuel to that fire – implying all gay men had HIV. It was a double hit for those we supported; they were discriminated against for their sexuality and for being HIV positive.**

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We had to do lots of work with housing providers to get our people housed – against the ignorance and fear they'd infect others. We obtained really nice accommodation with housing associations by sitting round tables and educating them. We had to explain to them that it's actually quite hard to catch.

Once people understood, the prejudice started to calm down. And although the Government's campaigns fed the stigma, they ring-fenced money, which helped us provide services.

We left Tariff Street for City Road, Hulme. It was a one-stop shop, with counselling, advice on drug regimes, and community care workers.

You could even get something to eat. When I was at Body Positive that was a much-needed service. Five days a week people came in and had food together – that was important. We prepared really good food, a three-course meal. If people struggled to cook for themselves, many lost their appetite; if they came in and saw meals being cooked, they'd eat.

We had strong links into the hospitals. So when people came to us newly diagnosed, we could make sure they received the right medical treatment and support.

Many had no friends or family. That was just so sad. I think that's why they were quite dependent on us community care workers. They really valued the time we gave. One guy I went to see every week didn't need anything, but I just sat with him, and we'd talk. Work was fine with that. They knew it was crucial; he wasn't having contact with people because he was very poorly.

David Regan, later to become Manchester's Director of Public Health, was then making sure local HIV money was ring-fenced and there was a long-term plan. Public Health knew this wasn't going away and saw the need to finance HIV support to make sure people got the best outcomes. I think it was dealt with very well locally.

When I think about what I'm most proud of, I'd say two things.

The first would be the service users – their resilience. You'd see someone in a really bad way, but with a smile on their face, or cracking a joke. Unbelievable resilience. They also cared about you – they were bothered about how you were, yet it was just an uphill battle for them. Many lost family and friends too.

We used to tell them: "Be careful who you trust; they might seem genuine, but they can turn." They had all the hurt and pain of that. I saw the vulnerability. They put a brave face on, so I'm really proud of them as people.

## That was then...

The second thing I'm proud of is the fighting we did as an organisation. George House Trust did more around this than Body Positive, because we focused on service delivery, while they focused more on campaigning and people's rights. We also did some of that, and I'm proud we helped reduce stigma. We fought people's corners, to get the best we could for them. That was tough.

I've still got friends who fought, survived, and are on the tablets. It's amazing they're still around. But a lot aren't. They come into my head, not all the time, but I often think about people I supported who are no longer here – lovely people.

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**I loved their sense of humour. Every day, whatever they were going through, there'd be laughter. You wouldn't have got through without it, actually.**

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I'm glad for the years I worked there, the experiences I had, and the difference I made. Because I think I did make a difference. I'm quite proud of that.





## This was a confusing time for schools – I helped them

Catherine Jones  
Former health education specialist



**Through the 1980s I taught in a big comprehensive school outside Manchester, and by the end of the decade I was also doing youth work. I was asked to help develop a health education programme – very uncommon at the time. Schools covered reproduction in science, but this was pre-national curriculum. I had no training or resources. We did basic stuff: drug misuse, smoking, healthy eating and sex education.**

We called it Health Education then – not yet PSHE (Personal, Social and Health Education). It wasn't compulsory, so only forward-thinking schools picked it up.

Staff involved tended to be like me, more into the pastoral side, or just teachers with too many free periods – not the best for sensitive discussions with kids.

By the mid-1980s the council where I was offered training and support on PSHE focused quite narrowly on sex education, avoiding pregnancy and STIs (STDs then).

We started including HIV and AIDS lessons in the early-to-mid-1980s. No one knew much

about it. We had a video for young people in which a consultant in a white lab coat talked to the camera about the virus. This was quite medical and badly animated, and was before the national Don't Die of Ignorance campaign.

Towards the end of the 1980s I began part-time youth work. This was different to what we did in schools, because the relationship with young people was voluntary. We did some very positive work. I had diversity and inclusion training, so the work focused on social and political education in an informal setting. Discussions were more open and person-centred on a range of issues, apart from sex and relationships education, and we had free condom distribution by the end of the 1980s.

I came to Manchester in 1993 as a health promotion specialist with responsibility for sexual health and HIV in schools. I took a newly established, jointly funded post in the NHS, working with schools across the city. I was the only citywide health promotion officer, reflecting joined-up thinking across the NHS and local Education Department.

David Regan was South Manchester HIV and AIDS Co-ordinator, and an HIV team in health promotion consisted of one health

promotion officer, Janet Mantle, and another part-time position. There were schools officers in the three district health promotion services covering drugs and healthy eating, and I straddled the HIV and school teams.

I was helping develop HIV and AIDS education in schools. I had a lot to tap into. Manchester AIDS in Education Group – a multi-agency partnership developing joint working across the Council, health services and the voluntary sector – was already active. Another important group was the HIV and AIDS Forum.

Much of my work was supporting schools to develop holistic policy and practice around sex and relationships education (SRE), of which sexual health, HIV and homophobia were important parts. Section 28 still had an impact on schools in the 1990s, so tackling homophobia was important. The ‘Gillick ruling’ still caused health professionals to fear it was illegal to provide sexual health advice and treatment for under-16s. This was a confusing time for schools – there were different expectations from many sides (including the Government and faith groups) about what SRE should and should not be.

So I helped schools make sense of what they had to do. They weren’t required to teach sex education then, but if they did, information about HIV and AIDS and other STIs had to be included. School governors decided whether and what sex education was taught, and parents could withdraw their children. I provided support, advice and training on sexual health, HIV and AIDS as part of a holistic approach, also providing training and support for parents and governors. I remember lots of twilight sessions with the Council’s Governor Training Unit.

Some school nurses were ‘family planning-trained’ and were very helpful in upskilling others, as we didn’t have young people’s sexual health services, or Brook, then. Youth workers and school nurses were therefore key, along with the voluntary sector agencies.

I remember many meetings with Priscilla and Evelyn from BHAF (Black HIV and AIDS Forum) and Rosemary from the Youth Service, as well as some interesting multi-agency training sessions with school nurses and Paul from Healthy Gay Manchester.

Talking to children and young people about HIV, sexual health, sex and relationships is difficult for teachers without training, so many schools used the school nurse, who would often come in at year six with the ‘sex-ed’ lesson. We tried to move that on, upskilling teachers to work with the school nurse as part of a whole-school programme involving governors, parents and relevant others, such as faith and community members.

One tool I developed was a Sex Education Guidance for Manchester Schools document, endorsed by the Council and the Health Trust – a handbook clarifying the politics and Government requirements. It gave good practice from many settings – including faith schools, early years and special schools. Although called Sex Education Guidance, it was more – an inclusive, holistic approach to relationships and equality, which is why I think it’s stood the test of time. Sexual health and HIV work in school needs to be part of a holistic approach, and later it became an integral part of the Healthy Schools Programme, locally and nationally.

Alongside Sex Education Guidance we also developed specialist SRE resource boxes – some items for practical classroom use, others for planning and developing policy and curriculum. They got a mixed reception, some schools welcoming our approach, many – I guess our target group – happy to take some support. Then there were some you weren't going to move at all.

We established a good network of schools, using best practice to encourage others. We also had money, which helped us cover teachers released for training.

I think we were ahead of the times. It was a few more years before the national framework for PSHE was published, then soon after that, national guidance on SRE in schools.

The nature of Manchester helped – all the issues it had. There were already well-established multi-agency groups when I began. Some even included schools – a strong foundation.

Developing the guidance took about a year. We did it in partnership with several schools, promoting it by saying: look, this school down the road is doing this well; you can too.

I think our multi-agency working and our partnerships have helped schools use a wider range of resources and external agencies, which has helped those agencies to work closely with schools.

We helped lay the foundations for good sexual health work in schools and other settings, such as young people's sexual health services. I hope we helped set the scene and the standard for how it's done now.

That was then...

## We were all a bit rebellious, wanting to make a difference

Bridget Hughes

Former district HIV Prevention Co-ordinator for Central Manchester



**In 1990 I became district HIV Prevention Co-ordinator in Central Manchester, looking at HIV and AIDS strategically: the services we have, how we were responding, what was going on, and what we needed.**

In the NHS I'd been involved in drug and alcohol work, but nothing to do with HIV. So before starting, I went to an AIDS and HIV conference in Brighton. I was in a workshop where David Regan introduced himself and explained his role in HIV and HIV counselling in south Manchester. That's when we met, and we've worked together most of the time since.

I collaborated with David and our colleague James on what was needed – including which VCSEs and Council HIV and AIDS Unit staff we should work with – bringing people together to develop forums and look at the emerging issues.

We were lucky to have a progressive Council and NHS in Manchester. They employed HIV co-ordinators and clearly felt we needed services and systems. So we never felt any antagonism locally.

We helped set up a condom distribution scheme with the then local MESMAC (men who have sex with men – action in the community), which became Healthy Gay Manchester and later formed the LGF and then LGBT Foundation.

We worked with the Black HIV and AIDS Forum – Priscilla and Evelyn – to address disproportionate numbers with HIV within the Black community. And we worked very closely with George House Trust, which evolved from AIDS-Line. We tried to bring everyone together.

Prevention was our big thing, plus dealing with stigma and supporting clinics to set up services.

We tried to get as many Council and NHS staff trained as possible – we ran joint training with the voluntary sector. We had to do a lot of work with cleaners, and with undertakers who didn't want to take the bodies of people who'd had HIV.

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**It was a horrific time for people. We spent a lot of time at funerals before there was medication.**

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We helped the LGBF put together a service for gay men in Unity House, offering HIV testing and condom distribution, then we progressed to hepatitis B vaccinations.

We did a lot of outreach in public venues, using those prepared to distribute condoms on the canal sides, to go into the dark rooms in bars, and work with the bar owners.

Prevention work was a delicate balance of warning that HIV was around, but not scaring people. They were advised to protect themselves, but we were careful not to stigmatise the issue.

In the early 1990s, before drug treatments, people were just dying. So we started creating a version of London's Lighthouse for Manchester – a patient-centred HIV care facility with a residential unit.

David and I were heavily involved, along with men and women who were HIV positive from Body Positive North West. We put bids together and got local people involved. It was a big campaign over several years, and we had venues lined up, architects' plans drawn, and fundraisers that were supported by celebrities, including Elton John. We got a commitment for £1.2million of Department of Health funding, but we never actually got the money or built the place because the tide had started turning. Medication meant that death was no longer inevitable.

You could only get tested at GUM (genitourinary medical) clinics then, and gay men and sex workers felt stigmatised there. We were trained to ask people to get their insurance and mortgages etc before they went for a test, such was the discrimination. And teams were scared to do the tests.

Our training tried to address this, but it's one reason we started doing tests at the Lesbian and Gay Foundation.

We did a lot of work setting up HIV testing for pregnant women. We went to Saint Mary's in Paddington and looked at how they did it. We worked with their consultants and set up a system at Saint Mary's, Manchester. We also worked closely with the Black Health Agency to overcome quite a lot of prejudice in some midwives, teaching them about HIV prevalence in women from sub-Saharan African communities for example, without stigmatising those communities.

Lots of people didn't want to touch our sort of work, but among those who wanted to be involved, there was real camaraderie and a will to work together to support people. I suppose we were fighting the system, the wider politics. I liked the challenge of it. People were so committed.

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**Politically, that's probably where we all were. We were all a bit rebellious, all wanting to make a difference.**

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Together I think we had a good voice; people stuck together and protected one another. I think, and I hope, that some of our legacy is still there. I suppose it is still there in agencies like the LGBT Foundation, Black Health Agency and George House Trust.

I think the medical profession, maternity services and sexual health services are different now. I would hope attitudes have changed. I believe they have.

That was then...

## I saw the importance of standing against the media attacks

Michael Linnell  
Former drugs worker



**In March 1985, I was employed as an artist by the drugs charity Lifeline, based at the old drug dependency unit at Prestwich Hospital.**

Lifeline had 13 staff at the time. You could fit every drug worker in north west England into one room back then. Every Wednesday we had a meeting to talk about issues. One presentation we had was about a new potentially deadly virus, called HTLV-3 – this was before it was called HIV.

Dr Roy Robertson, an Edinburgh GP, came down and spoke about the effect it had on the injecting drug users in his area. So, it suddenly became an issue we were concerned about.

We wanted to open a needle exchange like the one recently created by our sister organisation, Mersey Drug Regional Training Unit. At that time, they weren't officially sanctioned, though there were conversations with the Department of Health and the Home Office, both of which turned a blind eye to it to see how it went.

We started in a Portakabin, next to the drug dependency services in Jodrell Street in Manchester city centre. All the treatment staff refused to work on it because they were

into Gestalt therapy and therapeutic ways of stopping people using drugs.

We were more practical. I was staffing the needle exchange, alongside secretaries, a librarian and various others. There were no safety guidelines, monitoring or dealing with sharps bins and things like that.

The crucial reason we got away with it was a Government report disagreeing with the orthodox view in the United States, stating the British Government's view was that HIV was a greater threat than drug misuse.

The concept of harm reduction in drugs was brand new and was really scary for a lot of people. We went to the first British harm-reduction meeting in London – there were only six of us there. It was at the Institute for the Study of Drug Dependence, and when they found out it was about harm reduction, they wouldn't let us have the meeting in the building. We had to go to a pub over the road.

That's how incredibly controversial needle exchanges were when they first opened; they've changed a bit in practice, but they're still there.

I'd been working on something that was basically a way of informing injecting drug users about HIV and AIDS, the new disease that was going round, and I produced a pilot of a magazine called Smack in the Eye.

I spoke to a load of heroin users about their understanding and what they'd read – things like that. I tapped into their kind of humour and produced the information given out in our needle exchange. This was banned by just about everybody else in Manchester, which was obviously an added bonus. We put that on the front sometimes: 'as banned by the probation service'.

We were interviewed by the Director of Public Prosecutions twice, but they were never quite sure which laws we were breaking. At one time they were looking at the Obscene Publications Act.

It was information about how to inject drugs safely, but it was also about not sharing and things like that. It looked at sexual practices as well, in a kind of British Carry-On style that was quite different from anything else around at the time, to put it mildly.

It was originally produced in 1986, and later it was put out officially – people from all over the country, in fact all over the world, wanted to buy it.

Initially, we tried to sell it, in the same way that people would sell the Big Issue. It had mixed success, but we did see knock-off copies being sold at a Pink Floyd concert in Manchester at the time, which we saw as a sign of success – it was seen as this kind of underground thing.

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**I did one called Peanut Pete in the 1990s, aimed at ravers, and that sold about six-million copies.**

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It was imparting information but treating people as human beings. It was talking to those individual target audiences and finding out what the practicalities were. I did quite a few with street sex workers, both male and female, and again it was understanding the world from their point of view, portraying them as they wanted to be portrayed – not necessarily how they looked, but how they wanted to be portrayed. It was a way of tapping into that humour to put across the messages.

The process was brand new at the time, treating the audience with respect and aiming it at the audience it was aimed at.

They put me in charge of dealing with the media and sent me on a media course Winifred Robinson was teaching to professionals in Manchester. For the course you had to do a mock interview about something you were working on. I told her about Smack in the Eye and she said: "Could you come on North West Tonight to talk about it?"

James Anderton was Chief Constable of Greater Manchester at the time: "Gay people swirling around in a human cesspit of their own making." A very different environment, so I always saw the importance of standing against the media attacks, the comments from colleagues and people telling us not to do it, the threats of arrest and all the rest of it. I saw that as important as the work itself.







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That was then...

## Pick any marginalised group: someone was having a go at them

Mike Narayansingh  
Former AIDS Unit Officer,  
Manchester City Council



**Mike Naraynsingh worked in Manchester City Council's AIDS unit from 1989 to the late 1990s, and went on to become Manchester's head of drug services.**

In 1989, the Council established an AIDS unit and employed education officers to work with injecting drug users, young people and men who have sex with men. I got the injecting drug users job. My thinking was quite forward for then: things like harm reduction, HIV prevention and needle exchange.

Needle exchanges were just starting, and I asked every city chemist to give clean equipment to injecting users. There was no money; I just wanted them to do the right thing. It became quite an extensive scheme.

You couldn't avoid the politics and issues it brought up: homophobia, race, prejudice towards drug users and sex workers. Pick any marginalised group – someone was having a go at them. You knew they were vulnerable, so you'd carry on.

Prevention was key, but you don't know if prevention will work, or has worked. All you know is whether something happens – and what didn't happen was an HIV epidemic

among Manchester's injecting drug users. I like to think that our prevention work with injecting drug users, sex workers, and Black and minority communities, worked. Sadly, we lost a lot of people through HIV, but that's not to say the efforts weren't worthwhile.

One important thing to remember is that we weren't working in isolation. It's thanks to the multi-agency Manchester AIDS Forum that the Council's Public Health service and the NHS talked together (quite rare then). The Forum brought together separate HIV and AIDS co-ordinators and community drug teams from across the city.

There was a lot happening in my field, drugs: a needle-exchange forum, and groups forming and getting co-ordinated. We produced leaflets and were building a network of needle exchanges.

I joined the Government's Advisory Council to promote what Manchester did on the misuse of drugs, and had direct access to the Department for Health and the Home Secretary. We created a national needle-exchange network using Manchester's logo – red and green arrows. You still see it in chemists' windows.



Caption

At AIDS Forum meetings, it was mainly White men who were involved. There was much talk of AIDS in Africa and Black people being a source, and possibly being more vulnerable. Yet no one was doing anything about it.

In race politics then, the term Black meant non-White. So whatever background, you identified under this Black umbrella. We put posters round Moss Side: 'HIV and AIDS affect Black people too. Come to a meeting – Westwood Street West Indian Centre'. Many people came, and the room was divided. One half said: "At last, somebody's recognising this is an issue for Black communities." The other half were angry, saying: "The Council blame Black people for AIDS."

At the end, I invited anyone interested to meet at the Greenheys Centre, and they started coming to what we called BHAF – Black HIV and AIDS Forum. We became a lobbying group, represented on the AIDS Forum, with a voice in the health service and the Council.

We got money for a Black communities public education officer, Priscilla Nkwenti. She'd go out to the Indian Association at Gandhi Hall and elderly Asians' coffee mornings with displays and condoms and she'd give the talk. She was brilliant, getting sex discussed in places you'd never imagine.

I did work in Hulme's old Zion Centre. DASH (Drug Advice and Support in Hulme) were already there and we got BHAF a room. Fay Selvan – now running the Big Life Group – came on the scene at that time, and we realised we had a bit of a community movement starting.

We got more money for BHAF. Jackie was the first co-ordinator, then Evelyn, and I was chair. Carlene Montoute kept us co-ordinated from a desk at the AIDS unit in the Town Hall. You could do stuff like that then – just by saying we have a worker who needs a desk.

My paid job was with the Council, but there was a bit of flexibility to try new things. I justified this as part of my Black drug-users work. All credit to the Council and AIDS unit manager Mavis Pearson – they gave us flexibility to make ideas happen.

Maxine Sullivan did street work with female sex workers around Sackville Street. We were talking outside The Thompsons Arms in 1990. I said: "Maxine, the two big risks are sex and injecting. Who's doing both? Women selling sex to buy heroin. The only way to get to them is to go to the beat, talk, and provide the means to protect themselves, whether that's condoms, clean needles or syringes, information, or just talking."

## That was then...

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**I said: "Let's get a van, fill it with condoms, needles and syringes, citric acid and leaflets, and get women in for a brew."**

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Environmental Health Director Mike Eastwood gave us an old noise-pollution control van with a gas bottle and Bunsen burner, kettle and water. Later it would have a clinic room and an obstetrics bed. Around midnight on 28 February 1991, a few of us stocked up the van and parked down Sackville Street to see what'd happen. It worked. We did that pretty much weekly, eventually calling it MASH – Manchester Action on Street Health.

Any police objection would have finished us, so we met them at a quite senior level. They loved it.

We had funding, formed a committee and board – I chaired – and appointed co-ordinator Sarah Crosby, finding her a room in the Zion Centre, with Priscilla and Evelyn and Denise Williams from DASH.

Consultant midwife Fae McCrory became the first specialist midwife for women drug users and sex workers, working with us on the van. Council support was practical. I said: "We need to plug the van's electrics in somewhere." You can still see the junction boxes they put on Canal Street/Sackville Street lampposts.

Thirty-odd years later, MASH is still going strong, as is BHA, which has replaced the BHAF. That's got to say something. They were needed then, and they're still needed now.

## We organised the Clause 28 march from a little attic on the seventh floor

Councillor Pat Karney  
Manchester City Council



A Labour councillor in the city since 1979, Pat Karney was born in Dublin and raised in Harpurhey.

**In 1984, a whole new generation of young councillors was elected to the Council. One of their missions was that your gender, colour or sexuality did not make you a second-class citizen – everyone in Manchester was equal. The whole equality agenda, and obviously HIV and AIDS, was part of that.**

When I think back, it seems so uncontroversial, but there was a sea of hostility and vitriol – every time you did anything there were attacks. Even the Labour group were homophobic then. The Manchester Evening News, a dominant presence that set a lot of agendas, was really homophobic.

When James Anderton, Chief Constable of Greater Manchester 1976–1991, made his ‘swirling around in a cess pit of their own making’ speech, the leader column in the Evening News declared that the chief constable had a right to his view, saying: ‘AIDS is a question of morality, being no threat to those who live blameless lives’.

When I read it now – it’s so shocking. One day I got a call from a journalist at the Evening News. He said: “Sorry to ask you this Pat, but have you got AIDS?” This was typical of what went on then – the kind of targeting. I remember crying after I put the phone down. I thought, that’s horrible. Somebody in the Town Hall had told him that I’d got AIDS – it was part of the hostility at the time.

**The whole AIDS thing was at the level of hysteria – with people not knowing how you got it.**

The thing I’m most proud of in the 1980s is the Clause 28 rally we organised in 1988. Twenty-thousand people turned out. That changed this country, and showed what you could do if you came together and rallied together. It definitely had a huge impact on the political establishment – Labour and Tory.

It was organised by the new leadership in the Town Hall and by Paul Fairweather (George House Trust co-founder, LGBT activist and former Harpurhey councillor) and friends outside the Town Hall, from where we organised it from a little attic on the seventh floor.

## That was then...

It all looks so easy now: you organise a rally; what's wrong with that? You set up an AIDS information line; what's controversial about that? But it certainly wasn't easy then.

The appointment of a Gay Men's officer and a Lesbian Women's officer was an idea we copied from the Greater London Council. I went down and saw all their different units and we pinched that model from them. There was nobody else doing anything like it.

No other council would touch it in the 1980s, or even the 1990s – no other council in Greater Manchester.

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**It was always Manchester out front – and that's not to blow our own trumpet; it's because we were a generation that believed in it.**

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The gay men's and lesbian subcommittees met in the evenings. There were two or three journalists at every meeting. If you gave £5.50 to some lesbian group, it was headlines in the Manchester Evening News.

The thing about that was, it was very powerful, because we got it thrown back at us on the doorstep.

I was in the same ward as Graham Stringer (now Labour MP for Blackley and Broughton) in Harpurhey. Luckily enough, I was brought up in Harpurhey and went to school there so they couldn't tag us as outsiders in any way. I think we had authenticity; we were still attacked, but I don't want to make out that we were victims – we were politicians.

I remember in the 1980s, talking about safe sex campaigns, the first time I said the word 'condom' in a Council meeting. A Tory councillor shouted out "You dirty buggers". We were shouted down and described as dirty and disgusting. I recalled that recently when we had a presentation on chemsex at one of the Council's committee meetings. I thought, how far things have progressed.

We got loads of letters back then – particularly from young people – from all over the country, asking if they could come to Manchester and could we get them a flat.

I remember this young guy who was kicked out by his family. I remember because his letter was so vivid. Because of HIV and AIDS, he was made to use his own crockery; they wouldn't let him use the plates and cups in the house and made him wash his own clothes. It was basically a segregated existence because of the hysteria about HIV and AIDS.

Our standing up for people with HIV, and against Clause 28, and our AIDS-Line produced those cries for help. I realised then what Manchester and Manchester City Council meant to people – they were picking up on all this. There was no organising by social media, and no internet. They must have been reading about Manchester in the tabloids and they picked up on what Manchester was doing. Most of the people who wrote to us had probably never been to Manchester in their lives, but they picked it up.

We were concerned about the impact and dealing with the issues in Manchester, but Manchester was sending signals to the rest of the country about what it was doing, and that was important.

Manchester's a brilliant, tolerant city. I think it's down to the innate decency of Manchester people and possibly all the new waves of different people coming and staying here.

To get a really good feel for the Clause 28 rally we organised, I strongly suggest a visit to Manchester Central Library's North West Film Archive viewing pods to see a film called The Manchester Gay Rights Rally, produced by Nick Lansley.



Caption





That was then...

## Paul was so frightened. I put my arms around him... and never let go

Richard Scarborough

Former commissioner for sexual health,  
Manchester Public Health team



**The 1987 tombstone adverts were my first HIV and AIDS memories, alongside dreadful media reports. We discussed it over lunch at the bank I worked for. A manager said: “Queers deserve it, with what they get up to.”**

That attitude, along with my annual review – ‘No further promotion until the bank has met the wife and ensured she is suitable’ – convinced me that banking was not my long-term future.

Around that time, friends organised a Positive Theatre performance – actors living with HIV. They had to carefully avoid press attention. It ended with all the actors running around the stage like children in a playground playing tig and leapfrog to the sounds of children playing. One by one, they froze and fell to the floor until there was just one actor running frantically between them, searching for their missing friends. Then he too fell, and the lights went out. Over the following months we regularly learnt that another of the company had died.

I moved to Sheffield in 1991. That’s where I met Paul. He was visiting a mutual friend at uni who told me his visitor needed cheering up after his recent HIV diagnosis.

We met up at a disco and at the end of the night our friend disappeared, leaving Paul stranded, so he came home with me and we talked into the early hours. Paul was so frightened. I wrapped my arms around him – and never let go.

I came to Manchester in 1994 to start a master’s degree and be nearer Paul. After our first Mardi Gras (now Pride) Paul went home and I went alone to the evening vigil. As I watched the candles being lit, gut-wrenching sobs shook through me at the thought of what the future might hold.

Paul had no luck finding work here, so decided to move south for six months to finish his accountancy qualifications. I was relieved for him – the pressure of both working and studying left him constantly tired. But before finishing work he had a seizure and was ill for several weeks. Returning to work, he had another seizure. Again, it made him very ill, especially as he had a bad reaction to some of the tests and drugs.

Gradually, his health improved and he moved to Slough to study. For a few months all went well. Then he started with sickness and diarrhoea. I drove down to pick him up and when it became clear he wasn’t well enough to take his exams, I brought his things back here too.

## That was then...

Weeks passed without improvement. He became thinner and weaker, needing a wheelchair when we went out. There were good days, even good weeks, but it always came back. Paul's sister Linda came to visit from Canada and I got some much-needed respite.

The 1995 Mardi Gras coincided with Paul's arranged visit to see Linda in Canada. We couldn't afford for us both to go and I badly needed to work on my dissertation – I was way behind after intensively caring for Paul. He insisted we watch the Saturday parade, but he looked so ill I didn't think he'd make the flight. But he woke the next day with a new spark of life and off he went, leaving me wondering if he'd return.

He did get back, but was very unwell. I was an expert on his health by then. I got him home to bed then rang J3 – the infectious disease ward at North Manchester Hospital. They admitted him that night and he was in for three weeks. J3 was amazing; if I rang and said Paul needed to be admitted, they'd just tell me to take him over and they'd get a room ready.

By now I'd given up my course to look after Paul, as his health was deteriorating.

Our rented Levenshulme terrace was becoming unsuitable with its steep stairs and inaccessible bathroom. Social workers and people at Body Positive helped us find a flat in Hulme. Night sweats meant changing the bed at least three times a night, and the diarrhoea was as frequent as every 20 minutes. There were frequent stays on J3 and dieticians, physios and others saw Paul at home as well.



By November 1995 it looked like Paul wouldn't see Christmas and decisions were needed on how best to treat him. He'd caught an intestinal bug – one of those opportunistic diseases that attack immunosuppressed people – and the only known treatment was a drug that caused him severe allergic reaction. For months we tried alternatives and to desensitise him. With little left to lose, he was put on a large dose of the drug along with steroids and antihistamine to counter the allergic reaction. The results were incredible – he put on three stones in under two months and his energy returned.

With Paul's recovery I could return to work and secured a job with car company Lookers. Paul flew to Canada again to see Linda. She sobbed on the phone to me after he'd arrived: "I don't believe it, I've got my brother back. He looks so handsome. I didn't believe he was as well as you were telling me."

Life settled down. Paul got his driving licence back, as his seizures had stopped, and thanks to benefits that Body Positive helped him apply for, he got a Motability car and was enjoying his freedom.

But slowly, symptoms reappeared as the bug in Paul's body became resistant to the drug regime. Bad days stretched into several bad days, and soon into bad weeks, until we were back where we'd started. It seemed all the drugs had done was stop him starving to death at the last moment, allowing him to build himself up, only to cruelly send him back in the same downward spiral.

I continued working while caring for Paul, and a council home help did some household chores. By now, most of Paul's friends had disappeared. It's not easy watching someone your own age who is so ill. He had befrienders – Paul from Body Positive North West and Barbara from George House Trust charity. They and others helped us cope: the team at North Manchester and an amazing GP – Dr Tim Woerden from The Docs.

In June 1995, Paul – now very weak – decided to visit Linda in Canada while he could. I joined him there after a week and found him much worse. He was so disappointed – he wanted to make it a special holiday for us, but just being with him was the most special thing in the world for me. I spent two weeks



coaxing him to eat and getting fluids down him, wondering how we'd get home. He found the energy to travel back, and on arrival I rang J3, who welcomed him again.

Once Paul was discharged, I was lucky to get four hours' sleep a night. Administering drugs, changing the bed, getting Paul to the bathroom, holding him while he was sick and cleaning it up meant it was difficult. I slept in twenty-to-thirty-minute naps. I continued going to work – we'd agreed Paul would decide when he needed me to give it up, and I couldn't take that last bit of control away from him.

Even with the home help there was lots to do ourselves. My lunch hour was spent returning home to get Paul out of bed and helping him shower and dress before settling him downstairs. Evenings were spent doing laundry, cleaning and preparing for nighttime and the next day.

## That was then...

My only me-time was one evening a week at the partners' group run by George House Trust volunteers Trevor and his partner. It was somewhere I could meet others in the same position, offload and ask questions about anything from drug therapies and different opportunistic diseases, to claiming benefits and the services we could use. You could also get a Reiki aromatherapy massage from a therapist there, Barry. Some weeks, after the massage, I was so tired I don't know how I managed to drive home.

Eventually, consultants decided to fit a tube into Paul's stomach, through his chest, to feed him. It took three attempts – the third succeeded on the Friday night of Mardi Gras and left Paul in too much pain to go to the parade, but he sent me to get him an arm band so he could contribute.

By the Sunday, Paul insisted, pain or not, he was going to Mardi Gras, so off we went. I struggled through the crowds with him in his wheelchair, trying not to be overprotective and terrified he would bump the line in his chest. We stayed an hour, then returned to hospital. On the Monday we did the same again, and in the evening I left the hospital to attend my third vigil, alone again.

A milky liquid, which meets all a patient's fluid and nutrition requirements, dripped from a bag through the tube in Paul's chest. When he left hospital, nurses helped administer it at home. They soon taught me to do it, along with the complicated infection control to keep everything sterile. The flat looked like a hospital ward: fridge for medicines, drip stand, metal trolley, syringes, pressure mattress, PPE equipment, and other paraphernalia.

Linda came to visit again. I'd told her that things were precarious and she wanted to help. As before, her presence was a massive relief. I was increasingly concerned that the treatments weren't working and I was nearing total exhaustion.

One day, I unilaterally decided to quit work and came home at lunchtime to tell Paul. Before I could say anything, Paul told me himself that he wanted me to stop work. I went back in, cleared my desk and told them I was leaving. Lookers were brilliant, they told me to report sick and to keep my company car. When I got home, Paul was worse – feverish, looking even more ill. I took him straight to J3, thankful I'd quit that day.

They diagnosed E. coli infection and put up several antibiotic drips. Stomach feeding was stopped in case it was the infection site. I could see this was the beginning of the end. Paul was clear: he'd fought as much as he could. If there were further setbacks, he would cease treatment.

Antibiotics controlled the E. coli and I was able to bring Paul home, administering antibiotics via his tube several times a day.

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**Linda flew home. "I want to be there when he goes," was the last thing she said to me at the airport.**

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We saw the consultant the next week. I knew Paul would say he didn't want to go back to stomach feeding. I also knew that

without food he had about three weeks left. The consultant looked relieved; he'd been preparing to tell us that going back to stomach feeding wasn't an option – the line was damaged. Paul was fitted with a morphine syringe driver, and we went home.

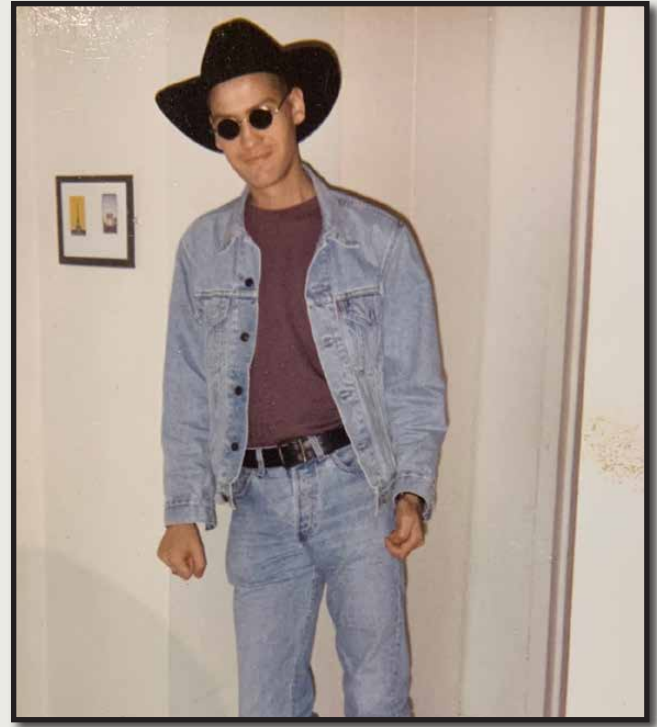
During the first week there was amazing relief from the symptoms, and we went out nearly every day. Despite knowing what was coming, Paul bought things from Kendals for the flat. We went to a pine furniture shop where Paul chose a TV cabinet. The assistant gestured me to one side; "Is it AIDS?" he asked. I couldn't speak and just nodded, not wanting Paul to hear, expecting something awful would follow. "Delivery takes three weeks, but you'll have it for the weekend." True to his word, he delivered it himself.

We even took Paul's mother out for tea. He was intent on living until the last moment and making sure those around him had happy memories to remember him by.

By the second week, Paul was too weak to go out. His befrienders rallied round, and George House and Body Positive were very supportive. It seemed everyone visited: a couple of friends, physios, nutritionists, community nurses. All came to check on him – and to say goodbye.

Lookers sent me a month's worth of food from Sainsbury's and told me if there was anything else I wanted to let them know.

I called Linda and told her to take the next flight. She had trouble getting a ticket but managed to spend Paul's last week with him. It was a special time that the three of us shared together.



**Paul died on the first day of November 1996, with Linda and me lying by his side.**

**Paul John Higson was 28.**

If I'm honest, my life fell apart when Paul died, and it took a long time to start picking myself up – dark days that I still don't want to think about. Paul's befriender from George House Trust, Barbara, stuck with me. We eventually decided to buy a house together, and we've now lived together for over 25 years. As well as volunteering for George House and other organisations, Barbara also volunteered for MASH, the charity that supports women who do sex work.

More than two decades later I started working as sexual health commissioner for Manchester, and George House Trust and MASH came back into my life. I hope I have repaid some of my debt to them, to the LGBT foundation, BHA the health and social care charity, and the other third-sector organisations that many of us owe so much to.

That was then...

## So many friends died young, but they left a legacy

Felicity 'Phil' Greenham  
Former District HIV co-ordinator



**With the onset of HIV and AIDS, working in sexual health in the 1980s and 1990s was a harsh yet heady time. It was the first time I saw service users and carers become central in a health crisis – and the voluntary and statutory sectors had to begin to pull together and work to find solutions.**

Fairly seamlessly, in the early 1980s I found myself working in health promotion. This involved purchasing HIV and sexual health services, and working with politicians and local voluntary groups. Later, in the 1990s, I worked in Body Positive North West (BPNW).

I vividly remember the first time I met the amazing Alan Clarke – it was a game changer for me.

I was this newly appointed district HIV prevention co-ordinator with management of a financial budget. We'd just finished a multidisciplinary planning meeting which, for the first time, involved people from the statutory and voluntary sectors – and service users. It was a four-hour meeting, discussing 'serious' business.

As the meeting broke up, a flurry of people formed a queue to talk to me about things they wanted. After 20 minutes of these post-meeting conversations, I put my hand up to the next in the queue and looked at my watch to suggest that I had to get going (like I was so important!), and with that gesture, I almost dismissed – or rather, tried to dismiss – Alan Clarke, who was Body Positive CEO.

In under 15 seconds, Alan Clarke had articulated and asserted himself, and metaphorically kicked me with his 18-holer Doc Martens very much into touch! It was an absolute baptism of fire confirming who was really in charge of this agenda – **the people using the service.**

I was lucky enough to learn so much from the enigmatic, charismatic and powerful Alan Clarke, and indeed from all the service users I met – whether they were paid or volunteers, peers, buddies or carers. He completely changed the way I looked at the world – then, and still now in 2024.

Central government's response wasn't finely tuned, and they initially took a sledgehammer approach – icebergs and shock-horror. Yet I remember that local government worked responsively and closely with people

and communities. I think that because there was no cure then, people were seen in all their honesty and vulnerability. Which in certain areas created a kindness, love, compassion and care overriding (at times) stigma and discrimination.

We connected – we were real! We created safe spaces to listen, support and work together. This enabled fab examples of integrated communities – gay men, African migrants, heterosexuals, people with blood-borne infections – as pioneers put aside their differences and worked together, in many cases for the first time.



Fab support for the launch of BPNW's One Minute Point-of-Care HIV Green Ribbon campaign – an instant finger-prick test with 99.4% accuracy.

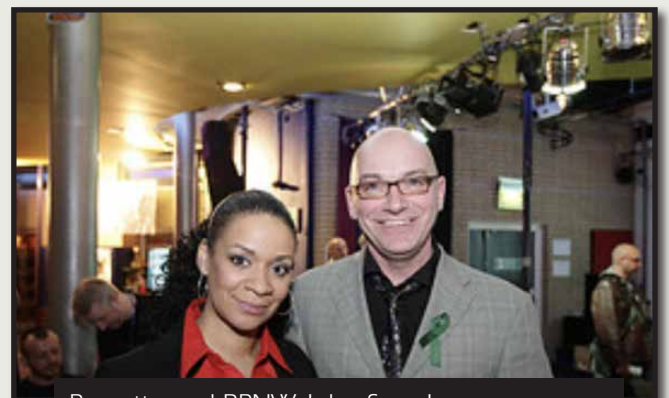
The outreach Point-of-Care Testing (POCT) in bars, clubs, saunas and street corners that BPNW pioneered was a first that I'm very proud of. We developed all the necessary rigorous clinical guidelines and training so people living with HIV could do the intervention. What better way to hear about your HIV status after a test than from someone with first-hand experience of how to manage living with HIV successfully?

I was proud of having our POCT positive results recorded by Public Health North West. It felt finally like the voluntary sector was working on a par with the statutory sector. Identifying and creating safe pathways and safe spaces for users to contribute helped develop bonds for community cohesion and showed us the way.

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**If we listen and learn, the inheritance of HIV and AIDS can still help us decades later.**

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Rowetta and BPNW John Sam Jones launching Positive Living.

## That was then...

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**So many friends died young.  
But they left a legacy. It's a very  
simple message: be kind, care,  
listen, and live each day to  
the fullest.**

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Clinicians didn't have all the answers, so they had to take their white coats off and listen.

This work was driven by people living with HIV. Being led by people using the services is one of the key messages for today: nothing about us without us.

Togetherness and co-production are the massive legacies from the epidemic of the 1980s and 1990s.



Local Whalley Range councillors, and community police with members of the neighbourhood teams at Body Positive.



## Enjoy each day because you never know what is round the corner

David Regan  
Director of Public Health,  
Manchester City Council



**I remember like it was yesterday watching the Horizon TV documentary ‘Killer in the Village’ with Rob, my close friend from school. We both sensed that something wasn’t right in the news of deaths from strange diseases among gay men in Greenwich Village and San Francisco. To feel better, we told ourselves: “That’s over the pond, so we should be alright.”**

Indeed, in cities like Manchester and London, the growing gay scene was attracting more and more younger gay men, and there was a real sense of liberation and freedom. I was one of those young men, and whilst I moved here to do my Masters in Community Medicine because of the academic excellence of The University of Manchester, it was also because it had a great gay scene.

On 2 December 1982, on a night out with friends from Liverpool, I met Mike in The Thompsons Arms in Manchester’s emerging Gay Village. It was love at first sight, and in 1984 we bought our first flat together near the city centre.

At that time the gay scene was expanding with clubs like Heroes and Archway and all the Canal Street bars, and we built up a fantastic network of friends.

Mike and I were both from traditional working-class families and were both fortunate that they accepted us for who we were. That wasn’t the case for many of our friends; indeed, both of us at the time were ‘closeted’ at work – having to deal with homophobic attitudes every day was a grind.

Life was brilliant in those first few years in our new place, and we couldn’t have been happier. Then, early in 1986, one of our neighbours became ill and died within three days of being admitted to hospital. His partner said he’d had heart-related problems, even though he was only in his early 30s. That summer Mike became unwell with food poison-like symptoms and was admitted to Monsall Hospital, where he was diagnosed with campylobacter. After treatment, he began to gain weight and was discharged three weeks later. At the back of my mind, I sensed something was wrong, but because Mike recovered, we both got back into the swing of our day-to-day lives.

## That was then...

We knew you could get an antibody test for HIV, although many of us thought there was no point, as there were no treatments, and you'd be barred from getting a mortgage, and surely if you are well, you have nothing to worry about. This sounds like we were burying our heads in the sand, but the media coverage at the time was extremely judgmental and toxic.

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**We even had straight friends visit our flat and be paranoid about whether we'd washed our cups and glasses properly.**

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That year, I went to an information event at Manchester Town Hall. One of the stalls was staffed by Manchester AIDS-Line volunteers. Before I knew it, I was on the next volunteer induction programme and staffing the helpline three nights a week.

I remember so many great people from that time, Paul (Fairweather), Clive, Vicky, James, and the wonderful Jill, who all delivered the best training programme I've ever been on.

Indeed, Manchester AIDS-Line were approached by Granada TV to staff phones during AIDS Week in March 1987. This week was linked to the national Don't Die of Ignorance campaign, and there were numerous programmes on all four TV channels about HIV and AIDS to raise public awareness. I've never forgotten the fantastic atmosphere at the old Granada TV Studios, where Lynn Perry and Liz Dawn (Ivy and Vera from Coronation Street) would push a tea trolley through the call centre to give all the volunteers a cuppa.

The calls we took at AIDS-Line varied from 'Can I catch it from going to a gay bar?' to distressing calls for support when partners were dying in hospital. All we could do was direct them to the face-to-face counselling services at Monsall Hospital, and the peer support from Body Positive and some of the other well-respected clinics in Greater Manchester. There were very few mainstream services we could trust back then. Unfortunately, many healthcare workers were either judgemental because of their unfounded fear of being infected or, to put it bluntly, because they were homophobic.

Some of the calls increased my anxieties about Mike, as he'd experienced symptoms people were reporting, such as night sweats and weight loss. I also began to worry that if he had it, I must have it, although I felt well.



I remember thinking in summer 1987 – when he seemed well – that it was time to visit the US and Canada to see relatives. We had the trip of a lifetime, visiting New York, Boston and Provincetown (the Sitges of America!). Mike kept a diary of our trip; this extract is from Saturday 29 August, 1987:

*Woke up to rain, just like home. Went to Woolworths for American-style breakfast, not sure about the pancakes and syrup with eggs sunny side up, but we coped!*

*Queued up in Times Square for half-price theatre tickets (\$26 – a bargain) and bagged two great seats for La Cage aux Folles at the Palace Theatre on Broadway that night.*

*Walked around the financial area and went up the Twin Towers; what fantastic views despite the rain. Got back to the hotel for a quick change for the show. One of the best nights out we have ever had. The show was absolutely brilliant. We had a meal in Chinatown afterwards and then went on to the bars in Greenwich Village – Monster Disco Bar, Boots and Saddle, and the place we'd always wanted to go, the famous Saint club. We got there at 2am, as you do, but for a Saturday night it was a bit flat, so we left soon after we arrived.*

The footnote to this is that many of those at the Saint that night were visibly unwell and it was a strange, unsettling experience. We didn't talk to each other about it – I think we both feared we could be next.

Then, in late December 1987, I became unwell myself and was off work with a severe chest infection, which was very unusual for me. Mike picked up the same infection, or so I thought, and by the end of January 1988 the cough he'd had for weeks seemed to be getting worse and worse.

We were lucky to have a wonderful GP, and she suggested that I take Mike to Monsall to be checked out. In my mind I was hoping it would be a case of get treated, recover and be home in a few weeks – as in the summer of 1986. Unfortunately, this was not to be. Dr Ed Dunbar, one of the many excellent consultants in infectious diseases at the hospital, advised an HIV test for us both, so they could consider what to do next. This was handled brilliantly by the nursing staff and Jill, still then a volunteer at Manchester AIDS-Line, but also the hospital's full-time HIV/AIDS counsellor.

I have the most vivid memory of Dr Dunbar telling Mike that unfortunately his test result had come back positive, and while I was at Mike's bedside he said: "After you've spoken to each other, I'll see you in the room across the way David." Mike felt a strange sense of relief because he'd been ill with various things over the past four or five years and knew there had to be something wrong. Now we knew what it was. He told me to go and get my results – he could see how anxious I was, waiting for the inevitable news.

I went into the room opposite and Dr Dunbar said: "This may be hard to understand, but your results have come back negative." I felt guilty right away, but when I told Mike he was so pleased and said very bluntly: "Well, I need someone well enough to look after me!"

The irony wasn't lost on either of us that evening when, on the black-and-white TV in his single room, Top of the Pops was on with Kylie singing her number one at the time: 'I Should Be So Lucky'.

## That was then...

The one immediate thing I did feel lucky about was the unbelievable support from my boss at the time, Val, and work colleagues Ann and Claire. They've been wonderful friends ever since, and I was able to disclose everything in confidence.

Unfortunately, there is no happy ending to this story. Mike was also diagnosed with PCP (Pneumocystis Pneumonia) a few days later – the cause of the persistent cough – and was in hospital for most of February and March. Over the next 20 months he had periods of good health, particularly the summer of 1988 when we were able to make it over to Canada again, and we got a real boost by moving from our flat to our first house together in January 1989.

However, from April that year it was one thing after another: cryptosporidium (causing gastroenteritis), severe weight loss, constant diarrhoea, and being constantly in and out of Monsall Hospital. On top of this, on 15 April 1989, my younger brother Andrew was almost killed at Hillsborough. Kevin Williams – son of Anne Williams, the justice campaigner for Hillsborough disaster victims – died on his shoulder, and I was back and forward to Liverpool supporting my brother after his very traumatic experience.

Then, in October 1989, I was involved in a serious car accident caused by the dangerous driving of a taxi driver. I fractured my right hand in several places, and I lost my kneecap. After two operations I was discharged from hospital on crutches with my hand in a brace.

How Mike made it into hospital to visit me I will never know. He'd been on AZT medication for six months by then. We hoped the drug would alleviate his symptoms, and on good

days we believed it might buy us some time until there was a cure. But we came to realise that this was a very toxic drug and the side effects were worse than the illness. Things took a turn for the worse when Mike was diagnosed with a form of TB. This wouldn't affect anyone whose immune system was in good shape, but with a 'broken' immune system, it would wreak havoc.

I remember Mike ringing me from the hospital delighted that they had diagnosed TB because he hated having all these strange illnesses and conditions and not knowing what was causing them.



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**Despite all this, there were moments of fun and laughter thanks to the way our friends and family rallied round.**

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I remember two of our dearest friends, Phil and Rachel – both nurses – smuggling fish and chips into Monsall Hospital on a Friday night and Mike absolutely loving it after months of hospital fare!

The day I was discharged from hospital after my accident was the day Mike was admitted to Monsall for the final time. In addition to TB, he now had other nasty infections. Still on crutches, I relied on friends to ferry me back and forward to Monsall, but on the weekend of 22 October, Dr Dunbar advised me, and Mike's family, that Mike was deteriorating and to plan for his death.

We spent four days and four nights at the hospital and many friends visited to say their goodbyes. I slept on a mattress at the side of Mike's bed. I cannot thank Dr Dunbar and the nursing staff enough for their attention to pain relief, and it felt much less distressing than it had been when Mike was in severe pain at home. I used to hug him and hold him while he cried until the medication kicked in.

Mike passed away on the morning of 26 October 1989 as I held his hand at his bedside. Although I was his partner for seven years, the law did not allow me to register his death or be designated next of kin. Thankfully, his family are my family, and we all supported each other in the following weeks, and I've stayed close to them ever since.

Also, before my accident I'd just started working as HIV/AIDS Co-ordinator for South Manchester Health Authority and was setting up, with the inspirational Dr Penny Chandio, a new genitourinary medicine clinic and HIV service at Withington Hospital. I'd been unable to work following my car accident and subsequent operations, but having to take time for physical recovery also meant I had time to reflect and remember everything that was wonderful about my relationship with Mike.

Returning to work the following year, I felt able to help others in my support role at the hospital.

In the years that followed I went to so many funerals of patients. Unfortunately, many of our friends from that time also died. There were still no effective treatments in the early 1990s, and it wasn't until the 11th International Conference on AIDS in July 1996 in Vancouver that we began to feel a bit more hopeful.

So, to end my story, after Mike's funeral we held a memorial service for him at the United Reform Church in the University Precinct. I was determined to say a few words. Mike had inspired me by leaving 'A note to David, my family and our lovely friends'.

## That was then...

I read some of it out at the service, and it now feels right to share some of that sadness and joy almost 35 years later. He had written this note in his Monsall Hospital bed at 5.30am after his diagnosis with TB. In Mike's words:

*I was very ill at home for months before I came into hospital yet again, and I was admitted just over three weeks ago. I was so glad to come in this time though, as I was feeling so terrible at home and feared for my life. I suppose you always think, I will be right as rain in a week with the drugs, but unfortunately it was not like that for me, far from it!*

*I experienced terrible sweating episodes day and night, no appetite and a temperature of 39.5. The first week was spent trying to bring my temperature down, but to little effect, and my patience, body and mind were becoming weakened every day. I needed piles of blankets to warm me up until the sweats came on and would not let them be removed until they did. The poor nurses would change my bedding and pyjamas seven times a night and even their warmth and kindness could not soothe my anxiety and distress. I came to hate nighttime.*

*We got through the first two weeks thanks to the wonderful staff here, the persistence of my lover and partner David of seven years (I'm proud of it) and my wonderful Mam; no words can explain the love we all have for each other. During my bad days, they would both reassure me, only to be kicked in the teeth by my negative and bitter thoughts and words. You get sick of pleasing others when you are the one in pain, then, when you feel okay you realise, they are in pain too because they love you so much.*

*At the end of the second week, I had a lumbar puncture and bone marrow test, not the most pleasant procedure but I was so ill I'd have gone through anything. I was told the results would be back in two or three days.*

*Then we finally got some good news, not from these tests, but a blood culture from blood taken five weeks before. They had managed to grow a bug, a form of systemic TB, and there were some drugs to control it. I remember crying so much that night, having rang David with the news. I was just so grateful, and I finally felt a bit of hope. The medication has been sickly to take but I am finally getting used to my 25 tablets a day. I have been able to go home for the day on a few occasions this past week and had a few good laughs and cuddles with David, and our lovely friends have been round to see me.*

*I can't forget how well the doctors, nurses and Jill my counsellor have cared for me and I hope they understand that my fussy niggles were because of my illness. Jill, I love you, keep up the great work, so many people rely on your love, and I have really been able to say things to you that I can't say to David in case I upset him too much.*

*I am still not well, not by a long way, and I'm writing this at 5.30am as I could not sleep with all these thoughts going round my head. I have become aware of so many things about my life, so I have written an ode to everyone I know:*

Share your love always, and daily with your partner if you're a couple, as it is so vital and so important to remember.

Enjoy each day because you never know what is round the corner to change your life, sometimes happy things, sometimes tragedy.

Life goes on – despite the seeming cruelty of it sometimes.

Love each other as much as possible and don't get in a rut.

When you see so many sick patients and people dying around you, it makes you realise how sweet life is.

I have learnt this first hand and I can assure you it works.

*Well, it is daylight now and after my shower and breakfast I will stagger 'Twice Round the Daffodils', just like they did in the film, preferably with a hunk on either arm in case of dizzy spells!*

*Although at this time of year the daffs have well and truly gone, but who needs them – or the hunks – with the support I've got!*

*Dedicated to David, my Mam and all my family and friends.*

*I love you David.*

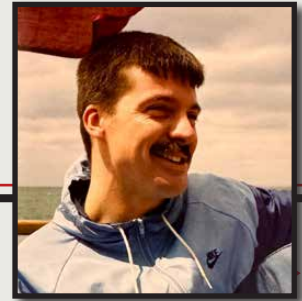


That was then...

## Living through adversity does make you stronger

Martin Whatford

Former NHS and Manchester City Council officer



**I went to a gay bar for the first time in 1981 – a different and exciting world had opened up to a very naive 20-year-old.**

Mum and Dad finding out they had a gay son would have been shocking, and the worst thing to happen to them, so leaving home was a must-do. Two months later I met my partner Richard, who had been in the army. His friend Ian became my best friend.

Ian had been discharged from the British Army for being gay. The British Military Police spotted him going into a gay bar in Germany. Persecution for being gay was widespread in those days, and Ian was on the front page of the News of the World with the headline 'Shame of British Army on the Rhine'.

Despite the attitudes at the time in wider society, we had a fantastic time in the gay pubs and clubs and developed an alternative family of friends. By this time, Ian had met his own partner, Richard, and we all had a wonderful social life together.

Then, in 1982 an Australian nurse friend of ours, over for a visit, mentioned a disease in America that was affecting gay men in San Francisco and New York. Like many others

in this country at the time we thought it wouldn't be a problem here. But over the next few years the excitement of being gay suddenly became enveloped by a dark cloud of fear. Widespread discrimination threatened to take the blossoming gay movement a step backwards.

The press and media were hysterical and damning. People thought they would catch AIDS drinking from a cup that any gay man had used, or even by being near us.

I worked for the Ambulance Service during the 1980s and would often encounter very homophobic attitudes. Once I was part of a crew attending a 999 call for a sudden death of an older gay man. His neighbours were very close to him, and they were all visibly upset. The policeman who attended said to us: "I don't know why they're so upset, it's only some old queer that's died." This was a common attitude at the time.

In response to this, the great thing was that lesbians and gay men got stronger and a real social and political movement gathered pace. New organisations were established and charities raised money for better services and support. This included everything from the purchase of mattress toppers to prevent



pressure sores for patients on HIV wards, to the establishment of telephone helplines across the country, such as Manchester AIDS-Line.

The mid-to-late 1980s was a strange time, when lots of people we used to see out and about suddenly disappeared from the scene. We never quite knew what had happened to them; many of their families would cover up the diagnosis of HIV because they were so ashamed.

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**Then the virus came closer to home and many of our good friends died – my address book had so many crossed-out names.**

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When Richard and I, and Ian and Richard, all made it to 1990, I felt a sense of relief. But sadly, it didn't last. Ian was an exceptional skier – a skill he enhanced in his army days – and one of his first jobs was as a ski instructor. He and Richard persuaded me and my new partner David to go on a skiing holiday with them, which was a new experience for us. When changing into our salopettes, David noticed lesions all over Ian's legs and knew right away from visiting Mike and friends at Monsall Hospital that it was Kaposi's sarcoma. Ian, like Mike, then got one infection after another and died within six months.

Maria, Ian's wonderful sister, and David and I did what we could to support Richard, who began to feel unwell shortly after Ian's death. One happy memory is sitting in The Rembrandt on the first-ever fundraising August Bank Holiday weekend. There was a car boot sale in the car park opposite Napoleons and

New York, New York. The atmosphere was fantastic, and from those small beginnings the Manchester Pride weekend emerged. That was the last time Richard made it out, as he died the following month.

Looking back, I had some great colleagues in the ambulance service, and since then I've been lucky enough to have worked in Manchester City Council's Social Services Department and at the Manchester Royal Infirmary as a radiographer. I was able to be myself in all my job roles, as Manchester is such a welcoming, tolerant city.

Thinking of the number of friends no longer here makes you realise that it was like living through a war. I don't know why I was spared, when so many were not. I don't know how we kept our sanity, but living through adversity really does make you stronger.



That was then...

## Epilogue

David Regan

Director of Public Health,  
Manchester City Council



Compiling this report and reading all these stories, I feel the connections are so powerful.

Pat Karney's story reminded me that in between visiting Mike during his first stay at Monsall in February 1988, I made sure I was on that Clause 28 March – Manchester at its best.

All my work and VCSE colleagues – many who are now great friends – who've contributed to the 'That was Then' and 'This is Now' sections of this report: what a difference you have all made.

Paul (Fairweather): thanks for setting up Manchester AIDS-Line with your friends and comrades.

Ed (Wilkins) and everyone else who worked at the old Monsall Hospital: we owe you so much. Paul refers to Ed in his story as a 'pioneer' and I couldn't agree more.

Bridget, Priscilla, Evelyn, Tina, Phil, Paul (Martin), Mike, Michael, Cath, Janet, Richard and Leasa: thanks for your wonderful reflections for this report – happy and sad.

On to the present day – and the stories and perspectives of the next generation: Chris Ward, in his piece, says it all brilliantly.

We know that some things did not get better right away. Anderton's 'cesspit' quote led to the infamous police raid on Chains/Mineshaft Nightclub on 23/24 April 1994. By this time, I was lucky enough to have met the other love of my life, Martin, who was working a night shift at Social Services that evening so I was out with my friend Bill.

Who were all these men in lumberjack shirts coming through the fire door, we thought, while having a drink at the bar. Then, watching them put rubber gloves on, we thought, 'Oh! A police raid'. And after making several arrests, they asked us all to leave the club. Let's just say I could not have been prouder when our lesbian sisters, having a night out next door in Follies, came onto the streets outside and we all stood shoulder to shoulder and made our feelings and anger very clear.

Thankfully, this watershed moment (our very own Stonewall) did change things for the better – who can forget Jacqui the GMP Police Inspector's dance moves at Manchester Pride in 2015.

Martin and I tied the knot in November 2010 – something you could not have imagined back in the 1980s. Martin has shared his story for this report, and on Saturday 5 August 2023, the two of us went to see the play ‘Cruise’ at Home in Manchester after seeing the great reviews. We sort of knew what to expect, in that whenever we watch anything about HIV and AIDS in the 1980s and 1990s, it will always trigger emotions in both of us. I cried buckets watching ‘It’s a Sin’.

However, I don’t think I was fully prepared for how powerful Jack Holden’s solo performance would be. He played the part of Michael, diagnosed with HIV in 1984, being told he would have four years to live at most. In a strange twist, Michael’s lover and partner in the play was called Dave; sadly, Dave died. Michael survived and the way Jack Holden told the story of that time could not have been more accurate or moving, and we left the theatre feeling inspired.

We spotted a few familiar faces in the audience and saw some friends in person for the first time since the pandemic, and later we all enjoyed a few drinks at the bar. When I spotted Jack, I ditched my normally shy persona and went up and asked him would he write a piece for this annual report. He did not hesitate for a second and just said: “Yes, I would be happy to”.

You can see Jack’s generous contribution in the introductions to this report.

## **Public Health Annual Report 2023-24 copy to layout.**

### **Historical data assets**

#### **Manchester LGBT / HIV history – timeline**

*Note some of these items are also mentioned on the plaques on the Beacon of Hope.*

#### **1975 Manchester Gay Switchboard formed**

Created by Manchester Gay Alliance and others.

#### **1978 Successful grant application by Switchboard supplemented with Council funding**

Supports counselling, befriending groups and phone line information.

#### **1981 61a Bloom Street becomes new home of the Manchester Gay Centre**

Provides several phone lines including Lesbian Link, Manchester Gay Switchboard and Friend, plus meeting rooms. Sets up youth club and late night café SNAX in response to huge volume of calls from younger people.

#### **1984 Gay Men’s Health Group organise open meeting at the Thompson Arms**

#### **1985 Manchester City Council creates new equalities posts**

Includes Gay Men's Officer Paul Fairweather and Lesbians' Officer Chris Root.

#### **1985 James Anderton, Chief Constable of Greater Manchester, launches attacks on the gay village**

“There were police raids on Napoleons club to stop ‘licentious dancing.’” *Councillor Pat Karney, fronting Council opposition.*

#### **1985 First Manchester August bank holiday fundraiser for HIV and AIDS**

#### **1985 Six gay HIV activists set up Manchester AIDS-Line**

This response to the arrival of HIV in Manchester would lead to the formation of George House Trust.

#### **1985 Council forms AIDS Working Party**

North Western Regional Health Authority starts supporting Manchester AIDS-Line financially.

#### **1986 Body Positive North West forms self-help group for people affected by HIV.**

#### **1986 Notorious “swirling about in a human cesspit of their own making” comment on gay people.**

Made by Chief Constable of Greater Manchester James Anderton, at Manchester AIDS seminar.

#### **1986 £1,700 Council grant for two-week pride celebration**

Complete with huge banner adorning Oxford Street.

**1986 Manchester Parents Group forms with Council grant**

Voluntary organisation supports families and friends of lesbian, gay, bisexual and transgender people.

**1988 LGBT Centre moves to Sidney Street's purpose-built gay centre**

**1988 Section 28 of the Local Government Act bans places like schools and libraries from 'promoting homosexuality'**

**1988 20,000 people march through Manchester to protest against Section 28**

**1989 Albert Kennedy Trust founded in Manchester by Cath Johnson (née Hall)**

Rebrands in 2019 as akt.

**1990 Black HIV and AIDS Forum (now BHA) launches**

**1990 George House Trust officially launched**

Relocates to current home in Ardwick Green North.

**1991 Village Charity established to run Pride festival**

Known then as Manchester Mardi Gras, raising £15,000.

**1991 Group of volunteers starts what would become MASH**

Manchester Action on Street Health supports women who sex work

**1993 Healthy Gay Manchester founded to promote safer sex and sexual health awareness among gay and bisexual men**

By 2009 report finds 91% of gay and bisexual men across GM using the scheme.

**1994 Police resume raiding bars in the village**

The Mineshaft raided by 20 police. Weekly paper Capital Gay reports: 'Two people arrested for kissing.'

**1994 Healthy Gay Manchester starts distribution of free condom and lube in bars, clubs etc.**

**1995 MASH launch new mobile unit**

**1996 North West HIV and AIDS Monitoring Unit publishes first annual HIV & AIDS in the North West of England report**

Based at Liverpool John Moores University, this will become a leading source of HIV-related information.

**1998 Post of Lesbian Participation Worker created by the Council**

Develops groups and networks particularly for older, Black, Asian, disabled and parenting lesbians.

**2000 Lesbian & Gay Foundation founded**

Later LGBTF, it merges Healthy Gay Manchester with the Manchester Lesbian & Gay Switchboard.

**2000 Beacon of Hope erected in Sackville park**

UK's first permanent memorial for people living with HIV or AIDS and lives lost to it. Includes steel column designed by Warren Chapman and Jess Boyn-Daniel.

**2001 Alan Turing Memorial placed in Sackville park.****2004 Mardi Gras renamed Manchester Pride****2005 Manchester LGBT Heritage Trail launched**

Also called Out in the Past Trail, a series of guided walks marked by rainbow flagstones visiting sites of importance for gay history.

**2007 Manchester Pride becomes registered charity in its own right.****2012 Independent company LGBT Youth North West formed to manage LGBT Centre**

Later re-brands as The Proud Trust. The centre is home to 15 community groups, 2 youth groups, community cafe, office space and a small but important resource library.

**2013 Transgender Remembrance Memorial and Gardens unveiled in Sackville Gardens**

UK's only memorial to victims of transphobia.

**2014 The Paris Declaration promotes 'fast-track' cities to commit to UNAIDS 90:9:90 targets by 2020.****2015 First National LGBT+ History Festival, held in Manchester****2017 BHA for Equality, LGBT Foundation and George House trust form PaSH (Passionate about Sexual Health) partnership**

Delivers sexual health and HIV prevention across Greater Manchester.

**2017 Start of impact trials for PrEP**

Pre-Exposure Prophylaxis is a drug that stops HIV transmission.

**2017 British HIV Association (BHIVA) endorses the U=U Consensus Statement 'Undetectable Equals Untransmittable' statement of the Prevention Access Campaign.****2018 Greater Manchester Health and Social Care Partnership announce investment to end new cases of HIV in GM in a generation**

Driven by the HIVE project.

**2018 Greater Manchester signs up to the Fast-Track Cities Paris Declaration**

Commits to achieving the UNAIDS 90:90:90 targets by 2020.

**2019 Health Secretary commits England to ending new HIV transmissions by 2030.****2020 PrEP Impact trial concludes. PrEP routinely commissioned by sexual health services****2021 National HIV action plan launched**

**2021 Manchester starts opt-out testing for HIV and Hepatitis C in emergency departments**

**2022 GM exceeds global 95:95:95 targets**

Estimated 95% of people living with HIV diagnosed, 97.4% of diagnosed people living with HIV in GM are on anti-retroviral treatment for HIV, and 97.4% of diagnosed people living with HIV in GM are on anti-retroviral treatment and being virally suppressed.

**Manchester evening News 7.3.91**

Headline Drug comic backlash

**The Sun 2.5.83**

Headline Gay Plague Blood Probe

**Daily Telegraph 2.5.83**

Headline - Wages of sin. A deadly toll.

**The People 24.7.83**

Headline - What the gay plague did to handsome Kenny

**Daily Mail 17.11.89**

Front page headline The truth about AIDS

**17.11.89 The Sun**

Straight sex cannot give you AIDS- Official

**Manchester evening news 27.8.2018**

Pledge to end new cases of HIV in Greater Manchester

Mayor Andy Burnham unveiled a plan for the city-region to become part of the Fast Track Cities network during the Manchester Pride Candlelit Vigil on Monday evening

**Manchester evening news 29.11.20**

“It saved my life”: The stories of some of those across Greater Manchester living with HIV

## **This is now**

### **Manchester's progress towards zero new HIV transmissions David Regan, Director of Public Health**

In 2014, UNAIDS, A UN programme that leads the global effort to end AIDS as a Public Health threat, established the global 90-90-90 targets to drive progress towards the concluding chapter of the AIDS epidemic and 'a new narrative on HIV treatment.'

The aim was for 90% of all people living with HIV to be diagnosed, 90% of those diagnosed to receive sustained antiretroviral therapy and 90% of all people receiving antiretroviral therapy to have viral suppression, by 2020.

In effect this means a target for 90% of all people living with HIV to be diagnosed, 81% of all people living with HIV to be on treatment, and 73% of all people living with HIV to be virally suppressed.

To quicken the pace of global change, in line with a fast-track approach, UNAIDS set new, ambitious targets of 95-95-95 which were adopted in June 2021 to be achieved by 2025 – the target is for:

95% of all people living with HIV to be diagnosed, 95% of all people with diagnosed HIV infection to receive sustained antiretroviral therapy, and 95% of all people receiving antiretroviral therapy to have viral suppression.

In January 2019, the Health Secretary committed England to ending new HIV transmissions by 2030. The publication of an action plan with interim targets for the year 2025 followed in December 2021. The interim target is for an 80% reduction in HIV transmissions (for people first diagnosed in the UK) by 2025 compared to 2019 figures, falling to zero new transmissions by 2030. In 2019 there were 66 new diagnoses in Manchester, so our target for 2025 is 13.

#### **GM: 95-97-97**

It was estimated by the UK Health Security Agency that in 2022 there were 6,286 people living with HIV in Greater Manchester and 323 people living with undiagnosed HIV. 95% of these people are diagnosed, and therefore know that they have HIV. This means that around 1-in-20 people living with HIV in Greater Manchester do not know that they have the virus.

97% of people diagnosed with HIV in Greater Manchester are engaged in care and on treatment, and 97% of those engaged and on treatment are virally suppressed, which means they can't pass the virus on. This means that of all the people living with HIV in Greater Manchester, 89% are virally suppressed and cannot pass on HIV.

#### **Manchester: 95-96-97**

The figures for Manchester are: 95% of people living with HIV are diagnosed, 96.2% of all people with diagnosed HIV infection receive sustained antiretroviral therapy and 97.2% of those on treatment are virally suppressed. This means that of all the people living with HIV in Manchester, 89% are virally suppressed and cannot pass on HIV.



A total of 5,952 people received HIV care in Greater Manchester in 2022. 2,446 (41%) of these were Manchester residents.

90 people were newly diagnosed with HIV in Manchester in 2022. Of these, 67 (74.44%) were first diagnosed in the UK and 23 were first diagnosed abroad. In England, 64% of new diagnoses were people first diagnosed in the UK.

For people first diagnosed in the UK, England saw a 5.66% increase in diagnosis in 2022 compared to 2021 and a 13.3% decrease between 2019 and 2022. Since 2014 England has seen a 53.7% reduction in new diagnosis.

For people first diagnosed in the UK, Manchester saw a 19% increase in diagnosis in 2022 compared to 2021 and a 1.5% increase between 2019 and 2022. Since 2014 Manchester has seen a 57.59% reduction in new diagnosis.

Some of these recent differences may be driven by the implementation of HIV testing in Emergency Departments in Manchester.

The reductions in new diagnosis can be attributed to the implementation of 2015 British HIV Association guidelines recommending that everyone with HIV should start treatment as soon as possible after diagnosis, and the introduction of PrEP – pre-exposure prophylaxis – a drug taken by HIV negative people that when taken as prescribed is highly effective in preventing HIV.

## **Sexually Transmitted Infections-An overview**

### **Victoria Paris, Commissioning manager – Sexual Health, Manchester City Council**

The rate of new sexually transmitted infections (STIs) diagnosed in Manchester residents – 1,404 per 100,000 residents – is much higher than the England rate of 694. Manchester was ranked 17<sup>th</sup> highest out of 147 local authorities for new STIs, excluding chlamydia, in those under-25, in 2022.

The burden of STIs is not distributed equally amongst the population with gay and bi men, and men who have sex with men having the highest rates, particularly of syphilis, with higher rates in some Black and minoritised ethnic populations and younger people. Although over-50s have much lower rates, the trend is also for more diagnosis in older people.

Whilst the trend for England is increasing numbers of STI diagnosis and increases in gonorrhoea and syphilis, the Manchester trend is steeper and may reflect the larger percentage of young people and LGBT population in the city.

Since 2016, the number of syphilis diagnoses in Manchester has risen 43%, gonorrhoea diagnoses have doubled, and chlamydia diagnosis has risen 32%. Diagnoses of genital warts have decreased 64% in this period due to the protective effect of HPV (human papillomavirus) vaccines. Some of the increases in diagnosis will be driven by increased testing and the availability of online home test kits from the Northern sexual health service and Brook, but changes in sexual behaviour and less condom use are driving increases.

In 2022, Manchester screened 19.7% of residents aged 15-to-24 for chlamydia, ranking 21<sup>st</sup> in England for proportions screened and 4<sup>th</sup> for the number of screens (the England proportion screened was 15.2%). Whilst this proportion – and the 20,000-plus people screened – is very high, the number of diagnoses was also very high, with Manchester ranking 15<sup>th</sup> in number of diagnoses.

The Northern sexual health service spends over £60,000 a month on its STI home test kits service, sending out around 1,300 a month. Demand for home test kits continues to grow and the daily allocation of kits is usually allocated before noon. Substantial additional funding would be needed to meet the demand for home test kits from the expanding younger population in Manchester and their changing expectations and acceptance of the need to test regularly.

There have been substantial increases in the amount of STI testing amongst gay and bi men, and men who have sex with men, with the introduction of PrEP [a drug taken by HIV-negative people which reduces the risk of getting HIV to almost zero when taken correctly] as people receive STI tests quarterly as part of the PrEP regime. With over 2,800 Manchester residents now on PrEP, this represents a significant increase in repeat testing compared to before PrEP was available.

**U=U (Undetectable equals untransmittable)****Richard Scarborough, Project Lead for the Public Health Annual Report(2023/24)**

The U=U message is very simple. With effective antiretroviral treatment, a person living with HIV will have undetectable levels of the virus in their system and therefore can't pass it on during sex. They can even conceive with no risk of passing HIV on to their partner or child if they maintain an undetectable viral load.

U=U has a surprisingly long history: in 2008 the 'Swiss Statement' issued by the Swiss National AIDS Commission stated that an HIV positive person on effective ART treatment cannot pass it on.

In 2012, BHIVA (British HIV Association) recommended that people living with HIV who wanted to start treatment to avoid transmitting HIV, should be able to do so. This was known as Treatment as Prevention – TASP.

The effectiveness of U=U was confirmed by studies including the PARTNER study which reported in 2016 that they observed no HIV transmission from a positive partner with an undetectable viral load to a negative partner.

In 2015, BHIVA changed its guidelines to recommend that everyone with HIV should start treatment as soon as possible after diagnosis, and from 2015 there were substantial falls in diagnosis due to the impact of antiretroviral treatment.

In 2016, a group of people living with HIV launched Prevention Access Campaign's Undetectable=Untransmittable campaign to get the message out that people on effective HIV treatment can't pass it on.

In July 2017, BHIVA issued a consensus statement endorsing U=U.

BHIVA Chair, Professor Chloe Orkin, said: "As the UK's leading voice for HIV health professionals, our backing for U=U is unequivocal. There should be no doubt about the clear and simple message that a person with sustained, undetectable levels of HIV virus in their blood cannot transmit HIV to their sexual partners. Spreading the U=U message is also an important way to help reduce the stigma experienced by people living with HIV, whose sexual partners may fear infection unnecessarily."

By 2022, 96.4% of Manchester residents living with HIV and on treatment, had an undetectable viral load, meaning they could not pass on the virus during sex.

**Manchester University NHS Foundation Trust (MFT)  
The Northern Contraception, Sexual Health and HIV Service.**

**PrEP Northern -**

**Gabriel Schembri, Consultant in Sexual Health and HIV** PrEP (pre-exposure prophylaxis) is a drug that stops HIV transmission. Clinical trials suggest it is 99% effective when taken correctly. We currently have over 2,800 Manchester residents on PrEP, plus many people from other areas at our Manchester clinics.

The Northern were involved with all the major PrEP trials from the start, and this has helped us become one of the most established PrEP centres in the UK, the Northern being one of the largest suppliers of PrEP outside London.

We were part of the PROUD trial from 2012 to 2016, which had 55 participants, as well as the PrEP Impact trial from 2017 until 2020, which had 532 participants at the Hathersage Centre, 74 at the Withington clinic, and 65 at North Manchester General Hospital.

We also participated in the Gilead TAF PrEP licensing trial (Discover) for Emtricitabine and Tenofovir Alafenamide (F/TAF) with 56 participants.

To meet the demand for increased PrEP requests and repeat prescriptions, I developed the PrEP express clinic model, where individuals who need repeat PrEP complete an online history and this is reviewed by one of the clinic doctors. If there are no issues, they are booked in with a support worker for an STI (sexually transmitted infection) screen, rather than with a doctor or nurse, and their PrEP supply is topped up accordingly.

Those deemed too complex for a Health Care Assistant assessment are directed to the standard clinic. This model was presented at the British Association for Sexual Health and HIV conference 2020, where it won the best poster award and has also been adopted elsewhere. We are currently working on automating the process further.

The overwhelming majority of PrEP users attending our clinics are men who have sex with men, which is expected given our attendance demographic.

TAF has recently been commissioned for use as a PrEP. It has different eligibility criteria, and each case is discussed in a multidisciplinary team – we have only a handful of patients on it at present.

Working with PaSH (Passionate about Sexual Health – a collaboration between BHA for Equality, George House Trust and LGBT Foundation) we have been delivering PrEP initiation alongside STI testing monthly at G-A-Y nightclub, and we also deliver PrEP with The Docs GP surgery on Bloom Street.

The demand for PrEP continues to grow and this has affected the capacity of our clinics, as it is more than can be provided by the nationally allocated funding that Manchester received. Manchester City Council, through the Department of Public Health, has provided additional funding for more staff to help us address this demand.

The online PrEP clinic was the first of its kind nationally. It has helped to establish our service as one of the leading providers of PrEP in England and has helped reduce the spread of HIV.

## **Manchester University NHS Foundation Trust (MFT) The Northern Contraception, Sexual Health and HIV Service.**

### **Chemsex -**

#### **Paul Holt, Reach Clinic, Non-Clinical Practitioner**

The Reach Clinic is part of the Northern sexual health service and supports people with issues arising from chemsex-related activities. We run dedicated clinics at the Hathersage Centre. I also support people at the other sexual health clinics in Manchester and do some outreach with partners like The Room.

My role is heavily supported by clinical staff. The Reach Clinic manages risks and safeguarding through the Reach Multidisciplinary Team (MDT). Patients who have not engaged, or who have disengaged from referral or support – and other patients ‘of more concern’ – are discussed in this MDT process. Decisions about the need for more assertive methods of engagement, including outreach and contact with wider professionals and services, are made in the context of safeguarding and wellbeing.

Referrals are mainly internal, from sexual health clinics, although around 10–15% are self-referrals or from wider services. The uptake from referral is around 75%. We offer three tiers of support:

**Brief interventions** – between one and three sessions, ranging from information giving to promoting self-help.

**Extended interventions** – six or more sessions supporting a person to make positive lasting changes through direct psychosocial intervention work and, more recently, coaching – as a form of sustained change.

**Ongoing intervention** – crisis management and safeguarding, working with local drug and alcohol support services to access tier-4 services: detoxification and rehabilitation.

Partnership working forms a large part of how the Reach Clinic operates. Supporting those engaging with complex and multiple issues requires an MDT approach. Partners we currently work with include:

LGBT Foundation; local drug and alcohol support services such as Change, Grow, Live Manchester, Eclipse young people’s drug and alcohol service, Achieve recovery service and other Greater Manchester services; North Manchester Infectious Diseases services for HIV and Hep C; ADVISE (assessing for domestic violence and abuse in sexual health environments); George House Trust; Our Room (formerly Men’s Room) Manchester; Greater Manchester Mental Health (GMMH) Trust Dual Diagnosis service; and We Are Survivors, Manchester.

In 2023 the Manchester Chemsex Partnership launched a new website at Pride [www.chemsafe.space/](http://www.chemsafe.space/) to provide more information for individuals and professions about sexualised drug use and the support available in Manchester. The research and website were funded by the Council’s Department of Public Health.

The Department are also funding an additional substance misuse practitioner, so the Reach Clinic can now expand its service.

Chemsex: sexual activity under the influence of drugs taken during or immediately before.

Most common among gay and bisexual men who have sex with men (MSM).  
Drugs most frequently associated: Crystal Methamphetamine, gamma-hydroxybutyric acid/gamma-butyrolactone (GHB/GBL) and Mephedrone.

To further understand the safeguarding risks in this population, a retrospective case note review analysis was carried out of 107 referrals to the Reach Clinic in Manchester. It found many patients presenting with multiple and complex safeguarding needs. There was high prevalence of STIs and HIV, with 61% having contracted an STI in the past year, and 57% of the cohort living with HIV. 78% reported mental health issues, and there was a high prevalence of self-harm and suicidality. Experiences of domestic and sexual violence were common, 20% reporting domestic violence, and 30% reporting sexual assault. 20% had sought medical attention due to overdose, and half of these could be attributed to use of the chemsex drugs GHB/GBL alone. 41% were referred to the Reach MDT and a significant proportion showed evidence of substance-misuse recovery. The study indicates that there are complex safeguarding issues involved with chemsex participation and an MDT approach is effective in attenuating risk in this population.

## **Manchester University NHS Foundation Trust (MFT)**

### **HIV testing in Emergency Departments**

#### **Dr Clare van Halsema, Consultant and Clinical Lead in Infectious Diseases, North Manchester General Hospital**

In 2018, before North Manchester General Hospital (NMGH) joined Manchester University NHS Foundation Trust (MFT) I was working with the Northern Care Alliance on HIV testing work. This looked at the issue of routine testing in response to a patient safety risk of not testing routinely for HIV and missing opportunities to diagnose people earlier.

Identifying the lack of HIV testing, or deficiencies in HIV testing, as a patient safety problem was helpful in escalating the problem and gaining support.

As soon as NMGH joined MFT, HIV and hepatitis specialists joined together and wrote an internal MFT business plan. The key thing that got us moving was securing Hepatitis C funds, since HIV testing uses the same blood sample and we were testing the same population. Therefore, it was cost efficient to do both at once. The Trust funded the first few months of HIV testing, allowing us the flexibility and time to increase laboratory capacity and cover all three acute MFT sites. It is important to note that community and voluntary sector support has been vital –for the programme and for people diagnosed with HIV or Hepatitis.

We've still got a lot of work and we are aiming to include Hepatitis B as part of the testing schedule soon. It is also good to know that we will be able to expand to all high HIV prevalence areas in Greater Manchester now that national funding has been made available.

#### **Dr Orla McQuillan, Consultant Genitourinary Medicine, The Northern, MFT**

At Manchester Royal Infirmary we were working on trying to initiate HIV testing in Emergency Departments (EDs) in parallel with NMGH. After an initial business case was unsuccessful in 2018 the teams joined together across MFT. What finally brought success was highlighting the risk of late diagnosis on the group risk register and securing Hepatitis C testing funding.

Testing started on World AIDS day – the same day that national funding through the HIV Action Plan was announced and the programme has now been rolled out to all acute MFT sites.

It has been a highly successful programme with 79 new diagnoses of HIV made so far and over 250 new diagnoses of Hepatitis C.

The majority (74%) of those newly diagnosed with HIV identify as heterosexual and more than 60% of infections have been found at a late stage. Over half (56%) of those diagnosed were discharged directly from EDs.



This means that as a screening programme it is extremely effective as it's picking up those who don't normally access testing and enabling them to start on lifesaving treatment.

It has also been a great example of a truly multidisciplinary programme initiated across all three MFT sites, involving ten separate departments with integral involvement of George House Trust and the Hepatitic C Foundation for community support. They have made sure that the voices of those living with HIV and Hepatitis C shape our developing programme.

We are excited that six of the ten local councils in Greater Manchester now have the funding for this to be rolled out in the next year.

**Manchester University NHS Foundation Trust (MFT)  
The Northern Contraception, Sexual Health and HIV Service.**

**Contraception/ Community Gynaecology/ Women's Health Hubs**

**Dr Asha Kasliwal, Consultant in Community Gynaecology, MFT, Reproductive Healthcare Clinical Director for citywide Contraception and Sexual Health service and South Manchester Gynaecology service.**

The Northern Contraception, Sexual Health and HIV service provides free, confidential contraception and sexual health care across Manchester and Trafford. We also provide care for people living with HIV at clinics in Manchester, Trafford, Tameside and Stockport.

Contraception makes up a large part of our service. In 2023 we appointed an additional consultant in contraception, reproductive and sexual health, strengthening the senior sexual and reproductive health team. They have been able to support our ever-increasing complex contraception work including the multidisciplinary teams (MDTs) in which a mix of health and care professionals come together to plan and coordinate people's care and LARC (long-acting reversible contraception) procedures – some of which are not provided anywhere else in Greater Manchester.

This year we received additional funding from the Department of Public Health in Manchester for an ultrasound scan machine and now provide ultrasound guided LARC procedures both for deep implant removals as well as IUCD (intrauterine contraceptive device, or coil) fittings and removals.

The team support primary care in Manchester in their delivery of contraception, especially LARC methods, and their implementation of women's health hubs, taking referrals for more complex contraception and providing clinical advice and support.

Alongside Dr Jennifer Greenlaw, a GP from Urban Village Medical Practice (UVMP), we support the Manchester LARC Forum, providing support and clinical updates to GPs and nurses who provide LARC in Manchester.

Our community gynaecology service in south Manchester continues to flourish. Although there are different commissioning and funding streams – including Public Health funding for contraception up to level-3, and Greater Manchester NHS for community gynaecology – it works as a single unit.

Our hub has won high-profile recognition and visitors including Dame Lesley Regan, the national Women's Health Ambassador. We have been invited to give presentations at several Department of Health and Social Care events and webinars and have been quoted in their communications as an example of joint commissioning arrangements.

Our team also deliver the Northern Menopause clinic which is one of the few consultant-led clinics in the Northwest to accept self-referrals as well as referrals from healthcare professionals. With the increasing public awareness, referrals have quadrupled.

Our commitment to continuing improvement is advancing all the time. We provide a continuous programme of menopause training to gynaecology consultants and GPs. We're now developing a new triage system to make best use of resources by directing LARC counselling to a virtual clinic, and all other contraception patients to face-to-face appointments – avoiding duplication. And we're introducing cervical cytology for 'easy to ignore' groups who may not access cervical screening through a GP service.

**Manchester University NHS Foundation Trust (MFT)  
The Northern Contraception, Sexual Health and HIV Service.**

**The Northern Trans and Gender Diversity Clinic**

**Dr Sally Jewsbury, Consultant in Genitourinary Medicine** Sally runs a weekly designated clinic for gender diverse individuals and jointly initiated the MFT 'Trans Professional Health Network' to advocate for improved care for trans patients at a Trust level.

In 2021, we established a new designated sexual and reproductive health service for trans, non-binary and gender diverse individuals.

We championed patient and public involvement with interviews, focus groups, and surveys to shape the service which has resulted in an increased number of trans patients attending and greater uptake of PrEP, a drug which stops HIV transmission.

We were awarded £9,800 from the Trust's Transform Fund to "transform trans and gender diverse sexual and reproductive health in Manchester".

We used the funding to commission a social enterprise company to map services and develop our vision and clinic name – Onyx, consulting widely with VCSE sector organisations and service users.

Innovative measures including service-wide name badges with pronouns, non-gendered toilets and waiting areas, and trans-friendly patient information leaflets have been implemented with positive patient feedback.

We have initiated cervical screening for trans men, contributing to broader health equity.

We have also trained many students, medical staff, nurses, and allied health professions and we're currently training a nursing associate to operate a separate list to expand access to our services.

With additional funding from the City Council, we co-produced a digital leaflet and patient video with the LGBT Foundation to alleviate anxiety and provide guidance for individuals using our services.

## **Manchester University NHS Foundation Trust (MFT) The Northern Contraception, Sexual Health and HIV Service.**

### **Young People - Sexual health and contraception services**

**Dr Hilary Natusch, Consultant Sexual and Reproductive Health**  
**Kay Wolstenholme, Education Outreach Team Leader**  
Through 2023, the Northern focused on re-engaging young people with our contraception and sexual health services, post pandemic.

This work has been delivered through both our targeted and tailored outreach for hard-to-reach groups and our dedicated clinical services for young people.

Our highly regarded outreach team deliver both clinical and informal education, supporting young people in all aspects of their sexual health and wellbeing. The team ensure a holistic approach, working together to safeguard children with a 'think family' culture ensuring we make every contact count. All young people have appropriate referrals to partner agencies.

We support various cohorts of young people including cared-for children, care leavers, young parents, refugee or asylum-seeking young parents, young offenders, young people with neurodiverse conditions, unaccompanied asylum seeking children, homeless young people or those living in supported accommodation, young people who are not accessing school or are not in employment or training, LGBT young people, trans young people, young people with mental health issues and young people with substance or alcohol issues. We also work closely with Manchester Metropolitan University and the University of Manchester to support our student community.

Partners we work with include parents, carers, foster carers, looked after children (LAC) nurses and specialist LAC nurses, specialist LAC doctors, school health advisors, teachers and mentors, school safeguarding leads, residential care workers, support workers, social workers, leaving care personal advisors, early help, police, complex safeguarding team, specialist child sexual exploitation nurses, homeless families, health visitors, specialist health visitors, young parent midwives, teenage parent support, youth justice, probation service, colleges and universities.

Our dedicated young people's clinics in Harpurhey and Newton Heath have helped us extend access to contraception including LARCS (long acting reversible contraception) along with STI screening.

We get positive feedback about our work with young people, notably from the recent Care Quality Commission visit looking at serious youth violence who recognised:

- excellent partnership working across stakeholders
- very good multi-disciplinary team working within the service
- consistent evidence of listening to the voice of the child.

We were also pleased with this feedback from the specialist child sexual exploitation nurse in Manchester:

“I would like to share my appreciation for the amazing work done by your team of outreach sexual health educators. The team are incredibly responsive, tenacious and compassionate towards the young people they work with. Quite rightly, they are really appreciated by partners in social care, police and education and are amazing ambassadors for the Trust.”

One of the emerging themes in 2023 was an increase in referrals for neurodiverse patients and we have worked closely with acute and community learning disability teams to support young people who are neurodiverse. We have offered these patients reasonable adjustments, including chosen venue and times, and who they want to accompany them. We have developed range of excellent resources to support young people to make decisions about their wellbeing supported by our Mental Capacity Framework.

In the coming year we will continue to develop our outreach services as well as expanding our dedicated young people’s clinics across Manchester following “You’re Welcome” standards guidance.

## **Manchester University NHS Foundation Trust (MFT) The Northern Contraception, Sexual Health and HIV Service.**

### **Growing up in the 1980s/1990s as a gay man during the HIV/Aids epidemic inspired Chris Ward to become a health professional**

#### **Personal story by Dr Chris Ward, Consultant Physician in Genitourinary Medicine,**

Growing up as a gay man in the 1980s and 90s was a scary time. I remember a lot of fear about HIV and stigma in the media. By the time I started university, antiretroviral treatment had progressed, and highly active combination therapy was already saving lives. My own experiences with HIV anxiety, and shame around sex, motivated me to explore sexual health as a career.

I always wanted to help the LGBTQIA+ community and when I started at medical school, I volunteered with the LGF (now LGBT foundation) to distribute condoms at Pride. Throughout my career I've been lucky enough to work with some fantastic community groups and organisations who really inspire me with their activism.

Now, as a consultant in sexual health and HIV, I have been lucky enough to have worked through huge breakthroughs in HIV prevention and treatment. I remember when the first PrEP trials showed enormous success at reducing HIV transmissions, and the landmark Partners study providing and inspiring the U=U message. This revolutionised people's lives and helped with anxieties around sex, shame and stigma. We now have over 2,000 people on PrEP in the service and have seen huge reductions in new HIV diagnoses because of this.

I set up the North West's first chemsex clinic in 2015 to help people struggling with drug addiction and its relationship with sex. Since then, we have expanded this service into four clinics in Greater Manchester and we work closely with the drug services and community support groups in Manchester.

During the emergence of the Mpox outbreak we were reminded of the effect a new infection can have on people's health, their fears and anxieties, and sadly once again the stigma associated with this. I was instrumental in setting up rapid mass vaccination clinics to offer preventative vaccines to over 2,000 gay and bisexual men over a two-week period and managed several cases of Mpox in our clinic and hospital.

Now we are lucky enough to have multiple different HIV treatments, often well tolerated, and some in the form of one pill a day. With injectable treatments we have been able to offer even more options and choice, seeing most people only once every six months.

I enjoy working with patient and community groups to keep momentum and pressure going to fund sexual health services, to drive forward innovation and new drug developments and to tackle the stigma that still exists.

## **Manchester University NHS Foundation Trust (MFT)**

### **Infectious diseases**

#### **Dr Clare van Halsema, Consultant & Clinical Lead in Infectious Diseases, North Manchester General Hospital**

I lead the HIV service in the Infectious Diseases Department at North Manchester General Hospital (NMGH). We provide care for around 3,000 adults and young people living with HIV – at the NMGH facility, and in outreach and community clinics at GP bases such as Urban Village Medical Practice and The Docs GP surgery in Manchester.

I started working in the field of HIV just over 20 years ago and things are vastly different now. We only started treating everybody with antiretroviral treatment (ART) in 2015 – that was when the World Health Organisation (WHO) and then BHIVA (British HIV Association) recommended it for all.

Easier antiretroviral therapy, second generation integrase inhibitors, have made a massive difference to just how tolerable and easy treatment is.

We were a site for research studies on injectable cabotegravir as a treatment for HIV. We have about 16 individuals on injectable ART now and will increase that as we make sure that people understand what they're taking on with injectables – making sure that we select the right treatments for each individual. It's an intramuscular injection – not something people can do themselves at home, so at the moment it's at the hospital centre, but there's no reason why it couldn't be done at different community sites in time.

Like U=U (undetectable = untransmittable: relating to the fact that when someone's viral load is undetectable, they cannot pass HIV to someone else through sex) giving a relief from constant worry about transmission, the injectables can provide a break from that daily obligation for people who've had many years of responsibility for taking their medications. Some people are happy to come along every two months and have their bloods and their injections because then the rest of the time they can get on with their lives, free of the daily reminder about taking their meds. We have a research department and take part in lots of different research studies. We're currently involved in the RIO [Rockefeller Imperial Oxford] study that allows people to be off their ART for a specified duration with undetectable viral loads.

We're also a centre for HIV inpatient care and we provide that on the infectious disease ward here. It's not a HIV ward as such – we look after people with a range of different infections from TB to meningitis, to skin and soft tissue and bone infections and malaria and so on. However, we do prefer to transfer people who need HIV inpatient care here because then they are directly under experienced doctors, nurses and physios - who have a level of specialist expertise.



We've provided inpatient care for HIV in North Manchester since the 1980s, first of all at Monsall Hospital and then at the NMGH site. Ideally, we're looking forward to a time where nobody needs HIV inpatient care because everyone will be diagnosed straight away, but of course we know that many people are still diagnosed late or have gaps in their engagement with care for various reasons. This unfortunately can lead to the need for inpatient care for advanced HIV disease.

There are more people diagnosed with HIV but not currently engaged in care than there are undiagnosed (i.e. people who have yet to be tested). So, if we're going to get to zero transmissions, we have to work on re-engaging with this cohort as well promoting testing.

We have a "virtual clinic" for re-engagement, it is nurse-led work linking to GPs, social workers, housing providers and other relevant agencies – whoever's involved in the care of that person, to make sure that we re-engage and maintain contact with people.

We have an excellent nursing team and psychology team, and I am really proud of is the high standard of care that we provide. Our team really go out of their way to look after individuals who are experiencing difficulties in life working with George House Trust and others to make sure people have money, food and shelter, all of the basic things we often take for granted.

HIV care isn't just about keeping people undetectable. There's more to it than that. We have a lot of community outreach and take the attitude that there's nothing that can't be done.

The ambition is to end new HIV transmissions by 2030. But 2030 isn't that far away, and that requires a sustained push. Once we get to 2030, the funding has to keep coming. We know from other infectious disease areas that as soon as you stop funding, the incidence starts rising again – it'll be the same for HIV. It's about delivering prevention, expanded delivery of PrEP (a drug which stops HIV transmission) and the destigmatisation of people living with HIV. We also need to meet the NICE guidelines on testing. What we've done in the Emergency Departments on HIV testing shows what the impact could be if we were meeting the guidelines in full. However, we will need more laboratory capacity and further dialogue with key stakeholders to highlight the importance of ongoing prevention work relating to HIV and hepatitis.

## **PaSH (Passionate about Sexual Health) Partnership BHA for Equality, George House Trust and the LGBT Foundation**

BHA for Equality - (formerly known as the Black Health Agency) is a health and social care charity which exists to challenge and address health and social care inequalities and support individuals, families and communities to improve their health and well-being.

### **BHA for Equality**

#### **Jeni Hirst, Director of Service Development and Delivery**

Today, BHA for Equality continues to develop services for ethnically diverse communities and marginalised groups to improve their health and well-being.

Health inequalities are systematic, avoidable and unfair – and BHA provides a range of services across the north of England to address the causes and effects that lead to differences in life expectancy, prevalence of health conditions, access, experience or quality of care. We undertake collaborative pieces of work, co-produced with local people, that initiate change and improve knowledge and access to relevant services.

Whilst HIV and sexual health remain a core part of BHA's work, we also support individuals and communities in relation to breast, bowel and cervical cancer, heart health, diabetes, TB and mental health.

BHA lead the PaSH (Passionate about Sexual Health) partnership alongside George House Trust and the LGBT Foundation. Together we provide a range of sexual health and HIV information, health promotion and prevention activities. Our sexual health team deliver HIV and STI testing in community-based settings including Manchester Central Library, Moss Side Leisure Centre, Arcadia Library Centre, Manchester Metropolitan University, and local barbers. We offer rapid HIV tests with results in a few minutes and full STI screens covering syphilis, chlamydia, gonorrhoea, and hepatitis B and C, in partnership with The Northern Contraception, Sexual Health and HIV Service. Home test kits and condoms can also be ordered on our website. For our social media campaigns, we've created short videos showing how to provide samples for the full STI screening kits.

More recently, we've started offering rapid HIV self-tests by post to Manchester residents. The self-test kit uses a single drop of blood from a finger prick and gives an instant result. We encourage people to report their results and we contact people to make sure they've received the kit and to offer further information and advice.

Community engagement and co-production is at the heart of our work – we work closely with local people and businesses to develop and deliver our activities. Community ambassadors, champions and volunteers are vital in developing our work and making our services relevant and accessible.

The team works with a wide range of organisations and services across Manchester to provide an integrated and holistic approach. Currently we're working with local creatives to deliver sexual health workshops within a creative well-being session such as an art class or yoga session, enabling people to explore difficult topics such as stigma and shame in a safe and supportive environment.

## **PASH Partnership BHA and GHT - BHA for Equality**

### **BHA PrEP Community Panel**

**Jeni Hirst, Director of Service Development and Delivery**

PrEP is highly effective in preventing HIV and is available free through sexual health clinics but there are significant inequalities in access and low uptake in women and ethnic minorities.

In March 2023, BHA created the PrEP Community Panel recruiting local people from Black and minoritised communities including influencers, activists and people from local Black-owned businesses across Greater Manchester.

The panel meets regularly to discuss the most effective ways to raise awareness of PrEP amongst communities. They share their local knowledge and experiences of attitudes, stigma, discrimination and why people don't understand, access or trust information about PrEP. and work together to identify ways to increase awareness and acceptability of PrEP amongst their communities.

BHA provided in-depth training to community members about what PrEP is, how it works, and how it can be accessed. This ensured that all the members of the Community Panel had a good baseline knowledge of PrEP so that they can be effective community champions, spreading knowledge of PrEP amongst their own communities and neighbourhoods.

The PrEP community panel have made recommendations about the design and delivery of HIV prevention campaigns and helped to raise awareness amongst Black and minoritised communities by addressing the specific concerns and issues faced by communities.

The group has discussed in detail how to design an effective PrEP campaign and designed resources for BHA to share widely through social media and community outreach.

Quotes from participants:

"I learned a lot about HIV and prevention. Great discussion and very informative. Everyone in the group shared ideas and different stories. Well-organised and safe place where people feel free to open up about their stories." Evelyne.

## **PaSH Partnership BHA and GHT - BHA for Equality**

### **HIV and STI prevention with Caribbean communities**

#### **Jeni Hirst, Director of Service Development and Delivery**

High rates of STIs amongst Black Caribbean communities is something we wanted to address.

We identified gaps in existing research on STIs and Black Caribbean communities and used this information to design questions for a series of focus groups and interviews with people identifying as Black Caribbean in Manchester.

We ran two focus groups with women: one face-to-face, and one online, as some participants were not comfortable participating in person. We struggled to get men to participate in focus groups, so partnered with a local with a barber shop to hold semi-structured interviews there. We were able to open up a wider conversation about sex and STIs with all customers at the venue. As the interviews with men worked well, we also interviewed some women to add further nuance to the community research.

Using information from the focus groups we identified core themes of awareness, condoms, STI testing, sharing an STI diagnosis, culture around sex, stigma and poor experiences of sexual health services.

We held a webinar for health professionals where we presented key findings and put forward key recommendations for more effective consultations.

We used the research outcomes to develop a social media campaign with a bold, bright and fun approach.

We aimed to make the representation intersectional and used informal language familiar to Black Caribbean communities to increase trust in the content. As well as posting content on our own social media we recruited local influencers of Black Caribbean heritage living in Manchester to promote our campaign and broaden the reach.

The campaign also promoted our free condom and lube delivery service and our STI testing service which saw increased requests during the campaign.

We co-produced a prevention video using the same graphic design for aesthetic continuity. It's now used to good effect in healthcare waiting rooms and on social media, putting across key messages and exploring the wider issue of health inequity – the preventable gaps in health outcomes between different communities in our city.

## **PaSH Partnership BHA and GHT - BHA for Equality**

### **Contraception awareness for Black, Asian and ethnic minority women**

#### **Jeni Hirst, Director of Service Development and Delivery**

For some Black, Asian and minority ethnic women, contraception is associated with a colonial legacy of curtailing reproductive freedom. In the west, contraception has often been associated with liberation but in some communities it has been viewed as controlling or associated with unethical experimentation. Compared to white women, lower proportions of women of colour seek contraception from their GPs (38.7 percent of Black women versus 61.4 percent of white women).

To address this, we ran a series of focus groups with women from Black, Asian and minoritised communities which took a deep dive into their experiences with contraceptive choices.

The project explored women's belief systems around contraception and their experiences with different contraceptive choices. Black, Asian and minoritised women led on this project and co-produced a range of resources to support women's decision-making in relation to their contraceptive choices. This included a range of different media and tools to reach women. We coproduced podcasts, online workshops, videos and a booklet which all highlight the benefits of different contraceptive choices, not just in terms of preventing pregnancy, but also including polycystic ovarian syndrome, regulating menstrual cycle and endometriosis. All the resources developed are sensitive to cultural and religious perspectives.

We worked closely with Dr Tom Hess at the Northern to ensure that the resources are accurate.

Our 'Guide to Contraception' is a comprehensive booklet designed to reflect Black, Asian and minority ethnic women's information needs and has been produced in six different languages: English, French, Arabic, Romanian, Hungarian, and Ukrainian.

## **PaSH Partnership BHA and GHT - BHA for Equality**

### **BHA Social influencers campaigns**

**Jeni Hirst, Director of Service Development and Delivery**

BHA identified an opportunity to engage online with Black and ethnic communities by using local people as sexual health influencers. We identified people who were well respected within their communities and individuals with a considerable number of followers across their social media channels, who could be considered as health influencers. Following a recruitment, training and induction process, our influencers were ready to share HIV prevention messages to a diverse range of people within their networks.

Our influencers are people from community groups, radio, local Black-owned businesses and the arts and have enabled us to reach many different parts of our communities that our own social media may not have reached.

During campaigns, our health influencers are asked to share one post a week over a month. We have a robust training and resource package for the influencers which is tailored to each campaign. We provide graphics, suggested messages and scripts – with flexibility allowed for influencers to tailor content to their online presence and audience.

Having built a working relationship with the influencers, we have continued to work with them to coproduce subsequent campaigns. The authenticity of the influencers has encouraged audience trust in the messages and access to a wider audience has led to more nuanced conversations around HIV and sexual health.

## **PaSH Partnership BHA and GHT - George House Trust (GHT)**

### **George House Trust overview**

#### **Darren Knight, Chief Executive George House Trust**

George House Trust was built by, for and with people living with HIV – and that is as true in 2024 as it was in 1985.

Led by people living with HIV, their lived experience is at the heart of everything we do.

We know that those who've helped make the changes needed for people living with HIV in Manchester and beyond are the people living with HIV, and those who've lost friends, family and loved ones to HIV, as well as those who stand proudly with us as allies to fight to end HIV stigma.

Each year, we directly connect with over 2,500 people to provide advice, support and information so they can live healthily and confidently with HIV. We reach many more thousands of people at events, online and through our Positive Speaker sessions, in schools, at work and in the community.

We exist to tell stories: those tales of people's real journeys, experiences, challenges and the discrimination people still face because of HIV stigma. We tell those stories because although we've seen medication, treatment and care around HIV transform over the last 40 years, people today still experience the hurt and pain caused by the homophobia, racism and fear that underpins many people's HIV knowledge and their attitude to HIV.

When people connect with us at George House Trust, we want them to know they are valued, loved and part of a community that's built on strength, solidarity and connections. We want everyone living with HIV to thrive and to be everything they want to be and can be.

Right now, we're still supporting people experiencing discrimination from health professionals, being cut off by family and partners, and facing abuse. The services and support that we provide span everything from one-to-one support to counselling, peer mentoring, formula milk, supporting children living with HIV, working in prisons, providing peer support groups for women, African Men, LGBT+ people and straight men. We also provide a range of different services for people facing poverty, including food, destitution support, advocacy, benefits advice and intensive support to people struggling to manage their HIV.

As we see the picture changing, and we realise that the goal of ending new diagnoses of HIV by 2030 could be a reality, we've evolved our offer to ensure that we're also meeting the needs of people ageing with HIV.



Our work is enabled by a dedicated staff team and over 130 volunteers who give their time freely and passionately to enact change. We also have support from a range of funders and donors who enable our work. But one consistent source of support through all our journey has been Manchester City Council, and we value our longstanding relationship because we will only end HIV stigma, and ensure that people live well, by working together.

HIV has changed, that's the message we want everyone to know. If you're on effective treatment and you have an undetectable amount of HIV in your blood, you can't pass HIV on. It's a long-term condition – like asthma or diabetes – that is managed with a tablet, or a few tablets, a day. People can live a full and normal life with HIV, especially when diagnosed early. So know your status!

At George House Trust we're working for a world where HIV holds no-one back and we'll continue until we achieve that.

## **PaSH Partnership BHA and GHT - George House Trust (GHT)**

### **Provision of free formula milk**

**Christine Raiswell, Strategic Lead, Health Protection, Department of Public Health, Manchester City Council**

**Colin Armstead, Services Director, George House Trust**

“I know I am struggling financially to make ends meet, but I am very sure my baby has got formula milk for the next 12 months.” *Quote from a user of the service*

### Woman accessing Formula Milk

Breastfeeding is an identified route of vertical transmission of HIV and the British HIV Association (BHIVA) guidelines recommend that in the UK the safest way to feed infants born to mothers with HIV is with formula milk for the first year, as this eliminates on-going risk of HIV exposure after birth. The estimated lifetime costs for an infant contracting HIV in the first months of life is £622,800.

Despite its ability to eliminate postnatal transmission risk to infants, we found that, in 2018, the provision of free formula milk and feeding equipment was not routinely commissioned in the UK. We found a patchwork of different schemes – or none at all – operating with different funding and provision. Formula milk was not funded for infants born to mothers with HIV in Manchester or anywhere in Greater Manchester.

For some women living with HIV, the cost of formula feeding presented a barrier to this safest form of feeding. The Department of Public Health, George House Trust (GHT), midwives, specialist HIV nurses, and health visitor infant feeding specialists came together in 2018 to explore ways to address this gap, driven by the belief that it is a child’s right to be protected from infection.

In early 2019, a pilot scheme was established, administered by GHT and funded by the Department of Public Health to provide free formula milk and equipment for the first 12 months of the baby’s life. Infant feeding support and expertise was provided by The Infant Feeding Team at the Health Trust’s Health Visiting Service.

The provision of formula milk has enhanced women’s engagement with the services at George House Trust and with general HIV care, post pregnancy. Women reported feeling more relaxed because they don’t have to worry about the cost of their baby’s milk, allowing them to focus better on their own HIV health. Others have mentioned they’ve managed to save some money and are able to pay other bills and buy healthier food.

Following the success of the pilot, the scheme was extended and GHT are now commissioned to provide this service for all eligible women in Greater Manchester. From 2019 to date, 46 women have been supported in Manchester.

## **PaSH Partnership BHA and GHT - George House Trust (GHT)**

### **George House Trust Intensive Support**

“The intensive support workers have been instrumental in helping to engage several vulnerable individuals with many complex issues relating to their HIV. Their support and guidance throughout this difficult time has been greatly appreciated with amazing feedback from the patients they help to empower and the staff in clinic. The intensive support worker role has been the standout achievement from the HIVe campaign and needs to be upscaled and future-proofed to support this valuable work.”

*Dr Chris Ward, Consultant Physician Genitourinary Medicine, The Northern Contraception, Sexual Health & HIV Service*

### **Jill Cooke and Lauren Rowe, Intensive Support Workers, George House Trust.**

The Intensive Support Programme recognises the complexity of people’s lives when living with HIV, particularly those with multiple and complex needs and where those issues are entrenched and heavily impacting on someone’s ability to manage their own HIV health.

The service offers one-to-one support to those referred by their clinic with a detectable viral load. They have often lived through traumatic experiences due to homelessness, offending, drug and alcohol issues, mental health issues, abuse or sexual violence and have comorbidities alongside their HIV.

The support aims to address social problems and helps overcome barriers to engagement with HIV treatment and care. Support includes one-to-one meetings, door-to-door transport for appointments, and liaison and advocacy with other agencies involved in care and support, together with emotional support and encouragement.

People who access the service experience many improvements to their health, wellbeing and quality of life over time. Many attain an undetectable viral load as their clinic attendance increases and engagement with their HIV care improves. People referred to this service frequently have other medical conditions to manage and their engagement with other specialties also improves as the Intensive Support Workers liaise with other professionals and agencies involved.

Advocacy and liaison with statutory services and other voluntary organisations means agencies work together as a team with health professionals to support the person, rather than working in isolation.

Last year, 57% of recipients of the intensive support service attained an undetectable viral load, 95% improved their engagement with clinical appointments and 83% reported an increase in their overall wellbeing.

“Your Intensive Support Worker is one of the most supportive workers I have ever worked with, she truly cares about the people she is supporting, I have found her to be a great advocate who goes above and beyond to ensure that the people she is supporting get what they need and deserve. She is inspiring to work with – her passion

for serving and helping those most vulnerable is a credit to her and your service. If only we could have one of your workers working on every case.”

*Manchester Social Worker.*

## **PaSH Partnership BHA and GHT - George House Trust (GHT)**

### **Tackling HIV stigma through lived experience**

**Paul Fairweather MBE, Positive Speaker Development Worker, George House Trust**

The Positive Speakers Programme is a key element of George House Trust's approach to tackling HIV stigma. It's led by volunteers living with HIV who use their own lived experience to educate and inspire others on all aspects of the virus. Our positive speakers enable us to reach new audiences and build support for our vision of a world where HIV won't hold anyone back.

Being a positive speaker has had a profound impact on many of our volunteers. Most have never spoken in public before and have now spoken at large conferences, at vigils and to the media. They are now far more confident and open about living with HIV in all areas of their lives. In total, through the 152 positive speaker sessions held in the year, we reached 3,300 people.

Manchester's Department of Public Health have funded us to run sessions for 11 secondary schools in the city for several years. We have built up good ongoing relationships with schools which has resulted in us running a series of sessions for a whole year group in each school, usually year 10 (14-15-year-olds). We have also run sessions for whole-year assemblies and some specifically for teaching staff.

Each session includes a presentation which covers routes of transmission for HIV, explanation of the difference between HIV and AIDS/late-stage HIV, explanation of the U=U (Undetectable+Untransmittable) message and details about services we provide. This is followed by a positive speaker talking about their experiences of living with HIV and answering questions.

The questions posed by young people in the sessions have, in the main, been thoughtful and intelligent and reveal a level of maturity in attitude to learning about HIV, which is encouraging.

The work we are doing educating large numbers of young people in Manchester about HIV is also important to Greater Manchester's Fast-Track City commitment to end new transmissions of HIV and to tackle HIV stigma which continues to impact negatively on the lives of many people living with the virus.

As well as the schools programme, we have done sessions for social workers and locality teams, primary care teams and for service providers. Positive speakers have also provided videos included within the anti-stigma module that Manchester University NHS Foundation Trust have implemented for all their staff. We want to expand this work to provide sessions to more schools and to more providers of services that people living with HIV may access.

## **Here's what our positive speakers say about the role and its results.**

Anita's story

### **What made you want to be a positive speaker?**

It was hearing that lack of knowledge and seeing first-hand discrimination and prejudice. I couldn't be quiet and not fight for those too feared to speak.

### **What do you enjoy most about being a positive speaker?**

I love the opportunity to change people's view of HIV. I started this work in 1995 and it is still just as vital as it was then. Sadly, the world sees HIV as a gay problem and doesn't even realise its importance and the need for protection.

### **Tell us about a favourite moment**

To be honest, it's hard to pick one moment as there have been so many over the years that still make me smile. Recently I was at an event in Manchester, and I was finding it hard to say my son is HIV positive – and this day in particular he had been ill and my emotions were heightened. Then, a young girl asked if it would be okay to give me a hug. Obviously, I said that would be lovely and she held my hand after and said she would keep me in her prayers forever. Such love and understanding from one so young still touches me.

### **What would you want to tell someone who was thinking about becoming a positive speaker?**

I truly encourage people to become a positive speaker. I find it very cathartic. When you hear your own words, it's daunting at first. Then you realise how far you have come to be able to stand up and make a difference, even just a little bit. Only we can do this – and we need to carry it on to stop HIV in this generation.

Kieran's story:

### **What made you want to be a positive speaker?**

After I was diagnosed with HIV and received support from GHT, I knew I wanted to give back in any way I could. I discovered Paul's positive speaking programme and instantly felt the benefit of being able to educate others about HIV while sharing my own story.

### **What do you enjoy most about being a positive speaker?**

I love the variation in audiences for the session. I could be going to a school, a GP surgery or even a corporate event. It's lovely to engage with different people of all ages and backgrounds and talk about HIV.

### **Tell us about a favourite moment?**

My favourite moment has to be reading the feedback forms from a group of children after a session at a school in Manchester. Their comments were incredibly supportive and there was even a couple of funny ones, like, "You go gays!".

**What would you want to tell someone who was thinking about becoming a positive speaker?**

I'd tell them to go for it! Not only does it help others learn about HIV, but it'll also empower you to feel confident about your status and comfortable with sharing your story with the world.

**And here's what Year 10 students in Manchester schools said after HIV awareness training:**

- People with it live normally and don't need the stigma
- I liked how we were getting a lot of knowledge on the subject
- I liked the personal stories as you get a better insight to how people living with HIV deal with it
- The stories were very heartfelt and interesting.

## **PaSH Partnership BHA and GHT - George House Trust (GHT)**

### **George House Trust African Men's Project - Calabash**

#### **Jeff Ukiri, African Men's Engagement Worker, George House Trust**

The African Men's Engagement Project specifically focuses on creating opportunities for HIV positive African men to access activities that improve wellbeing, reduce isolation, increase confidence, and build capacity. The project aims to help participants navigate their daily lives and collaborates with clinicians and community groups to promote the visibility of George House Trust.

A key element of the project is the Calabash Group, bringing African men together to connect, share experiences around issues raised by living with HIV, socialise and improve wellbeing. We have social events, health and wellbeing sessions, indoor and outdoor activities, skills-based training and opportunities to build skills and confidence with volunteering.

In the last year, the project engaged 205 African men, with 87 individuals attending the Calabash Group. There were 11 group sessions with an average of 20 individuals attending and I provided 55 individuals with one-to-one support sessions.

An independent evaluation of the project shows that:

- 88.8% of participants had increased confidence
- 78.8% had improved their connectivity and social engagement
- 76.2% had reduced their social isolation
- 58.8% had increased their involvement in volunteering activities.

In September 2023, I had the honour of presenting an abstract: 'Tailored Support for African Men Living with HIV' to the Fast-Track Cities conference in Amsterdam, reporting on the success of our project.

*"I can honestly say that my life has never been the same after coming. I have found hope, belief, and a vision for a brighter future. Although I still hope that they will assist in finding my future wife! Jokes aside, I really do feel positive about being positive. Thank you, George House Trust."*

#### **Calabash Participant.**



## **PaSH Partnership BHA and GHT - George House Trust (GHT)**

### **George House Trust Towards Positive Practice**

#### **Josh Wharton and Colin Armstead, George House Trust**

We know that people living with HIV have faced significant stigma, and there was a time when people were frightened of sharing their status with their GP.

Times have changed and HIV is now protected as a disability within the Equality Act, meaning that people can't be discriminated against because they're living with HIV. However, attitudes are slow to change and, supported by Manchester City Council, George House Trust led the design and delivery of an engagement programme around access and engagement with GPs, to tackle stigma and improve the wellbeing of people living with HIV.

We often focus on the provision of specialist HIV healthcare, but the role of primary healthcare is vital in the overall health and wellbeing of people living with HIV. GPs are not experts in HIV specifically, but they do play an integral role in the holistic healthcare of people living with HIV, and with an ageing population of people living with HIV, this role is becoming more important.

We surveyed people living with HIV who access our services and conducted five focus groups – with groups for women, heterosexual men, African men, people aged 55+ and people who identify as LGBT+.

An online roundtable provided a forum for healthcare professionals to hear about the experiences of people living with HIV. The event was attended by an HIV consultant, a specialist HIV nurse, Dr Marlon Morais – GP champion for HIV in Manchester – and people living with HIV. The discussion highlighted specific issues and how they should be addressed.

We had assumed that a significant number of people would not have talked to their GP about HIV because of concerns around stigma. This proved not to be the case, with 97% of respondents having told their GP that they were living with HIV. This may have been impacted by selection bias since all respondents were people who access our services. The fact that so many felt confident to tell their GP is to be welcomed.

The majority of people reported positive experiences when accessing primary healthcare and 78% of respondents felt confident in discussing HIV with their GP. However, only 52% reported feeling confident that their GP has sufficient understanding and knowledge about HIV. A significant number of people expressed concerns about contraindications with HIV medication when being prescribed medication by their GP and people reported being referred back to their HIV clinic for health issues that were not HIV-related.



## **LGBT Foundation**

### **LGBT Foundation overview**

#### **Rob Cookson (He/Him), Deputy Chief Executive**

When I started working at what was then called Lesbian & Gay Foundation in 2007, it had already gained a reputation for providing innovative services to LGBTQ+ people.

One of the things which really struck me, and which is still true to this day, is its focus on partnership working. Our partnerships are key in enabling us to support and engage with over 40,000 LGBTQ+ people each year.

Through the support of so many allies in the system, including wonderful assistance from Manchester City Council, we have been able to broaden and increase the range and depth of services we provide. From our initial beginnings focused primarily on the sexual health needs of gay and bi men, we have developed a broad range of services.

We deliver a range of community, health and support services based on demand and evidence of need. These services include our helpline, mental and sexual health support, befriending, trans healthcare, recovery, domestic abuse, and housing services. Alongside these, we offer a range of community-focused programmes such as our Women's Programme, Trans Programme, and Pride in Ageing for older LGBT people. Our community programmes run events and social activities, as well as providing advocacy and safe, LGBT-affirmative spaces for people to flourish. We also work to increase accessibility of mainstream services with our Pride in Practice and Rainbow Badges programmes, and our Training Academy, which drives increased literacy about LGBTQ+ communities and their needs.

One of the biggest challenges facing LGBTQ+ communities is poor mental health and wellbeing; our Talking Therapies Service helps people to improve their wellbeing, tackling a range of issues, including anxiety, depression and relationship issues.

Our Helpline Service is an important safety net. Through the decades, we have taken tens of thousands of calls, all supported by amazing staff and volunteers.

For over a decade now, the Village Angels team have been working with venues, the police and ambulance services, Greater Manchester Combined Authority and others around Manchester's Gay Village, to help keep LGBTQ+ people safe. I'm so proud every time I see the Village Angels in their Pink Safety Vests around the Village every Friday and Saturday night. They truly are Angels!

In December 2020 we established, with our partners GTD healthcare, an NHS adult gender service for Greater Manchester. This is an innovative model for trans healthcare in Greater Manchester and a service which is making a huge difference to the lives of trans and non-binary people.

As the strategic lead for sexual health at LGBT Foundation, I can look back and say that it hasn't always been easy. I remember, just a few years ago, the initial discussions about PrEP; [a drug taken by HIV-negative people which reduces the risk of getting HIV

to almost zero if taken correctly] in those early days, not everyone was supportive and there were a lot of strong views about it. We advocated for PrEP, both at a local and national level, and whilst access issues remain, I'm proud of the role LGBT Foundation played in helping to make PrEP available.

Our condom and lube distribution scheme started in 1994, and we've been helping people have happier, healthier sex ever since. Since the beginning of 2020, we have distributed 690,000 condoms to community members in bars, community venues, and by post to peoples' homes.

In 2017, we formed the PASH (Passionate about Sexual Health) Partnership with our partners BHA for Equality and George House Trust. It's a great example of innovative partnership working and is playing a really important part in Manchester's response to getting to zero HIV transmissions and zero stigma. With allies across the public health system in Greater Manchester we were able to sign up as one of the very first cities in the UK to the global HIV Fast-Track Cities initiative to achieve zero HIV-related stigma and zero new HIV infections and zero AIDS-related deaths

Last year we changed our mission, to 'Queer Hope and Joy,' which are powerful forces that help drive our work. We are seeing higher demand for our services than ever before, and an increased complexity of need in LGBTQ+ people accessing our provision. Innovation and partnership working, two areas which have always been so important to us, will continue to be critical parts of our future.

## **LGBT Foundation**

### **Hybrid Digital Engagement**

#### **Xavier de Vally (He, Him), Digital Delivery Coordinator – Sexual Health, LGBT Foundation**

Whilst traditional social media remains an integral component of our overall digital strategy, I've developed innovative hybrid digital engagement strategies to connect with people less inclined towards our conventional social media outreach.

Engaging with event promoters and in Telegram groups, the approach involves direct interaction within exclusive groups centred around specific interests or events, particularly those of a kink nature within Manchester. We have developed relationships and collaborated with group owners and administrators, sharing our curated content and messaging for sharing within their closed networks.

These closed groups are distinct from public social media spaces, offering a safer space and serving as targeted platforms to convey our messaging to people who need information such as guidance on initiating PrEP (a drug which stops HIV transmission) or accessing testing services, but who don't use conventional social media.

During Club Locked's 'Locked and Loaded' Weekend in October 2023 we organised an event called 'Rested & Tested' establishing a community cafe ambience complemented by comprehensive STI testing. Concurrently, we held a kink-themed photoshoot, generating imagery to help us craft ongoing, kink-friendly and inclusive communication.

In addition to event-specific engagements we provide advice and information to event promoters to use with their membership communications and online platforms. This multifaceted approach reflects our commitment to extending our reach beyond conventional channels, ensuring accessibility and relevance across diverse audiences.

## **LGBT Foundation**

### **STI and HIV Testing**

#### **Craig Langton (He Him), Sexual Health Testing Coordinator, LGBT Foundation**

The LGBT foundation offer sexual health testing at several venues including weekly clinics at our offices and in partnership with organisations like The Room.

In February 2022 we restarted monthly STI and HIV testing at Basement Sauna in Manchester city centre. The testing is done in partnership with The Northern who provide the kits. We return the samples to them for processing, and they send the results to the people testing.

We had to postpone this service repeatedly during Covid-19 outbreaks, so it was a huge success when our team was back up and running, meeting the needs of our communities, particularly those not accessing sexual health services.

We're based in the lounge area, offering full screenings (dried blood spot for HIV and syphilis, and samples for chlamydia and gonorrhoea) to those using the sauna and signposting people into other services such as our independent sexual violence advisers (ISVA) and recovery programmes.

This kind of outreach proved to be even more vital during July and August 2023 when we saw new cases of Mpox in Manchester. Being based in the sauna allowed us to directly interact with people who would be at a high risk from Mpox during an outbreak. We were able to check who hadn't been vaccinated with one or two doses and book them in the following day with The Northern for an appointment.

The collaborative approach between LGBT Foundation, the Council, The Northern, NHS England and UK Health Security Agency means we're all working together with an understanding that there are people in Manchester who need to use health services but who would not get them without this community outreach.

This success highlights a need to be present in sex-on-premises venues so we're now testing in Basement Sauna every Wednesday and intend to use this model of work in other venues.

## **LGBT Foundation**

### **STI and HIV Testing - LGBT Foundation – recovery programme**

#### **Louise Mclvor, Recovery Programme Manager, LGBT foundation**

Our recovery programme is for LGBTQ+ people affected by drugs, alcohol and chemsex, supporting people to find their own way to recovery and the relationship they want with alcohol and drugs.

We are partnered with Change, Grow, Live in Manchester and can support people to access mainstream structured and medical support.

We work closely with the Reach clinic at the Northern sexual health service and are members of the Manchester Chemsex partnership, working together to improve services for people impacted by chemsex. We see a steady number of chemsex referrals and referrals from people where drug or alcohol use may not be in a chemsex setting, but has been part of their initial recovery journey or addiction issue.

We offer one-to one-support in the form of Extended Brief Intervention to those engaging in chemsex who are over-18 and live in Manchester. This is six-to-twelve sessions which can be online or face-to- face. We also offer assessment and onward referral and access to group support for those living in Greater Manchester.

We have a weekly face-to-face peer support group for LGBTQ+ people with drug and alcohol issues, which includes people with chemsex concerns, and a weekly hybrid SMART recovery group. We also have a monthly specific Chemsafe group which focuses on different topics each month – from harm reduction and consent to online safety and sober sex.

Many of our clients have issues around self-esteem, past trauma, sexuality and gender identity, and relationship issues which impact their recovery. Our service is tailored to the needs of the LGBTQ+ community and is delivered by workers and volunteers who are part of the community.

The service works alongside our other services, and we have referrals from our growing domestic abuse and IDVA (independent domestic and sexual violence advisor) service.

As part of our work with the Manchester chemsex partnership we coordinated the research and development of local resources and launched the [www.chemsafe.space](http://www.chemsafe.space) website which the partnership continues to develop. Some examples of our community insight work are provided below:

“We have both had suicidal thoughts and struggle with the pressure of life, especially understanding the gay world and trying not to be defined by the party/chemsex/casual drug taking scene. We have both struggled with depression and anxiety. It is impacting

us as a couple and also individually and has led to us acting in a way that is harmful to each of us and those around us.”

“My boyfriend is a recovering addict and we met whilst he relapsed at a chem sex party. He went back to rehab, and I quit cold turkey as I’ve always denied having any addiction as I would only use chems once every few months. We recently split up and I realised I didn’t get sober for me. I did it for him and I’m struggling to avoid that scene. I recognise there are events in my life that have impacted my mental health and self-worth. I’ve always dealt with things on my own and thought I was managing until I had a break down recently and tried to commit suicide. I hope using your services will give me some tools to make healthy choices and keep safe.”

“I recently had a drug relapse when I was offered crystal meth at a person's place. The last time I relapsed using meth was in 2021, during Pride. I have occasionally participated in chemsex but I really want to stop relapsing and refrain from using any illicit drugs. The hardest thing is being able to say "no" or not to ask for a substance that a hookup happens to be using.”

**And some important feedback from service users:**

“The service has been amazing, super-welcoming with a quick turnaround time, very organised, with a good structure to each session. I really like how there are physical takeaways and the useful links sent after each session have been saved for future reference. It didn’t feel the same as going to NHS therapy or any GP-led counselling, as it’s not as corporate and the friendly manner made me feel at home very quickly. Over time, it has really detached me from my bad habits whilst I’ve learnt moderation in certain things and disengaged entirely from others. Thank you for everything, and maybe see you out and about soon.”

“The Family & Friends group was the best group I have ever been to. It has really made me think about how to communicate with my sister, and that it is good for both of us to put more boundaries in.”

“X has helped me enormously with my recovery and I’m extremely grateful for their understanding, patience, knowledge, objectivity, professionalism, advice and care. My journey has not been an easy one but with their help I’ve been able to stay clean for ten months. I look forward to continuing my journey and know that with the advice and knowledge I’ve received, I will be able to stay clean and enjoy a happy and productive life. Many thanks.”



## **LGBT Foundation**

### **LGBTF – Sexual health services**

#### **Lauren Duffy, Head of sexual health services, LGBT Foundation**

I am really proud to be part of LGBT Foundation's sexual health team. We offer a range of services to support LGBTQ+ people, and men who have sex with men, to have the best sex possible with the least harm. Our approach is pleasure-positive, and wellbeing focused, evidence-based, based on harm-reduction principles, and always centred around the diverse needs of LGBTQ+ communities.

We use co-production principles to make sure our work is truly representative of our communities. For example, our sex work post-Covid information was developed with a group of sex workers who were able to share their concerns and tips about safety, sexual health, and sex work to benefit others in need of support.

Sexual wellbeing, reduction of shame and stigma are at the heart of everything we do. We offer a wellbeing assessment as part of every testing intervention, and as a standalone service, usually lasting around 30 minutes. We talk about whether people are getting what they want from their sex and relationships, what they know about keeping themselves safer, and how confident they are talking to their partners about sexual health. For many, this is the first time they've been given space to think about these topics.

We talk about HIV, sexual health, relationships, and intimacy in new and creative ways. Ever been to a sex-themed open mic? Made body parts out of clay as a way to explore your relationship with your body? Screen-printed HIV-stigma-smashing slogans on a t-shirt? We have!

Our condom and lube distribution scheme started in 1994, and we've been helping people have happier, healthier sex ever since. Since the beginning of 2020, we have distributed 690,000 condoms to community members in bars, community venues, and by post to people's homes. If unrolled and placed end to end, they would reach approx. 123 km – equivalent to the distance from Manchester to the Lake District! We have also distributed 659,000 sachets of lube, equivalent to 6,590 litres. If it was water, that would be enough to make 330,000 cups of coffee.

Last year, over 1,100 people benefited from our sexual health support, from wellbeing assessments to sexual health tests. 13% of the people who test with us are first-time testers for HIV, and an additional 32% of people testing have not had a test for more than twelve months.

In the three years up to 2024, our delivery has changed significantly – transitioning from a face-to-face service delivery charity to one which uses technology to make sure

everyone's included. We now offer remote versions of many of our services, including free online orders for condoms and lube, postal testing options, and advice and support on dating/hookup apps. We are using digital tools to share sexual health promotion messages, both to the most-at-risk populations and the general public.

In 2022/2023, PaSH's World AIDS Day video campaign received 41,540 social media impressions and National HIV Testing Week social media content received 16,438. PaSH were also responsible for Greater Manchester's award-winning campaign – HIV, Let's Sort This Together – which achieved a combined reach across radio, outdoor and digital advertising of over ten million, and a social media reach of over one-and-a-half million, as well as 6,200 tests ordered online during campaign periods.

That said, my team and I are just as frequently out and about across Greater Manchester. A key part of the fight against stigma is normalising conversations around HIV, STIs and sexual health, so we take the message on the road. We visit universities and colleges, community venues, libraries, coffee shops, sex-on-premises venues such as saunas and sex clubs, and lots more.

- *"I was pretty nervous as a trans man but I found the experience very inclusive and knowledgeable. Everyone involved in the process was approachable and friendly, I will definitely recommend the service to my trans and queer friends."*
- *"I learnt a lot and feel confident walking away knowing more about sexual health."*

## **Our Room**

### **A creative community for male, trans and nonbinary people who sex work Fergal McCullough, Director, Our Room, Manchester**

Our Room is a creative community for male, trans and nonbinary people who sex work. Our vision is to empower our service users through arts engagement to take control of their own lives.

We started as a project in 2004 called the Blue Room which ran in various ways for a few years as a joint project between TIPP (Theatre in Prisons and Probation) and the Lesbian and Gay Foundation, before we became an organisation in our own right. We changed our name to The Men's Room in 2009 and in 2023 rebranded as The Room to reflect the increasing numbers of trans and nonbinary people we work with.

Initially we worked with male sex workers who did street sex work in Manchester. It's a completely different picture now – the street sex scene is almost non-existent in response to changes brought by social media, online work, and chemsex which brings massive challenges. Now, with so much online, there's a blurring of what sex work actually is – transactional sex for drugs or accommodation has become completely normalised for younger generations using apps and creating and selling content online.

We provide a non-judgemental space where people can get advice and support whilst engaging with our art projects. Our support and advocacy team work with people to address immediate and long-term support needs with practical support and advice on issues like substance misuse, housing, sexual health, mental health and emotional wellbeing.

We are currently a small team of eight, mostly part-time; a mix people – creative leads and social care support workers. One of our social care workers takes part in each of our creative sessions to pick up on any issues. We are open three days a week for creative sessions and on Fridays we catch up on casework, referrals and other work.

We have a co-working approach, encouraging partners to work from our building so that they can do their own work, but be available if there's anyone needing their support.

So, Craig from the LGBTF works from the base one day a week and provides STI and HIV testing in partnership with The Northern sexual health service. We're hoping to train our own staff to do these tests so we can offer testing opportunistically more often. Darren from CGL, the Manchester drug service, is with us every other Wednesday and Paul Holt from the REACH clinic at the Northern has also joined in our sessions to offer support with chemsex.

Our approach is to go on encouraging people to build up a relationship with us, so that they're encouraged to access the range of services.

## **MASH [Manchester Action on Street Health]**

### **Specialised service for women sex workers on the street and indoor parlours Annie Emery, Chief Executive and Tina Threadgold, Head of Services, MASH**

MASH [Manchester Action on Street Health] is a specialised service for women sex workers on the street and indoor parlours. We also work with women with homelessness issues who might be rough sleeping or on the cusp of begging. These women have complex needs – sexual and mental health, homelessness, sexual and domestic violence, criminal justice, victims of crime, drug and alcohol use, child removal and families.

Our drop-in offers hot food, a sexual health clinic and respite. There's a case worker on hand too, and a needle exchange.

There's lots of activities for women to join in, and we have trauma-based EMDR (Eye Movement and Desensitisation Reprocessing) and Cognitive Behavioural Therapy (CBT) counselling and a complementary therapist.

We take our van out between 8pm and midnight as a mobile needle exchange, we give out condoms and do safety work with the women, giving out personal attack alarms and taking reports of dodgy punters. We do some sexual health screening on the van too, but we encourage women into the centre to see our nurse where possible. We also do referrals from the van into casework.

We also do outreach in the city, on foot with the homeless team, with women who are rough sleeping or who might be begging. Many of these women are also involved in – or on the cusp of – sex working. With the street engagement hub, we get women off the street and into multi-agency support to find accommodation. We also visit massage parlours to offer sexual health screening, contraception and advice and support.

Our nurse, Jen, has an honorary contract with the Northern Sexual Health Service, she does clinical sessions for them and gets clinical governance from them. A lot of women Jen sees find it hard to use a regular clinic; the system is difficult for them to navigate. Some women in indoor parlours have problems getting testing or treatment online, so it's great that Jen has that partnership with the Northern – she can get access for symptomatic women who need to see a doctor or need treatment. For women who don't need a doctor, Jen can provide STI testing and contraception.

Women we see have multiple sexual partners and they're incentivised to not use condoms and into risky sexual practices. They've got very high need yet are often furthest from mainstream sexual health clinical services. MASH bridges that gap. We're there when women are in that zone, and they've built trusted relationship with us. It's then, maybe, that they can think about their health, get screening and so on.

We're proud that we've added housing staff to our mix; five years ago we had no housing specialism. We've sat in meetings with housing providers who had no understanding of women's needs – very male-centric.

Now we have housing-first workers and specialist in-reach workers going to hostels. We've had some amazing results: women now in settled, independent accommodation you'd never had thought possible for them. We can think of three who were so entrenched – on the streets every night – who are now in safe accommodation, able to turn their life round and move away from the street.

Looking back to our origins in the 90s, we're proud that we've survived and we're thriving. That's thanks to everybody who's ever worked or volunteered with, or championed, MASH along our journey.

We're exceptionally proud of how we got through the pandemic. We knew we'd have to stay open – the women weren't going anywhere and were at much higher risk. The van still went out. The drop-in stayed open. Even in strict lockdowns we'd deliver cups of tea – through the door, which wasn't ideal, but at least women were still getting our service face-to-face.

We're proud of our engagement with service users too. It's true when we say they're at the heart of what we do – a really strong service-user-led group looks at our strategy, service development, recruitment and external work. They influence everything and we're always building on involving all service users to drive us forward. Our service user panel is called Sue's Place after the late Sue Murphy, who was chair of our board, and former Deputy Leader of the City Council.

Our partnerships are really strong. Jen's linked in with the hepatitis team doing hep C clinics – successfully getting people scanned and treated. She links closely with Urban Village medical practice too and pregnancy termination services. Go back ten years, and we had none of that connection – joint working has really come on.

Coming out of the pandemic into a cost-of-living crisis we're seeing new women, more women and more complexity. People are in poorer health because they're not getting seen early enough. More investment's needed in the services we refer women into. Frontline workers feel like they're firefighting all the time to keep women safe because safeguarding and mental health services aren't working for them.

Manchester's Department of Public Health are really progressive in how they support marginalised communities. They really champion our work and have championed work with other organisations, particularly in those marginalised communities. We don't think there are many UK cities with something like our sex work forum. Every time we meet, we're looking at how we can improve and involve more sex worker voices, to really make it a forum that's with the people, rather than telling them how to do things. We really want it to connect with people who are sex working here and for them to feel it's making a difference.

Manchester's at the forefront of this kind of multi-agency working and is really trying to be a bold about things. We think that's what we're good at in Manchester – piloting stuff and trying to think differently.

## **Urban Village Medical Practice (UVMP) Sexual Health at Urban Village Medical Practice (UVMP)**

**Dr Shaun Jackson, GP Partner**

Urban Village Medical Practice has been working to support the needs of people who are homeless in Manchester for over 20 years. Our patient list varies but we generally have between 700 and 900 registered homeless patients at any given time.

The Homeless Health Service delivers three core services:

- GP registration for people who are homeless with flexible access to doctors and nurses every day of the week
- Nurse-led clinical outreach at day centres and a flexible programme of targeted outreach using our clinical van which is a fully equipped mobile treatment room
- Hospital in-reach support for homeless patients admitted to Manchester Royal Infirmary (MPath).

Although homeless people experience some of the most extreme health inequalities, they also often face barriers when they try to get health care. It's a common misconception that people who are homeless aren't interested in healthcare. Our patients are very interested in their health; they know that they will experience worse health than most of the population. All too often it's fear, stigma, inflexibility and prejudice that prevent homeless patients from getting the medical treatment they need. Over-reliance on digitalisation in the system can make things worse because these patients lack consistent access to online services.

We aim to deliver a service that's flexible and built around the needs of our patients. The service is continuously striving to evolve and expand its capacity. With that in mind, we've developed partnerships with key agencies across the city to make sure that their services are accessible to our homeless patients. We jointly work with: Greater Manchester Mental Health, Change, Grow, Live, Tissue Viability, The Northern Sexual Health Service and the Infectious Diseases Department at North Manchester General Hospital. We have developed a hub where patients can see a GP, nurse, drug and alcohol worker or a mental health worker, have leg dressings or see the Consultant from the Infectious Disease Service for both hepatitis and HIV care – in one location close to the city centre.

We also have strong relationships with voluntary, community and faith sector organisations in Manchester and deliver weekly nurse outreach sessions at Barnabus, the Booth Centre and Cornerstones, as well as in hostels and other locations across the city.

Our core homeless health service is funded by Greater Manchester Integrated Care Board. We also receive funding from Manchester City Council's Department of Public

Health to provide STI testing and treatment, deliver long-acting reversible contraception and deliver our shared care substance misuse service.

During the Covid pandemic, and in the face of challenges seeing patients in the practice, we invested in a clinical van so our nurses could deliver outreach across the city. We can undertake a full range of testing and treatments in the van including for blood-borne viruses (BBVs) and STI tests, administering vaccines and fitting contraceptive implants. This development has been supported by the Department of Public Health who provided funding to train our lead nurse to fit and remove contraceptive implants. It's a great example of everyone working together to find solutions to the problems faced by this very vulnerable group of people.



## **Urban Village Medical Practice (UVMP)**

### **Sexual health at Urban Village**

#### **Dr Jennifer Greenlaw, GP at Urban Village Medical Practice and GM Women's Health Clinical Lead**

Urban Village Medical Practice in Ancoats has been providing long-acting reversible contraception (LARC), implants and coils, since 2008.

LARCs are widely accepted to be the most effective and cost-efficient method of contraception. Unlike other methods like contraceptive pills that must be taken regularly, they are not dependent on users remembering to take them and are 99.9% effective in preventing unwanted pregnancy, compared to 92% for the contraceptive pill in typical use or 82% for the male condom in typical use.

This service is commissioned by the Department of Public Health at Manchester City Council. The contract funds the practice to fit and remove contraceptive implants and coils. We soon realised that women in the community were struggling to get LARC services in the area and decided to provide this service not only to our patients, but to anyone with a Manchester GP.

The service started with me running a LARC clinic every month and has expanded over the years, now having four GPs and a nurse trained to fit LARC. We offer two mid-week clinics every week and a Saturday morning clinic every month. As well as providing LARC, the clinics do cervical screening and we are part of the national drive to develop LARC services into women's health hubs, providing coils for gynaecological reasons, menopause services and other services integrating women's health services in the community.

The practice fits approximately a quarter of all implants and a third of all coils delivered in primary care in Manchester. I've worked closely with Richard Scarborough, then sexual health commissioning manager at Manchester City Council, to encourage more practices to fit LARC and to develop a primary care network model to deliver it to women across Manchester. This year the Department of Public Health has funded ten additional clinicians to train in delivering LARC. We established a fitters' forum which meets two or three times a year and brings together all the primary care fitters in the city for training and is supported by consultant colleagues at the Northern sexual health service.

Along with consultants at the Northern, we developed a contraception template to be used by all practices in primary care which covers all aspects of contraception and ensures women get appropriate counselling.

The practice has always had a keen interest in inclusion health, and we have a contract to provide primary care services to homeless people in the city. The nurses on outreach can undertake a full range of testing and treatment of blood borne viruses and STIs. The Department of Public Health funded training of lead nurse Liz Thomas to fit and remove contraceptive implants. The mobile clinic unit is a pioneering approach and has

been recognised nationally by the Women's Health Ambassadors Team as a fantastic example of an innovative approach addressing the reproductive health needs of homeless women.

## **Brook Manchester**

National charity Brook has supported people with their sexual health and wellbeing in Manchester since 1996. As well as clinical sexual health services for under-20s, they also support our schools and colleges with relationships and sex education (RSE). The Brook Manchester service is commissioned by the Council's Department of Public Health.

### **Brook Manchester's education service**

#### **Mel Williams, Education and Wellbeing Co-ordinator**

It's been a privilege to work with so many young people over the last ten years as Brook's education coordinator in Manchester. We mainly support secondary schools and further education colleges deliver their RSE 11-to-19-year-olds.

Brook's age-appropriate, evidence-based and quality-assured lessons cover a range of topics such as healthy relationships, misogyny, staying safe online and consent – to name but a few.

We work in schools across the city, from East Manchester Academy all the way down to Manchester Enterprise Academy in the south. In total, that's around two-thirds of the city's secondary schools, which is testament to the team's passion for young people's right to good quality RSE.

We also work closely with further education institutions, such as all Manchester College's campuses across the city. Although RSE is not mandatory beyond the age of 16, it can still be of huge benefit to these students. As young people get older, they often have to deal with more complex issues around sex and relationships. These sessions help equip students with the skills they need to navigate these situations safely, as well as refreshing their general knowledge of RSE. We also offer targeted support for students with additional needs.

As specialists in our field, schools often tell us that we add value to the curriculum, and that young people welcome the opportunity to talk to an adult who is an expert in RSE. The students tell us that they appreciate having discussions about sex and relationships that help debunk myths, alleviate their worries and show them what local services offer, and how to use them.

## Brook Manchester

### Brook Manchester's clinical service

#### Vashti Marriott, Head of Clinical Operations

Brook Manchester offers specialist sexual health and wellbeing services for under-20s. Our clinical team is committed to providing an excellent service for each young person visiting our Lever Street clinic. For me, it's been particularly exciting to join the service during its innovative digital journey.

Brook's Digital Front Door (DFD) programme started in Manchester, building on simple online ordering of sexually transmitted infection (STI) tests during Covid lockdowns.

Charitable funding helped us develop this into a much more comprehensive online offer which launched here in February 2022.

We engaged carefully with staff and service users in Manchester to truly understand what they wanted and needed – an online sexual health platform giving them control of their health and wellbeing through a 'digital front door' to Brook's services.

In Manchester this meant young people being able to order home chlamydia and gonorrhoea tests, as well as Brook staff receiving and managing test results. Young people who test positive can now easily book appointments online – and this has led to more people coming in for treatment. And in many cases they don't even have to come in – we can post them their treatment after an online consultation.

In its first two years, the online service processed over 13,500 at-home test kits for users in every one of Manchester's 32 wards. The platform has also made it easier to manage results of another 4,000 tests taken in the clinic. 96.4% of users rating the platform say it's 'good' or 'very good'.

*"Genuinely I cannot express enough appreciation for the ease, quality, and speed of the service Brook provides. It always causes anxiety waiting on STI test results and being communicated with clearly and given test results so quickly too has made the whole process so much easier. Thank you!"*

#### Comment from online service user

The DFD has clearly empowered many young people to take responsibility for their own sexual health. The digital service has also benefitted our in-person service by improving triage, increasing our capacity to provide face-to-face support for young people who need it most. So far, seventy young people identified as possibly needing additional safeguarding or wellbeing support have been helped by our Manchester team.

We recently collaborated with the Council's Department of Public Health team and Manchester libraries to tackle digital exclusion by supporting those without computers, smartphones or wi-fi at home to use our online services. We've made the Brook website

accessible from libraries' public computers and displayed posters in local libraries detailing our free STI testing service.

Manchester's young people are central to the development of our service, with local participation making sure we hear a diverse range of voices at every level of our organisation. We also work with a group of neurodivergent young people from a Manchester college each school year. Their feedback, ideas, thoughts and suggestions in 2023 led to a Brook-wide accessibility audit of all our clinical sites, providing evidence for future planning in our clinics.

The Brook Manchester team also recently researched young people's attitudes towards contraception, consulting over 220 people through a survey and two focus groups. The consultation revealed that young people predominantly learn about contraception through seeing other people's experiences online or on social media. They talked about several barriers including cost, fear of judgement, confidentiality and the side effects of contraception, picked up from these online sources.

In response, Brook has developed new TikTok and Instagram content aimed at young people to help dispel some of the myths from other online sources. We also launched new, accurate, online contraception information, helping people choose the method best suited to their individual needs. We have now expanded this consultation to cover both England and Wales, to help us further explore young people's attitudes towards condoms and contraception.

## **MPOX**

### **MPOX overview**

**Richard Scarborough, former commissioning manager for sexual health, Public Health, Manchester City Council**

Cases of Mpox (previously known as monkeypox) were confirmed in England in May 2022. The outbreak was mainly seen in gay men, bisexual men and men who have sex with men, who did not have a documented history of travel to countries where Mpox was endemic.

By 21 June 2022 there were 766 confirmed cases in England – 80% in the London area and 26 in the Northwest. Most of the national response to Mpox centred on London.

We established a group to respond to the Mpox outbreak locally, pulling in people from across the system to ensure we had the intelligence on what was happening and to coordinate our response. We included the Community Health Protection Team from the Department of Public Health, sexual health providers, LGBT Foundation, George House Trust, the Council's and Greater Manchester Combined Authority comms teams, the NHS GM vaccination team and the Northwest UK Health Security Agency.

Initially, the biggest impact was on sexual health services like the Northern, as they had to change their service delivery, with increased triage, protective equipment and cleaning regimes – having a severe impact on the capacity of services.

With Rubber Fest coming to Manchester that June, we met with venues and promoters to update them with the latest information and our community health protection team gave advice on cleaning and general infection prevention for staff.

Easy-read and translated materials were produced and posters and leaflets were distributed to venues by the LGBT Foundation.

In the early stages of the outbreak, we recognised the impact that self-isolating for long periods might have on people's finances and ability to comply with public health advice, so we developed discretionary financial support. This meant we could give direct support to a small number of residents whose income was affected and had no other means of support. We also set up a pathway for short-term temporary accommodation for people without suitable accommodation to self-isolate.

In mid-July a small amount of vaccine was allocated to Greater Manchester and The Northern Sexual Health Service started to invite people assessed as being at most risk of catching Mpox to have a vaccine. Staff working at sex on premises venues were offered the vaccine. Given the number of people we needed to vaccinate and the ongoing impact on the sexual health services, the vaccines were delivered by the Manchester University NHS Foundation Trust (MFT) vaccine service, mainly at weekends, with staff volunteering to work overtime at the clinics.

By the beginning of August, over a thousand people had been invited to a drop-in clinic for the vaccine and it soon became clear that it would not be possible to restrict access

to these drop-in events to people that had received the invite. Very quickly these invite-only events became open to anyone who thought they met the risk criteria. With constrained supplies of vaccines, vaccination events were often confirmed very late, once we had confirmation of supply, but a strong social media presence – helped by people with local influence – meant we were able to get information out and all events were fully subscribed. On 9 August, data was reported at council level for the first time, with 51 cases reported for Manchester residents since the start of the outbreak. The turnout figure for 2022 was 68.

From the start we knew that communication with the communities most impacted by Mpox was key. With Manchester Pride approaching, we worked closely with the organisers and arranged two community Q&A sessions: one open session hosted by the LGBT Foundation, and a closed session for people living with HIV, hosted by George House Trust.

We had a range of people on the panels including Mateo Prochazka from UKHSA, David Regan, Director of Public Health for Manchester and Chris Ward, Consultant at the Northern. As with the vaccination programme, events were extensively promoted on social media, and we built up a list of social media accounts to target that would boost our messages.

On 22 August 2022, Manchester was given the go ahead to pilot fractional dosing of the vaccine which meant that five people could be vaccinated from each single dose vial. With supplies of the vaccine constrained this meant we could increase the numbers of people offered vaccine in the run up to Manchester Pride.

Almost 40,000 leaflets welcoming visitors to Pride carried content on Mpox signs and symptoms, safety information and a guide to accessing help if needed and were delivered throughout Manchester Pride Weekend at a range of venues including hospitality, ticket offices, saunas, sex-on-premises events and St John Ambulance points. The information was also on digital screens in venues across Pride, and Manchester Pride sent out information both before and after events to those who'd bought tickets.

On 1 December 2022, the Chief Medical Officer, Sir Chris Whitty visited Manchester and we discussed our Mpox response and the importance of involving the community with him and received very positive feedback.

## **Increasing HIV symptoms awareness amongst GPs**

**Dr Marlon Morais, former primary care HIV champion, Manchester CCG**

I was the 'GP champion' for HIV in primary care in Manchester from 2018 to 2023, working to raise awareness of HIV and increase testing for HIV in primary care.

When I trained as a GP, we got relatively little information about HIV. Whilst GPs don't need to know everything about all the treatments for HIV, it is important that they are aware of HIV, when we should test for it in primary care and what care we should provide to our patients who are HIV positive.

Anyone presenting with symptoms that could be due to HIV, particularly in a high prevalence area like Manchester, should be offered a test and GPs need to know what those symptoms and indicator conditions are. Very few people refuse a test when offered by a GP because they want to know what is making them unwell, but GPs are sometimes uncertain about how to offer a HIV test and whether any additional counselling is required. Whilst counselling may have been needed years ago, nowadays HIV tests should be treated like any other routine tests.

It's also important that GPs know about PrEP, a drug which stops HIV transmission and is 99% effective if taken correctly and promote it – particularly to groups like women from Black African communities who may not have heard about it.

I worked with the HIV teams at The Northern Sexual Health Service, the Infectious Diseases Department at North Manchester General Hospital and with the PaSH (passionate about sexual health) partners – George House trust, LGBT Foundation and the BHA for Equality charity, to develop resources for primary care.

We developed a free in-practice education programme which we delivered to ten practices before the Covid pandemic. The scoring for the sessions showed that most clinicians lacked confidence in how and when to offer an HIV test before the session and all felt confident after it.

Briefings to coincide with World AIDS day, online sessions and videos were also produced to keep the awareness up.

Since starting this work I've presented nationally at GP educational conferences such as the Royal College of General Practitioners Conference and have also partnered with the pharmaceutical industry to offer further education opportunities for GPs in Greater Manchester.

I think the ambition to end new transmission of HIV in Greater Manchester by 2030 is ambitious but achievable. Primary care has an important role in finding the people living with undiagnosed HIV and identifying people who've stopped receiving HIV treatment and helping to get them back into care.





## **HIVe project**

### **Victoria Morris, Former Population Health Manager – HIV and Sexual Health, GM Health and Social Care**

Between July 2018 and April 2023, I managed the Greater Manchester HIVe project: our aim was to eliminate new cases of HIV in Greater Manchester in a generation.

The HIVe project brought together NHS providers, the third sector, the Council, and – importantly – people impacted by HIV. It was designed to go bigger, quicker, and further – addressing pervasive inequalities for communities at risk and those with complex needs and living with HIV. Some of the work we invested in was new and some was increasing the capacity of work already being done by the PaSH (passionate about sexual health) partnership of BHA for Equality, George House Trust and the LGBT foundation.

HIVe was made possible by the devolution of health and social care spending in Greater Manchester to a new GM Integrated Health Partnership – and backed by funding to address inequalities. HIV affects Manchester more than other areas in Greater Manchester, but the whole city region’s strong sexual health network meant we could do this once across all of Greater Manchester.

Making HIV a population health priority did not make sense to everyone – the population is small compared to those affected by cancer, heart and respiratory illness. But the impact is big. I salute those who endorsed and supported the funding. I found there was a passion and activism around HIV and public health in Manchester that appears to be in the city’s DNA.

A peer-led communication campaign – HIV let’s sort this together (Prevent:Test:Treat) – was devised to raise awareness and focus on ‘HIV combination prevention’ – a combination of biomedical, behavioural, and structural interventions to meet the HIV prevention needs of specific people and communities. Its goal is to reduce the number of new HIV transmissions through activities with a greater sustained impact. The campaign worked to galvanize a call to action.

It featured real people of Greater Manchester, representing communities, gender and sexuality. There were no models; we used people's own words, local accents and vernacular. It was bright and positive but real.

I’m proud that the campaign was led by PaSH with an excellent marketing partner, rather than by us – a regional NHS body – and it won the NHS communications initiative of 2021 as well as other awards.

Read more about HIVE's Sort HIV campaign at <https://www.hitchmarketing.co.uk/our-work/145-hiv-let-s-sort-this-together>

Greater Manchester joined the Fast-Track City (FTC) Initiative on the eve of World AIDS Day in 2018, gathering with the leaders of the International Association of Providers of AIDS Care (IAPAC) to mark the occasion and show the GM commitment to the global HIV targets. All 10 Greater Manchester (GM) council leaders and GM Mayor Andy Burnham signed the Paris Declaration. The HIVE partners have presented our work at annual global FTC conferences and Manchester hosted the UK FTC Workshop in 2022. At this gathering we showcased our achievements including increasing HIV testing, intensive support for people living with HIV, Primary Care HIV awareness featuring Positive Speakers and addressing HIV stigma in healthcare.

## What next for Manchester

**David Regan, Director of Public Health**

The last two Public Health Annual Reports, covering 2020–2022, told the story of the pandemic. This one looks back to a previous epidemic. Both events can help us look to the future.

In the annual reports written before the pandemic, we would set out some potential next steps for consideration. Similarly here, several of the proposals below will be taken forward by my successor, Dr Cordelle Ofori, and the Manchester Department of Public Health, in partnership with others. However, many are dependent on additional resources being made available.

**1** Continue work to address HIV stigma and increase education and awareness among health and social care professionals, especially in the context of an ageing cohort of people living with HIV, by:

- Sustaining investment in the George House Positive Speakers programme in schools.
- Exploring the use of the HIV stigma training module created for NHS staff in Manchester, or a similar bespoke package, by wider system partners.

**2** Address rising rates of Sexually Transmitted Infections (STIs) by:

- Exploring options to provide a same-day STI testing service with rapid results and treatment, targeted at those most at risk of STIs, and look at the feasibility of a Dean Street-type service in the city centre.
- Considering an increase in the capacity of the online STI home test-kit service and additional capacity in sexual health services to offer walk-in appointments for people who are symptomatic.
- Developing peer-led campaign activity to increase knowledge and understanding of STIs, and a combination-prevention approach to the prevention of STIs, including condom use and regular testing.

**3** Improve access to contraception by:

- Ensuring all available access points to effective contraceptive methods and advice for all age cohorts and communities are maximised, including pharmacies, general practice and bespoke services.
- Continuing to support the implementation of women's health hubs in primary care to expand the capacity of provision of long-acting reversible contraception.

**4** Maintain and build on both the HIVE (HIV elimination of new cases programme) and Fast-Track Cities programmes through the Greater Manchester arrangements.

Given that Greater Manchester exceeded the initial 90:90:90 targets and the subsequent 95:95:95 targets, the possibility of delivering on the ambitions of both HiVe and Fast-Track Cities is something we should be proud of.

**5** Increase the national public health grant by £0.9billion a year to reverse years of funding cuts. Budgets should be shifted away from a short-term model for Directors of Public Health to be able to make decisions with the knowledge that there will be sufficient long-term funding available.

**6** Call on the new Government to agree a new national 10 year Sexual and Reproductive Health Strategy, working in partnership with Directors of Public Health and local authorities, who have the lead responsibility for sexual health on behalf of their residents and communities.

## Acknowledgements

I would like to thank all the contributors to this Public Health Annual Report:

Cllr Tom Robinson, Jack Holden, Leasa Benson, Ed Wilkins, Paul Fairweather, Priscilla Nkwenti, Evelyn Asante-Mensah, Janet Mantle, Paul Martin, Tina Threadgold, Catherine Jones, Bridget Hughes, Michael Linnell, Mike Narayansingh, Cllr Pat Karney, Richard Scarborough, Phil Greenham, Martin Whatford, Victoria Paris, Gabriel Schembri, Paul Holt, Dr Clare van Halsema, Dr Orla McQuillan, Dr Asha Kasliwal, Dr Sally Jewsbury, Dr Hilary Natusch, Kay Wolstenholme, Dr Chris Ward, Jeni Hirst, Darren Knight, Christine Raiswell, Colin Armstead, Jill Cooke, Lauren Rowe, Jeff Ukiri, Josh Wharton, Rob Cookson, Xavier de Vally, Craig Langton, Louise McIvor, Lauren Duffy, Fergal McCullough, Annie Emery, Dr Shaun Jackson, Dr Jennifer Greenlaw, Mel Williams, Vashti Marriott, Dr Marlon Morais, Victoria Morris

It's important to note that in the bridging period between 'That Was Then' and 'This Is Now' there were some excellent and innovative developments in the field of HIV/AIDS and sexual health in both the city of Manchester and across Greater Manchester (GM). I would like to thank the following who were either part of the Manchester or GM public health system and had collaborative leadership roles:

Eleanor Roaf, Director of Public Health for North Manchester Primary Care Trust and Lead Greater Manchester Director of Public Health for the Greater Manchester Sexual Health Network.

Jon Dunn, Public Health Manager with a lead role around sexual health in Manchester for over a decade, now Sexual Health Facilitator – North West at the UK Health Security Agency.

Neil Jenkinson, Greater Manchester Director of the Sexual Health Network and Wendy Alam the Network Manager, Wendy is still in this role today.

Dr Ash Sukthankar, Clinical Lead for Manchester Services and also a lead role across Greater Manchester.

Our very own Sarah Doran, Assistant Director of Public Health at the City Council – her first job in Manchester was Service Development Manager for Sexual Health in 2006. She also fulfilled roles as Deputy Director of the Greater Manchester Sexual Health Network and Interim Director of the Greater Manchester Sexual Health Network up to 2015. Sarah, working with Dr Chitra Babu, Sarah Stephenson and Eleanor Roaf, produced the first ever guidelines on 'sperm washing' which reduced the number of babies born with HIV when one parent was HIV-positive.

We were privileged to host a visit by Chief Medical Officer, Professor Sir Chris Whitty on World AIDS Day, 1 December 2022, and as you will see from the pictures **[below]** we were able to show the strength of our partnership approach in Manchester. [Caption] Members of the Public Health Team alongside, Council colleagues, clinicians and VCSE partners and our Executive Member for Healthy Manchester and Social Care.

The production of this report would not have been possible without:

Richard Scarborough in my team (retired but returned!) who has acted as chief interviewer, project manager, creative thinker as well as writing his own powerful personal story. Richard, it has been lovely to have you working by my side on this very special report over the past six months. It has been an emotional journey for both of us and the people you interviewed.

The honorary members of the Department of Public Health, Penny Shannon (Head of Health Communications) and Barry Cooper (Senior Communications Officer) who have supported me and Richard in the production of this report. Thanks also to Mike Carter, the copywriter, Craig Green the lead creative, Roger Cocker the creative artworker, Barrie Leach the senior rich content office, Shawn Bahlmann commercial business and studio manager for arranging and overseeing the artwork and design processes, Steve Jones for sub-editing all the copy and graduate management trainee Eleanor Gaskill-Jones for arranging and researching the photography and archive materials. I am so grateful for your expertise and commitment that others will now see in the finished product. My brilliant secretary, Vicky Schofield, who has helped me every step of the way and kept me on track, not just with this report but in dealing with the day-to-day challenges of being a Director of Public Health over the past decade.

## A Final Thankyou

As I retire, I must take this opportunity to thank all the people who've supported me throughout my public health career in Manchester. This includes everyone currently working for the Department of Public Health at Manchester City Council and all the previous sets of arrangements for public health in Manchester. Indeed, I was fortunate enough to work for some inspirational Directors of Public Health, including:

Dr Joyce Leeson, Director of Public Health for North Manchester Health Authority during the 1980s and early 1990s. If it wasn't for Joyce, the Monsall Hospital HIV/AIDS Unit, Manchester AIDS Line and the City Council's AIDS Unit would not have had the air cover, resources or support they needed to function effectively.

Next up is my boss from 1989 to 1994, Dr Mary Spencley, Director of Public Health for South Manchester Health Authority who supported me to set up the Genitourinary Medicine and HIV services at Withington Hospital.

Then, when I moved to Manchester Health Authority as a Public Health Specialist, my boss was Dr Ann Hoskins who encouraged me to apply for the Healthy City Co-ordinator role at Manchester City Council in 1999 ... and the rest, as they say, is history.

In the past 25 years I've worked alongside other Directors of Public Health including Fliss Green, Eleanor Roaf, John Lucy and Judith Richardson. As many of you are aware, I dedicated my 2019 Public Health Annual Report to Dr Sally Bradley, my predecessor, who was sadly killed in the Sri Lanka bomb attacks that year.

What makes Manchester different is the way in which the Council, through its civic leadership role, has created a place of tolerance and sanctuary. This is by design and is thanks to the tremendous political support that we've had over the years: that should never be taken for granted.

Thank you to Manchester City Council Leader, Councillor Bev Craig, and to the Executive Member for Healthy Manchester and Social Care, Councillor Tom Robinson who has also written the foreword for this report – and to all the elected councillors who have championed public health and fought for social justice since I moved here as a student in the 1980s. Thanks also to our Chief Executive, Joanne Roney and my Senior Management Team colleagues for being so supportive in the final period of my career as Director of Public Health.

Finally, we try to ensure that people with lived experience inform and shape how we develop and deliver services in Manchester. I do hope that this report demonstrates the very best of this.

***Dedicated to the memory of all those we have loved and lost from HIV and AIDS.***



**Manchester City Council  
Report for Resolution**

**Report to:** Executive - 15 March 2024  
Council - 20 March 2024

**Subject:** Adoption of Places for Everyone Plan: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan)

**Report of:** Strategic Director (Growth and Development)

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### Summary

This report seeks the approval of Executive to endorse the adoption of Places for Everyone Joint Local Plan (PfE) and for Council to formally adopt the PfE - incorporating the Main Modifications, amendments to the Policies Map and Additional Modifications - in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) ("2012 Regulations") and the Planning and Compulsory Purchase Act 2004 (as amended) ("2004 Act").

### Recommendations

The Executive is recommended to:-

- (1) Note the publication of the Inspectors' Report incorporating the Main Modifications recommended for the Plan set out in Appendix 1 and 2 of this report.
- (2) Note the amendments to the Local Plan Policies Map set out in Appendix 3 of the report;
- (3) Note the Additional Modifications to the Plan set out in Appendix 4 of this report; and
- (4) Endorse the recommendations for Council set out below.

Council is recommended to:

- (1) Accept the findings of the Inspectors' Report and approve the Main Modifications to the Places for Everyone Joint Development Plan Document proposed by the independent Inspectors, as set out in Appendix 1 and 2 to this report, for incorporation into the final version of the Places for Everyone Joint Development Plan Document.
- (2) Approve the amendments to the Places for Everyone Joint Development Plan Document Policies Map, as set out in Appendix 3 to this report, for incorporation of all the changes which relate to Manchester's administrative area into the Manchester Local Plan Policies Map.
- (3) Approve the Additional Modifications to the Places for Everyone Joint Development Plan Document, as set out in Appendix 4 to this report, for

- incorporation into the final version of the Places for Everyone Joint Development Plan Document.
- (4) Adopt the Places for Everyone Joint Development Plan Document 2022 – 2039 (provided in Appendix 5), with effect from 21 March 2024 – incorporating the Main Modifications and Additional Modifications – as part of the Development Plan for Manchester, in accordance with Section 23 of the Planning and Compulsory Purchase Act 2004 (as amended)
  - (5) Adopt the Policies Map (Appendix 6) which incorporates the Modifications to it (Appendix 3) and is necessary to give effect to the policies of the Places for Everyone Joint Development Plan Document.
  - (6) Delegate authority to Director of Planning, Building Control and Licensing, to make any minor non material editorial amendments to the Places for Everyone Joint Development Plan Document and Policies Map ahead of its final publication, subject to consultation and agreement with the eight other Places for Everyone authorities. These amendments will be limited to correcting minor errors and formatting text.

**Wards Affected:** All

<p><b>Environmental Impact Assessment</b> - the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>	<p>The adoption of PfE is the final stage in formally approving the plan. The PfE includes objectives and policies that seek to achieve a zero carbon Greater Manchester by 2038. The PfE also covers a range of issues that will have a direct bearing on successfully meeting the zero-carbon challenge by 2038.</p>
<p><b>Equality, Diversity and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments</p>	<p>Places for Everyone has been subject to an equalities impact assessment as part of the process of integrated appraisal. The updated integrated assessment documentation includes a revised equalities impact assessment (Appendix A of the Addendum Report) which considers the changes proposed to the plan and any consequential impacts on the nine protected characteristics.</p>

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The adopted PfE will cover this outcome, both in the strategic policies and other specific thematic policies. If Greater Manchester is to flourish in the long run, then it will need to make the most of its key assets and advantages, which can differentiate it from other places. The growth potential of a small number of locations that can boost international competitiveness will need to be maximised in order to support the prosperity of Greater Manchester as a whole.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The adopted PfE will cover this outcome, both in the strategic policies and other specific thematic policies. The central theme of the spatial strategy for the plan is to deliver inclusive growth across the plan area, with everyone sharing in the benefits of rising prosperity.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The adopted PfE will cover this outcome, both in the strategic policies and other specific thematic policies. The central theme of the spatial strategy for the plan is to deliver inclusive growth across the plan area, with everyone sharing in the benefits of rising prosperity.
A liveable and low carbon city: a destination of choice to live, visit, work	The adopted PfE will cover this outcome, both in the strategic policies and other specific thematic policies. Objective 7 of the plan seeks to ensure that Greater Manchester is a more resilient and carbon neutral area.
A connected city: world class infrastructure and connectivity to drive growth	The adopted PfE will cover this outcome, both in the strategic policies and other specific thematic policies. Objective 6 of the plan promotes the sustainable movement of people, goods and information. Moreover, Objective 9 of the plan seeks to ensure access to physical and social infrastructure.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

## Financial Consequences – Revenue

The preparation and examination of the Places for Everyone Plan 2021 generated a revenue cost for nine local authorities. A substantial evidence base was assembled to support the plan which involved the commissioning of specialist and independent experts. Following the submission of PfE to the Secretary of State, the independent examination began. Further revenue costs associated with the examination process included the appointment of Programme Officers, the cost of the examination itself, including the procurement of the venue, Planning Inspectors and legal advice/representation. Following adoption, further costs may be incurred in relation to the monitoring of the plan and also should the decision to adopt the Plan be legally challenged.

## Financial Consequences – Capital

No capital costs are involved in this process.

### Contact Officers:

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### Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Report to AGMA Executive Board - December 2020
- Report to AGMA Executive Board - February 2021
- Report to Places for Everyone Joint Committee - July 2021
- Report to Executive (28 July 2021), Places for Everyone Publication Plan 2021: A Joint Development Plan Document for Nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan)
- Report to Executive (4 October 2023), Places for Everyone Plan: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) - Proposed Modifications Consultation

## 1.0 Introduction

- 1.1 Every Council has a statutory duty to prepare a Local Plan, with a requirement set in law that planning decisions must be taken in line with the Local Plan unless material considerations indicate otherwise. Indeed, in a recent letter to the Mayor of Greater Manchester, the Secretary of State has reaffirmed the Government's dedication to a plan-led system and its role in ensuring housing requirements are planned for appropriately (Appendix 7). The Places for Everyone Plan: A Joint Development Plan Document for nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) 2022-2039 (PfE) is the strategic spatial plan for the nine constituent boroughs and as such sets out a collective planning policy framework. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the nine local planning authorities. Once the PfE Plan is adopted it will form part of Manchester's development plan and will be used to assess individual planning applications. As such, Manchester's local plan will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies.
- 1.2 The Places for Everyone Plan is a strategic plan and it does not cover everything that Manchester's local plan would. Therefore, Manchester's emerging Local Plan will set out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances. Appendix A of the PfE Plan sets out the policies in the relevant adopted GM district local plans which will be replaced by the Places for Everyone Plan.
- 1.3 Manchester's emerging local plan will be expected to look ahead a minimum period from its adoption, in line with national policy. In amending the plan period from 2020 to 2037 to 2022 to 2039 the PfE Plan will provide an appropriate strategic policy framework for Manchester's emerging local plan which will be produced, following its adoption.
- 1.4 With respect to the legal aspects of the plan, the legislative and constitutional requirements for the preparation of a joint Development Plan Document (DPD) set out in the Planning and Compulsory Purchase Act 2004 ("2004 Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 ("2012 Regulations") have been complied with.
- 1.5 The joint DPD was submitted to the Secretary of State for independent examination (s20 of the 2004 Act) along with the documents prescribed by Regulation 22 of the 2012 Regulations. Prior to its submission to the Secretary of State, the joint DPD was published and representations were invited, pursuant to Regulation 19 and Regulation 20 of the 2012 Regulations. Following Submission, the Joint DPD was subject to independent examination, as prescribed by section 20 of the Act; the modifications consultation stage which took place between October and December 2023 fell within that stage of the plan preparation process. The Inspectors issued their report on 14 February 2024 which signals the end of the examination stage. It is now the case that the

nine districts must either accept in full the recommendations in their report or reject them in full.

## 2.0 Background to Paces for Everyone Joint Local Plan

In 2014 the 10 Greater Manchester local authorities resolved to prepare a joint development plan, known as Greater Manchester Spatial Framework (GMSF). Following the decision of Stockport council to withdraw (3 December 2020) from the GMSF, the remaining nine GM authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) decided to progress a joint plan of the nine and this became known as “Places for Everyone” (PfE). Before “submission” the PfE Plan had been the subject of various consultations since its inception in 2014:

- November 2014 - Scope of the plan and the initial evidence base (Regulation 18 of the 2012 Regulations)
- November 2015 - Vision, strategy and strategic growth options (Regulation 18 of the 2012 Regulations)
- October 2016 –Draft Greater Manchester Spatial Framework (Regulation 18 of the 2012 Regulations)
- The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) (Regulation 18 of the 2012 Regulations)
- Publication version of Places for Everyone (Pre-Submission Consultation) 2021 (Regulation 19 of the 2012 Regulations)

2.2 Full details of the consultation undertaken, the key issues raised at each stage of consultation and how these issues have been taken into account in the plan making process up until submission, are set out in the Statement of Consultation 2022 which is available to view on the GMCA web site.

2.3 The PfE Plan was submitted to the Secretary of State on February 14, 2022, pursuant to Reg. 22 of the Local Planning Regulations (‘Submission stage’). This marked the beginning of the independent examination into the plan, the final stage in the plan making process. Three Inspectors were appointed to examine whether the submitted plan met the tests of soundness defined in the National Planning Policy Framework (NPPF)<sup>1</sup> and met all the relevant legislative requirements, including the duty to co-operate<sup>2</sup>

2.4 The public hearing sessions started at the beginning of November 2022 and sat for 12 weeks in total, including a final session at the beginning of July 2023.

2.5 The Inspectors’ post hearing note (IN39) was published on the examination website on 11th August 2023, setting out their conclusions on the key issues of soundness and the Main Modifications that would be required to ensure the Plan was sound. A consultation on the Main Modifications was carried out for a

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<sup>1</sup> The tests of soundness in paragraph 35 of the NPPF require that the plan is positively prepared, justified, effective and consistent with national policy.

<sup>2</sup> Paragraph 24 of the NPPF requires that local planning authorities cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.

period of 8 weeks, between 11 October and 6 December 2023. More detail on this consultation is provided in Section 3 below.

- 2.6 Having considered the consultation responses to the Main Modifications, the Inspectors' Report was published by the GMCA on behalf of the nine local authorities on 15 February 2024. The Report concludes that subject to inclusion of the Main Modifications, the Plan is sound, complies with all relevant legal requirements and provides an appropriate basis for the planning of the nine boroughs. The Inspectors are satisfied that where necessary the local planning authorities engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has been met.
- 2.7 It should be noted that the Council can only adopt the PfE Joint Development Plan Document if it incorporates all the Main Modifications as recommended by the independent Inspectors.

### **3.0 PfE Proposed Modifications**

- 3.1 The Inspectors' post hearing note (IN39) set out their conclusions on the key issues of soundness. In summary the Inspectors concluded that:
- No significant changes were required to the spatial strategy policies.
  - No significant changes were required in relation to the scale of distribution of employment and housing.
  - Exceptional circumstances case was not made for release of Green Belt sites JPA10 (Global Logistics) and JPA28 (North of Irlam Station).
  - Exceptional circumstances case was not made for 31 of the 49 proposed Green Belt Additions.
  - Some Modifications were required to policy wording to ensure that they were consistent, removed duplication and were therefore effective.
- 3.2 A schedule of Main Modifications was prepared and agreed with the Inspectors. A schedule of 'Additional Modifications' was also prepared. These were amendments which were not required to address issues of soundness, for example typographical issues, but were included for completeness. The Inspectors have not considered the responses to the additional modifications, this is a role for the districts and a report summarising the responses is attached at Appendix 4. The additional modifications (taken together) do not materially affect the policies set out in the PfE Plan if it is adopted with the Main Modifications. A composite plan was prepared which showed the Main Modifications and Additional Modifications to help people understand the proposed changes and help them to respond to the consultation.
- 3.3 The Main Modifications underwent further Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulations Assessment, which were consulted on, alongside the modifications themselves. All of the Main Modifications consultation documents are available to view on the GMCA website.

- 3.4 Following approval by all nine PfE authorities, the Modifications were published for a period of public consultation which ran for 8 weeks, from 11 October – 6 December 2023. 177 representations were received in total. A list of respondents is published on the examination website (see Examination document RMM1). All of the responses are available on the GMCA website
- 3.5 A report listing all of the representations, a summary of the main issues raised and a brief response to those main issues was prepared and published on the examination website (see Examination document RMM2)
- 3.6 A ‘Summary of Key Issues’ report was also prepared and is available on the examination website (see Examination document RMM3). The main issues raised related to:
- Extension of the plan period
  - Relationship to district local plans
  - Cancellation of HS2
  - Implications of proposed changes to National Planning Policy Framework
  - Approach to Brownfield Land in Sustainable Development policy JP-S1)
  - Modifications to the Carbon and Energy policy (JP-S2)
  - Modifications to the Affordable Housing policy (JP-H2)
  - Retention of the Walshaw (JPA9) site
  - Approach to streamlining allocation policies
  - Inadequacy of Integrated Assessment
  - Inadequacy of consultation
- 3.7 It was not considered that any new substantive issues were raised during the consultation which required further work and/or further hearing sessions, however a small number of further Main Modifications were identified which were considered necessary to make the plan sound, particularly in relation to HS2. A schedule of these further main modifications was submitted to the Inspectors and is published on the examination website (see Examination document RMM4).

#### **4.0 Changes to National Planning Policy**

- 4.1 Following the closure of the Modifications consultation, Government published two documents which had potential implications for PfE.
- 4.2 Government published a Written Ministerial Statement (WMS) on energy efficiency on 13 December 2023, alongside a consultation on the Future Homes and Buildings Standard. It states that “the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned buildings regulations”. The WMS goes on to clarify that:

*“Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures:*



- *That development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.*
- *The additional requirement is expressed as a percentage uplift of a dwelling's Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure (SAP)".*

A further main modification was proposed to policy JP-S2 to reflect this statement.(see Examination document RMM4).

- 4.3 A revised National Planning Policy Framework (NPPF) was published on 19 December 2023 (as amended). In terms of PfE, the most significant section is the provision in Annex 1, paragraph 230 ('transitional arrangements'):

*"The policies in this Framework (published on 19 December 2023) will apply for the purpose of examining plans, where those plans reach regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (pre-submission) stage after 19 March 2024. Plans that reach pre-submission consultation on or before this date will be examined under the relevant previous version of the Framework ...."*

- 4.4 The 'pre-submission' stage referred to is the Regulation 19 or 'Publication' stage. The Publication stage consultation on the PfE plan took place in August 2021, therefore it will continue to be examined under the relevant previous version of the Framework and is unaffected by the changes in the December 2023 version in relation to plan-making.
- 4.5 Once the PfE plan is adopted, the policies in NPPF December 2023 will apply until such time as it is superseded. A further Main Modification is proposed in relation to Policy JP-H1 to reflect the proposed changes to the requirement for local authorities to maintain a 5 year supply of housing sites.

## **5.0 The Inspectors' Report**

- 5.1 The Inspectors' Report was published by the GMCA on behalf of the nine local authorities on 15 February 2024. The report concludes "that all legal requirements have been met and that with the recommended main modifications set out in the Appendix the Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound" (paragraph 938).
- 5.2 The main modifications can be summarised as follows:
- Various changes to clarify the relationship between, and relative roles of, the Plan and individual local plans, and to clarify that the Plan does not apply to the parts of Oldham that are within the Peak District National Park.

- Extension of the plan period to look ahead to 2039 (rather than 2037), and updates to the housing and employment land supply information to 2022 (rather than 2021).
- Clarifications to spatial strategy policies JP-Strat1 to JP-Strat11 and associated diagrammatic maps, and deletion of High Crompton Broad Location from policy JP-Strat7.
- Extensive changes to the detailed wording of site allocation policies JPA1 to JPA37 to ensure they are consistent with national policy, justified, internally consistent and effective in achieving sustainable development having regard to relevant site-specific issues.
- Deletion of allocation JPA10 Global Logistics and retention of parts of the site in the Green Belt.
- Deletion of allocation JPA28 North of Irlam Station and retention of the site in the Green Belt.
- Amendments to the site boundaries of allocations JPA1.2 Simister and Bowlee; JPA3.2 Timperley Wedge; JPA14 Broadbent Moss; JPA18 South of Rosary Road; JPA26 Hazelhurst Farm; and JPA32 South of Hyde.
- Modifications to policies JP-S1 to JP-S7 to ensure consistency with national policy and effectiveness, including deletion of policy JP-S4 Resilience as it serves no decision-making purpose.
- Modifications to policies JP-J1 to JP-J4 to reflect changes to the plan period, and to remove unnecessary or inconsistent requirements.
- Clarifications to policies JP-H1 to JP-H4 relating to housing development, and changes to the approaches to phasing and five-year supply to ensure consistency with national policy and that housing needs are met as soon as possible.
- Modifications to policies JP-G1 to JP-G7 to ensure consistency with national policy and effectiveness.
- Changes to JP-G5, JP-G9, JP G7 and relevant site allocation policies relating to the South Pennine Moors, Rochdale Canal and Manchester Mosses protected habitats having regard to the habitat regulations assessment.
- Changes to policies JP-G9 and site allocation policies relating to biodiversity including any irreplaceable habitats on sites containing peat.
- Changes to JP-G2 and site allocation policies to secure compensatory improvements to the environmental quality and accessibility of remaining Green Belt.
- Deletion of policy JP-G8 relating to green space standards.
- Deletion of policy JP-G11 relating to safeguarded land.
- Modifications to policies JP-Strat12, JP-P1 to JP-P7 to ensure consistency with national policy and effectiveness.
- Inclusion of an additional policy in chapter 10 relating to the strategic road network.
- Various changes to the transport improvements referred to in the Plan, and addition of Appendix D setting out indicative transport mitigations for each allocation.
- Deletion of 30 of the 49 Green Belt additions proposed in the Plan.
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

- 5.3 The Inspectors did not consider that the further main modification to Policy JP-S2 referred to in Section 4 above, was necessary to make the plan sound. Their reasons are set out in paragraph 721-724 of their Report.
- 5.4 The Inspectors accepted the proposed further modification to Policy JP-H1 referred to in Section 4 above and proposed some further wording to the reasoned justification. There is a typographical error in the Main Modifications schedule in relation to MM7.2 at paragraph 7.19. This should read Table 7.2 not Table 7.1.

## **6.0 Policies Map**

- 6.1 The Policies Map is not defined in legislation as a development plan document. This means it is not formally part of the PfE Plan that it is intended will be adopted, nor was it within the Planning Inspectors' remit to recommend main modifications to it. However, local planning authorities must maintain an adopted Policies Map which illustrates geographically the application of the policies in the adopted development plan.
- 6.2 When the PfE Plan was submitted for examination, the PfE authorities were required to provide a Submission Policies Map showing the changes to the adopted Policies Maps within the PfE authorities, that would result from the proposals in the submitted PfE Plan. Subsequent to this, a number of modifications to the Policies Map were proposed during the plan's examination and these were consulted upon alongside the Main and Additional Modifications.
- 6.3 The Council will adopt the Policies Map (Appendix 6) incorporating the changes in so far as they relate to Manchester's administrative area into the Manchester Local Plan Policies Map

## **7.0 What do the Modifications mean for Manchester**

- 7.1 The adopted Plan continues to feature specific policies and an allocation that directly relate to Manchester including:
- Delivery of a minimum of around 60,000 new homes; and over 2 million square metres of office floorspace in Manchester by 2039;
  - Policies to deliver growth and regeneration across the City
  - Seeking to achieve a carbon neutral city no later than 2038;
  - Inclusion of the requirement to deliver biodiversity net gain in line with national policy;
  - Policies across a range of other themes including flood risk, water resources, air quality, economic and housing matters, heritage, culture, education and skills, health, and sport and recreation; and
  - Specific allocation identified in the plan for Manchester for new jobs at Wythenshawe Hospital.
  - Within the Manchester Local Plan process, approximately 17,000 affordable homes will be delivered in the period that covers PfE. This is

based on the 50,000 affordable homes expected to be delivered across the PfE plan area, as part of the overall delivery of 175,000 homes in GM (except Stockport). This is a similar percentage to the target set out in the Manchester City Council Housing Strategy.

- 7.2 The housing and employment figures in the adopted plan reflect the fact that the plan has been extended to a period from 2022 to 2039 meaning an additional year of housing and employment development has been included. This is required to ensure the adopted plan has a 15-year time horizon previously explained at paragraph 4.1.
- 7.3 The Inspectors have recommended the deletion of the proposed allocation at Global Logistics (see paragraphs 378 to 387 of the Inspectors' Report), citing that they were, "...not persuaded that there would be a reasonable prospect of development being able to meet the necessary policy requirements."

## **8.0 Integrated Assessment and Habitats Regulations Assessment**

- 8.1 The Integrated Assessment (IA) has contributed to the development of the PfE through an iterative assessment, which reviewed the draft policies and the discrete site allocations against the IA framework. This has ensured the full range of environmental impacts have been assessed and appropriate mitigation measures included, where necessary. The IA documentation can be found in documents SD8 to SD17 and MDC6 to MDC12.
- 8.2 A Habitats Regulations Assessment (HRA) refers to several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it.
- 8.3 The PfE2021 was assessed as a Plan which was considered likely to have significant effect on one or more European protected site and was therefore informed (and accompanied) by an HRA (November 2022) with mitigation measures identified as appropriate. as set out in the HRA of Pfe, November 2022.. The outcome of the screening assessment of the Main Modifications to the PfE was that none of them would have a Likely Significant Effect on European designated sites and therefore do not change the findings of the HRA of the Pfe, November 2022.
- 8.4 In November 2022 the HRA concluded that traffic levels resulting from a combined impact of development proposed in both the PfE Plan and Warrington's local plan could create an adverse air quality impact on the Holcroft Moss compartment of the Manchester Mosses SAC. Consequently, air quality mitigation is proposed in both the PfE Plan and the Warrington Local Plan for the Holcroft Moss site, in the form of a developer contribution towards a Habitat Mitigation Plan and the provision of measures to reduce reliance of cars, reduce trip generation and promote ultra-low vehicle emissions. The details of the developer contribution will be set out in district supplementary planning documents following adoption of the PfE plan.

8.5 The HRA of the PfE, November 2022 also identified an adverse impact on the South Pennine Moors SAC/SPAs as a result of increased recreation pressure arising out of development levels proposed in the PfE. . Consequently, the PfE Plan proposes recreation disturbance mitigation in the form of a development exclusion zone within 400m of the Moors, a requirement to assess and mitigate land for functionally linked habitats within 2.5km of the Moors and a requirement for development to provide or contribute towards the provision of Suitable Alternative Natural Greenspace and a Strategic Access, Monitoring and Management Strategy within 7km of the Moors remains a suitable mitigation package. Oldham, Rochdale and Tameside councils will set out details of the developer contribution district supplementary planning documents.

## **9.0 Next Steps**

9.1 Subject to and following Council's decision, officers will complete the final tasks that need to be undertaken in order to meet the requirements of the relevant regulations. This includes preparing an Adoption Statement and making the following documents available on the council's website and at the Central Library.

- Places for Everyone Joint Development Plan Document (PfE Plan)
- Places for Everyone Policies Map
- Integrated Appraisal Reports (including Sustainability Appraisal Report)
- Adoption Statement
- Details of where the PfE Plan is available for inspection and the times at which the document can be inspected.

The council will issue the Adoption Statement in line with the relevant regulations.

9.2 In addition to these documents, in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004, the council will publish a Sustainability Appraisal post adoption statement, which explains how the sustainability appraisal reports undertaken at various stages during the preparation of the PfE Plan meet the requirements of these regulations.

9.3 Once the PfE Plan has been adopted, it will become part of the statutory development plan for Manchester with immediate effect. This means that it will have full weight in the determination of planning applications in Manchester. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

9.4 If the council adopts the PfE Plan, in accordance with section 113 of the Planning and Compulsory Purchase Act (2004), any person aggrieved by the adoption of the PfE Plan can only challenge this by making an application to the High Court on one of two grounds; that the PfE Plan is not within the appropriate power, i.e. any action that went further than the powers that are authorised under Part 2 of the Act, or a procedural requirement has not been complied with (these are terms cited within the Act). An application for leave to challenge must be made before the end of the period of six weeks beginning with the day after the relevant date, which for the purposes of the PfE Plan,

begins on 22 March 2024 (the day after adoption of the plan comes into effect) and runs until 2 May 2024.

- 9.5 The High Court may make an interim order suspending the operation of the relevant development plan document or quash the plan wholly or in part. The purpose of this provision is to provide certainty as to the legal validity of the PfE Plan and to prevent later challenges.
- 9.6 The PfE Plan contains a monitoring framework with targets and indicators which will be used to monitor the achievement of the policies and reported on. Although the plan covers the period to 2039, in accordance with paragraph 33 of the National Planning Policy Framework (NPPF), the policies in local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. The review process is a method to ensure that a plan and the policies within it remain effective. As explained in chapter 12 of the PfE Plan, the outcomes of PfE monitoring will form part of each PfE district's Local Plan Authority Monitoring Reports.

## 10.0 Recommendations

10.1 The Executive is recommended to:-

- (1) Note the publication of the Inspectors' Report incorporating the Main Modifications recommended for the Plan set out in Appendix 1 and 2 of this report.
- (2) Note the amendments to the Local Plan Policies Map set out in Appendix 3 of the report;
- (3) Note the Additional Modifications to the Plan set out in Appendix 4 of this report; and
- (4) Endorse the recommendations for Council set out below.

10.2 Council is recommended to:

- (1) Accept the findings of the Inspectors' Report and approve the Main Modifications to the Places for Everyone Joint Development Plan Document proposed by the independent Inspectors, as set out in Appendix 1 and 2 to this report, for incorporation into the final version of the Places for Everyone Joint Development Plan Document.
- (2) Approve the amendments to the Places for Everyone Joint Development Plan Document Policies Map, as set out in Appendix 3 to this report, for incorporation of all the changes which relate to Manchester's administrative area into the Manchester Local Plan Policies Map.
- (3) Approve the Additional Modifications to the Places for Everyone Joint Development Plan Document, as set out in Appendix 4 to this report, for incorporation into the final version of the Places for Everyone Joint Development Plan Document.
- (4) Adopt the Places for Everyone Joint Development Plan Document 2022 – 2039 (provided in Appendix 5), with effect from 21 March 2024 – incorporating the Main Modifications and Additional Modifications – as part

of the Development Plan for Manchester, in accordance with Section 23 of the Planning and Compulsory Purchase Act 2004 (as amended)

- (5) Adopt the Policies Map (Appendix 6) which incorporates the Modifications to it (Appendix 3) and is necessary to give effect to the policies of the Places for Everyone Joint Development Plan Document.
- (6) Delegate authority to Director of Planning, Building Control and Licensing, to make any minor non material editorial amendments to the Places for Everyone Joint Development Plan Document and Policies Map ahead of its final publication, subject to consultation and agreement with the eight other Places for Everyone authorities. These amendments will be limited to correcting minor errors and formatting text.

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## **Report to Greater Manchester Combined Authority**

on behalf of **Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan Councils**

by **William Fieldhouse BA (Hons) MA MRTPI, Louise Gibbons BA (Hons) MRTPI and Steven John Lee BA (Hons) MA MRTPI**

Inspectors appointed by the Secretary of State

Date: 14 February 2024

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Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

## **Report on the Examination of Places for Everyone**

**Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan**

The Plan was submitted for examination on 14 February 2022

The examination hearings were held between 1 November 2022 and 5 July 2023

File Ref: PINS/T4210/429/6

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2004 Act	Planning and Compulsory Purchase Act 2004 (as amended)
2012 Regulations	Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)
AQMA	Air Quality Management Area
Defra	Department for Environment, Food and Rural Affairs
GMCA	Greater Manchester Combined Authority
HENOA	Heat and Energy Network Opportunity Areas
HRA	Habitats Regulations Assessment
MSA	Minerals Safeguarding Area
NIA	Great Manchester Wetlands Nature Improvement Area
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SAC	Special Area of Conservation
SBI	Site of Biological Importance
SCI	Statement of Community Involvement
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
The Plan	Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (Publication Stage August 2021)
WMS	Written Ministerial Statement

## Evidence and Examination Documents

All of the supporting evidence submitted with the Plan, representations made under regulation 20, and documents that we issued, requested or accepted during the examination were published on the examination website<sup>1</sup>. Each document has its own individual reference number such as SD1, 06.01.03, IN4, GMCA2.5, OD4, etc. Where appropriate, we refer to documents by their reference numbers in this report.

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<sup>1</sup> The examination website [GMCA – Places For Everyone Joint DPD | Helen Wilson Consultancy Limited \(hwa.uk.com\)](https://www.gmca.gov.uk/places-for-everyone-joint-development-plan-document) includes separate sections for submission documents, supporting documents and examination documents.

## Non-Technical Summary

This report concludes that the Places for Everyone Joint Development Plan Document (the Plan) (alongside relevant local plans) provides an appropriate basis for the planning of the districts of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, provided that a number of main modifications are made to it. The local planning authorities for those nine districts have specifically requested that we recommend any main modifications necessary to enable the Plan to be adopted.

Following the examination hearings, the Greater Manchester Combined Authority, on behalf of the nine local planning authorities, prepared schedules of proposed modifications and carried out sustainability appraisal and habitats regulations assessment of them. The main modifications and updated sustainability appraisal and habitats regulations assessment reports were subject to public consultation over an eight-week period between 11 October and 6 December 2023. In some cases, we have amended the detailed wording of the modifications and/or added further main modifications where necessary. We have recommended the main modifications to the Plan after considering the sustainability appraisal and habitats regulations assessment and all of the representations made in response to consultation on them.

The main modifications can be summarised as follows:

- Various changes to clarify the relationship between, and relative roles of, the Plan and individual local plans, and to clarify that the Plan does not apply to the parts of Oldham that are within the Peak District National Park.
- Extension of the plan period to look ahead to 2039 (rather than 2037), and updates to the housing and employment land supply information to 2022 (rather than 2021).
- Clarifications to spatial strategy policies JP-Strat1 to JP-Strat11 and associated diagrammatic maps, and deletion of High Crompton Broad Location from policy JP-Strat7.
- Extensive changes to the detailed wording of site allocation policies JPA1 to JPA37 to ensure they are consistent with national policy, justified, internally consistent and effective in achieving sustainable development having regard to relevant site-specific issues.
- Deletion of allocation JPA10 Global Logistics and retention of parts of the site in the Green Belt.
- Deletion of allocation JPA28 North of Irlam Station and retention of the site in the Green Belt.
- Amendments to the site boundaries of allocations JPA1.2 Simister and Bowlee; JPA3.2 Timperley Wedge; JPA14 Broadbent Moss; JPA18 South of Rosary Road; JPA26 Hazelhurst Farm; and JPA32 South of Hyde.
- Modifications to policies JP-S1 to JP-S7 to ensure consistency with national policy and effectiveness, including deletion of policy JP-S4 Resilience as it serves no decision-making purpose.

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- Modifications to policies JP-J1 to JP-J4 to reflect changes to the plan period, and to remove unnecessary or inconsistent requirements.
- Clarifications to policies JP-H1 to JP-H4 relating to housing development, and changes to the approaches to phasing and five-year supply to ensure consistency with national policy and that housing needs are met as soon as possible.
- Modifications to policies JP-G1 to JP-G7 to ensure consistency with national policy and effectiveness.
- Changes to JP-G5, JP-G9, JP-C7 and relevant site allocation policies relating to the South Pennine Moors, Rochdale Canal and Manchester Mosses protected habitats having regard to the habitat regulations assessment.
- Changes to policies JP-G9 and site allocation policies relating to biodiversity including any irreplaceable habitats on sites containing peat.
- Changes to JP-G2 and site allocation policies to secure compensatory improvements to the environmental quality and accessibility of remaining Green Belt.
- Deletion of policy JP-G8 relating to green space standards.
- Deletion of policy JP-G11 relating to safeguarded land.
- Modifications to policies JP-Strat12, JP-P1 to JP-P7 to ensure consistency with national policy and effectiveness.
- Inclusion of an additional policy in chapter 10 relating to the strategic road network.
- Various changes to the transport improvements referred to in the Plan, and addition of Appendix D setting out indicative transport mitigations for each allocation.
- Deletion of 30 of the 49 Green Belt additions proposed in the Plan.
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

## Introduction

1. This report contains our assessment of the Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (the Plan) in terms of section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended) (the 2004 Act). It considers first whether the Plan's preparation has complied with relevant legal requirements, and then whether the Plan is sound. The National Planning Policy Framework (2021) (NPPF) makes it clear that, in order to be sound, a local plan should be positively prepared, justified, effective and consistent with national policy.
2. The Government published revised versions of the NPPF on 5 September 2023 and 19 December 2023. Transitional arrangements set out in Annex 1 of those documents mean that our examination of the Plan is under the 2021 version of the NPPF.
3. The starting point for the examination is the assumption that the Greater Manchester Combined Authority (GMCA) submitted, on behalf of the nine local planning authorities, what they consider to be a sound plan<sup>2</sup>. The Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan submitted on 14 February 2022 is the basis for our examination. It is the same document as that published for consultation in August 2021 under regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the 2012 Regulations).

## Main Modifications

4. In accordance with section 20(7C) of the 2004 Act, the nine local planning authorities requested that we should recommend any main modifications necessary to rectify matters that mean that the submitted Plan is not sound and or not legally compliant and thus incapable of being adopted<sup>3</sup>. Our report explains why the recommended main modifications are necessary. The main modifications are referenced in bold in the report in the form **MM1.1**, **MM1.2**, **MM2.1**, **MMR1** etc<sup>4</sup>, and are set out in full in the Appendix.
5. Following the examination hearings, the GMCA prepared a schedule of proposed main modifications<sup>5</sup> and carried out sustainability appraisal<sup>6</sup> and

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<sup>2</sup> All references to "the GMCA" in this report should be taken to refer to the nine local planning authorities where relevant in accordance with the provisions of section 28(1) and other parts of the 2004 Act.

<sup>3</sup> GMCA97 10 August 2023.

<sup>4</sup> The first part of the MM reference number refers to the relevant chapter of the Plan (by number) or, in the case of the allocation policies in chapter 11, to the relevant district (by letter).

<sup>5</sup> MDC1 Schedule and MDC5 Composite Plan (and accessible versions MDC1.1 and MDC5.1).

<sup>6</sup> MDC6 to MDC12.



habitats regulations assessment<sup>7</sup> of them. The main modifications and updated sustainability appraisal and habitats regulations assessment reports were subject to public consultation for eight weeks between 11 October and 6 December 2023. We have taken account of the consultation responses in coming to our conclusions in this report and, as a result, have made some amendments to the modifications and added further modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the modified policies as published for consultation or undermines the participatory processes and sustainability appraisal or habitats regulations assessment that has been undertaken. Where necessary we have highlighted these amendments in the report.

## Policies Map

6. The nine local planning authorities must each maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan for their district. When submitting a local plan for examination, local planning authorities are required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map is that published in August 2021 and submitted for examination in February 2022<sup>8</sup>.
7. The policies map is not defined in statute as a development plan document and so we do not have the power to recommend main modifications to it. However, a number of the published main modifications to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies are effective. These further changes to the policies map were published for consultation alongside the main modifications<sup>9</sup>. In this report we identify any amendments that are needed to those further changes in the light of the consultation responses.
8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the local planning authorities will each need to update the adopted policies map for their district. They will need to include all the changes proposed in the submission policies map and the further changes published alongside the main modifications incorporating any necessary amendments identified in this report, in so far as they relate to their district.

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<sup>7</sup> MDC13.

<sup>8</sup> SD2

<sup>9</sup> MDC2, MDC3 and MDC4.

## Context of the Plan

### Geography

9. Greater Manchester is a large city-region made up of the ten individual local authority districts of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. It is bordered by the Pennine hills and Peak District National Park to the east; Cheshire to the south; Merseyside to the west; and Lancashire to the north.
10. Greater Manchester is largely urban in character, with many historically separate cities, towns and villages having merged over the last century or so. Most of the undeveloped land is designated as Green Belt which covers over 45% of the area. It is served by national and local rail services, a tram network (Metrolink), and east-west, north-south and orbital motorways. Manchester Airport is located immediately to the south of the main urban area with access from the M56 motorway.
11. The Plan covers the whole of Greater Manchester with the exception of the borough of Stockport (see below). The population of around 2.5 million people is projected to increase by nearly 200,000 by 2039. There are around 1.4 million jobs, with a baseline forecast for an increase of around 100,000 by 2039. In recent years, growth has been concentrated in Manchester, Salford and Trafford in the southern parts of the city region. There are high levels of deprivation across much of the Plan area, particularly in the central and northern parts.

### The role of the Plan and relationship with local plans

12. Work started in 2014 to produce a joint plan for the ten Greater Manchester local authorities, and four consultations about the Greater Manchester Spatial Framework took place between 2014 and 2019 under regulation 18. However, in December 2020, Stockport Metropolitan Borough Council decided to withdraw from the joint plan. The nine remaining local planning authorities resolved in early 2021 to establish a joint committee to continue to prepare a joint plan for their districts. The Plan was subsequently published in August 2021 for consultation under regulation 19.
13. The key roles that the Plan performs include identifying the amount of housing, office, and industrial and warehousing development needed; setting out a spatial strategy and thematic policies to accommodate and inform that development; and allocating a number of sites outside the urban area to help meet development needs in accordance with the spatial strategy, including through removing land from the Green Belt.
14. Each of the nine local planning authorities covered by the Plan has an existing local plan; those were adopted at various times between 1997 and 2023. Each authority is committed to preparing a new local plan within the context of the strategic policies for the city region set out in the Plan. Those local plans will,

amongst other things, identify a supply of housing sites (in addition to the allocations in the Plan) to ensure that the minimum housing requirement for each district set out in the Plan can be met, looking ahead a minimum period from their adoption date as required by national policy. Similarly, local plans will, where necessary, allocate sites for industrial, warehouse and office developments in addition to the employment allocations in the Plan.

15. In other words, it is not the role of the Plan alone to identify sufficient land to ensure that all objectively assessed needs for housing and other uses can be met, as much of the supply will be brought forward through local plans. Nor is it the role of the Plan to address all strategic and other priorities in all districts, as local plans will be able to contain strategic and non-strategic policies, provided that they are consistent with the Plan and with national policy.
16. In the context of the above, each of the nine authority's local plan will be essential to ensure that sufficient land is identified to allow development needs, including those set out in the Plan, to be met in a timely and plan-led manner. However, our role is to determine if the Plan before us is legally compliant and sound, and it is not necessary to recommend a modification to specify when each local plan should be prepared. This is because national policy requires local plans to be reviewed and kept up to date<sup>10</sup>, and the scope and timing of each local plan must be set out in each authority's local development scheme<sup>11</sup>. Furthermore, we are not convinced that setting a timetable for the preparation of local plans would be effective as each authority would still be individually responsible for carrying out the necessary work to prepare its local plan.
17. Some representors consider that the Plan should have addressed matters that it does not. However, we have examined the Plan as submitted in the context of relevant legislation and national policy which give considerable discretion to the relevant local planning authorities in choosing what to address in a joint plan and what can be left to individual local plans. Subject to the main modifications that we recommend, the Plan has a clear role in addressing certain, but not all, strategic matters including those referred to in paragraph 13 above.
18. The Plan's policies are intended to provide a strategic framework for local plans and/or provide a clear approach to inform the preparation and determination of planning applications. We consider whether each policy is effective in those respects throughout this report and recommend main modifications where necessary. However, in order to ensure that the purpose of the Plan and its relationship with individual local plans (as described above) is clear, main modifications are required to paragraphs 1.26, 1.57 and 1.58 in the Introduction chapter [**MM1.2**, **MM1.10** and **MM1.11**].

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<sup>10</sup> NPPF 15 and 33.

<sup>11</sup> Section 15 of the 2004 Act.

## Assessment of Legal Compliance

19. In the above context, we now consider whether the Plan has been prepared in compliance with relevant legislation including the 2004 Act, 2012 Regulations, Equalities Act 2010, Environmental Assessment of Plans and Programmes Regulations 2004, and Conservation of Habitats and Species Regulations 2017.

## Withdrawal of Stockport Metropolitan Borough Council

20. As referred to above, the preparation of the Plan (then known as the Greater Manchester Spatial Framework) up until December 2020 included Stockport Metropolitan Borough Council. The Plan published for consultation under regulation 19 in August 2021 (which was subsequently submitted for examination) was the first version that did not include Stockport.
21. Section 28 of the 2004 Act and regulation 32 of the 2012 Regulations apply where one authority withdraws from an agreement to prepare a joint development plan document. Together they enable a joint plan to continue to progress in the event of one of the authorities withdrawing, provided that the plan has substantially the same effect on the areas of the remaining authorities as the original joint plan.
22. The joint committee of the nine remaining local planning authorities considered, prior to publishing the Plan under regulation 19, whether it had substantially the same effect on their areas as the last version that had included Stockport<sup>12</sup> and concluded that it did.
23. The purpose of the examination defined in section 20(5) of the 2004 Act does not include consideration of compliance with section 28. Furthermore, we consider that, on balance, it is likely that regulation 32(2) of the 2012 Regulations was made under section 28(11) of the 2004 Act, rather than under section 36 relating to the preparation of development plan documents. On that basis, the question of compliance with regulation 32(2) also falls outside the scope of the examination as defined in section 20(5) of the 2004 Act.
24. We do not, therefore, consider it to be our role to come to a formal conclusion about whether the Plan complies with section 28 and regulation 32(2). However, we understand that this matter has not been considered by the court and it could be possible to conclude that regulation 32(2) is a regulation made under section 36 relating to the preparation of development plan documents. We have, therefore, considered both the meaning of the legislation and the effect that the Plan has, including through discussion at a hearing session. Nothing that we read or heard during the examination indicates to us that the judgement of the nine local planning authorities (that the Plan has substantially the same effect on their areas as the last version that included Stockport) was unreasonable.

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<sup>12</sup> Greater Manchester Spatial Framework 2020.

## Duty to Cooperate

25. Section 20(5)(c) of the 2004 Act requires that we consider whether the local planning authorities complied with any duty imposed on them by section 33A: the duty to cooperate during the preparation of the Plan in relation to strategic matters<sup>13</sup>.
26. The Duty to Cooperate Statement and Log of Cooperation and Statements of Common Ground<sup>14</sup> provide evidence on engagement with other local planning authorities and prescribed bodies on strategic matters during the preparation of the Plan. Since March 2013, the GMCA has proactively engaged with adjoining authorities, and other relevant organisations including statutory bodies such as Natural England, Historic England and National Highways. This includes involvement of these organisations in governance bodies for the Greater Manchester area. A wide range of strategic matters were identified and agreed upon with the relevant organisations.
27. Further discussions between the GMCA and organisations such as Natural England on the content of the Plan has continued after its submission but no local authority or prescribed body has objected on the basis of the duty to cooperate.
28. The strategic matters needing to be addressed with Stockport Council following their withdrawal from the joint plan in December 2020 were agreed and there is a Statement of Common Ground between Stockport Council and the GMCA. There are no objections from Stockport Council that the GMCA have not met the Duty to Cooperate.
29. We are, therefore, satisfied that where necessary the local planning authorities engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has therefore been met.

## Public Sector Equality Duty

30. We have had due regard to the aims expressed in section 149(1) of the Equality Act 2010. This has included our consideration of several matters during the examination including housing for different groups in the community, including travellers, older people, people with disabilities and those who require affordable housing (policies JP-H2 and JP-H3); sustainable transport and accessibility (JP-C4); socially inclusive and accessible development (JP-P1);

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<sup>13</sup> A "strategic matter" is defined in section 33A(4) of the 2004 Act as (a) sustainable development or use of land that has or would have a significant impact in at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas, and (b) sustainable development or use of land in a two-tier area if the development or use is a county matter or would have a significant impact on a county matter.

<sup>14</sup> SD4-SD7.

education provision (JP-P5); health (JP-P6); and how the Plan will be delivered to achieve the outcomes set out in these policies (JP-D1 and JP-D2).

31. These matters are discussed as appropriate under our assessment of soundness that follows.

## **Sustainability Appraisal**

32. The GMCA carried out an Integrated Assessment, which includes sustainability appraisal, during the preparation of the Plan and prepared a report of the findings. The report was published along with the Plan and other submission documents under regulation 19. The appraisal was updated to assess the main modifications<sup>15</sup>.
33. The Integrated Assessment<sup>16</sup> includes a Scoping Report which describes its scope. The Scoping Report was reviewed and updated in 2016, 2019 and 2020 and considered the declaration of a climate emergency in each of the nine districts and implications of the Covid pandemic.
34. There are differences in the opinions and planning judgements in relation to the accuracy, consistency, choice of data sources, the need for quantitative assessment and objectives of the Integrated Assessment and the one undertaken for the main modifications consultation. However, this does not to our minds undermine the appraisal process. Furthermore, decisions about the content of the Plan have not been made solely based on the appraisal. This is a high-level document focussing on the likely significant effects and impacts of the Plan. Taken as a whole, it allows a range of considerations to be assessed and for potential mitigations to be identified in a consistent and coherent way. The Integrated Assessment is part of the process, but it is not used in isolation to determine the strategy. Judgements about the content of the Plan have been appropriately made using the Integrated Assessment.
35. We conclude that the Integrated Assessment had been carried out satisfactorily, it is proportionate and is adequate.

## **Habitats Regulations Assessment**

36. The revised and updated Habitats Regulation Assessment (HRA) (November 2022)<sup>17</sup> sets out that a full assessment has been undertaken and that the Plan may have some likely significant effects which arise from the scale of housing and economic growth which will require mitigation. A Statement of Common Ground has been signed by Natural England confirming that the

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<sup>15</sup> MDC6-MDC12

<sup>16</sup> SD8-SD20

<sup>17</sup> OD 7.1

updated HRA complies with the Conservation of Habitats and Species Regulations 2017. HRA of the main modifications was also undertaken.<sup>18</sup>

37. In relation to in-combination air quality effects arising from the Plan, the Warrington Local Plan and wider growth in the area, mitigation measures in the form of proportionate contributions from development towards restoration measures and the production of a Habitat Management Plan would ensure adverse effects on the Holcroft Moss Site of Special Scientific Interest (SSSI) would be avoided.
38. In respect of the South Pennines Moor Special Area of Conservation (SAC) / South Pennines Moor Phase 2 Special Protection Area (SPA) / Peak District Moors SPA, impacts would be from an increase in recreation disturbance in relation to residential development. Effects can be avoided by the implementation of Suitable Alternative Natural Greenspaces and a Strategic Access Management and Monitoring Strategy.
39. To reflect the findings of the HRA, we recommend later in this report a modification to policy JP-G5 to ensure that it is effective in preventing development proposed in the Plan having adverse impacts on the protected habitats of the South Pennine Moors. This includes a requirement for all development within 7km of the SAC or SPAs to provide suitable alternative natural greenspace either on- or off-site, and to make a financial contribution to the implementation of a strategic access, monitoring and management strategy for the protected areas. To ensure effectiveness, the policies relating to the relevant allocations (ie those within 7km of the protected areas) need to be modified to refer to the requirement in JP-G5. In relation to the Rochdale Canal SAC, effects of boat movements, water pollution, light spillage and shading impacts would need to be mitigated and the policies relating to the relevant allocations need to be modified to reflect this.
40. Modifications to the Plan are necessary to reflect the conclusions of the HRA and to ensure effectiveness and consistency with national policy. These are detailed later in the report relating to thematic policies JP-G5, JP-G9 and JP-C7. Modifications to some of the allocation policies are also necessary to ensure that mitigation of the effects on designated sites can be secured. The modifications which set out the mitigation measures are covered elsewhere in our report and relate to allocation policies JPA2 Stakehill, JPA12 Beal Valley, JPA14 Broadbent Moss, JPA15 Chew Brook Vale, JPA16 Cowlshaw JPA20 Castleton Sidings, JPA22 Land North of Smithy Bridge, JPA23 Newhey Quarry, JPA24 Roch Valley, JPA31 Godley Green Garden Village and JPA33 New Carrington.

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<sup>18</sup> MDC13

41. Subject to main modifications to the policies and site allocations set out in this report, the required mitigation will be secured through the Plan.

## Climate Change

42. Action on climate change is embedded into the Plan's Vision and Strategic Objectives. The Plan contains ambitious targets and requirements in relation to carbon neutrality and net zero development. These objectives and policy are supported by a range of thematic policies which seek to make the most of previously developed land, avoid or mitigate flood risk, promote sustainable travel, protect and enhance green infrastructure and biodiversity and support energy efficiency and renewable energy production.
43. It is acknowledged that some allocations may affect deep peat in the area. It is also inevitable that meeting housing and employment needs will lead to increased resource use. We address the particulars of this later in the report. Nevertheless, the Plan contains thematic policies which seek to protect or enhance the significant areas of remaining lowland wetlands and mosslands and upland bogs, which can be important in terms of carbon storage.
44. We are satisfied that, when read as a whole, this Plan includes policies designed to secure that the development and use of land in the area contributes to the mitigation and adaptation to climate change.

## Consultation

45. Section 19(3) of the 2004 Act requires Councils to comply with their Statement of Community Involvement (SCI). This applies to all nine Councils equally, with each having to carry out engagement and consultation in accordance with their individual documents. The GMCA's Consultation Statements<sup>19</sup> set out the process of consultation as part of the Plan's preparation for each Council. They also include details of how representations were considered and how they shaped the strategy. At publication stage, all consultees, anyone who had made comments during the previous stages of consultation, as well as anyone who had requested to be kept informed were notified of the consultation.
46. There was some inconsistency in how residents in each of the districts were consulted. This includes examples where some districts directly contacted people living within a certain distance of an allocation and some did not, or where some districts sent out correspondence to all residents and others did not. However, while this might understandably be frustrating for some, it does not mean that any authority has failed to comply with their own SCIs.
47. The Regulation 19 consultation took place under the temporary regulations relating to the Covid pandemic, which removed the need for local authorities to

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<sup>19</sup> SD21-SD74



make hard copy documents available for public inspection<sup>20</sup>. Again, there may have been some inconsistency between Councils in terms of whether hard copies of some documents were made available, or the breadth of locations available to view them. As above, an inconsistent approach is not determinative. There was no legal requirement for a consistent approach and there is no clear evidence that any Council was in breach of the relevant regulations at the time.

48. It was put to us that the consultation prejudiced those without access to a computer or the internet, as a large amount of the evidence base was only available online. The SCIs do not commit to providing *all* evidence base documents in hard copy. Where SCIs refer to the provision of 'relevant' supporting documents in hard copy, it is a matter of judgement for the individual Council to determine what they consider most 'relevant' to the consultation. Given the number of supporting documents it is unlikely to have been a realistic or desirable prospect to have had hard copies of all documents associated with the Plan available at every location.
49. Nowhere has it been suggested that the Councils would not have provided hard copies of documents on request or that requests for such documents had been made. Access to online documents were available from libraries or Council offices for those without access to a computer. We are therefore satisfied that the regulations and SCIs were adhered to in this regard and that no interests were significantly prejudiced by the manner of the consultation carried out.
50. Other criticisms of individual Councils' consultation material or approaches also do not amount to a failure to meet the requirements of their own SCIs or that there was a fundamental failure to meaningfully engage with interested parties. It is clear from the scale of response that the Plan was well publicised. It is also clear from the Regulation 22 statements that consideration was given to matters raised. That the Councils did not see fit to alter the Plan to meet many of the concerns raised is not in itself an indication of a lack of engagement.
51. We are therefore content that consultation on the Plan was carried out in accordance with each authority's SCI and met the necessary statutory requirements.

## Peak District National Park

52. Main modifications are required to paragraph 1.57 and various maps and illustrations in the Plan (and changes to the Policies Map) to clarify that part of Oldham Borough is within the Peak District National Park meaning that area is not subject to policies in the Plan but rather to development plan documents prepared by the Peak District National Park Authority [MM1.12 and MM2.1]. This will ensure that the geographic scope of the Plan is clear and consistent with the relevant legislation.

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<sup>20</sup> Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020

## Other Legal Requirements

53. The Plan has been prepared in accordance with each of the local planning authority's Local Development Schemes.
54. The Plan, taken as a whole, includes policies to address strategic priorities for the development and use of land in each local planning authority's respective areas. Local plans will also address strategic priorities in individual districts.
55. Regulation 8(5) of the 2012 Regulations states that where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy. Appendix A of the Plan broadly meets this requirement. However, main modifications are required to ensure full compliance in terms of ensuring the list of superseded policies is accurate, specifying the names of the relevant adopted plans and clarifying which parts of any partially superseded policies are being replaced [MMApxA.1].
56. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

## Assessment of Soundness

### Main Issues

57. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, we have identified 53 main issues upon which the soundness of the Plan depends. This report deals with these main issues; it does not respond to every point or issue raised by representors.

### **Issue 1 – Does the Plan identify quantified needs for housing, industrial and warehouse, and office development that are positively prepared, justified and consistent with national policy?**

58. National policy advises that strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, other than in a number of defined circumstances<sup>21</sup>. Policies JP-H1, JP-J3 and JP-J4 set out the minimum amounts of development needed for housing, offices, and industrial and warehouse uses in the plan area over the period 2021 to 2037.

### Plan period

59. The submitted Plan looks ahead to 2037 from a base date of 2021 using land supply information relating to 2020 and estimated completions for 2020-2021.

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<sup>21</sup> NPPF 11(b).

However, to ensure consistency with national policy<sup>22</sup>, relevant policies in the Plan need to look ahead to 2039 (at least 15 years from adoption).

60. During the examination, updated land supply information (for housing, office, and industrial and warehouse development) relating to 2022 became available. Such information is collated and published annually by GMCA, based on data provided by each of the nine authorities gathered having regard to relevant national guidance relating to housing and economic land availability assessments<sup>23</sup>. We took account of this relevant and proportionate evidence in our assessment of soundness. To ensure that the Plan is effective and justified, the relevant policies and reasoned justification need to reflect the latest (2022) land supply data.
61. We therefore recommend that the plan period be modified to 2022 to 2039, and relevant parts of the Plan, including Tables 6.1, 6.2, 7.1 and 7.2, be modified accordingly [**MM1.2, MM1.3, MM1.6, MM1.7, MM6.6, MM6.8 to MM6.13, and MM7.1 to MM7.3**]. We deal with the implications for the policies relating to development needs and land supply in subsequent sections of this report.

### Housing development

62. Policy JP-H1 states that a minimum of 164,880 net additional dwellings will be delivered between 2021 and 2037, or an annual average of around 10,305 over that period. This figure is based on a local housing need assessment conducted using the standard methodology in accordance with national policy and guidance. Higher and lower levels of household growth were considered during the preparation of the Plan. These included restricting the amount of development to that which could be accommodated on non Green Belt land, and higher levels to reflect economic growth ambitions and other factors that could impact on demographic behaviour, or to deliver more affordable homes. The proposed minimum requirement of 10,305 net additional homes per year compares to an average completion rate of around 7,582 between 2001 and 2021<sup>24</sup>. It would therefore represent a substantial increase in delivery of over 35% compared to completions over the last 20 years or so.
63. Whilst meeting the identified need for homes in full necessitates releasing land from the Green Belt, for the reasons set out later in this report we are satisfied that there are exceptional circumstances to justify that. Furthermore, meeting needs in full is essential to deliver one of the Plan's strategic objectives. We are therefore satisfied in principle that the application of NPPF policy protecting Green Belt does not represent a strong reason to restrict the amount of housing development in this Plan.

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<sup>22</sup> NPPF 22.

<sup>23</sup> PPG ID:3.

<sup>24</sup> GMCA11 Table AP7.1

64. The minimum requirement for an average of 10,305 homes per year is therefore consistent with national policy, positively prepared and justified. However, to reflect our recommendation to amend the plan period, policy JP-H1 and other parts of the Plan need to be modified to refer to a minimum requirement for a total of 175,185 net additional homes between 2022 and 2039, based on the annual average of 10,305. The figures for individual local planning authorities in Table 7.2 need to be modified accordingly (as well as to take account of our findings later in this report in relation to the phasing of housing development) [MM7.3].

### Employment development

65. There is no prescribed methodology for identifying employment land requirements. The PPG<sup>25</sup> advises on how need can be assessed and the data to be considered. The GMCA broadly followed the approach set out including making use of sectoral economic forecasting and projections, assessments of population and labour supply and analysis of past take-up rates<sup>26</sup>. Although more could possibly have been done in terms of specific engagement with individual sectors outside the normal consultation process, including with the logistics industry, there have been ample opportunities for representatives to make their views known and for the GMCA to consider them. We do not consider this undermines the approach or resulting requirements.
66. Both take-up rates and employment forecasts resulted in similar outcomes. However, the original forecasting approach included Stockport whose role, according to the GMCA, could not easily be disaggregated. It was therefore determined that this data could not be relied on. Moreover, the GMCA considered it would adversely affect the preparation of the Plan were they to re-do the forecasting exercise. Given that the analysis of completions had garnered similar results, the GMCA deemed that the combination of trend data and use of an allowance or margin provided the most timely and robust basis on which to establish requirements.
67. As submitted, policies JP-J3 and JP-J4 set requirements of a minimum of 1,900,000 sqm of office floorspace and 3,330,000 sqm of industry and warehousing floorspace respectively across the plan area for the period 2021-2037. These are based on an assessment of development trends for the period between 2004 and 2020<sup>27</sup>. The figures also include an uplift of 2.2% for offices and 3.8% for industry and warehousing to take account of the recession, which served to suppress take-up of new floorspace during that period. A 31% margin was also added to the base take-up rate figure. This equates to around 5 years of overall supply and is intended to address matters of uncertainty and provide a degree of flexibility.

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<sup>25</sup> PPG ID: 2a-025 to 032

<sup>26</sup> Economic Forecasts for Greater Manchester – February 2020 [05.01.01]

<sup>27</sup> 05.01.02 – Updated Note on Employment Land Needs for Greater Manchester – Nicols Economics.

68. There is dispute and disagreement about the scale of margins used. It is at the higher end of the scale suggested in the assessment. However, it is still within the range of figures identified and thus there is no reason to conclude it is unacceptable or excessive. The effects of the Covid pandemic and Brexit were also considered<sup>28</sup>. It was concluded that there was no clear justification for reducing the employment land requirements on these bases. There is no persuasive evidence that this conclusion was wrong.
69. There are clearly different ways in which the employment land requirement could have been derived. However, we must consider whether the approach taken was adequate in the context of national guidance, rather than simply whether other options exist. The use of past take-up data is advocated by the PPG and is an approach that is often used. The use of margins and allowances to provide flexibility is also logical given the inherent uncertainties relating to the changing need for employment land over time. We are therefore satisfied that the overall employment land requirement figures are based on relevant, up-to-date, and proportionate evidence and that the methodology used is acceptable.
70. As discussed above, for the policies to be justified and effective, main modifications are necessary to reflect the amended plan period. Policy JP-J3 needs to be modified to refer to a minimum of 2,019,000 sqm of office floorspace. Policy JP-J4 needs to be modified to refer to a minimum of 3,538,000 sqm of industry and warehousing floorspace. These policies, and the associated Tables and Figures also need to be modified to reflect the updated employment land supply data. Subject to this, the minimum requirements set out in policies JP-J3 and JP-J4 are consistent with national policy, positively prepared and justified [MM6.6 to M6.13]. The updated land supply position also mean Figure 11.1 will need to be modified [MM11.2].
71. Unlike for housing, the Plan does not include employment floorspace requirements at a district level. The GMCA submitted proposed modifications to the Plan to address what they saw as an omission in this regard<sup>29</sup>. We have considered GMCA's suggested methodology and resulting district level requirements it produced. However, in the context of a joint plan, there is no specific requirement in national policy to establish district level requirement figures; it is acceptable to have an overall plan-wide figure. The Plan therefore does not need to be modified to ensure consistency with national policy.
72. In terms of effectiveness, the Plan identifies the anticipated supply of floorspace in each area. It also includes employment allocations and policies on what are considered appropriate locations for new employment floorspace. It is reasonable to assume that the potential floorspace identified in the existing supply is in locations which are consistent with relevant development plan policies. There is therefore no reason in principle why sites within the existing

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<sup>28</sup> 05.01.03 - Covid-19, EU-Exit and the Greater Manchester Economy - Implications for the Greater Manchester Places for Everyone Plan – Nicols Economics.

<sup>29</sup> GMCA15.

supply could not be allocated to meet needs or why this should be problematic in terms of the spatial strategy. Should any Council wish to allocate additional sites outside of this supply, including in the Green Belt, then this would need to be justified through the relevant local plan examination. The consistency of any allocation with the spatial strategy set out in this Plan, as well as any specific policies, would then be assessed.

73. The approach of the submitted Plan would allow each authority to take local circumstances into account when drafting their local plans. Clearly, there will be a role for monitoring at the plan-wide, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient floorspace to ensure the overall strategy is being adhered to. Modifications to the monitoring framework, as described in Issue 51, are therefore necessary to ensure effectiveness in this regard [MM12.1].
74. To this end, we have also amended the modifications to the reasoned justification for policies JP-J3 and JP-J4. The additional text explains the intended approach and role of monitoring, as set out above. This will provide clarity, without altering the intent or implementation of the policies [MM6.7, MM6.13].
75. Subject to this, we are content that the Plan provides an effective basis on which each district can plan for employment land.

## Conclusion

76. Subject to the main modifications identified above, we are satisfied that the Plan identifies quantified needs for housing, office and industrial and warehouse development that are positively prepared, justified and consistent with national policy.

## Issue 2 – Do policies JP-Strat1 to JP-Strat11 represent an appropriate spatial strategy, taking into account reasonable alternatives, based on proportionate evidence?

77. The Plan's spatial strategy seeks to take advantage of the opportunities for delivering high levels of economic growth, whilst addressing the challenges for securing genuinely inclusive growth. It aims to boost significantly the competitiveness of the northern areas whilst ensuring that the southern areas continue to make a considerable contribution to growth by making the most of key assets. Four elements to the spatial strategy are illustrated in Figure 4.1: core growth area; inner area regeneration; boost northern competitiveness; and sustain southern competitiveness.
78. Policies JP-Strat1 to JP-Strat11 set out objectives and proposals for those four areas, and we consider those individually below. The spatial strategy is also articulated in the locational aspects of various other policies in the Plan; through the proposed distribution of housing development between districts set out in

policy JP-H1 Table 7.2; and through the location of the allocations in chapter 11. We will consider those parts of the Plan throughout the remainder of the report. However, before doing so, we consider now whether the overall spatial strategy aimed at achieving core growth and inner area regeneration, boosting northern competitiveness, and sustaining southern competitiveness represents an appropriate strategy based on proportionate evidence taking into account reasonable alternatives.

79. The Plan is informed by a considerable amount of evidence, relating to social, economic and environmental issues in the city region, gathered and analysed over a number of years. That evidence was also used to inform the Greater Manchester Strategy and other initiatives in the city region. The key findings are summarised in section 2 of the Plan, which then identifies the key challenges that the Plan seeks to address. Based on this, section 3 sets out the Plan's 10 strategic objectives and section 4 explains how these informed the spatial strategy. We are, therefore, satisfied that the overall spatial strategy is based on proportionate evidence and reflects the strategic priorities for the city region. However, to ensure effectiveness, a new paragraph in the reasoned justification is needed to make it clear how policies JP-Strat1 to JP-Strat11 should be taken into account through district local plans **[MM4.4]**.
80. There are numerous references to the High Speed Two rail project ("HS2") throughout the Plan. On 4 October 2023, the Government published "Network North: Transforming British Transport" which outlines significant changes to the HS2 project including the cancellation of phases 2a and 2b Western Leg (West Midlands to Manchester). However, that document indicates the Government's intention to invest significantly in rail infrastructure in Greater Manchester and elsewhere in the north, including in relation to Northern Powerhouse Rail (NPR), which is also referred to in the Plan. Neither the Plan's overall spatial strategy, nor its expression through housing and employment land requirements and distribution of allocations, is dependent on HS2. We deal with the implications of the October 2023 announcements about HS2 and NPR for a number of specific policies later in this report. However, modifications are required to the various references to HS2 throughout the Plan to ensure that the reasoned justification is factually accurate and up to date. In the main, we identify these in the relevant parts of this report. The following modifications sit outside any specific policies but are however necessary to explain what the cancellation of HS2 means for the Plan as a whole and bring the context up to date **[MM1.13, MM2.2, MM2.3, MM2.4 and MM2.5]**. None of the further or amended main modifications that we recommend relating to HS2 and NPR materially affect the Plan's strategy or policies and therefore we are satisfied that consultation about them is unnecessary.

### **Reasonable alternatives to the spatial strategy**

81. The Environmental Assessment of Plans and Programmes Regulations 2004 require an assessment of reasonable alternatives, having regard to the objectives and geographical scope of a plan. The Integrated Assessment

considered and compared a number of reasonable alternatives as the Plan evolved from 2015 onwards. The evidence on this is also set out in the Growth and Spatial Options Paper, July 2021<sup>30</sup>.

82. The initial draft growth options considered three options for housing and employment floorspace requirements based on the capacity of the existing land supply (to avoid loss of Green Belt); objectively assessed need; and a higher accelerated growth scenario. Subsequent options included these but also considered meeting needs at the Greater Manchester and district levels. For the broad spatial distribution of housing, economic and other development a range of options including maximising densities, locating development close to public transport and re-distribution away from the City Centre were also considered in 2019 and 2020.
83. For the 2021 Plan, three options were considered including meeting objectively assessed need of the districts, limiting growth to existing land supply (again, to avoid loss of Green Belt), and an increased level of growth beyond objectively assessed need. We are therefore content that various reasonable alternative growth and spatial options were identified and considered, including through the Integrated Appraisal which itself used a wide range of data relating to current and future social, economic and environmental characteristics of Greater Manchester. As set out in Issue 5, the site allocations in the Plan were also assessed against reasonable alternatives.
84. In accordance with the regulations and national policy and guidance, we are satisfied that the assessment of reasonable alternatives was a proportionate approach and sufficient in scope and content. The reasons for rejecting options have been given and to our minds are clear. The options were sufficiently distinct to enable a meaningful comparison about the impact of them when considered against different sustainability objectives.

### **Land supply figures**

85. Policies JP-Strat1, JP-Strat2, JP-Strat3, JP-Strat5, JP-Strat7 and JP-Strat8 all include references to the scale of housing or employment land supply in the relevant part of the plan area for the plan period. These figures are not intended to be read as requirements to be carried forward through district local plans. Rather they are intended to be statements of fact about the scale of potential supply. On this basis, they have no role in either the future preparation of local plans or development management and are likely to cause confusion. Indeed, it is clear from the discussions at the hearings and responses to main modifications that the role of these figures as part of the policy has been largely misunderstood. For effectiveness, all references to supply figures in these policies should be deleted and inserted into reasoned justification. Here they will serve the purpose intended, which was to help set the context within which the strategy has been developed, particularly in terms of the ability to deliver the

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<sup>30</sup> 02.01.10



growth anticipated in accordance with the spatial strategy. To ensure consistency with other parts of the Plan they should also be updated to reflect the 2022 land supply information [MM4.6, MM4.7, MM4.8, MM4.9, MM4.11, MM4.12, MM4.15, MM4.16, MM4.19, MM4.20, MM4.22, and MM4.23].

86. There is no necessity in terms of national policy for the Plan to establish targets for housing or employment at these geographic levels. There is also no evidence before us which would justify specific requirements for each of the spatial strategy areas. Whether or not the policies are being adhered to will be able to be assessed through monitoring of the Plan as a whole. Nevertheless, the monitoring framework does need to be modified to ensure it will be effective. In particular, that relevant indicators, such as the amount of development carried out, are monitored and reported on for each of the areas identified [MM12.4, MM12.5].
87. The reasoned justification at paragraph 4.20 also needs to be modified to explain what the role of the individual figure or pictures are for each of the individual strategy policies. This is particularly important in terms of explaining the references to various transport schemes and how these relate to the new Appendix D [MM4.3]. This will ensure those elements of the Plan are justified and effective.

### Key Diagram

88. As required by NPPF 23, the Plan includes a key diagram which illustrates the broad spatial strategy and locations for growth. For effectiveness, main modifications are necessary to ensure the diagram is both clear and accurate. In particular, the arrows identifying the northern and southern areas need to be modified to properly illustrate the strategy, and the symbols used for allocations and strategic locations need to be modified for clarity and to ensure consistency with policies JP-Strat1 to JP-Strat14 and any associated pictures or figures. In addition, consequential changes to reflect other main modifications are also necessary, such as the removal of the High Crompton Broad Location and the deletion of allocations JPA10 and JPA28. The diagram also needs to be modified to remove reference to HS2 [MM3.1].

### Policies JP-Strat1 to JP-Strat4 - Core Growth Area

#### Policy JP-Strat1 Core Growth Area

89. The Core Growth Area broadly takes in the area spanning Manchester City Centre, Salford Quays, Trafford Park and Port Salford. Policy JP-Strat1 establishes the Core Growth Area as a key focus for growth. It states that the economic role of the area will be protected and enhanced while also seeing a significant increase in the number and range of homes. This approach is wholly consistent with the overarching spatial strategy and the NPPF's objectives of promoting sustainable patterns of development. The strategy for the Core Growth Area is therefore justified and consistent with national policy.

90. As set out above, the policy needs to be modified to remove superfluous references to housing supply and move them to reasoned justification [**MM4.6, MM4.7**]
91. The policy also refers to homes being supported by necessary green spaces, social infrastructure and being of an appropriate design. These are however generic matters that are dealt with more comprehensively elsewhere in the Plan and are not specific to the Core Growth Area nor fundamental to the spatial strategy. The wording used is also inconsistent with other parts of the Plan and there is no clear justification why these specific issues have been highlighted when other similar factors have been excluded. To avoid the potential for confusion, and thus for the Plan to be effective, these references should be removed [**MM4.7**]. This would not weaken the Plan in this regard as the need for good design, providing green space and providing social infrastructure are thoroughly covered by other development plan policies. This also applies to similar modifications to other strategy policies.
92. Finally, Figure 4.2 should also be modified to accurately illustrate the extent of the Core Growth Area [**MM4.5**].

#### **Policy JP-Strat2 - City Centre**

93. The City Centre falls within the Core Growth Area. Policy JP-Strat2 states that it is the most significant economic location outside London and that this role will be strengthened considerably. The policy also states that the City Centre will continue to be the prime location for business, retail, leisure, culture and tourism activity, as well as an increasingly important residential role that will be expanded. Given the economic importance of the City Centre, and its highly sustainable and accessible location, this policy is clearly consistent with the spatial strategy and national policy.
94. Again, the policy sets out housing and employment supply figures which serve no purpose and should, for effectiveness, be moved to reasoned justification. It also contains generic references to 'necessary infrastructure' which provide no clarity for decision makers. Reference to high density dwellings is locationally distinct and thus should remain in the policy [**MM4.8, MM4.9**]. Figure 4.3 should be modified to remove The Quays. This does not form part of the City Centre and so its inclusion on the inset plan is misleading [**MM4.10**].

#### **Policy JP-Strat3 - The Quays**

95. The Quays also falls within the Core Growth Area. Policy JP-Strat3 seeks to build on the existing role of the Salford Quays as an economic location of national significance, characterised by a wide mix of uses built at a high density. This is a logical approach which is consistent with both the spatial strategy and national policy.
96. To be consistent with other strategy policies, and to ensure effectiveness, the land supply figures should be updated and moved to reasoned justification.

Generic references to jobs, education, infrastructure and amenity should be deleted to avoid inconsistency with thematic policies covering those issues. It is necessary, however, for the policy to make it clear that it expects development to be high density. This is specific to this area. This should be added to the policy to help guide district local plan preparation [MM4.11, MM4.12].

#### **Policy JP-Strat4 Port Salford**

97. Policy JP-Strat4 states that Port Salford will be developed as an integrated tri-modal facility with on-site canal berths, rail spur and container terminal as essential elements of the scheme. The policy seeks to recognise the existing committed development activity relating to Port Salford but also to set the strategic context for the Port Salford Extension allocation (JPA29).
98. The delivery of Port Salford could have significant economic benefits for the region. It could also facilitate a shift toward more sustainable ways of moving freight. As will be considered in more detail below, the delivery of JPA29 will also have substantial environmental and viability challenges and impacts that will need to be addressed. Nevertheless, this development forms a fundamental part of the economic strategy for the area and is important at both a regional and national level. Continuing policy support for Port Salford is therefore justified in principle.
99. To be effective, this policy needs to be modified to provide clarity about the need to ensure associated transport infrastructure is delivered alongside the delivery of Port Salford and the Port Salford extension. This should provide necessary comfort, alongside the requirements of JPA29 itself, that that development can only proceed when infrastructure capacity is sufficient to accommodate it [MM4.13]. Figure 4.5 needs to be modified in the interests of clarity and accuracy [MM4.14].

#### **Policy JP-Strat5 - Inner Area Regeneration**

100. Policy JP-Strat5 establishes the principle of promoting the continued regeneration of the inner areas and seeking to reduce levels of deprivation and poverty as a result. This is consistent with both the spatial strategy and national policy. In principle, this will help guide the relevant district local plans. Nevertheless, to be effective the policy should be modified to remove superfluous generic elements that are neither specific to the strategy for this area or necessarily consistent with relevant thematic policies. The housing and employment land supply figures should also be updated and moved to reasoned justification to avoid confusion [MM4.15, MM4.16].
101. However, the GMCA particularly wish to emphasise the importance of delivering infrastructure in this area, especially provision of open spaces and improved access to green infrastructure. This is necessary strategic guidance which specifically relates to the likely pressures on land within the inner areas and potential deficiencies which already exist. This differs to more generic

requirements on new development. On this basis, to be effective the policy should be modified to highlight this expectation [MM4.16].

### **Policies JP-Strat6 to JP-Strat8 – Boosting Northern Competitiveness**

102. Policy JP-Strat6 relates to the “northern areas of Greater Manchester” (collectively Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford), whereas policies JP-Strat7 and JP-Strat8 relate to two specific growth corridors within those northern areas.

#### **Policy JP-Strat6 Northern Areas**

103. Policy JP-Strat6 aims for a significant increase in the competitiveness of the northern areas through urban regeneration, enhancing town centres, diversifying the residential offer and improving transport connectivity. To help achieve this, a significant amount of land is allocated in the Plan for housing and employment development in the relevant districts.

104. In most respects policy JP-Strat6 is consistent with the Plan’s overall spatial strategy and national policy. However, the following detailed changes are required to ensure soundness [MM4.18]. The reference to “prioritising the re-use of brownfield land” needs to be replaced by “making as much use as possible of suitable previously developed land” so that it is unambiguous and consistent with national policy. An amendment is needed to clarify that the allocations referred to in the policy are all of the relevant sites included in Chapter 11 of the Plan and to avoid ambiguity about whether further changes to the Green Belt are being proposed. Clarification is also required that the residential offer is to be “diversified”. The references to development being of good quality design and protecting and enhancing the natural and historic environment need to be deleted to avoid inconsistency with more detailed thematic policies.

105. Finally, to ensure effectiveness, paragraph 4.43 needs to clarify that policy JP-Strat6 applies to Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford [MM4.17].

#### **Policy JP-Strat7 North East Growth Corridor**

106. Policy JP-Strat7 aims to deliver a nationally significant area of economic activity, supported by a significant increase in the residential offer, along the M62 corridor from junction 18 (M60/M66) to junction 21 (Milnrow) through parts of Bury, Rochdale and Oldham (as illustrated on Picture 4.2). Three major development sites are proposed in the corridor, each of which is subject to a detailed policy set out in chapter 11 of the Plan: JPA1.1 Heywood / Pilsforth (Northern Gateway); JPA1.2 Simister and Bowlee (Northern Gateway); and JPA2 Stakehill.

107. Policy JP-Strat7 is broadly consistent with the overall spatial strategy, policy JP-Strat6 and policy JP-J1 which aims to maximise the potential of key growth

locations to deliver inclusive growth. However, a number of changes are required to the policy, reasoned justification and Picture 4.2 to ensure soundness [MM4.19, MM4.20 and MM4.21].

108. The first paragraph needs to clarify that the corridor, which includes the Atom Valley Mayoral Development Zone, will be a location for nationally significant economic activity supported by a significant increase in the residential offer. Clarification is required that the major sites referred to are the three relevant allocations included in chapter 11 of the Plan (JPA1.1, JPA1.2 and JPA2).
109. The paragraph referring to the “High Crompton Broad Location” having the potential for “further expansion of the economic and residential offer” should be deleted. This is because it is not clear why this particular location, which is in the Green Belt, is singled out as having this potential, or how it would relate to other reasonable alternative locations for housing and economic development to be considered through a future review of the Plan or through local plans for Oldham or, indeed, other parts of Greater Manchester. We are not therefore persuaded that this element of policy JP-Strat7 is justified or would provide an effective framework for local plans. A consequential modification is required to paragraph 1.34 [MM1.4].
110. Finally, for the reasons set out earlier, the references to the number of new homes and amount of employment floorspace in the corridor need to be updated and moved from the policy to the reasoned justification.

### **Policy JP-Strat8 Wigan Bolton Growth Corridor**

111. The Wigan-Bolton Growth Corridor is located in the north-west of Greater Manchester. Policy JP-Strat8 aims to deliver a regionally significant area of economic and residential development.
112. Five development sites are proposed. Although these are smaller in scale in general than the sites in the North East Growth Corridor they would all nevertheless support the long term economic prosperity of the area, consistent with the aims of policy JP-Strat6 and policy JP-J1: JPA4 Bewshill Farm; JPA5 Chequerbent North; JPA6 West of Wingates/M61 Junction 6; JPA34 M6 Junction 25; and JPA37 West of Gibfield.
113. This growth corridor is also focused on improving transport links, but the second paragraph needs to clarify that new highway infrastructure is intended to connect junction 26 of the M6 and junction 5 of the M61 as this is not yet in place. Measures also include public transport provision, although some of the rail improvements are also only at the planned stage, requiring a modification to this part of paragraph 2. The strategy and changes brought about by the main modifications have a consequential effect on Figure 4.6.
114. For the reasons set out earlier, the references to the number of new homes and amount of employment floorspace in the corridor need to be updated and

moved from the policy to the reasoned justification. As noted elsewhere, HS2 is no longer being delivered in this area and as drafted the reasoned justification makes a reference to the effect of HS2 on journey times. A modification will however be necessary to reflect the change in circumstances and delete the reference.

115. The final paragraph of policy JP-Strat8 refers to supporting the restoration of Hulton Park, and the provision of a Ryder Cup standard golf course and associated leisure and tourism facilities, and the development of land at Royal Bolton Hospital, including a health village. Given the nature and scale of these sites, these have a role to play in the wider conurbation, as well as in the economy of the area, and their inclusion in the policy is justified. However, the wording of the fifth paragraph relating to what development is intended for land at Royal Bolton Hospital is not in line with the emerging proposals for a health innovation cluster. Clarification is also needed in the reasoned justification that land for further development at this site would need to be brought forward through local plans and modifications to the policy and reasoned justification are needed to ensure the policy is effective [MM4.22, MM4.23 and MM4.24]. These modifications will ensure the policy is effective and justified.

### **Policies JP-Strat9 to JP-Strat11 - Sustaining Southern Competitiveness**

116. Policy JP-Strat9 refers to the southern areas, which is made up of Manchester and Trafford. Policies JP-Strat10 and JP-Strat11 refer to two specific areas of anticipated investment and growth.

#### **Policy JP-Strat9 Southern Areas**

117. Policy JP-Strat9 aims to protect and enhance the competitiveness of the southern areas. In this regard, it identifies Altrincham, Trafford's main town centre and Manchester Airport as being particularly important locations for investment. Notwithstanding the objective of prioritising the re-use of brownfield land, the policy also acknowledges the need to release land in the Green Belt.
118. The policy is broadly consistent with the spatial strategy. However, several modifications are needed. The reference to "prioritising the re-use of brownfield land" in both policy and reasoned justification needs to be replaced by "making as much use as possible of suitable previously developed land" so that it is unambiguous and consistent with NPPF 119. For effectiveness, an amendment is needed to clarify that the allocations referred to in the policy are all of the relevant sites included in chapter 11 of the Plan and to avoid ambiguity about whether further changes to the Green Belt are being proposed [MM4.25].
119. Generic references to design quality, infrastructure provision, protecting and enhancing the natural and historic environment, the mix of housing types, transport infrastructure connectivity and local character need to be deleted to avoid inconsistency with more detailed thematic and allocation policies [MM4.25].

120. The reasoned justification for the policy refers to the opportunities that HS2 would have created. The cancellation of HS2 does not have any effect on the interpretation or implementation of the policy, which seeks to protect and enhance competitiveness. There is no reason why this objective would have changed because of the Government's cancellation of the project. As referred to elsewhere, it is also intended for further investment in rail to be made despite the recent announcement that should also bring associated social, economic and environmental benefits. Nevertheless, to be justified, modifications to reflect the factual change are necessary [MM4.33, MM4.34].

### **Policy JP-Strat10 Manchester Airport**

121. The intention of policy JP-Strat10 is to seek to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and the surrounding locality. The economic importance of the airport to the region is acknowledged. In supporting this growth, the policy identifies a range of existing schemes and projects. Other than the allocations, the Plan does not identify any new specific proposals for growth at the airport or surrounding area, including any specific targets for passenger numbers.

122. There is nothing unsound in the Plan establishing the principle of growth in this location. Any specific environmental implications of individual proposals relating to this growth would still need to be assessed against specific policies in the development plan. The policy would not override such considerations. It should also be noted that there is capacity for passenger growth at the airport without any additional development and thus, in some respects, the policy is merely reflecting the reality that growth in passenger numbers is likely with or without the Plan in place.

123. The policy refers to Manchester Airport Group's Corporate Social Responsibility Strategy. As submitted, development that is "in line" with this policy would be supported. This effectively elevates the Corporate Social Responsibility Strategy to the status of development plan policy, which is not justified as this document has not been subject to formal examination and does not form part of the development plan. In any event, the requirements of the Corporate Social Responsibility Strategy are all properly addressed by other policies in the Plan. Reference to the Corporate Social Responsibility Strategy should therefore be deleted from the policy and reasoned justification [MM4.26, MM4.27].

124. We do not believe that the changes relating to the HS2 project have any material impact on the overall strategy or aims of this policy. The policy establishes no targets for growth, either in terms of passengers or development and thus the cancellation of HS2 has no effect in this regard. There is also still an expectation of growth at and around the airport and it remains highly likely that there will be public transport improvements in its vicinity. In this regard, it is noted that parts B and 5 of the policy already refer to Northern Powerhouse Rail and thus the strategy for this area was already predicated on its delivery. The

policy also refers to a range of other factors which are unrelated to HS2, further illustrating that the strategy is not dependent on this project.

125. There are references to HS2 within the policy which, in effect, are statements of fact or relate to allocations. The policy itself does not seek to propose any development associated with the project, rather it merely seeks to highlight the potential benefits that may have existed.
126. For effectiveness and to ensure clarity, the policy would also benefit from cross referencing the relevant allocation policies in criteria 1-4. These references should also be updated to reflect the change in the plan period. The policy and Figure 4.7 should also be updated to remove reference to JPA10 – Global Logistics, as this is to be deleted from the Plan, and changes relating to HS2 [MM4.26, MM4.27, MM4.28].

### **Policy JP-Strat11 New Carrington**

127. Policy JP-Strat11 seeks to establish the principle of development at New Carrington. This area represents the largest proposed development in the Plan, both in terms of area and number of new dwellings. The development will also deliver a substantial amount of new employment floorspace.
128. The New Carrington site is challenging. It contains a mix of greenfield and previously developed land, the latter of which also contains areas of likely contamination, and constraints associated with the existing and previous uses. A large proportion of the area is also currently Green Belt and within the 'Carrington Moss' area of deep peaty soils. We deal with these issues in more detail in relation to Policy JPA33.
129. The purpose of this policy is to set the New Carrington site within the wider spatial strategy of the Plan. As set out below, with suitable mitigation in place we consider the benefits associated with the delivery of New Carrington would outweigh any potential harm. On this basis, it will make a substantial contribution to meeting Trafford's housing and employment needs which, in turn, will contribute to the strategy of maintaining the competitiveness of the southern areas.
130. Nevertheless, to be effective the policy should be updated to be clear about the full scale of development expected on the site. It is misleading for this strategic policy to only identify what might be expected during the plan period. The figure of 4,300 dwellings is also not based on any particular justification and was not seen as a limit. Removing this figure would have no impact on delivery. Indeed, it would remove any suggested limit on what could be bought forward during the plan period, thus providing comfort to developers [MM4.29].
131. References to good quality design and green infrastructure should also be deleted as they do not reflect the full range of expectations as set out in Policy JPA33 or thematic policies. Removing these references will reduce scope for inconsistency and confusion and are necessary for effectiveness. Figure 4.8



also needs to be modified to reflect the changes to JPA33, particularly in relation to transport measures [MM4.30].

## Conclusion

132. Subject to the main modifications described above, we are satisfied that policies JP-Strat1 to JP-Strat11 represent an appropriate spatial strategy, taking into account reasonable alternatives, based on proportionate evidence.

## Issue 3 – Is the distribution of housing development set out in Table 7.2 justified and will it be effective in helping to deliver the spatial strategy?

### Introduction

133. In accordance with national policy and guidance relating to local housing need and joint plans<sup>31</sup>, policy JP-H1 and Table 7.2 distribute the total minimum housing requirement of 164,881 net additional dwellings between 2021 and 2037 (average 10,305 per year) between the nine local planning authorities that make up the plan area.

### Determining the housing distribution proposed in the Plan

134. The reasoned justification<sup>32</sup> for the distribution of new homes proposed in Table 7.2 of the Plan refers to projected demographic changes; inequalities between northern and southern areas; regeneration; economic success; access to public transport, employment and leisure opportunities; and the availability of suitable sites. The proposed distribution was primarily influenced by the existing (non Green Belt) land supply and the Plan's vision, objectives and overall spatial strategy which seek to achieve inclusive growth, rather than allow past trends to continue unchecked<sup>33</sup>. Thus, whilst market signals were taken into account as required by national policy<sup>34</sup>, these were given less weight than the two primary influences referred to.

135. The proposed distribution of new homes is based on planning judgement. A number of principles were used to help guide that judgement, including that all districts aim to meet at least 70% of their local housing need; no single district should exceed its local housing need by more than 125%; the northern districts should collectively meet around 100% of their local housing need; and the southern districts should collectively meet a significant amount of their local housing need. Therefore, whilst the numbers in Table 7.2 were not determined by a mathematical formula, numerical parameters were used intended to ensure that the proposed distribution of new homes between the nine authorities reflect

<sup>31</sup> PPG ID: 2a-013-20201216.

<sup>32</sup> Plan paragraphs 7.14 and 7.15.

<sup>33</sup> Plan paragraph 4.19.

<sup>34</sup> NPPF 31.

and deliver the Plan's vision, objectives and spatial strategy whilst minimising the loss of Green Belt.

136. We are, therefore, satisfied that the proposed distribution of new homes between the nine local planning authorities set out in Table 7.2 was determined on a rational basis having regard to relevant considerations.

137. We turn now to consider how the proposed distribution of new homes actually relates to the Plan's spatial strategy.

### **Housing distribution and spatial strategy**

138. As already discussed, the overall spatial strategy aims to achieve core growth and inner area regeneration in the parts of Manchester, Salford and Trafford in and around the city centre; sustain the competitiveness of the southern areas comprising south Manchester and most of Trafford; and boost the competitiveness of the northern areas comprising Bolton, Bury, Oldham, Rochdale, west Salford, Tameside and Wigan. We now consider whether the minimum housing requirement figures for each district in Table 7.2 will help to achieve those objectives.

#### **Core, Inner and Southern Areas**

139. The minimum requirement figures for Manchester, Salford and Trafford collectively amount to 6,313 homes per year which is slightly above total local housing need for those three areas calculated using the standard method, and significantly greater than completions over the last 20 years (4,383 homes per year<sup>35</sup>). Whilst Trafford's figure (average 1,122 per year) is around 20% below local housing need, it is significantly above past completions in the district which averaged 501 per year between 2001 and 2021.

140. The minimum housing requirement figures for Manchester, Salford and Trafford should therefore, when applied in accordance with relevant policies in the Plan, help to facilitate core growth and inner area regeneration, and sustain southern competitiveness. Specifically, the figures are consistent with policies JP-Strat1, JP-Strat5 and JP-Strat9 which respectively, amongst other things, aim for a significant increase in the number and range of new homes in the core growth area; high levels of new development in the inner areas; and an increase in the mix, type, quality and range of residential offer of the southern areas.

#### **Northern Areas**

141. The sum total of the minimum requirement figures for Bolton, Bury, Oldham, Rochdale, Tameside and Wigan (3,992 homes per year) is just under (therefore "around") 100% of those districts' collective local housing need. However, it is

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<sup>35</sup> GMCA11 Table AP7.1.

significantly greater (+25%) than past completions in those districts taken as a whole which averaged around 3,199 per year between 2001 and 2021<sup>36</sup>.

142. The requirement figure for Wigan (972 homes per year) is slightly lower than completions over the last 20 years (1,041 homes per year), and the figures for Bury and Tameside are both 25% below their local housing need figures. However, we are satisfied that collectively the minimum housing requirements for those six districts will help to boost northern competitiveness by facilitating the diversification of the residential offer and supporting inclusive growth in accordance with policy JP-Strat6, and by significantly increasing the number of new homes compared to provision over the last 20 years in this part of the city region. Furthermore, the two allocations in Salford that we consider to be sound have capacity for a total of 700 homes<sup>37</sup> in the western part of that district meaning that they will also contribute towards diversifying the housing offer in the northern areas.

## Conclusion

143. We are therefore satisfied that, subject to our recommended modifications relating to the plan period, the distribution of housing development set out in Table 7.2 is justified and will be effective in helping to deliver the spatial strategy.

## Issue 4 – Is there a strategic justification for removing land from the Green Belt to allocate sites for development?

### Introduction

144. The Greater Manchester Green Belt was originally designated in full in 1984 and was subsequently subject to a series of minor changes through individual districts' local plans. Almost half of the Plan area is currently designated Green Belt in adopted local plans.

145. The Plan proposes to remove a total of 2,430 hectares from the Green Belt to facilitate the allocation of the sites proposed in chapter 11<sup>38</sup>. All but 4 of the 38 allocations in the Plan are currently wholly or partially in the Green Belt.

146. National policy advises that the essential characteristics of Green Belts are their openness and their permanence. Therefore, once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of plans.

147. This issue is concerned with the strategic reasons why the Plan removes land from the Green Belt. We will consider site specific issues related to each

<sup>36</sup> GMCA11 Table AP7.1.

<sup>37</sup> JPA26 400 homes and JPA27 300 homes.

<sup>38</sup> GMCA response to PQ31 [GMCA3.1].

allocation, including the impacts on Green Belt purposes, the proposed Green Belt boundaries and proposals for compensatory improvements to remaining Green Belt, later in this report. We will then reach conclusions on whether there are exceptional circumstances to justify removing each of the sites from the Green Belt following all of those considerations.

### **Accommodating development on non-Green Belt land**

148. The main strategic issue in the consideration of whether there are exceptional circumstances for removing land from the Green Belt is whether it can be demonstrated that all other reasonable options for meeting the identified need for development have been examined fully. We consider the potential capacity of the existing land supply that is not in the Green Belt for accommodating housing and employment development shortly. However, before that, there are a number of other matters that we need to address in accordance with national policy<sup>39</sup>.

### **Making use of suitable brownfield sites and underutilised land**

149. The suitability of all brownfield and underutilised land that is not in the Green Belt was considered as part of the assessment of the existing urban land supply, safeguarded land and protected open land that we turn to below. The suitability of brownfield and underutilised land that is currently in the Green Belt was assessed through the site selection process that we consider under issue 5.

### **Optimising the density of development**

150. In considering the capacity of the existing urban land supply, higher densities were assumed in town centres and other accessible locations<sup>40</sup>. This is a matter that will need to be looked at further in detail by individual local planning authorities through future housing land availability assessments and during the preparation of local plans. We are satisfied that the approach taken was proportionate and adequate for the purposes of informing the preparation of this Plan.

### **Safeguarded land and protected open land**

151. There is a total of approximately 2,500 hectares on around 100 areas that are designated as safeguarded land or protected open land in adopted local plans<sup>41</sup>. If the relevant local plan policy relating to those designations allows development of the land within the current plan period, and it is considered appropriate in principle for development, it has been included within the existing land supply (around 900 hectares). However, where a site is considered

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<sup>39</sup> NPPF 141.

<sup>40</sup> Plan paragraph 1.41.

<sup>41</sup> GMCA3.1 response to PQ34.

suitable but development would be contrary to an adopted local plan policy, it is included as an allocation in the Plan (five allocations). All other safeguarded land or protected open land has either been developed or has been assessed and considered unsuitable for development at the current time. Some of that land has been added to the Green Belt in the Plan; that is considered later in this report (issue 52).

152. We are therefore satisfied that all reasonable opportunities for meeting the need for housing and industrial and warehousing development on existing safeguarded land and protected open land has been fully examined.

### **Neighbouring authorities**

153. During the preparation of the Plan neighbouring authorities outside Greater Manchester responsible for local plan preparation were asked if they could accommodate any of Greater Manchester's housing or employment development needs. The responses indicate that no neighbouring authority could accommodate such development, and that a number of neighbouring authorities have either released or are proposing Green Belt release to accommodate their own growth requirements<sup>42</sup>. There is no substantive evidence to indicate that any of the development proposed in the Plan could be accommodated outside Greater Manchester.

### **Meeting the need for additional industrial and warehouse floorspace**

154. The submitted Plan identifies an existing industrial and warehousing land supply, without allocations, of just over 1,900,000 sqm between 2021 and 2037. The updated supply figures suggest this would be around 2,074,000 sqm between 2022 and 2039. This is in comparison to the modified requirement in policy JP-J4 of 3,538,000 sqm. There is therefore a quantitative shortfall in supply which the Green Belt allocations will help to meet. With allocations, the overall quantitative supply in the Plan is around 4,075,000 sqm expected during the plan period. This provides a buffer of around 15%. The requirement for industrial and warehousing floorspace already includes a margin of around 31% to provide flexibility and mitigation for any uncertainties. Accordingly, the overall supply, including Green Belt allocations, is substantially higher than the base take-up rates. A number of the allocations are also expected to deliver additional employment land after the end of the plan period.

155. However, much of the demand for floorspace is in the logistics sector. While innovations may be happening in how warehouses are delivered, the reality is that such uses often require substantial amounts of land. It would therefore be unrealistic to consider that this demand could be met entirely within previously developed land or from the existing land supply. This is not only in quantitative terms but also qualitative, where sites in the existing supply may not meet the

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<sup>42</sup> SD7 paragraphs 10.14 and 11.14.

specific requirements of the operators either in terms of space, configuration, quality or accessibility.

156. Evidence<sup>43</sup> was put to us which suggested there were only 8 sites in the existing supply that were capable of delivering development of 50,000 sqm or over, that only 13 sites would be able to accommodate development of between 20,000 to 50,000 sqm, with the remaining 225 sites able to deliver schemes of less than 20,000 sqm, with around 91 of these being less than 1,000 sqm. We have no persuasive evidence which contradicts this assessment. While it is recognised that smaller sites will still be valuable in delivering economic growth, including those in the existing urban areas, there is a clear mismatch between the existing supply and the qualitative needs of some sectors of the economy. Much of this existing supply is also not in locations with good access to the strategic road network or other transport infrastructure, which would make it unsuitable for logistics use.
157. Meeting a significant proportion of the need for new floorspace in the northern areas, particularly the North East Growth and Wigan and Bolton corridors, which accounts for around 1,500,000 sqm of allocated floorspace, is also consistent with the strategy of boosting northern competitiveness. This could not be achieved without strategic allocations in the Green Belt.
158. There are Green Belt sites, such as JPA30 Ashton Moss West, where the policy does not include scope for logistics, or JPA33 New Carrington, where the scale of individual units might be constrained. These sites will still help to meet the quantitative and qualitative needs of those specific districts and provide some variety and flexibility into the supply, thus helping to meet the needs that still exist for smaller units and other forms of business activity.
159. The submitted Plan identifies an existing office floorspace supply of 3,275,000 sqm<sup>44</sup> between 2021 and 2037. The updated supply figure suggests this would be around 2,815,000 sqm for the 2022 to 2039 period. This compares to an updated requirement of 2,019,000 sqm. However, the only sites identified in the Plan with a specific significant office requirement are located at Medipark (JPA3.1) and Timperley Wedge (JPA3.2). While there is no clear quantitative need for additional office space in the Green Belt, these sites will also provide additional choice and are well related to existing growth hubs, including the airport. These provide specific locational advantages that cannot be provided elsewhere in the existing potential supply. This will bolster existing economic activity, thus helping to sustain southern competitiveness. Timperley Wedge also allows for the delivery of new homes. Delivering new housing in proximity to employment of all types provides significant sustainability advantages, consistent with NPPF 105, that add to the justification for Green Belt release.

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<sup>43</sup> Examination Document M4.27

<sup>44</sup> Plan Table 6.1

160. In this context, we conclude that for both quantitative and qualitative reasons the removal of allocated land from the Green Belt to meet future economic needs in the broad locations proposed is justified in strategic terms as all other reasonable options for meeting the identified need for development have been fully examined. We will consider the specific implications of individual sites later in the report.

### Meeting the need for housing development

161. The submitted Plan identifies an existing land supply (without allocations in the Plan) sufficient to accommodate just over 170,000 new homes between 2021 and 2037<sup>45</sup>. The supply is based on strategic housing land availability assessments carried out by each of the nine authorities<sup>46</sup> in accordance with national guidance<sup>47</sup>. It is not necessary for us to consider the detailed content of those assessments (or their subsequent updates) as that will be a matter for individual local plans. However, in principle, we consider such assessments to be relevant, adequate and proportionate evidence for the purpose of informing the Plan's spatial strategy and considering at a strategic level whether exceptional circumstances exist to justify altering Green Belt boundaries in the context of national policy. The assumed existing supply of just over 170,000 compares to the requirement in policy JP-H1 to deliver at least 164,880 net additional dwellings between 2021 and 2037.

162. Therefore, in purely quantitative terms, there is more than sufficient land within the existing urban areas to meet identified housing requirements based on the figures in the submitted Plan without releasing land from the Green Belt. However, the distribution of that existing supply would not allow local housing needs to be met in all districts, particularly in Bury, Tameside and Trafford<sup>48</sup>, or the spatial strategy as set out in the JP-Strat policies and Table 7.2 to be achieved. Furthermore, the location and nature of the existing supply (80% of which is brownfield, much within central urban areas) means that there are significant uncertainties about when some of it will be available and capable of being viably developed. Less than 70% of the existing supply may be viable, even on the basis of 100% market housing<sup>49</sup>. Finally, the total existing supply identified for 2021 to 2037 exceeds the minimum requirement by just over 5,500 dwellings. That represents less than 4%, providing limited flexibility.

163. Overall, therefore, the available evidence clearly indicates that the existing land supply assumed in the submitted Plan would fail to provide opportunities for local plans to identify a sufficient supply and mix of sites, taking account of

<sup>45</sup> Plan Table 7.1 (190,752 – 20,367 = 170,385).

<sup>46</sup> Housing Topic Paper Appendix A [06.01.03].

<sup>47</sup> PPG ID:3 (2019).

<sup>48</sup> The existing housing land supply figures in Table 7.1 of the submitted Plan for Bury, Tameside and Trafford are 41%, 64% and 72% of local housing need respectively.

<sup>49</sup> Strategic Viability Assessment Stage 1 Report Addendum: Table 5.1 [03.01.02].

availability, suitability and viability, to ensure that the need for new market and affordable homes is met in accordance with the spatial strategy.

164. The updated figures for the existing housing land supply provided during the examination indicate capacity for nearly 179,000 homes for the modified plan period 2022 to 2039<sup>50</sup>. This compares to a minimum requirement of 175,185 additional homes for that period; in other words a surplus of fewer than 3,600 homes or around 2%. The modification to the plan period required to ensure consistency with national policy therefore reinforces the need to remove land from the Green Belt to ensure that housing needs can be met.
165. The allocations in the Plan would mean that there would be an overall total supply surplus of just under 26,000 dwellings compared to the minimum requirement for 2021 to 2037 in the submitted Plan<sup>51</sup>. This represents a flexibility allowance of around 16% for the Plan area as a whole. Based on the updated supply and requirement figures for the modified plan period of 2022 to 2039, the surplus would be around 23,700 (approximately 14%)<sup>52</sup>. There is no prescribed flexibility allowance set out in national policy, and we are satisfied that a figure in the region of 15% is reasonable given the nature, location and viability of the existing supply, and the need to provide additional opportunities to deliver new market and affordable housing in accordance with the spatial strategy whilst having regard to the implications for the Green Belt.
166. Furthermore, whilst the Plan removes land from the Green Belt in both Salford and Wigan, where the existing supply exceeds local housing needs, this is part of the overall spatial strategy for the northern areas<sup>53</sup>. We deal with whether each of the allocations made in the Plan is justified later in this report but, overall, we conclude that for both quantitative and qualitative reasons the removal of land from the Green Belt to allocate sites to accommodate a total of around 18,500 new homes in the broad locations proposed is justified in strategic terms as all other reasonable options for meeting the identified need for development have been fully examined.

## Conclusion

167. We are, therefore, satisfied that there is a strategic justification for removing around 2,400 hectares of land from the Green Belt to allocate for development.

<sup>50</sup> GMCA11 Table 7.1 (198,888 – 20,122 = 178,766).

<sup>51</sup> 190,752 (Table 7.1 in submitted Plan) minus 164,881 (Table 7.2 in submitted Plan) = 25,871.

<sup>52</sup> 198,888 (Table 7.1 as modified) minus 175,185 (Table 7.2 as modified) = 23,703.

<sup>53</sup> The allocations removed from the Green Belt in Salford are in the western part of that district meaning that they are within the northern areas as defined in paragraph 4.21 of the Plan.



## **Issue 5 – Were the allocations in the Plan selected using an appropriate methodology based on adequate, relevant, up-to-date and proportionate evidence?**

### **Introduction**

168. Paragraph 11.5 in the Plan explains that having taken account of the existing supply of land for housing, offices, and industry and warehousing, some additional development sites outside the urban area are required. 38 sites are allocated in the Plan: 23 for housing, 9 for employment, and 6 for a mix of housing and employment development. Paragraph 11.6 advises that the allocations in the Plan reflect the spatial strategy set out in chapter 4 and aim to make the most of existing locations and assets whilst providing opportunities across the Plan area that help address current disparities.
169. The Site Selection Background Paper<sup>54</sup> summarises the four-stage process that was used to select the 38 allocations in the Plan. As described under issue 4 above, stage 1 assessed all safeguarded land and protected open land designated in adopted local plans. This resulted in some of the allocations in the Plan being identified.
170. Following stage 1, a call for sites was introduced before stage 2 to ensure sufficient land could be identified for both housing and employment needs. This was a pragmatic approach to undertake it at that point in time.
171. Seven criteria were used at stage 2 to help identify Areas of Search based on an assessment of all potential sites. These criteria related to previously developed land and public transport accessibility; key assets (Manchester Airport and Port Salford); areas with capacity for transformational change; proximity to town centres; proximity to areas of high deprivation; opportunities for significant transport improvements; and opportunities to deliver significant local benefits by addressing a major local issue. All of the criteria are, therefore, well related to the spatial strategy and consistent with national planning policy relating to the achievement of sustainable development.
172. Five of the criteria could be geographically defined, and Areas of Search were drawn around these where call for sites fitted most readily with the spatial strategy and the criteria. A total of 115 Areas of Search were identified containing around 400 sites in 2016, and approximately 30 more sites that fell within Areas of Search were assessed following the GMSF 2019 stage<sup>55</sup>. Digital mapping data assisted in this part of the process. Sites that fell outside the Areas of Search were not considered further as they were not deemed to be reasonable alternatives for meeting the overall vision, strategy and objectives.

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<sup>54</sup> [03.04.01]

<sup>55</sup> Topic Paper [03.04.01] paragraph 6.42.

173. There are some criticisms of the criteria including, amongst other things, that thresholds for some were ambiguous or incorrect; they were missing consideration of some other aspect, such as assessing capacity in urban areas; they did not extend sufficiently widely to include sites; they failed to incorporate local knowledge on sites and their surroundings; or that a site may be suitable for housing but not for employment use. Not all of the objectives of the Plan were linked to the criteria, nor do the criteria include every single aspect relating to that topic. The thresholds for some of the criteria could have been developed based on different considerations. However, to our minds, this does not point to serious flaws in the criteria but rather a matter of judgement on what was appropriate to use in the context of the production of a Plan for a large city region.
174. The methodology does not require sites or Areas of Search to meet more than one of the seven criteria. Whilst meeting several criteria may indicate that a development in that location has the potential to deliver a wider range of benefits, there is no logical reason why development in a location meeting a single criterion could not lead to substantial benefits consistent with the spatial strategy and national policy. Furthermore, stage 2 was not the end of the selection process; all potential sites were subsequently assessed in more detail against a wider range of considerations as we describe below. We are satisfied, therefore, that the criteria-based assessment at stage 2 was reasonable.
175. Stage 3 involved an assessment of planning constraints for housing and employment sites. Constraints covered a wide range of matters such as health and wellbeing, social infrastructure, carbon emissions, ecological designations, flood risk, landscape character, heritage, Green Belt and agricultural land. The methodology ensured that compatibility with the Integrated Appraisal framework was incorporated at this stage. A wide range of data sources and digital mapping information contributed towards the evidence for constraints.
176. This stage also included an element of separate considerations for the different uses. For housing and mixed-use sites this was an assessment of site suitability and addressing objectives of the spatial strategy, and for employment an assessment against the strategy and objectives. If a housing or mixed-use site progressed to Stage 3 (Assessment of Sites within Areas of Search), site suitability was considered separately from constraints although there is some overlap. We deal with the implications of site selection methodology for employment allocations in the following section.
177. If sites were not considered to be appropriate at stage 3, they did not progress any further. These are set out in Appendix 7 of the Background Paper<sup>56</sup>, with an explanation of why they did not progress. These were essentially reasonable alternatives to allocation boundaries but were considered less suitable for allocation. This explanation is sufficient to understand why sites were not

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<sup>56</sup> 03.04.09

progressed. The Integrated Appraisal framework was used to help score sites and the methodology is explained in Appendix 6<sup>57</sup> of the Site Selection background paper. It also included data from sources such as Transport for Greater Manchester, the Environment Agency or reasonable proxy measurements where necessary.

178. Stage 4 was a detailed analysis of the sites that remained having been through the preceding stages. Whilst there was criticism of this part of the process being where the Green Belt harm assessments were undertaken, we consider this was an appropriate time to do this once site boundaries were known. Constraints were also re-assessed, and master planning and policy requirements were considered. Finally, sites were considered against the spatial strategy and objectives. Some sites did not progress beyond this stage and are also included in Appendix 7 of the background paper, again with an explanation sufficient to understand why.
179. Some housing and mixed-use sites that were originally within allocations in earlier versions of the Plan were now excluded by this process. However, given that these changes were made as a result of a combination of factors such as responses to consultation, new evidence and consideration against the most up to date spatial strategy, this is justified.

### **Employment allocations**

180. The broad process for employment sites mirrors that for housing. The same seven selection criteria were used. However, at stages 3 and 4, the consideration of site suitability focussed on whether the locations would support the strategy of supporting growth in the core growth area, boosting the economic competitiveness of the northern areas and sustaining the competitiveness of the southern areas.
181. Inevitably, as well as the spatial strategy, the results of the call for sites, land availability and the prevailing demand for certain types of business activity and their specific locational requirements have also had a significant influence on the selection of sites and their distribution. This has resulted in allocations in the northern areas accounting for around 80% of new allocated floorspace. This compares to an existing supply of industrial and warehouse space of 60% of the existing supply. However, when this is compared to the overall supply of employment floorspace, which includes the very large amount of potential office floorspace in Manchester, this goes down to around 30%. When considering the spatial strategy's aim of boosting northern competitiveness, there is therefore a clear logic in the distribution of industrial and warehousing floorspace toward the northern regions of the Plan area.

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<sup>57</sup> 03.04.08

## Ecology

182. Matters relating to peat are covered under main issue 6 below. NPPF paragraph 31 sets out that plans should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned.
183. The site selection methodology involved assessing planning constraints on sites which included ecology and biodiversity. This took place once the areas of search had been selected. Each site allocation topic paper provided as evidence includes information relating to ecology and biodiversity.
184. These highlight any relevant international and national designations and local sites, habitats and species likely to be affected including Local Wildlife Sites, Wetland Nature Improvement Areas, Sites of Biological Importance (SBIs) and also extensions to SBIs. References are also made to some individual key habitats and protected and notable species where relevant.
185. Paragraph 175 of the NPPF sets out amongst other things that plans should allocate land with the least environmental or amenity value, where consistent with other policies in the Framework. None of the allocated sites contain international or national designations for biodiversity. However, some sites do contain designations of local importance for biodiversity, and many include or support priority habitats and species. We consider the implications of this further in Issue 6.
186. Information has been provided to the GMCA by the Greater Manchester Ecology Unit and supplemented by that provided by developers/site promoters to inform whether a site would be suitable for allocation. Some sites have a Preliminary Ecological Appraisal, produced by the Greater Manchester Ecology Unit. These can be produced to inform site allocations at the plan making stage as suggested by guidance produced by the Chartered Institute of Ecology and Environmental Management<sup>58</sup>. Evidence was submitted with the Plan for most of the sites with either a Preliminary Ecological Appraisal or other information, which is additional to the ecology sections in individual topic papers.
187. As part of the examination there has been significant criticism of the evidence provided by developers and the Greater Manchester Ecology Unit including in relation to some of the Preliminary Ecological Appraisals produced by the Unit. However, Greater Manchester Ecology Unit host the Local Biological Records Centre with access to a very wide range of habitat and species data for the Greater Manchester area, including that provided by local ecologists and residents groups on an on-going basis. The Greater Manchester Ecology Unit have been involved in discussions on the potential site allocations for some years and we consider they have sufficient expertise and knowledge to support proper consideration of ecology and biodiversity for the site allocations in the

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<sup>58</sup> Guidelines for Preliminary Ecological Appraisals, Second Edition 2017, CIEEM

Plan. It was not unreasonable for the GMCA to also take account of evidence provided by developers/site promoters.

188. Data on species and habitats can change and is being provided to the unit on a regular basis and information has been provided to the examination by local residents and ecologists, but in the context of the time scale taken in producing the Plan and timing of the submission of the Plan, the evidence at the point of submission is up-to date.
189. There are no outstanding objections to individual allocations on general ecological matters from the Greater Manchester Ecology Unit or Natural England. Alternative approaches including looking at ecology first before anything else in the site selection methodology have been suggested. Nevertheless, the GMCA method of looking at planning constraints after the areas of search stage was undertaken consistently for sites and to our minds the stage at which they were addressed is not unreasonable. We are satisfied with the approach to considering ecology and biodiversity of the sites in relation to the site selection methodology and subsequent allocations in the Plan is based on relevant and up-to date evidence in the context of the plan making process. It is proportionate and it is adequate given the strategic nature of the Plan.

## Conclusion

190. Although there are many ways that potential sites could be assessed and allocations chosen, this does not necessarily render the process chosen invalid or unsound. Overall, we are satisfied that, in the context of the complexities associated with a joint plan for such a large area covering nine districts and the extremely large number of potential sites that had to be considered, the approach was proportionate and adequate as it used a consistent, systematic and evidence-based methodology. Furthermore, subject to our main modifications, we conclude that all but two of the allocations chosen are sound, and collectively they make a significant contribution to delivering the Plan's spatial strategy.
191. We therefore conclude on this issue that the allocations in the Plan were selected using an appropriate methodology based on adequate, relevant, up-to-date and proportionate evidence.

## **Issue 6 – General issues relevant to allocation policies JPA1.1 to JPA37**

### **Introduction**

192. Policies JPA1.1 to JPA37 relate to the 38 sites outside the existing urban areas that are allocated in the Plan for development. All but 4 of the sites<sup>59</sup> involve the removal of land from the Green Belt. 23 are allocated for housing, 9 for employment, and 6 for a mix of housing and employment development. The allocations are listed in Table 11.1 in the Plan, defined on the Policies Map, and each is subject to a policy in chapter 11 which sets out the development proposed and various requirements to be met.

193. We have already concluded that the spatial strategy described in chapter 4 of the Plan is an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence including about the amount of housing and employment development needed during the plan period. Furthermore, we have also concluded that the removal of around 2,400 hectares of land from the Green Belt to meet the identified need for development in locations that accord with the spatial strategy is, in principle, justified for quantitative and qualitative reasons. Finally, for the reasons set out above, we are satisfied that the methodology used to identify suitable and available development sites, and to decide which should be included as allocations in the Plan, was adequate, proportionate and consistent with national policy.

194. However, before we reach a conclusion about whether each allocation in the Plan is justified, including where relevant having regard to national policy relating to Green Belt, we need to consider whether policies JPA1.1 to JPA37 would be effective in achieving sustainable development having regard to site specific issues in relation to the site's location and the impact development would have on the Green Belt and in other respects.

195. Before we look at each allocation in turn, we address a number of issues that are relevant to all or many of the sites. This is to minimise repetition throughout the subsequent sections relating to individual allocations.

### **Location and viability of the allocations**

196. Where necessary, we set out our site-specific findings about whether individual allocations are suitably located and have a reasonable prospect of being available and could be viably developed during the plan period in subsequent sections of this report.

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<sup>59</sup> JPA16 (Cowlshaw, Oldham), JPA24 (Roch Valley, Rochdale), JPA25 (Trows Farm, Rochdale) and JPA36 (Pocket Nook, Wigan).

197. However, in summary, we are satisfied that each of the sites removed from the Green Belt meets at least one of the site selection criteria and that the type of development proposed in the particular location would be in accordance with the spatial strategy and help to deliver the Plan's objectives. The four other (non-Green Belt) sites are also suitably located for the development proposed.
198. The viability assessments carried out during the preparation of the Plan<sup>60</sup> were proportionate and consistent with national policy and guidance. Costs associated with meeting all relevant policy requirements and mitigations were factored in. The approach was generally precautionary, for example using a worst-case scenario for transport interventions and conservative estimates of development values, and sensitivity tests were applied.
199. The original evidence indicates that the viability of the allocations varies, with some being shown to be viable, some marginal and some unviable. Sensitivity tests indicate that viability would be significantly improved if higher sales values than assumed in the assessment were achieved. However, updated evidence indicates that the average price of new build homes in Greater Manchester has increased by around 41% since 2019 (the date of the assessment) whereas build costs have increased by around 9% over the same period<sup>61</sup>. Some of the larger allocations may benefit from public funding to assist in infrastructure delivery. Further evidence about site availability, viability and the expected timing of development is available from the promoters of most of the allocations.
200. Overall, we are satisfied that there is a reasonable prospect that each of the allocations will be available and could be viably developed during the plan period (continuing, in some cases, beyond 2039).

### **Flood risk**

201. The Plan is supported by evidence relating to flood risk, including level 1 and level 2 strategic flood risk assessments and a Flood Risk Sequential Test and Exception Test Evidence Paper<sup>62</sup>. This indicates that five of the site allocations in the Plan are each partly within flood zones 2 and/or 3. We deal with flood risk issues where relevant in subsequent sections of the report relating to relevant allocations. However, in summary, we are satisfied that the development proposed on the allocations can be accommodated on areas with the lowest risk of flooding, or where the sequential and exceptions tests have been met, consistent with national policy.

### **Green Belt issues**

202. Whilst the design and layout of development on each allocation has not been determined it is clear that the openness of each site would be significantly

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<sup>60</sup> Strategic Viability Assessment Stage 1 and Stage 2 Reports [03.01.01 to 03.01.04].

<sup>61</sup> Market Changes in House Prices and Costs, November 2022 [OD5.3 Appendix B].

<sup>62</sup> 04.02.01 to 04.02.20.

reduced as a result of the proposals in the Plan. The role that each allocation serves in checking the unrestricted sprawl of large built-up areas, safeguarding the countryside from encroachment, preventing neighbouring towns merging into one another and preserving the setting and special character of historic towns, along with the impact that the proposed development would have on those Green Belt purposes<sup>63</sup>, was assessed during the preparation of the Plan in a consistent and systematic manner<sup>64</sup>.

203. The potential impact of removing any particular site from the Green Belt on urban regeneration is difficult to assess<sup>65</sup>. Various policies in the Plan aim to make as much use as possible of previously developed land, and this will be taken forward through individual local plans and planning decisions. Part of the justification for removing many of the allocations from the Green Belt is that, because of their location and/or scale, they provide opportunities for different types of development to that which could be attracted to urban brownfield sites. Overall, we are satisfied that the development proposed on the 38 allocations in the Plan would not have any significant impact on urban regeneration, and that the assessment of the impact on Green Belt purposes represents adequate and proportionate evidence.
204. That evidence indicates that development on each allocation would cause harm to one or more Green Belt purpose, and that the overall harm in each case would vary from low to very high. Whilst the assessments are judgement-based, we are satisfied that the approach taken was informed and consistent. Unless otherwise specified below in relation to a particular site, we agree with the level of harm to Green Belt purposes identified.
205. Currently, around 47% of the plan area is designated as Green Belt. The proposals in the Plan would reduce this to around 45%<sup>66</sup>. Whilst localised impacts on Green Belt purposes would vary from low to very high, overall the remaining Green Belt would continue to play an important strategic role both within the plan area and in relation to surrounding settlements outside the city region.
206. In many cases, the proposed Green Belt boundaries around the allocations are clearly defined by physical features that are readily recognisable and likely to be permanent as required by national policy<sup>67</sup>. However, the boundaries to some sites need to be defined or strengthened in certain places to ensure that this is so. Generally, this can be achieved by appropriate layout and landscaping of development, although in some cases it may take many years to be fully achieved. Due to the nature and location of the allocations, provided that the

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<sup>63</sup> NPPF 138.

<sup>64</sup> Stage 1 and stage 2 Green Belt studies 2016 to 2021 [07.01.04, 07.01.05, 07.01.07 to 07.01.10 and 07.01.22 and 07.01.23].

<sup>65</sup> Stage 1 Green Belt study 2016 paragraphs 3.57 to 3.61 [07.01.04].

<sup>66</sup> Plan paragraph 1.51.

<sup>67</sup> NPPF 143.



Green Belt boundaries around them are clearly defined, there is nothing to indicate that those particular boundaries will need to be altered again (although we recognise that individual local plans may in the future consider changes to Green Belt elsewhere as that is allowed for in national policy).

207. An assessment of potential opportunities to achieve compensatory improvements on remaining Green Belt land within 2km of every allocation was carried out during the preparation of the Plan<sup>68</sup>. Those opportunities relate to walking and cycling routes; recreation facilities; biodiversity and wildlife corridors; and landscape and visual amenity. Compensatory improvements will be required for allocations in the Plan where development would involve the removal of land from the Green Belt.

### **General issues associated with the development requirements set out in policies JPA1.1 to JPA37**

208. We will deal with specific requirements in each allocation policy in subsequent sections of this report. However, we firstly deal with some issues relevant to the soundness of many or most of the allocation policies.

#### **Avoiding ambiguity and inconsistency**

209. Modifications are required to parts of the allocation policies to ensure that they are clearly written and unambiguous, for example by identifying specific features on or close to the site that requirements relate to. Modifications are also needed to achieve succinctness<sup>69</sup> and avoid inconsistency or ambiguity, for example by deleting parts that attempt to summarise more lengthy thematic policies in the Plan but do not add any site-specific requirements. Examples of the latter are parts of policies referring to open space, sport and recreation facilities; public rights of way; self-build housing; community facilities; good design; air and noise pollution; drainage; and flood risk where these do not refer to anything specific to the site in question.

210. These modifications do not serve to weaken the requirements of the policies. The Plan must be read as a whole, and all relevant thematic policies will remain relevant to the consideration of any planning application. The issues these criteria were seeking to address will still have to be dealt with by any planning application.

211. In some instances, where there are site specific issues relating to such matters, the policies need to be modified to ensure they are unambiguous and consistent with the relevant thematic policy. This includes providing a cross-reference to the relevant thematic policy.

#### **Amount of development expected in the plan period**

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<sup>68</sup> 07.01.12 to 07.01.21

<sup>69</sup> NPPF 15.

212. Development on some of the larger allocations is expected to continue after the end of the plan period, and the relevant policies indicate where this is so by reference to the relevant amount of homes or floorspace. Modifications are required to those references as a result of the extension to the plan period that we recommend earlier in this report, and to move them to the reasoned justification as they are not intended to control the timing of development or set out any other policy requirement.
213. To ensure effectiveness, a further main modification is required to paragraph 11.12 to clarify that the figures for the number of new homes and/or employment floorspace in the allocation policies are indicative only. This is because the amounts of development will be determined through the masterplanning and planning application processes, and because the policies are not intended to prevent the completion of any of the proposed developments during the plan period [MM11.1].

### **Masterplans, design codes, and phasing and delivery strategies**

214. Many allocation policies require a comprehensive masterplan and design code to be submitted and/or agreed by the local planning authority. Modifications are needed to ensure an unambiguous and consistent approach in this regard, and also to clarify whether an infrastructure phasing and delivery strategy will be required for the particular site in accordance with policy JP-D1.
215. Several allocations also refer to the potential production of supplementary planning documents. However, there is no definitive commitment or timetable by any of the Councils to produce such documents and so any reference to them is not justified or effective and are removed.

### **Affordable homes**

216. Some allocation policies include a specific requirement relating to the provision of affordable homes. To avoid ambiguity, policies that are silent on that issue need to be modified to clarify what is required, for example by reference to providing affordable homes in accordance with relevant local plan policies.

### **School places**

217. The delivery of additional homes is likely to require additional school places, either in the form of new schools or expansion of existing facilities. Even where there may be existing school capacity issues, there is no substantive evidence which suggests these cannot be satisfactorily mitigated or that this would render development unviable. Most of the allocation policies need modifying to ensure the requirement relating to school provision on or off the site is clear, refers to policy JP-P5, and is consistent with national policy relation to planning obligations.

## Agricultural Land

218. A number of allocations contain land classed as the best and most versatile agricultural land. NPPF footnote 58 states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality should be preferred to those of a higher quality. We have had regard to the effect on agricultural land provision. However, we also recognise that there is a significant need for new housing and employment development in the area and meeting those needs in otherwise appropriate locations means there will be tensions between different land uses and policies. The NPPF provides no blanket protection for this type of land and there is no substantive evidence that the effects from individual sites or the Plan would have an unacceptable effect on agricultural production. We have therefore concluded that the benefits of development would outweigh any impacts on best and most versatile agricultural land.

## Transport infrastructure

219. All of the allocation policies refer to the provision of and/or improvement to transport infrastructure either on- or off-site. Some references are specific in nature, whereas others are generic or thematic. There are inconsistencies both between the approaches taken in relation to different allocations, and with the references to transport infrastructure provision and improvement in JP-Strat policies. The policies therefore need to be modified to ensure the requirements are clear and justified, based on the transport assessments carried out to inform the preparation of the Plan which represent proportionate and adequate evidence<sup>70</sup>.

220. Those transport assessments identify interventions that may be required to ensure that the residual cumulative impacts on the road network associated with the allocations in the Plan (along with other development proposed in the plan period) would not be severe. We recommend later in this report a modification to ensure that policy JP-C7 sets out a clear approach for site specific transport assessments, having regard to that evidence. The approach would firstly consider interventions to maximise opportunities for sustainable travel and then, if necessary, determine which of the identified highway improvements are required. We also recommend the inclusion of an additional Appendix D in the Plan that lists all of the potential transport interventions for each allocation identified in the supporting evidence [MM10.14].

221. Therefore, to be effective and justified, the allocation policies need to be modified to require the provision of new and improved sustainable transport and highways infrastructure having regard to the indicative interventions set out in Appendix D in accordance with policy JP-C7. Some allocation policies also need to be modified to include reference to site-specific interventions where

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<sup>70</sup> Transport Locality Assessments 2020 and 2021 [09.01.07 to 09.01.28], and Strategic Road Network reports 2022 [OD5 to OD5.2].

these are known to be necessary at this stage, for example providing access from a particular road or improving walking and cycling routes to specified locations.

222. Subject to our recommended main modifications relating to policy JP-C7 and each of the allocation policies, we are satisfied that opportunities to promote walking, cycling and public transport will be promoted; each allocation can be provided with safe and suitable access; the development proposed in the Plan will not have an unacceptable impact on highway safety; and that the residual cumulative impacts on the road network will not be severe.

### **Green Belt boundaries**

223. For the reasons set out above, where necessary, allocation policies need to be modified to require Green Belt boundaries (in specified locations) to be created or strengthened so that they will be clearly defined by physical features that are readily recognisable and likely to be permanent.

### **Compensatory improvements to remaining Green Belt**

224. For the reasons set out above, the policies relating to the allocations removed from the Green Belt need to be modified to include a clear requirement to provide compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2.

### **Landscape character**

225. The nature and location of some of the allocations are such that development needs to be specifically designed to minimise visual impacts on the adjoining rural landscape. Modifications are needed to the relevant allocation policies so that they are effective in ensuring development reflects and responds to the special qualities and sensitivities of the key characteristics of the relevant character type (which are indicated on Figure 8.1 of the Plan) in accordance with policy JP-G1.

### **Biodiversity**

226. As we have already found, none of the allocations are designated as being of international or national importance for biodiversity. However, some contain areas that are designated as being of local importance for biodiversity, and many include, or support, protected or priority habitats and species. These are referred to in the policy requirements where relevant. We recommend later in this report a modification to ensure that policy JP-G9 sets out a clear approach for proposals being informed by biodiversity/ecological assessments, having regard to that evidence.
227. Any impacts on those areas, habitats and species will need to be addressed through masterplanning and planning applications in accordance with the mitigation hierarchy set out in policy JP-G9. Furthermore, all development will

need to achieve a net gain in biodiversity of no less than 10% and comply with relevant legal requirements relating to habitats and species. Modifications are required to ensure that the relevant allocation policies are effective in that regard.

### **Peat**

228. Lowland wetlands and mosslands cover substantial parts of the Plan area, particularly within Wigan, west Salford and south-west Trafford where they form part of the Great Manchester Wetlands Nature Improvement Area (NIA). There are also smaller areas elsewhere, including Unsworth Moss in Bury and Ashton Moss in Tameside.
229. The mosslands were originally typified by lowland raised bog, which supports a unique range of wildlife. Human activities, particularly from the 19<sup>th</sup> century onward, including peat extraction, agriculture, drainage, deposition of various materials, infrastructure provision and development, have left only small areas of undamaged peat deposits. Lowland raised bog is now one of Western Europe's rarest and most threatened habitats. Several restoration projects are underway within the plan area which will not only have major nature conservation benefits but could also make a considerable contribution to carbon targets by reducing a significant source of emissions and locking in additional carbon.
230. Due to their high ecological and landscape value, and their potential for making a significant contribution to helping the city region achieve its climate change ambitions, policy JP-G4 aims to protect, enhance, and restore the lowland wetlands and mosslands. Notwithstanding that overall approach, some of the allocations in the Plan contain areas of undeveloped deep peat which the Councils contend are justified due to their location and the contribution that the proposed development would make to delivering the Plan's objectives and spatial strategy.
231. In total, six allocations in the Plan<sup>71</sup> contain deep peaty soils as classified by Natural England<sup>72</sup>. On some of these allocations, it is likely that there is peat in only a small part of the site, whereas on others it is known to exist within a substantial proportion of the area. Information about the condition of the peat on each site varies, but much of it is known to have been substantially affected by the sorts of human activities described above such that it is severely degraded and emitting carbon. Notwithstanding that, there is little doubt that given sufficient resources and time it would be technically possible to restore much of the deep peaty soil within the allocations to wetland habitats such as fen and

<sup>71</sup> JPA1.1 Heywood / Pilsworth; JPA27 East of Boothstown; JPA28 North of Irlam Station; JPA29 Port Salford Extension; JPA30 Ashton Moss West; and JPA33 New Carrington.

<sup>72</sup> Natural England Deep Peaty Soils Layer (England) published July 2021.

wet woodland with some areas potentially transitioning to active bog in future decades<sup>73</sup>.

232. The Government considers peat to be one of the country's most important natural assets and is committed to addressing peat degradation and reducing the significant carbon that is emitted as a result<sup>74</sup>. The England Peat Action Plan (May 2021) includes a commitment to consider how the protection afforded to peatlands in national planning policy could be strengthened. We are also aware that Natural England have proposed that peat be protected from development as part of their consultation response to national planning policy reforms<sup>75</sup>. However, we have considered whether the allocations are sound, having regard to peat issues, in the context of NPPF 2021, particularly sections 14 and 15 relating to meeting the challenge of climate change and conserving and enhancing the natural environment.
233. The NPPF does not rule out development on land containing peat. However, it does expect plans to take a proactive approach to mitigating climate change and contribute to radical reductions in greenhouse gas emissions<sup>76</sup>. Furthermore, it expects plans to allocate land with the least environmental value, and provides strong protection for "irreplaceable habitats"<sup>77</sup>. Such habitats are defined as those that would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity<sup>78</sup>. The non-exhaustive list of irreplaceable habitats in the NPPF includes blanket bog and lowland fen, but does not refer to mosslands, lowland raised bog, or deep peaty soils.
234. However, deep peat has taken many thousands of years to form, and the particular deep peat in Greater Manchester is rare nationally due to its extent, depth, proximity to urban areas and lowland context. In principle, therefore, we agree with Natural England that deep peat that is capable of being restored with human intervention (ie that which has not been "destroyed") within the allocations can meet the NPPF definition of an irreplaceable habitat due to its age and rarity. We are aware of the definition of "degraded raised bog still capable of natural regeneration" in Annex I of the Habitats Directive, and of the definition of "irreplaceable habitat" in recently published regulations relating to biodiversity net gain requirements<sup>79</sup>. However, those definitions are specific to those pieces of legislation and they do not alter our conclusion on this matter in the context of the NPPF definition.

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<sup>73</sup> Statements of Common Ground [GMCA89 to GMCA93].

<sup>74</sup> Lowland Agricultural Peat Task Force Chair's Report: Government Response, 29 June 2023 [OD41].

<sup>75</sup> Natural England letter 10 February 2023 [OD23].

<sup>76</sup> NPPF 153 and 154.

<sup>77</sup> NPPF 175 and 180.

<sup>78</sup> NPPF Glossary.

<sup>79</sup> The Biodiversity Net Gain Requirements (Irreplaceable Habitat) Regulations 2024.

235. NPPF 180c states that development resulting in the loss or deterioration of irreplaceable habitats should be refused unless there are wholly exceptional reasons, where the public benefit would clearly outweigh the loss or deterioration of habitat<sup>80</sup>, and a suitable compensation strategy exists. Whilst that national policy specifically relates to the determination of planning applications, we consider it is relevant to apply it in our consideration of whether the allocations in the Plan are sound. This is because national policy expects the planning system to be genuinely plan-led, and for local plans to contain policies that are unambiguous. Failing to consider whether development of the allocations is capable of complying with the policy set out in NPPF 180c would not represent a plan-led approach and would create ambiguity at the planning application stage. Furthermore, the application of the policy in NPPF 180c could provide a strong reason to restrict the overall scale, type or distribution of development in the Plan in accordance with NPPF 11b meaning that it is necessary to address this issue at the plan-making stage.
236. National policy does not define what a suitable compensation strategy might include. Within its definition of irreplaceable habitats, the NPPF specifically identifies blanket bog. It stands to reason therefore that the Government is content that there are forms of compensation for effects on this type of habitat that can be acceptable in principle. There are some clear similarities in context with the habitats in question here.
237. Albeit in relation to ancient woodland and veteran trees, the PPG<sup>81</sup> states that appropriate compensation can include the restoration or improvement of other nearby woodland. We consider this to be analogous to the situation here. In circumstances where wholly exceptional reasons exist, we are satisfied that the potential to facilitate the restoration of currently degraded peatlands either within an allocation or elsewhere could, in principle, form part of a suitable compensation strategy. Whether or not such a strategy is acceptable in practice would be dependent on the detail of any planning application and the scale of harm likely to be caused. This can be assessed at the masterplanning and planning application stage of any development.
238. In coming to our conclusions on this matter, we have considered the nature and quality of the peat, and the opportunities for restoration, on each site in subsequent sections of this report. Where relevant, we have assessed the potential and likelihood of restoration taking place if the site in question were to be protected from development, but also whether the Plan's policies would be effective in securing peat restoration if the site were to be allocated as proposed. In this context, we also consider whether the development proposed on each relevant allocation would result in the loss or deterioration of an irreplaceable habitat having regard to the site-specific information we have

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<sup>80</sup> NPPF footnote 63.

<sup>81</sup> PPG ID: 8-034

about deep peaty soils in each case and, if so, whether the NPPF 180c tests would be met in principle.

### **Historic environment**

239. The Plan is supported by historic environment assessments for each district<sup>82</sup> and a Historic Environment Assessment Screening report<sup>83</sup>. Individual site allocations are also supported by evidence produced by developers on the historic environment where relevant. There are no outstanding objections to policy JP-P2 (Heritage) from Historic England. Site allocation policies include reference to the historic environment where this is a matter for consideration.
240. Where relevant, modifications are required to allocation policies to clarify that development will need to take appropriate account of relevant heritage assets and their settings in accordance with policy JP-P2, and to refer to specific designated assets that are on or close to the site.
241. Policy JP-P2 includes a requirement that proposals should be informed by the findings and recommendations of the appropriate heritage assessments in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process. Where relevant, each allocation refers to policy JP-P2. Therefore, there is no need to add specific references to the evidence base for each site as this is adequately covered in that policy. Subject to our modifications to the relevant thematic and allocation policies, the Plan will be effective in preventing unacceptable harm to heritage assets consistent with national policy and relevant legislation.

### **Minerals safeguarding areas**

242. The majority of the allocations are within a minerals safeguarding area (MSA) identified in the Greater Manchester Joint Minerals Development Plan meaning that consideration would need to be given to prior extraction of any viable mineral resources in accordance with policy 8 of that plan. There is no substantive evidence to suggest that the delivery of any site would be prejudiced by this or that they would sterilise opportunities for mineral extraction. Whether or not development would constrain potential use for mineral working can be assessed at the planning application stage. To ensure effectiveness, the relevant allocation policies need to be modified to refer to Joint Minerals Development Plan.

### **Conclusion**

243. In summary, therefore, main modifications are required to address a number of general issues associated with allocation policies JPA1.1 to JPA37. Where

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<sup>82</sup> 08.01.02-08.01.12

<sup>83</sup> 08.01.01



relevant to the site in question, these are identified in the following sections of this report.

### **Issue 7 - Is policy JPA1.1 Heywood / Pilsworth (Northern Gateway) justified and consistent with national policy, and would it be effective in achieving sustainable development?**

244. Together, allocations JPA1.1 and JPA1.2 (see below) are described as the Northern Gateway: an extensive area around M60 junction 18 that straddles the districts of Bury and Rochdale and forms part of the North East Growth Corridor referred to in policy JP-Strat7.
245. Policy JPA1.1 relates to one of the largest allocations in the Plan (641 hectares). The site is located immediately east of the M66 and north of the M62 and comprises mainly agricultural land along with equestrian uses, a golf course, playing fields, an existing industrial estate, a motorway service area, and various other buildings including two grade II listed farmhouses.
246. Around 1,200,000 sqm of industrial and warehousing floorspace, 1,200 new homes and a primary school are proposed on the site. The eastern part of the allocation (south of Heywood) has planning permission for up to 1,000 homes, 135,000 sqm of employment floorspace, community facilities and a link road from M62 junction 19 which was constructed in 2022. The remaining 200 new homes are proposed on the western part of the site with access from Castle Road, Unsworth.
247. The site meets four of the seven site selection criteria and has the potential to make a highly significant contribution to boosting northern competitiveness in accordance with policy JP-Strat6, both through facilitating a substantial amount of new economic activity and job creation as well as providing good quality market and affordable homes. It is a very large, developable site with good motorway access, close to existing industrial and warehouse developments and a large residential population in an area with significant pockets of deprivation, low skills and worklessness. Its scale and location mean that it is of regional and national significance, attractive to investors, and that it provides opportunities to improve public transport and walking and cycling infrastructure in the area. The site's significance is reflected in the fact that it forms part of the recently designated Atom Valley Mayoral Development Zone.
248. The strategic viability assessment indicates that the development expected to take place during the plan period would not be viable, mainly due to significant costs associated with transport infrastructure improvements (including to motorway junctions) that may be required. However, sensitivity tests show that if all of the proposed development is taken into account, it would be viable. A considerable amount of work has been undertaken to bring the site forward, there is evidence of strong market demand, and part of the site has planning permission. As the identified transport mitigations reflect a worst-case scenario,

actual transport infrastructure costs may be lower than assumed. Furthermore, the Mayoral Development Zone provides a mechanism to align private sector investment with public funding which is expected to be available to help meet up-front infrastructure costs if necessary. Overall, we are satisfied that there is a reasonable prospect that site could be viably developed during the plan period, continuing into the 2040s as assumed in the Plan.

249. However, the proposal would lead to the loss of a significant amount of agricultural land and the removal of 636 hectares from the Green Belt. The development would cause harm to Green Belt purposes relating to the merging of Heywood in Rochdale and Unsworth in Bury; checking the unrestricted sprawl of the large built up areas of Rochdale and Bury; and safeguarding the countryside from encroachment. Overall, the harm to the Green Belt would be very high.
250. Furthermore, such a scale of development, particularly that which is likely to include very large industrial and warehouse buildings in a prominent location, will significantly change the character and appearance of an extensive area of land. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it adjoins the Pilsworth SBI and contains priority habitats, including woodland, hedgerows, semi-improved grassland, watercourses and mossland, along with protected and priority species including invertebrates, great crested newts, reptiles, bats, farmland and wintering birds, badger, otter, brown hare and hedgehog<sup>84</sup>. Farmland, watercourses, ponds, trees, hedgerows and other habitats and features of the natural environment will be lost or otherwise affected with adverse consequences for protected species and other wildlife. The settings of two listed buildings and non-designated heritage assets will be affected. Public footpaths and bridleways that cross the site, whilst being retained, will be within an urban and industrial, rather than rural, environment which will substantially reduce their recreational value. A considerable amount of additional traffic, including heavy goods vehicles, will be generated on local roads as well as the motorway network.
251. However, subject to the modifications we describe below, we are satisfied that policy JPA1.1, applied along with relevant thematic policies in the Plan and in the Bury and Rochdale local plans, will be effective in mitigating the impacts of development to an acceptable degree. This can be achieved through the comprehensive masterplanning process which should ensure that the design, layout and landscaping of the development takes appropriate account of important features on and around the site, the visual impact on the surrounding area, and air and noise pollution from the adjoining motorways. Importantly, mitigation can also be achieved by the developers making provision for necessary physical, social and green infrastructure; improvements to the

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<sup>84</sup> Preliminary Ecological Appraisal 2020 [10.01.11], Ecological Report 2020 [10.01.03], and oral evidence from David Bentley at the hearing session on 17 January 2023.

accessibility and environmental quality of nearby Green Belt land; and applying the mitigation hierarchy and achieving biodiversity net gain of no less than 10% in accordance with policy JP-G9.

252. In order to ensure that policy JPA1.1 is effective in those and other respects, and justified, modifications are required. For the reasons set out above under issue 6, changes are needed to the requirements relating to a comprehensive masterplan, design code and infrastructure phasing and delivery strategy (all of which are particularly important for a development of such scale that will take place over many years in various phases); the amount of development expected to take place during the plan period; transport infrastructure; schools provision; green infrastructure and biodiversity; compensatory improvements to remaining Green Belt; strengthening Green Belt boundaries to the north of the site around Pilsworth Cottages, Brightly Brook, and Pilsworth Fisheries; drainage and flood risk; listed buildings and non-designated heritage assets; and safeguarding minerals.
253. The requirement relating to the provision of plots for custom- and self-build housing needs to refer to this being subject to local demand so that it is justified. Reference to providing supporting services and facilities needs to be clarified to ensure effectiveness. Part 9 needs to specify the existing recreational facilities (a playing field and golf course) that are required to be retained and enhanced or replaced in a manner consistent with national policy. Part 15 relating to a project specific HRA needs to be deleted as the most recent evidence shows that not to be necessary<sup>85</sup>. The opening paragraph should also be deleted as it summarises other parts of the policy or thematic policies using different language meaning that it creates ambiguity and potential inconsistency.
254. According to Natural England's evidence, the allocation contains three areas of deep peaty soils. Together, they make up around 11% of the total site<sup>86</sup>. One area of peat, on the eastern part of the allocation, is almost wholly within the land that is now under development. An additional criterion needs to be added to policy JPA1.1 to ensure that the two areas on the south-western part of the allocation are appropriately investigated and taken into account in the masterplanning exercise to ensure that the loss or deterioration of any restorable peat identified is avoided. This will not prevent the amount of development proposed being accommodated on the site, and will ensure consistency with NPPF 180c.
255. The economic and residential development proposed in policy JPA1.1 forms a critical element of the Plan's overall spatial strategy, in particular policies JP-Strat6 and JP-Strat7, and wider initiatives for the city region. It would deliver considerable economic and social benefits during the plan period and beyond, thereby helping to boost northern competitiveness. We agree with the

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<sup>85</sup> OD7.1 and OD7.2.

<sup>86</sup> Statement of Common Ground GMCA92.

judgement of the local planning authorities that those benefits would outweigh the very high harm that would be caused to the Green Belt and other harms as summarised above, provided that they are appropriately mitigated. We are, therefore, satisfied that there are exceptional circumstances to justify removing the site from the Green Belt and that policy JPA1.1 can be made sound by the main modifications that we recommend [**MMCB2** and **MMCB3**].

## Conclusion

256. Subject to the main modifications referred to above, we conclude that policy JPA1.1 Heywood / Pilsworth (Northern Gateway) is justified, consistent with national policy, and would be effective in achieving sustainable development.

## **Issue 8 - Is policy JPA1.2 Simister and Bowlee (Northern Gateway) justified and consistent with national policy, and would it be effective in achieving sustainable development?**

257. JPA1.2 is located between the settlements of Prestwich and Middleton and covers a total area of 96 hectares. The majority of its western boundary borders on the M60, the southern boundary abuts the edge of the village of Rhodes, and the allocation's eastern boundary wraps around the western and northern edges of Middleton. The site currently comprises agricultural land and several residential, employment and agricultural properties.

258. Approximately 1,550 homes are proposed within the allocation. Around 1,350 homes will be in Bury and a further 200 will be in Rochdale. The development is expected to start in 2024/2025 and completed in 2037.

259. The strategic viability assessment considered the allocation would be viable including accounting for affordable housing, transport and other costs, having regard to the differences between the different policy requirements for Rochdale and Bury. The development would be phased with potentially four different outlets and there is developer interest. We are satisfied that there is a reasonable prospect development could take place within the plan period.

260. The site is partly within the Green Belt. The site was split into a number of parcels for the purposes of the Green Belt assessment with harm overall to Green Belt purposes being high<sup>87</sup> including relating to urban sprawl and safeguarding the countryside from encroachment. The Green Belt boundary to the north-west of the site would need to be strengthened as it currently does not follow well defined or permanent features.

261. The allocation meets 5 of the 7 site selection criteria and is located within an area which contains pockets of deprivation. It will make a contribution to boosting northern competitiveness in accordance with policy JP-Strat6

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<sup>87</sup> JPA1.2 Simister and Bowlee (Northern Gateway) Topic Paper [10.01.55]

particularly in providing good quality market and affordable homes and with the potential for improved linkages to the employment opportunities which would be available at JPA1.1.

262. It would be a large-scale development in an area which is semi-rural and the character and setting of the small villages such as Simister (excluded from the allocation) will need to be respected. Panoramic views are available to the north and south and the undulating nature of the area is another key feature. New homes and community buildings would replace countryside causing harm to the character and appearance of the area.
263. The allocation does not contain any international or national designated sites of importance for biodiversity. Bradley Hall Farm (Streams and Flushes) SBI is located in the east part of the allocation. Watercourses, ponds, woodland, modified grassland and hedgerows would be affected by the proposal, with implications for wildlife and protected species present on the site. Heaton Park which is a Registered Park and Garden is close by, with development having the potential to affect its setting. There would be a significant amount of extra traffic generated on both the nearby motorway junctions and local roads, some of which are narrow and rural in character.
264. However, subject to our recommended modifications, we are satisfied that the potential adverse impacts arising from the proposal could be effectively mitigated to an acceptable degree both in terms of the design, layout and landscaping of development but also through developer contributions towards on and off site infrastructure provision and improvement (including sustainable transport, road improvements, additional school places and other public services) coordinated through a phasing and delivery strategy. Impacts on priority habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%.
265. For the reasons set out above under issue 6, policy JPA1.2 needs to be modified to ensure that it is sound in relation to an infrastructure phasing and delivery strategy, particularly as the site is being promoted by different developers; self-build homes; heritage assets including Heaton Park; compensatory improvements to remaining Green Belt in the vicinity of the site; Green Belt boundaries in the north west; transport infrastructure; biodiversity including Bradley Hall Farm SBI; social infrastructure; and safeguarding minerals.
266. In addition to those modifications, in relation to transport infrastructure due to the nature of Simister Lane, it is necessary to make provision for it to only have public transport access. Part of the policy relating to flood risk is not necessary as there are no named sources of flooding in the area. The allocation is shown in Picture 11.5 as being two separate sites, separated by Heywood Old Road. However, the boundary should be amended to incorporate both parts into a

single site to ensure clarity and effectiveness of the policy and as a consequence a modification is needed to Picture 11.3.

267. The new homes proposed in policy JPA1.2 will deliver significant social and economic benefits on a well-located site in accordance with the Plan's overall spatial strategy. We are satisfied that those benefits would outweigh the high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that there are exceptional circumstances to justify removing land from the Green Belt and that policy JPA1.2 can be made sound by the modifications that we recommend [**MMCB1, MMCB4, MMCB5 and MMCB6**].

## Conclusion

268. Subject to the main modifications described above, policy JPA1.2 Simister and Bowlee is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 9 - Is policy JPA2 Stakehill justified and consistent with national policy, and would it be effective in achieving sustainable development?

269. Policy JPA2 relates to a greenfield site of 202 hectares within the North East Growth Corridor referred to in policy JP-Strat7. It is located immediately south of the M62 and west of the A627(M). The A627(M) spur road and Thornham Lane run east-west through the centre of the site, and the existing Stakehill Industrial Estate adjoins the part of the allocation to the south.

270. Around 1,680 new homes and 150,000 sqm of industrial and warehousing floorspace are proposed. The reasoned justification advises that the residential development will be focussed to the north of Thornham Lane and to the south of the A627(M) spur, whilst the employment development will be located to the south and east of the existing industrial estate.

271. The Stakehill allocation meets two of the seven site selection criteria. It has the potential to generate significant additional economic activity and provide a large number of high-quality new homes, including affordable housing, due to the site's size and location adjacent to a successful industrial estate with good access to the motorway network and close to large residential populations, and areas of deprivation, in Oldham and Rochdale. The strategic viability assessment indicates that the development is likely to be viable, and there is active developer interest in both parts of the site. We are satisfied that there is a reasonable prospect that the new homes and employment floorspace will be completed during the plan period. The proposed economic and residential development would, therefore, make a significant contribution to boosting northern competitiveness in line with policies JP-Strat6 and JP-Strat7.

272. However, the proposal involves the removal of 168 hectares from the Green Belt. The development proposed in policy JPA2 would cause harm to Green Belt purposes relating to the merging of Chadderton in Oldham and Castleton in Rochdale; checking the unrestricted sprawl of the large built-up areas of Oldham and Rochdale; and safeguarding the countryside from encroachment. Overall, the harm to the Green Belt would be high.
273. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it is close to the Rochdale Canal SAC, contains priority habitats including hedgerows and ponds, and is likely to support priority species including farmland birds, badgers, bats and toads<sup>88</sup>. Farmland, trees and hedgerows would be lost or otherwise affected by the proposal, with implications for wildlife.
274. Furthermore, despite the site being largely surrounded by existing buildings and busy roads, the development would cause significant harm to the character and appearance of the area as new homes and large industrial and warehouse buildings would replace attractive, sloping agricultural fields. Development would be clearly visible from various vantage points in the surrounding area, including Tandle Hill Country Park to the east. There are numerous well used public rights of way that cross the site, meaning that its current recreational value would be largely lost. The setting of St John's Church and war memorial would be affected. A significant amount of additional traffic, including heavy goods vehicles, would be generated on existing congested roads.
275. However, subject to our recommended modifications, we are satisfied that the potential adverse impacts arising from the proposal could be effectively mitigated to an acceptable degree both in terms of the design, layout and landscaping of development but also through developer contributions towards on and off site infrastructure provision and improvement (including sustainable transport, road improvements, additional school places and other public services) coordinated through a phasing and delivery strategy. Impacts on priority habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%
276. For the reasons set out above under issue 6, policy JPA2 needs to be modified to ensure that it is sound in relation to affordable homes; an infrastructure phasing and delivery strategy, particularly as different parts of the site are being promoted by different developers; heritage assets; landscape character; compensatory improvements to remaining Green Belt, including that to be retained within the central and southern parts of the allocation; Green Belt boundaries; transport infrastructure; biodiversity; social infrastructure; and safeguarding minerals.

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<sup>88</sup> Preliminary Ecological Appraisal and Addendum 2020 [10.01.44 and 10.01.45] and Ecology Report [10.01.28].

277. In addition to those modifications, policy JPA2 part 1 needs to clarify that the “employment” floorspace is for industrial and warehouse uses with a focus on prime sectors (which are defined in policy JP-J1) without priority being given to advanced manufacturing (because such a specific requirement is not justified). Part 17 needs to state that a site-specific HRA is required in relation to the nearby Rochdale Canal. Part 18 needs to clarify that land is to be provided to allow the expansion of the existing primary school and that the residential development will also need to make financial contributions towards the provision of additional places in existing primary and secondary school places. Those modifications will ensure that the relevant parts of the policy are justified and effective.
278. The new homes and industrial and warehousing floorspace proposed in policy JPA2 will deliver significant social and economic benefits on a well-located site in accordance with the Plan’s overall spatial strategy. We are satisfied that those benefits would outweigh the high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that there are exceptional circumstances to justify removing land at Stakehill from the Green Belt and that policy JPA2 can be made sound by the modifications that we recommend [**MMCB7** and **MMCB8**].

## Conclusion

279. Subject to the main modifications described above, policy JPA2 Stakehill is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 10 - Is policy JPA3.1 Medipark justified and consistent with national policy, and would it be effective in achieving sustainable development?

280. Policy JPA3.1 relates to a site of 21.4 hectares which is allocated for about 86,000 sqm of employment floorspace. It is located on the boundary between Manchester and Trafford and forms a close physical relationship with the JPA3.2 Timperley Wedge allocation. The whole site would be removed from the Green Belt. The allocation would also result in the consequential release of Green Belt land outside the site. This would involve a narrow sliver of land that would become disconnected from the main body of the Green Belt. The site is currently made up of open fields and school playing fields.
281. The allocation meets three of the site selection criteria. Primarily, it is close to Wythenshawe Hospital, which is home to the Manchester University NHS Foundation Trust and the wider Roundthorn Medipark Enterprise Zone. The development would benefit nearby deprived communities and take advantage of planned public transport improvements in the area, including the Metrolink Western Leg Extension. The evidence, and reasoned justification, refer to the



proximity of the proposed HS2 station. The Government has announced that HS2 will no longer be delivered. However, as set out above, there is still the intention for significant rail investment in relation to NPR in this area. Irrespective of HS2, the site is still well related to important employment locations and other public transport opportunities. As such, we do not believe that the cancellation of HS2 critically weakens the justification for this allocation. It would continue to meet the selection criteria in any event. Modifications will however be necessary to reflect the change in circumstances.

282. The intention is to attract investment from knowledge-based industries, which differs to the predominant focus on industry and/or logistics in the majority of the employment allocations. Not only is the site well located in this respect, the site would also offer a different type of location for office-based industries than that in the existing supply, which is focussed on the City Centre. In this respect, the allocation is clearly consistent with policies JP-Strat9 and JP-Strat10 in terms of protecting and enhancing southern competitiveness.
283. The strategic viability assessment considered JPA3.1 and JPA3.2 together. This concluded that in combination the two proposals would be viable. However, the assessment also found that due to necessary transport mitigation measures, Medipark would not be viable on its own. Nevertheless, it is anticipated that JPA3.2 will be delivered in advance of Medipark and thus it is probable that infrastructure necessary to deliver that site will also facilitate delivery here, thus reducing overall costs. The site is also expected to be highly attractive to the market and capable of attracting high values. On balance, we are content that there is a reasonable prospect that development will proceed toward the end of the plan period as expected.
284. The allocation will have a moderately harmful overall impact on the Green Belt, particularly in terms of checking unrestricted sprawl and the purpose of preventing the merging of Hale and Wythenshawe. Notwithstanding the existing high degree of built form in the vicinity of the site, the development would still appear as encroachment into the countryside. While the policy requires development to take appropriate account of historic landscape features and provide high quality landscaping, there will be an obvious change in the character of the site and an associated degree of harm.
285. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. The policy does however recognise the presence of Fairywell Brook and existing landscape features that are likely to have some biodiversity interest. A small part of the site around Dobbinets Lane also falls within Flood Zone 3. The site also sits in the setting of listed buildings at Newall Green Farm. All such features are at some risk of harm associated with the development of this site.
286. However, we are satisfied that policy JPA3.1, applied with relevant thematic policies, will be effective in mitigating the impacts of development to an acceptable degree. Under policy JP-G9 any impacts on habitats and species

would need to be addressed in accordance with the established mitigation hierarchy and development would be required to provide a net gain in biodiversity. There should be ample space within the site to ensure there would be no unacceptable harm to biodiversity features or the settings of nearby heritage assets.

287. There is also recognition of the need for more vulnerable uses to avoid areas of higher flood risk and to have regard to historic landscape features. The requirement to provide additional green infrastructure, along with other measures outlined above, will help to minimise the inevitable harm to the character of the area. The policy seeks to ensure appropriate transport mitigations and improvements to public transport, pedestrian access and cycling are implemented. There is no clear evidence that the allocation would lead to unacceptable transport impacts.
288. For the reasons set out above under issue 6, policy JPA3.1 needs to be modified to ensure that it is internally consistent with other policies and effective in relation to transport mitigation, including reference to contributing to the Metrolink extension, provision of compensatory improvements to the remaining Green Belt. Heritage and flood risk.
289. Other modifications are also necessary to ensure the policy and reasoned justification reflects the current Use Class Order and clarifies that development will be limited to Class E(g). This is important in ensuring the development fulfils its strategic aims. Reference to the school playing fields needs to be modified to ensure consistency with local and national policy on development affecting open spaces. For the avoidance of doubt, the policy should also be amended to make it clear that the new spline road is intended to connect to the JPA3.2 Timperley Wedge allocation.
290. Overall, the new employment floorspace proposed in policy JPA3.1 will deliver significant social and economic benefits and will support the Plan's overall spatial strategy. Subject to suitable mitigation, we are satisfied that the benefits of development would outweigh the moderate harm that would be caused to the Green Belt and any other likely impacts identified above. There are therefore exceptional circumstances to justify removing land at Medipark from the Green Belt and policy JPA3.1 can be made sound by the recommended modifications as set out above [**MMCB9, MMCB10, MMCB11, MMCB16, MMCB17**].

## Conclusion

291. Subject to the main modifications set out above, we are satisfied that policy JPA3.1 is justified, consistent with national policy and would be effective in achieving sustainable development.

## **Issue 11 - Is policy JPA3.2 Timperley Wedge justified and consistent with national policy, and would it be effective in achieving sustainable development?**

292. Policy JPA3.2 proposes 2,500 new homes, 1,700 of which are intended to be within the plan period, 60,000 sqm of employment floorspace and a new local centre which is intended to deliver services and facilities for the new population. The allocation would result in the release of around 100 hectares of Green Belt. Around 90 hectares of 'retained' Green Belt is within the allocation area. This is intended to become a large rural park. The allocation would result in a consequential change to the Green Belt outside the site. This relates to an area of land which effectively washes over the M56 that would become disconnected from the remainder of the Green Belt. The allocation also identifies an area of 'safeguarded' land associated with the previously anticipated HS2 station.
293. The allocation meets four of the site selection criteria. It is close to Manchester Airport, it has the potential to have a positive impact on deprived communities to the east and is well related to, and may help facilitate, planned transport improvements such as the Metrolink Western Leg extension and wider east/west improvements to the Airport, Altrincham and Stockport. Development would also clearly be able to make a significant contribution to the housing and employment land supply of Trafford, providing scope for family housing in particular. There is clear consistency between the allocation and the spatial strategy as set out in policies JP-Strat9 and JP-Strat10.
294. As with Medipark, we do not consider the Government's announcement relating to HS2 alters the overall justification for the allocation. It would still meet the same selection criteria. Moreover, even if the specific benefits of HS2 are removed, the other benefits would still exist, including any associated with NPR. It is also important to note that the reasoned justification for the policy states that delivery of the site is not dependent on HS2 and thus this change does not alter the overall justification for allocating the site. Neither would it render the allocation unviable.
295. The allocation covers several Green Belt parcels and would result in a generally moderate to high degree of overall harm. This is particularly in relation to preventing unrestricted sprawl, safeguarding the countryside from encroachment and maintaining the separation of Wythenshawe/Timperley and Hale. There would also be some weakening of existing Green Belt boundaries.
296. Development of the scale envisaged will clearly have negative impacts on the existing character of the area and will be seen as a significant encroachment into the countryside. Nevertheless, the policy seeks to minimise any impacts by setting out requirements for a masterplan, development to be of a high quality, delivery of enhanced green infrastructure and setting out guidelines for how development is expected to respond to features within and on the edge of the site.

297. For the reasons set out above under issue 6, the policy and reasoned justification need to be modified to ensure internal consistency and soundness in relation to masterplanning, infrastructure phasing and delivery strategy (parts 1, 4, 9, 11, 12, 34, 42) heritage assets (parts 36, 37), green infrastructure (parts 23, 24), compensatory improvements to remaining Green Belt (part 21), including that to be retained within the central and southern parts of the allocation, strengthening Green Belt boundaries (part 22) and flooding and drainage (parts 42, 43, 44, 45). As well as these modifications, the policy should be modified to remove superfluous elements relating to employment and training (part 10), energy efficiency, renewable energy (parts 38, 39, 40) and broadband provision (part 41) which are more properly addressed elsewhere in the Plan.
298. The updated plan period necessitates modifications to the amount of housing and employment floorspace expected to come forward in the plan period. To be effective the policy and reasoned justification also need to be updated to reflect changes to the Use Class Order that introduced Class E.
299. Part 7 relates to self-build and custom build plots. As submitted, the policy requires "specific" provision for such development. However, as this is to be guided by the Council's self-build register at the time of any application, this should be modified to making "appropriate" provision.
300. The development will generate significant levels of additional traffic. However, neither the Highway Authority nor National Highways raised any concerns about the principle of development. The policy also requires any proposals to assess and mitigate for any transport impacts and deliver public transport, walking and cycling improvements. The policy identifies a number of potential road improvements. For reasons explained elsewhere, these shall be moved from part 17 to Appendix D and part 13 modified to cross refer to this and policy JP-C7. We are content that there is sufficient scope to address these matters at the application stage and development should not result in severe cumulative transport impacts.
301. It is not currently anticipated that the development would be required to contribute to the delivery of the Manchester Airport Metrolink. Therefore, part 15 should be modified to remove this reference. If contributions were to be considered necessary to mitigate impacts, this could be picked up through the masterplanning/application process in the normal way.
302. To be effective, the references to the local centre in part 18 should be modified to be clear about what is expected in terms of land uses. The reference to 3,000 sqm of floorspace is also not based on robust evidence of need and should be deleted. The appropriate scale of provision can be assessed at the application stage. The policy and reasoned justification do however need to be clear about the function of any centre to ensure it would not unacceptably harm the vitality and viability of other centres in the area.

303. Part 19 should be modified to ensure internal consistency relating to education provision, including a cross-reference to policy JP-P5. This should be clear that contributions would only be needed where justified. The policy would ensure provision of a new primary school. The expectation is that this should be located near to the local centre. This is logical but the policy needs to be modified to make this clear. There is no specific justification for the policy to require healthcare facilities in this location. Any such contributions would need to be considered in line with thematic policies. The requirement in part 20 should therefore be deleted.
304. A modification is needed to part 26 in relation to Manor Farm. As submitted it is not clear what is required or whether new access and parking is justified. The modification therefore provides clarity that the intention is to enhance sports facilities that meet local needs. What form this takes can be considered through the masterplan. To be effective, part 27 requires further clarity in relation to expectations for development associated with Hale Country Club. The reasoned justification also establishes the potential to redevelop the Bowdon Rugby Club site and relocate it elsewhere within the site. This is not reflected in policy and thus a new criterion is needed to remedy this omission.
305. The allocation does not contain any internationally designated sites of importance for biodiversity. There are however, two sites of biological importance within the allocation. The Ponds at Davenport Green are mostly within the area identified as being retained as Green Belt. The ponds support a large population of Great Crested Newts and other amphibians, invertebrates and plant species. The Davenport Green SBI, which is designated as ancient woodland, is located within the 'safeguarded land' area of the allocation. Any development proposals for that area of land would be considered under a review of the Plan. There is sufficient space in the allocation to ensure these areas are adequately protected. As modified, both the site and thematic policies would provide an appropriate framework for assessing the effect of development. There is no reason to conclude that there would be any undue impact on either SBI in principle.
306. However, as submitted, the revised Green Belt boundary cuts through the Davenport Green SBI. Importantly, this area is not intended to form part of the developable area of the site. As such, there is no need to release this land from the Green Belt to deliver the housing or employment benefits. The existing SBI boundary can also meet the requirements of NPPF 143f. On this basis, there are no exceptional circumstances to remove this part of the SBI from the Green Belt and thus it is not justified. The Green Belt boundary on Pictures 11.7, 11.9 and 11.10 should therefore be redrawn to reflect the SBI boundary, with associated changes made to the Policies Map. This modification would also provide further comfort in terms of any potential harmful effects on the SBI.
307. There is some potential for other biodiversity assets to be present across the site, including in relation to Fairywell and Timperley Brooks. It is not unusual for development of this scale to have to address such matters. Local and national

policy provide sufficient comfort that any issues that arise at the application stage can be adequately addressed. This includes parts 31 and 32 which require retention of existing landscape features and creation of landscape buffers. There is nothing to suggest that the potential effects on biodiversity should render the site unsound in principle. Nevertheless, a modification is necessary to parts 28 and 29 to cross-refer to policy JP-G9. This will ensure the approach is internally consistent and consistent with national policy.

308. There is no reason to conclude that matters relating to drainage and noise and air quality cannot be adequately addressed through the masterplanning process. Some parts of the site are within flood Zones 2 and 3. However, we are content that the site selection process considered this issue satisfactorily and that the allocation is of sufficient scale to allow development to proceed without unduly impinging on these areas and/or ensure appropriate mitigation. We are satisfied that the policy as modified, including the need for a comprehensive drainage strategy, will be effective in this regard. Part 46 does not need to refer to Environmental (Noise) Regulations and this should therefore be deleted.
309. Picture 11.10 is identified as the 'Allocation Policy Plan'. This illustrates broadly where different land uses are expected to be delivered. Given there is to be a detailed masterplan, it would not be effective or justified for this inset map to dictate the extent of different uses. This might also lead to the masterplan, which will be of a much finer grain of detail and analysis, being inconsistent with the inset map and thus with the policy. To avoid this unintended consequence, modifications are needed to various parts to make it clear that Picture 11.10 is indicative only.
310. Paragraph 143c of the NPPF indicates that, where necessary, areas of 'safeguarded land' can be identified between the urban area and Green Belt to meet longer-term development needs.
311. The area of safeguarded land was originally intended to provide longer term opportunities to deliver growth associated with HS2. As noted elsewhere, this project is no longer being delivered in this area. The reasoned justification refers to the exceptional circumstances for taking the land out of the Green Belt being directly related to the economic benefits associated with HS2. However, it also states that, in the longer term, this area may also benefit from Northern Powerhouse Rail (NPR) or an equivalent project. The Government have announced an intention to deliver NPR. The economic argument for safeguarding this land may still therefore exist. There may also be other opportunities that could be delivered through the Government's 'Network North' proposals that may be relevant to this area in time. It therefore remains likely that there is significant scope for transport infrastructure investment in this area. In turn, there remains the potential for development to come forward in this vicinity that can benefit from such investment.

312. Importantly, the designation of 'safeguarded land' means that no development will take place until a review of this, or other relevant district local plan, has taken place. This process will be able to assess the situation at the time and determine whether it would be appropriate to identify the land for development.
313. We cannot ignore the fact that the changes to HS2 have clearly altered and perhaps weakened the justification to safeguard this land to an extent. Nevertheless, based on the evidence before us, we still consider that the potential for other infrastructure development in the area provides a justification for safeguarding the land and providing an opportunity to see how such issues resolve themselves. We consider this to be a logical and pragmatic approach in the circumstances.
314. The safeguarding of land is therefore justified in principle. As well as modifications to reflect changes to HS2, the policy needs to be amended to ensure consistency with national policy. In particular, it should provide clarity that development of the site would only be permitted following an update of the Plan and removing the unjustified caveat that development could only occur once the whole of JPA3.2 and any station has been implemented. This is pre-judging the outcome of any review and should be removed. As any changes to Green Belt boundaries must demonstrate 'exceptional circumstances' it is not possible for this Plan to dictate that it definitely would return to Green Belt in the event the anticipated infrastructure development is not delivered. While this may be an option, it would have to be assessed through a review of the Plan. Accordingly, this criterion should be deleted. Finally, the cross-reference to policy JP-G11 is made defunct by the deletion of that policy, as set out in issue 48 and thus should be removed. We have also altered the modification to Picture 11.46 to properly identify the safeguarded land; previously it was simply identified for housing which is not accurate **[MMTr1]**.
315. The allocation will provide substantial social and economic benefits and support the overall spatial strategy of the area. Subject to the mitigation measures set out in the policy, as modified, we are satisfied that these benefits significantly outweigh the harm to the Green Belt and any other harm that would be likely to be caused. There are therefore exceptional circumstances to justify the release of Green Belt to allocate JPA3.2. The policy can also be made sound through the main modifications set out above **[MMCB12, MMCB13, MMCB14, MMCB15]**.

## Conclusion

316. Subject to the main modifications set out above we are satisfied that Policy JPA3.2 Timperley Wedge is justified, consistent with national policy and will be effective in achieving sustainable development.

## Issue 12 - Is policy JPA4 Bewshill Farm justified and consistent with national policy, and would it be effective in achieving sustainable development?

317. Policy JPA4 Bewshill Farm is a site of 5.6 hectares located in the south of Bolton, close to the border with Salford. It is within the M61 Corridor adjacent to an existing industrial and warehouse location known as Logistics North, which is currently experiencing pressure for additional development.
318. The site would be a modest extension to Logistics North, and it would provide for around 21,000 sqm of industrial and warehousing floorspace, which would complement the uses at Logistics North, and from which access would be taken.
319. The strategic viability assessment found the site to be viable and it is being actively promoted. We are satisfied that there is a reasonable prospect that the site would be completed within the plan period.
320. The site is entirely within the Green Belt and the development would cause low harm overall to Green Belt purposes<sup>89</sup> including relating to urban sprawl and safeguarding the countryside from encroachment.
321. The site has a prominent frontage with the A6, and high-quality landscaping along this boundary would be required. As the site is relatively small, masterplanning is not necessary.
322. For the reasons set out in issue 6, changes are needed to policy JPA4 including the reasoned justification in relation to the requirements for transport infrastructure, compensatory improvements to the Green Belt and minerals safeguarding areas.
323. The site has good access to public transport and is close to the M61. The allocation is within the Wigan-Bolton Growth Corridor (policy JP-Strat8) which refers to a regionally significant area of economic and residential development. The allocation would provide additional employment floorspace contributing towards boosting northern competitiveness in accordance with JP-Strat6. It would provide economic and social benefits on a well-located site. We are satisfied that those benefits would outweigh the low harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. We conclude that there are exceptional circumstances to remove land from the Green Belt and that the allocation is justified [**MMBo2, MMBo3**].

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<sup>89</sup> JPA4 Bewshill Farm Allocation Topic Paper [10.02.05]



## Conclusion

324. Subject to the main modifications set out above we are satisfied that Policy JPA4 Bewshill Farm is justified, consistent with national policy and will be effective in achieving sustainable development.

### **Issue 13 - Is policy JPA5 Chequerbent North justified and consistent with national policy, and would it be effective in achieving sustainable development?**

325. Policy JPA5 Chequerbent North is a site of 16.3 hectares comprised partly of previously developed land with greenfield land enclosed by hedgerows around most of the site. There is an industrial development located to the south of the site. The site is approximately 4.5km southwest of Bolton town centre.

326. There is strong demand for employment uses in the area and the site can accommodate around 25,000sqm of industrial and warehousing uses. Access would be from the A6 with a potential additional access via Snydale Way. The site is close to Junction 5 of the M61.

327. The strategic viability assessment found the site to be viable and the site is being actively promoted. We are satisfied that there is a reasonable prospect that it would be completed within the plan period.

328. The site is entirely within the Green Belt. A small area of housing which is additional land outside the allocation is also to be removed from the Green Belt. The development in its entirety would cause high harm overall to Green Belt purposes<sup>90</sup> including relating to urban sprawl and safeguarding the countryside from encroachment. The site plays an important role in preventing Westhoughton and Hunger Hill/Bolton from merging.

329. For the reasons set out in issue 6, changes are needed to policy JPA5 Chequerbent North including the reasoned justification in relation to the requirements for transport infrastructure, compensatory improvements to the Green Belt and minerals safeguarding areas.

330. As well as the general requirement for transport infrastructure, changes are needed to part 4 of the policy in respect of the Highway Network, improvements to Chequerbent roundabout and other improvements. Part 5 of the policy indicates the need for landscaping along Snydale Way and to the north along the M61; a change to this element of the policy is required. The site has trees and hedgerows along the eastern boundary which provide screening and will need to be retained.

331. Chequerbent Embankment was designated as a Scheduled Monument in February 2022. A new policy requirement relating to this is therefore necessary. A modification additional to those consulted on removes the word ancient to

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<sup>90</sup> JPA5 Chequerbent North Allocation Topic Paper [10.02.06]

ensure the correct term is used. The changes will ensure that these parts of policy JPA5 Chequerbent North are effective and justified.

332. The allocation is within the Wigan-Bolton Growth Corridor (policy JP-Strat8) which refers to a regionally significant area of economic and residential development. The allocation would provide additional employment floorspace contributing towards boosting northern competitiveness in accordance with JP-Strat6. It would provide economic and social benefits on a well-located site. We are satisfied that those benefits would outweigh the high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. We conclude that there are exceptional circumstances to remove land from the Green Belt and that the allocation is justified [MMBo4 and MMBo5].

## Conclusion

333. Subject to the main modifications set out above we are satisfied that policy JPA5 Chequerbent North is justified, consistent with national policy and will be effective in achieving sustainable development.

## Issue 14 - Is policy JPA6 West of Wingates/M61 Junction 6 justified and consistent with national policy, and would it be effective in achieving sustainable development?

334. Policy JPA6 West of Wingates/M61 Junction 6 is 184 hectares and is located in the west of Bolton. It is immediately adjacent to the existing Wingates Industrial Estate and is close to the Borough of Wigan.
335. During the examination the GMCA confirmed that the site can accommodate around 440,000 sq.m of industrial and warehousing floorspace, rather than large scale warehousing and advanced manufacturing.
336. The strategic viability assessment found the allocation to be viable and it is being actively promoted. Part of the site has planning permission for employment floorspace and development would come forward on a phased basis of approximately 50,000 sq.m per year<sup>91</sup>. We are satisfied that there is a reasonable prospect that the development could take place within the plan period.
337. The allocation is entirely within the Green Belt, additional land outside the allocation is also to be removed from the Green Belt as a consequence of the allocation. This is an area of mainly already built development. The site is split into two parcels for the purposes of the Green Belt assessment with harm overall to Green Belt purposes being moderate to high and high<sup>92</sup> including relating to urban sprawl and safeguarding the countryside from encroachment.

<sup>91</sup> JPA6 West of Wingates/M61 Junction 6 Topic Paper [10.02.07]

<sup>92</sup> JPA6 West of Wingates/M61 Junction 6 Topic Paper [10.02.07]

338. The allocation does not contain any international or national sites of importance for biodiversity. However, Four Gates SBI is within the site, and it contains priority habitats comprising woodland, hedgerows and ponds. It is located within an area of undulating landscape and the site is sloping. Development of this scale and type is likely to be prominent in views including from the extensive network of rights of way running through the site. The rights of way network would need to be protected to ensure its integrity is retained. The Green Belt boundary at Westhoughton Golf Course would require further reinforcement. Development of this nature is likely to have some impact in terms of light pollution and it will be necessary to ensure the effects are properly mitigated.
339. Various changes to policy JPA6 are required to ensure it is justified and effective in securing appropriate mitigation. For the reasons set out in issue 6, changes are needed to policy JPA6 West of Wingates/M61 Junction 6 including the reasoned justification, in relation to masterplanning, transport infrastructure, landscaping, biodiversity, Green Belt boundaries, compensatory improvements to the Green Belt and minerals safeguarding areas. A modification is required to Picture 11.11, the District Overview map, as a consequence of changes elsewhere in the Plan. We have also made an amendment to the main modification of Picture 11.11 to reflect changes in planning permission on the site.
340. It is also necessary to reflect the proposed types of uses with a change to part 1. In relation to transport infrastructure, a change to the reasoned justification at paragraph 11.103 explains that where practicable development should protect the alignment of a sustainable transport corridor which runs across the site from Westhoughton to junction 6 of the M61. The changes will ensure that these parts of policy JPA6 West of Wingates/M61 Junction 6 are effective and justified.
341. The allocation is within the Wigan-Bolton Growth Corridor (policy JP-Strat8) which refers to a regionally significant area of economic and residential development. The allocation would provide a significant amount of employment floorspace contributing towards boosting northern competitiveness in accordance with JP-Strat6. It would provide economic and social benefits on a well-located site. We are satisfied that those benefits would outweigh the moderate to high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. We conclude that there are exceptional circumstances to remove land from the Green Belt and that the allocation is justified **[MMBo1, MMBo6 and MMBo7]**.

## Conclusion

342. Subject to the main modifications set out above we are satisfied that Policy JPA6 West of Wingates/M61 Junction 6 is justified, consistent with national policy and will be effective in achieving sustainable development.

## **Issue 15 - Is policy JPA7 Elton Reservoir justified and consistent with national policy, and would it be effective in achieving sustainable development?**

343. Policy JPA7 Elton Reservoir is a site of 251.6 hectares located in Bury. Radcliffe is to the south and Bury to the northeast. The site includes reservoirs, agricultural land and several residential, employment and agricultural properties.
344. The allocation would deliver around 3,500 homes in total. The strategic viability assessment found the site to be viable and the site is being actively promoted. However, there is significant infrastructure required particularly in the early phases of development including a link road. This may need some element of 'forward funding'<sup>93</sup> but there is no evidence to suggest that this would result in any delays to development coming forward. Development would come forward on a phased basis. As part of the examination, it was clarified that around 2,100 homes are expected to be delivered within the plan period. We are satisfied that there is a reasonable prospect that this would be achieved, with the rest of the development coming forward after 2039.
345. The allocation contains land which is mostly within the Green Belt. However, around 114 hectares will remain in the Green Belt. The allocation was in several parcels for the purposes of the Green Belt assessment. Overall, the site would cause high harm to Green Belt purposes relating to urban sprawl, preventing towns from merging, safeguarding the countryside from encroachment and in preserving the setting and special character of historic towns.
346. The area to be retained within the Green Belt will provide a significant green corridor. However, the boundary of the area to be developed with that of the retained Green Belt would need to be defined or strengthened to ensure it would comprise recognisable physical features which are likely to be permanent.
347. The allocation would deliver a significant number of market and also affordable homes in accordance with part 5 of the policy. However, it would have a significant impact on traffic in the area with some capacity constraints already identified at peak periods. The allocation would need to deliver key infrastructure including a strategic north-south spine road connecting the A58 to Bury Road, Radcliffe, and a route suitable for buses which would connect to Spring Lane, Radcliffe. This part of the route would contribute towards the regeneration of Radcliffe town centre by providing direct public transport access to the facilities and services there. Active travel routes and highway improvement works would also be required. The rate of housing development

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<sup>93</sup> JPA7 Elton Reservoir Topic Paper [10.03.43]

will also need to be controlled to ensure it is coordinated with infrastructure delivery.

348. The site includes Elton Reservoir, and this would need structural upgrades. The scale of development would create additional demand for school places for primary provision and a secondary school should that not be delivered in an alternative way. The scale of development would also facilitate the need for local centres to be provided.
349. The allocation would be largely bounded by existing development but contains landscape features such as the river valley, the reservoirs, and the Manchester, Bolton and Bury Canal, as well as open fields. The development of the site would cause considerable harm to the character and appearance of the area. However, the policy seeks to minimise any impacts by setting out requirements for a masterplan, and the policy would ensure the design and layout would be integrated with the surrounding communities. The retained Green Belt area would provide significant parkland and the development would enhance and integrate this and the main landscape assets.
350. Some parts of the site are at risk of fluvial and/or surface water flooding including the River Irwell, Elton and Withins Reservoirs, and additional flooding elsewhere such as Crow Trees Farm Brook. However, there is sufficient land at low flood risk appropriately located within the allocation to accommodate all of the development proposed. Part 14 of the policy adequately addresses this issue. Old Hall Farmhouse is a Grade II Listed Building within the site with development having the potential to affect its setting and there are other heritage assets nearby.
351. The allocation does not contain any international or national sites of importance for biodiversity. However, there are several SBIs including Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goit; Withins Reservoir; Black Lane Marl Pits and Radcliffe Wetlands, and the site is mainly within the Irwell Valley wildlife corridor. There are priority habitats on the site including ponds, hedgerows, semi-improved grassland and wetlands. There are a significant number of species including great crested newts, jack snipe, water rail, fungus, grasses, mammals, invertebrates and vascular plants, as well as many other notable species that are supported on the site during the seasons. Habitats and features of the natural environment will be lost or otherwise affected with adverse consequences for protected species and other wildlife.
352. Information has been provided to the examination by local residents and ecologists undertaking regular surveys in relation to this site. There is also evidence provided by the developer. As set out in Issue 5 we are satisfied with the GMCA approach to considering ecology and biodiversity of the sites in relation to the site selection methodology and subsequent allocations in the Plan.

353. Within this allocation, the retained Green Belt area would also address ecology and biodiversity, including habitats, as well as balancing this with recreation for the local communities and any working agricultural holdings. It is necessary to modify the boundary of the retained area of the Green Belt to include the whole of Elton Goit SBI, this would significantly reduce the impact of development on the SBI. We are satisfied that policy JPA7, applied with relevant thematic policies, will be effective in mitigating the impacts of development to an acceptable degree. Impacts on priority habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%.
354. In order to ensure that policy JPA7 is effective, including in terms of addressing the issues identified above, modifications are required. For the reasons set out under issue 6, changes are needed to the policy and reasoned justification in relation to masterplanning and a phasing and delivery strategy including when residential development will come forward; self-build homes; transport infrastructure; education, heritage assets including Old Hall Farmhouse; boundary to the Green Belt; compensatory improvements to remaining Green Belt; flood risk; biodiversity; and minerals safeguarding areas.
355. For reasons set out above, part 1 of the policy needs amending to indicate the 2,100 homes would be delivered in the plan period instead of 1,900. Part 2 needs modifying to ensure housing delivery in controlled in line with the implementation of infrastructure. Part 3 of the policy relates to secondary school provision, should this not be delivered locally elsewhere the policy needs a modification to reflect a requirement for it to be provided including in accordance with policy JP-P5.
356. As submitted, part 8 of the policy does not provide clarity as to how many local centres would be required. The policy needs modifying to state two centres are to be provided and these are to serve purely local needs. Part 11 relates to the provision of recreational facilities. However, it was intended that this should specifically apply to the replacement of existing recreation space at Warth Fold. The policy needs modification to clarify this, and to ensure a suitable equivalent is provided. The boundary of the retained Green Belt area of the site also needs to reflect the changes around Elton Goit SBI and Pictures 11.15 and 11.16 need modifying accordingly. We have made a further change to the name of Elton Goyt to Elton Goit to ensure it is correctly named. These changes are needed for effectiveness.
357. The new homes proposed in policy JPA7 Elton Reservoir will deliver significant housing and highway improvements on a well-located site in accordance with the Plan's overall spatial strategy. We are satisfied that those benefits would outweigh the high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that there are exceptional

circumstances to justify removing land from the Green Belt and that policy JPA7 can be made sound by the modifications that we recommend [MMBu1, MMBu2, MMBu3 and MMBu4].

## Conclusion

358. Subject to the main modifications set out above we are satisfied that Policy JPA7 Elton Reservoir is justified, consistent with national policy and will be effective in achieving sustainable development.

## Issue 16 - Is policy JPA8 Seedfield justified and consistent with national policy, and would it be effective in achieving sustainable development?

359. Policy JPA8 Seedfield is a site of 5.15 hectares and was formerly occupied by Seedfield High School before more recently being used as a training centre. The site is well-connected to the existing urban area with development on three sides and is less than 2 kilometres from Bury town centre. It has an approximate developable area of 3.46 ha. Around 50% of the allocation is previously developed.

360. The site would deliver around 140 homes. The strategic viability assessment found the allocation to be viable and it is being actively promoted. We are satisfied that there is a reasonable prospect that the development could take place within the plan period.

361. The site is wholly within the Green Belt. There is a single parcel of land for the Green Belt assessment which would cause very low harm to Green Belt purposes overall including relating to urban sprawl and safeguarding the countryside from encroachment as it is bounded on three sides by development. The boundary of the Green Belt would follow recognisable features.

362. Part of the site is in use as playing fields. There is an opportunity to retain and enhance existing recreation facilities or provide suitable replacement facilities should this be necessary if this part of the site is developed. There is also an opportunity to include active travel links to Burrs Country Park and employment opportunities in Bury town centre. The allocation does not contain any international or national sites of importance for biodiversity. However, there are wildlife corridors to the west and south of the site.

363. Various changes to policy JPA8 Seedfield are required to ensure it is justified and effective in securing appropriate mitigation. For the reasons set out in issue 6, changes are needed to the policy and reasoned justification, in relation to the requirements for transport infrastructure, flood risk and utilities, biodiversity, Green Belt boundaries, compensatory improvements to the Green Belt and minerals safeguarding areas.

364. It is also necessary to ensure that the policy is consistent with national policy and sufficiently flexible if the existing playing fields are lost to development, and that a suitable replacement should be made. The policy includes reference to the retention and enhancement of the wildlife corridors to the west and south relating to health benefits. However, it is not necessary to include this as it would not be effective, and the policy also referred to JP-G8 which has been deleted, so it is necessary to remove this.
365. The significant benefits of housing development here would outweigh the very low harm to the Green Belt. Given the importance of diversifying the supply of housing in Bury which this site would contribute to, we are therefore satisfied that there are exceptional circumstances to justify removing the land at Seedfield from the Green Belt. We are content that policy JPA8 can be made sound by the modifications identified above and that any adverse impacts of development can be adequately mitigated [MMBu5, MMBu6].

## Conclusion

366. Subject to the main modifications set out above we are satisfied that Policy JPA8 Seedfield is justified, consistent with national policy and will be effective in achieving sustainable development.

## Issue 17 - Is policy JPA9 Walshaw justified and consistent with national policy, and would it be effective in achieving sustainable development?

367. During the examination, the GMCA proposed that allocation JPA9 Walshaw should be deleted from the Plan as they considered it was no longer needed due to updated evidence about housing land supply in Bury. However, for reasons set out elsewhere in this report, we are satisfied that the overall number and distribution of new homes proposed in policy JP-H1 Table 7.2 (as modified) is justified. Furthermore, the modification to the plan period that we recommend results in a reduced flexibility allowance in the overall housing land supply for the plan area. This reinforces the need for the allocation to help deliver the spatial strategy. Therefore, we consider the allocation of the site is justified in principle as it makes an important contribution to meeting housing needs in Bury, the northern areas, and the city region as a whole.
368. Allocation JPA9 is 64 hectares in total. It lies in the west of the Borough, 1.6 km from Bury town centre. The land is bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east, Lowercroft to the south and Walshaw to the west. The site is mainly agricultural in use and contains three reservoirs fed by Walshaw Brook. The River Irwell lies approximately 1.5 km to the east of the allocation.



369. The site would deliver around 1,250 homes. The strategic viability assessment indicates that development would not be viable in relation to contributions to strategic transport. However, the evidence indicates that if sales values were 5% higher than assumed in the 2019 assessment the site would be viable. For the reasons set out earlier, more recent evidence indicates that house prices have increased significantly more than build costs since 2019. The site is being actively promoted. We are therefore satisfied that there is a reasonable prospect that development could take place during the plan period.
370. The amount of Green Belt to be removed is 60.91 hectares. The allocation is in a single Green Belt parcel for the purposes of the Green Belt assessment. Overall, the site would cause moderate harm to Green Belt purposes relating to urban sprawl, preventing towns from merging, safeguarding the countryside from encroachment and in preserving the setting and special character of historic towns. The boundary with the Green Belt to the southeast of the allocation would need strengthening to ensure it would comprise recognisable physical features which are likely to be permanent.
371. The allocation would be largely bounded by existing development. The development of the site would cause harm to the character and appearance of the area, but with the visibility of the allocation relating predominately to the adjacent built-up area. The policy would ensure the design and layout would be integrated with the surrounding communities. The site would deliver a significant number of market and affordable homes.
372. The site contains watercourses but is located all within Flood Zone 1. The allocation does not contain any international or national sites of importance for biodiversity. However, there are woodland areas, scrub, rivers and lakes and other wetlands, grassland and hedgerows with links to green infrastructure corridors in the area. Impacts on priority habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%. Christ Church, Walshaw a grade II Listed building is close by, with development having the potential to affect its setting.
373. There would be a considerable increase in extra traffic generated on local roads. However, the allocation would include a strategic through road, which would also incorporate active travel and public transport. These would deliver significant highway improvements in the area. The policy also includes provision for active travel links to recreation areas and Walshaw village and Bury town centre. The scale of development would create additional demand for school places.
374. In order to ensure that policy JPA9 is effective, including in terms of addressing the issues identified above, modifications are required. For the reasons set out under issue 6, changes are needed to the policy and reasoned justification in relation to masterplanning and a phasing and delivery strategy; self-build

homes; transport infrastructure including in relation to the strategic through road and linking the allocation to neighbourhoods with key destinations; education, boundary to the Green Belt; compensatory improvements to remaining Green Belt; flood risk; biodiversity; and minerals safeguarding areas.

375. Part 11 of the policy includes reference to blue and green infrastructure relating to health benefits. However, it is not necessary to include this in order to be effective, and the policy also referred to JP-G8 which has been deleted so it is necessary to remove this. Part 8 currently refers to retail, health and community facilities. However, as it is not intended that these facilities serve the wider community, the policy needs to clarify this would be for purely local needs.
376. The new homes proposed in policy JPA9 Walshaw will deliver significant housing on a well-located site in accordance with the Plan's overall spatial strategy and it would provide a new link road to help resolve some existing traffic issues. We are satisfied that those benefits would outweigh the moderate harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that there are exceptional circumstances to justify removing land from the Green Belt and that policy JPA9 can be made sound by the modifications that we recommend [MMBu7, MMBu8].

## Conclusion

377. Subject to the main modifications set out above we are satisfied that Policy JPA9 Walshaw is justified, consistent with national policy and will be effective in achieving sustainable development.

## Issue 18 - Is policy JPA10 Global Logistics justified and consistent with national policy, and would it be effective in achieving sustainable development?

378. Policy JPA10 relates to a 19.9 hectare site which is proposed to deliver around 25,000 sqm of employment floorspace. It was clarified during the examination that this is intended to be primarily for logistics and warehousing.
379. The site is adjacent to the recently developed Global Logistics park. Parts of JPA10 were identified as providing the land to accommodate environmental mitigation for that development. This included providing habitats for Great Crested Newts. This was secured through the permission for the existing site. It also adjoins the Cotterill Clough SSSI and a designated SBI. Part of the SBI is also within the allocation, though the GMCA proposed to remove this<sup>94</sup> from the allocation prior to the hearings.

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<sup>94</sup> GMCA69

380. The allocation would result in the loss of around 12 hectares of Green Belt, though this would be reduced if the SBI were to be excluded from the allocation. The overall harm to the Green Belt would be moderate. It would, however, result in discernible encroachment into the countryside and appear as additional sprawl of the existing built-up area. The presence of the SBI and SSSI would nevertheless provide a relatively strong visual boundary and limit to encroachment.
381. The Topic Paper<sup>95</sup> highlights a number of risks associated with biodiversity which would need further assessment. The policy expects development to minimise any impact on nationally and locally designated assets of conservation, including any existing landscape mitigation affected by the development. However, the shape and nature of the site, as well as the location of biodiversity assets within it, suggest that accommodating the amount of floorspace expected would not be straight forward. This is particularly the case when considering the location of areas identified to provide mitigation for the existing development, the likely access point, the need for an internal distributor road or roads and the resulting limited space into which new units could be accommodated.
382. We are not persuaded that there would be a reasonable prospect of development being able to meet the necessary policy requirements. Indeed, the GMCA themselves acknowledged that delivering the intended floorspace without affecting the existing mitigation measures would be “challenging”. Given the constrained nature of the site, the proximity of both the SSSI and SBI and lack of space to provide decent separation or buffers, we concur with this conclusion.
383. It was put to us that there may be land elsewhere where the existing mitigation measures could be relocated. This land would also presumably need to accommodate any additional mitigation that might be needed from the allocation itself. However, even if alternative locations were to exist, we cannot be certain that such land or any scheme would be acceptable in terms of the mitigation hierarchy set out in NPPF 180 or policy JP-G9. This only adds to the lack of certainty regarding the potential impact of development and the ability to provide suitable mitigation.
384. The allocation would provide a relatively small amount of employment floorspace, both in its own right and in comparison to the overall requirement. The main benefits would be qualitative and derived from the relative proximity of the site to the airport, the associated Enterprise Zone and the adjacent development. Even in this respect, around 25,000 sqm of floorspace, delivered as either a single unit or several smaller units, would not deliver significant benefits. These would contribute to the spatial strategy and maintaining southern competitiveness. Nevertheless, this floorspace does not appear critical

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<sup>95</sup> 10.04.03

to the delivery of this strategy or the economic needs of Manchester. We have therefore given only moderate weight to the economic benefits of the allocation.

385. Again, we note the site promoter has suggested the site could accommodate additional floorspace within the site. There is no clear evidence before us that this is achievable. Regardless, at the scales proposed, this would also not outweigh the likely risks associated with the development in any event.
386. The limited benefits of any development do not therefore result in the exceptional circumstances needed to justify the release of Green Belt in this location, even accounting for the proposed boundary changes. The allocation therefore conflicts with NPPF 140. While this would not affect the whole site, what would remain would be even more constrained and unlikely to be able to accommodate the amount of floorspace envisaged. It would also not address our concerns relating to the potential impacts on biodiversity assets. Indeed, any reduction in the size of the site would only serve to exacerbate the issue by increasing the likely density of development. In this regard, the allocation would also conflict with NPPF 174.

## Conclusion

387. For the reasons given above, we conclude that JPA10 Global Logistics is not justified, consistent with national policy or effective in achieving sustainable development. Accordingly, the allocation should be deleted from the Plan and consequential modifications made to other policies, inset maps and the Policies Map [MMM1, MMM2].

## Issue 19 - Are policies JPA12 Beal Valley and JPA14 Broadbent Moss justified and consistent with national policy, and would they be effective in achieving sustainable development?

388. Policies JPA12 and JPA14 relate to two adjoining allocations between Shaw, Sholver, Oldham and Royton.
389. The JPA12 Beal Valley allocation comprises 51 hectares of mainly agricultural land between Shaw centre to the north; urban development along Oldham Road to the west; a Metrolink line in the valley bottom to the east; and Bullcote Lane to the south. The site also contains woodland, wet grassland and a cricket ground.
390. The JPA14 Broadbent Moss allocation comprises 82 hectares of mainly open land. Part of the site is immediately to the south of allocation JPA12 and Bullcote Lane, adjoining an existing industrial estate and the Metrolink line. This land is partially under development<sup>96</sup>. The larger part of JPA14, much of which has been quarried and used for landfill, lies to the east of the Metrolink line, rising up to Ripponden Road (A672) to the east.

<sup>96</sup> Land at Hebron Street has planning permission for 77 dwellings.

391. Policy JPA12 proposes around 480 new homes served by a new spine road from Oldham Road which would connect to allocation JPA14 to the south. Policy JPA14 proposes around 1,450 new homes, a local centre, a new Metrolink stop and around 21,000 sqm of employment floorspace as an extension to the existing industrial estate. Whilst the detailed alignment of the spine road will be determined through the masterplanning process, it will be extended from JPA12 across JPA14, with a new bridge over the Metrolink line, to join Ripponden Road. Extensive areas of green and blue infrastructure would be provided on both allocations, particularly alongside the river and Metrolink line.
392. Both sites are largely contained by existing urban development and transport infrastructure. The northern part of JPA12 is within 800 metres of Shaw centre and Metrolink stop, and JPA14 is close to deprived areas in Sholver. Together they would deliver a new through route between Oldham Road and Ripponden Road and contribute towards a new Metrolink stop, thereby helping to address existing traffic congestion in the area. Both sites would deliver a significant number of market and affordable homes, including larger family houses. Policy JPA14 would also provide additional industrial and warehouse floorspace and therefore facilitate economic activity and new job opportunities.
393. The strategic viability assessment indicates that the Beal Valley development would not be viable whereas Broadbent Moss would be marginally viable. However, the evidence indicates that if sales values were 15% higher than assumed in the 2019 assessment both sites would be viable. For the reasons set out earlier, more recent evidence indicates that house prices have increased significantly more than build costs since 2019. Furthermore, both sites are being actively promoted. We are therefore satisfied that there is a reasonable prospect that the proposed developments could take place during the plan period with the larger allocation continuing to be built out into the 2040s as assumed in the Plan.
394. However, most of the land in both allocations is currently in the Green Belt and the developments would cause harm to Green Belt purposes including in relation to urban sprawl, safeguarding the countryside, and preventing the merging of Shaw, Sholver and Royton. Taken together, the developments would cause high harm to the Green Belt<sup>97</sup>.
395. The Beal Valley development would significantly alter the character and appearance of the greenfield land on the western side of the valley sloping down to the river and Metrolink line. Agricultural land would be lost, and the settings of two listed buildings would be affected. Around 20% of the site is at risk of flooding<sup>98</sup>.

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<sup>97</sup> The Green Belt assessment found that JPA12 would cause high harm, and JPA14 would cause moderate-high harm.

<sup>98</sup> JPA12 Beal Valley Allocation Topic Paper section 11 [10.05.32].

396. The industrial and housing development on the western part of the Broadbent Moss allocation would be contained by roads, the Metrolink line and existing development. However, the new homes on the larger eastern part of the site would represent a significant extension of the urban area into the open land on that side of the valley. The development would be prominent when viewed from various vantage points, including the Green Belt to the north and Ripponden Road to the east. Around 12% of the site is at risk of flooding<sup>99</sup>.
397. The allocations do not contain any international or national sites of importance for biodiversity. However, the locally designated Shaw Side and Royton Moss SBIs are located within the allocations, and both sites contain priority habitats including wet grassland, broadleaved woodland, ponds, watercourses and hedgerows. The land has the potential to support priority species including bats, badgers, farmland birds and water vole, along with many other types of wildlife<sup>100</sup>. The recreational value of the various public rights of way that cross the open land on both sides of the valley would be considerably reduced as a result of the proposals. The developments could generate additional traffic on the local road network, parts of which are already congested, with consequential impacts on air quality.
398. Whilst parts of both sites are at risk of fluvial and/or surface water flooding, there is sufficient land at low flood risk appropriately located within the allocations to accommodate all of the development proposed. The flood risk areas could be incorporated into the proposed multi-functional green and blue infrastructure network.
399. In order to ensure that policies JPA12 and JPA14 are effective, including in terms of addressing the issues identified above, modifications are required. For the reasons set out elsewhere in this report, changes are needed to the requirements in both policies relating to masterplanning and a phasing and delivery strategy; affordable housing; transport infrastructure; compensatory improvements to remaining Green Belt; landscape character; biodiversity; open space, sport and recreation; the South Pennine Moors; and minerals safeguarding areas.
400. In addition to the above, further changes are required to policy JPA12 parts 4, 5, 7, 8, 11, 14, 15, 16, 17, 18 and 19, and reasoned justification, relating to the main points of vehicular access; pedestrian and cyclist access to Shaw centre; a contribution towards the proposed new Metrolink stop; multi-functional green infrastructure network; water quality; expansion and/or improvement of the existing cricket club; additional school places; community facilities; heritage assets; and flood risk. We have amended the detailed wording of the modification to paragraph 11.133 to refer to access being from the adjoining local road network rather than Greenfield Lane as the latter is unnecessarily

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<sup>99</sup> GMCA response to PQ41 [GMCA3.1].

<sup>100</sup> Preliminary Ecological Appraisals 2020 [10.05.04 and 10.05.12], and evidence from Gillian Holden including at the hearing session on 25 January 2023.

specific and not justified by the available evidence. These changes will ensure that those parts of policy JPA12 are justified and effective.

401. Similarly, further changes are required to policy JPA14 parts 2, 4, 5, 7, 8, 9, 11, 15, 16, 17, 18 and 19 and reasoned justification, relating to the density of housing development close to the proposed Metrolink stop; the employment floorspace being for industrial and warehouse uses; the main points of access into the site, including the spine road from JPA12 Beal Valley and directly to Ripponden Road (rather than via Vulcan Street); safeguarding land for and making a financial contribution towards the Metrolink stop; the type of development in the proposed local centre; cycling and walking connections; defining and strengthening the proposed Green Belt boundaries; school places; community facilities; and heritage assets. We have amended the detailed wording of the modification to part 2 to ensure consistency with policy JP-H4 (density of new housing). Finally, Picture 11.24 needs to be modified to show a Green Belt boundary on the eastern part of the site that reflects the proposed main point of access to Ripponden Road such that it will be clearly defined by a readily recognisable physical feature (the policies map will need to be changed accordingly). These changes will ensure that those parts of policy JPA14 are effective and justified.
402. The two allocations, individually and collectively, would deliver a significant number of new homes and an extension to an existing industrial estate in a location well related to existing urban areas, services and facilities in accordance with the spatial strategy. New road and public transport infrastructure would be provided, benefiting existing as well as new residents and businesses. The modified requirements relating to vehicular access ensure clarity whilst providing sufficient flexibility to allow the details of the access points and alignment and design of the spine road to be determined through the masterplanning process, including having regard to biodiversity. The developments would make a significant contribution towards boosting northern competitiveness in accordance with policy JP-Strat6.
403. Overall, we are satisfied that the social and economic benefits would outweigh the harm to the Green Belt and other harms identified above, provided that policies JPA12 and JPA14, and associated reasoned justification, are modified as recommended [**MMO2**, **MMO3**, **MMO6**, **MMO7** and **MMO8**]. We conclude, therefore, that there are exceptional circumstances to remove land from the Green Belt and that the two allocations are justified.

## Conclusion

404. Subject to the main modifications described above, policies JPA12 Beal Valley and JPA14 Broadbent Moss are justified and consistent with national policy and would be effective in achieving sustainable development.

## **Issue 20 - Is policy JPA13 Bottom Field Farm justified and consistent with national policy, and would it be effective in achieving sustainable development?**

405. Policy JPA13 proposes the development of around 30 homes on a site of one hectare which is currently in the Green Belt. It comprises a row of terraced houses and a number of utilitarian farm buildings located in a field adjoining the village of Woodhouses between Failsworth and Ashton under Lyne. All of the existing buildings would be cleared and the site redeveloped<sup>101</sup>.
406. The site is close to an area of deprivation and is capable of delivering high quality market and affordable homes that will help to diversify the housing mix in the local area. Whilst the strategic viability assessment found the development to be unviable, it also shows that a 10% increase in sales values would make it viable. For the reasons set out earlier, this is likely to be achievable meaning that there is a reasonable prospect that the site would be developed during the plan period.
407. The proposal would cause moderate harm to Green Belt purposes, although this could be mitigated by strengthening the boundary around the allocation. The existing buildings on the site, whilst modest in scale, do not contribute positively to the character and appearance of the area. A well designed and landscaped redevelopment would not appear unduly prominent or intrusive despite it being physically separate from the built-up part of the village.
408. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it is close to priority habitats including ponds and woodland, and supports priority species including bats, barn owls and great crested newts<sup>102</sup>.
409. For the reasons set out under issue 6, changes are needed to the requirements in policy JPA13 relating to affordable homes; transport infrastructure; green infrastructure; landscape character; biodiversity; public rights of way; open space, sport and recreational facilities; Green Belt boundaries; compensatory improvements to remaining Green Belt; school places; community facilities; historic environment; flood risk; and minerals safeguarding. This will ensure that the policy avoids inconsistency with thematic policies and includes site-specific requirements as appropriate, thereby ensuring effectiveness.
410. On balance, the social and economic benefits associated with around 30 high quality market and affordable homes in this location, consistent with the Plan's spatial strategy, would outweigh the less than moderate harm to the Green Belt and character and appearance of the area that the development would be likely to cause, provided that policy JPA13 and associated reasoned justification are

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<sup>101</sup> Oral evidence on behalf of GMCA at the hearing session on 25 January 2023.

<sup>102</sup> Preliminary Ecological Appraisal 2020 [10.05.08].



modified as described above [MMO4 and MMO5]. There are, therefore, exceptional circumstances to justify removing the land from the Green Belt.

## Conclusion

411. Subject to the main modifications described above, policy JPA13 Bottom Field Farm is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 21 - Is policy JPA15 Chew Brook Vale justified and consistent with national policy, and would it be effective in achieving sustainable development?

412. Policy JPA15 proposes the development of around 90 homes along with up to 6,000 sqm of commercial, leisure and retail facilities to support tourism on this 5 hectare site outside the village of Greenfield and close to Dove Stone Reservoir and the Peak District National Park. The site is a disused mill complex and comprises buildings of various age, size and style. Access from the A635/A669 needs to be improved, including the crossing over Chew Brook. Around half of the site is at risk of flooding<sup>103</sup>.

413. The proposal would utilise previously developed land and provide high quality homes in a highly attractive rural location thereby helping to diversify the housing offer in the northern part of the plan area. It would also represent an opportunity to secure the conservation and long-term use of a number of historic stone buildings, which have been disused for many years, and provide small scale commercial facilities such as a cafe and shop for future residents and visitors to the reservoir thereby supporting the rural economy.

414. However, the strategic viability assessment indicates that the proposed development would not be viable mainly due to costs associated with site remediation and highway improvements. During the examination further evidence was submitted which demonstrates that flood risk could be effectively mitigated through the replacement of an existing culvert with an open channel watercourse across the site<sup>104</sup>. This would mean that a greater proportion of the allocation could be developed, increasing the capacity to around 138 new homes<sup>105</sup>, which would make the site economically viable.

415. The limited size of the site, its distance from the urban edge, and the fact that it is currently occupied by a number of substantial buildings mean that the proposal would cause low-moderate harm to Green Belt purposes.

416. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it contains trees and hedgerows,

<sup>103</sup> Level 2 SFRA Addendum [10.05.19]

<sup>104</sup> OD21 to OD21c [8 February 2023]

<sup>105</sup> SD21a and SD21b [9 February 2023]

is close to other priority habitats including watercourses, ponds and woodland, and has potential to support priority species including bats and other wildlife<sup>106</sup>.

417. In order to ensure that policy JPA15 is effective and justified, modifications are required. For the reasons set out elsewhere in this report, changes are needed to the requirements relating to a masterplan, design code and infrastructure phasing and delivery strategy; affordable housing; transport infrastructure; Green Belt boundaries; compensatory improvements to remaining Green Belt; landscape character; biodiversity; the South Pennine Moors; open space, sport and recreation facilities; school places; community facilities; and design.
418. In addition to the above, further changes are required to various other parts of policy JPA15 and reasoned justification. Part 3 needs to refer to around 138 homes and a range of dwelling types including high quality family housing. Part 2 should refer to 3,000 sqm, rather than 6,000 sqm, of commercial floorspace to reflect the revised capacity study and the rural location. Part 6, relating to a visitor management plan, should be deleted and paragraph 11.176 amended to refer to the statutory duty of care for the National Park. Part 7 needs to clarify that pedestrian and cycling links are required to Greenfield village and the reservoir. Parts 12 and 13 need to be combined to clarify the requirements relating to watercourses, green infrastructure and water quality. Part 19 needs to clarify what is required in relation to designated heritage assets close to the site, and the non-designated heritage assets on the site. Finally, part 21 needs to be modified to reflect the latest flood risk evidence and clarify the mitigation measures that are required.
419. The proposal would deliver a significant number of high-quality market and affordable homes in an attractive setting, make good use of previously developed land, and protect and enhance heritage assets. It would help to boost northern competitiveness and support the rural economy. Flood risk and impacts on the road network, ecology and rural character could all be effectively mitigated, subject to the main modifications that we recommend [**MMO9** and **MMO10**]. The social, economic and environmental benefits would outweigh the low-moderate harm to Green Belt purposes and other residual impacts of development. There are, therefore, exceptional circumstances to remove the site from the Green Belt and the allocation is justified.

## Conclusion

420. Subject to the main modifications described above, policy JPA15 Chew Brook Vale is justified and consistent with national policy and would be effective in achieving sustainable development.

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<sup>106</sup> Preliminary Ecological Appraisal 2020 and Addendum 2021 [10.05.17 and 10.05.18]

## **Issue 22 - Is policy JPA16 Cowlshaw justified and consistent with national policy, and would it be effective in achieving sustainable development?**

421. Policy JPA16 relates to a site of 32 hectares on the south-west edge of Shaw that is currently designated as Other Protected Open Land in the Oldham Local Plan. It is largely contained by existing housing development to the north, east and south.
422. A total of around 460 new homes are proposed with access from Kings Road to the east, Cocker Mill Lane to the south, and Denbigh Drive to the north. The strategic viability assessment indicates that a 10% increase in market values would be required to make the site viable. For the reasons set out earlier, this is likely to be achievable. Furthermore, development on the southern and northern parts of the site commenced in 2022. We are satisfied that there is a reasonable prospect that the whole development could take place during the plan period.
423. The allocation does not contain any international or national sites of importance for biodiversity. However, the provision of access from Kings Road to serve development on the central part of the site would involve a road being built through an area of semi mature woodland that is a priority habitat and public open space. There are also other priority habitats within the allocation, including ponds, wet grassland, hedgerows and broadleaved woodland some of which are locally designated as SBIs. The land supports priority species including bats, great crested newts and farmland birds along with other wildlife<sup>107</sup>. The development would affect these habitats and species, as well as significantly alter the character and appearance of the site and this part of the rural landscape between Shaw and Royton. The recreational value of the public rights of way that cross the site would be considerably reduced.
424. However, the number of new homes proposed can be accommodated on the parts of the site that are not woodland or identified for their particular ecological value. Any impacts on priority habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%. Furthermore, a well-designed and landscaped development would relate well to the existing urban area and minimise the visual impact on the wider landscape. Overall, we are satisfied that the impacts of development can be mitigated to an acceptable degree, subject to the following modifications to policy JPA16, and the reasoned justification; these are required to ensure it is effective and justified.
425. For the reasons set out elsewhere in this report, changes are needed to the requirements relating to affordable housing; transport infrastructure; landscape character; biodiversity; the South Pennine Moors; school places; community

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<sup>107</sup> Preliminary Ecological Appraisal 2020 [10.05.23]

facilities; heritage assets and flood risk. To ensure effectiveness, part 4 needs to be modified to ensure the access from Kings Road minimises the impact on the woodland and clarifies that a secondary access will be required from Cowlshaw. Part 6 needs to refer specifically to the priority habitats, sites of biological importance and woodlands that need to be incorporated into the proposed green infrastructure. Part 10 needs to clarify that the existing play area off Kings Road is either to be retained or relocated elsewhere on the site.

426. Overall, we are satisfied that the social and economic benefits that around 460 new homes would bring in this location, consistent with the spatial strategy, would outweigh the harm that would be caused by building on this greenfield site. The allocation is, therefore, justified subject to the modifications to policy JPA16 and reasoned justification described above [MMO11 and MMO12].

## Conclusion

427. Subject to the main modifications we recommend, policy JPA16 Cowlshaw is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 23 - Is policy JPA17 South of Coal Pit Lane justified and consistent with national policy, and would it be effective in achieving sustainable development?

428. Policy JPA17 relates to a site of 20 hectares, 19 of which would be removed from the Green Belt. It is located on the southern edge of Oldham to the west of Ashton Road (A627). Parts of the site have previously been mined for coal, and parts are currently used for agriculture. There are areas of woodland, some of which are identified as priority habitats.

429. The site is allocated on the basis that it provides an opportunity to diversify and improve the housing stock in the local area. Its location on Ashton Road means that future residents would have reasonable access to frequent bus services.

430. Around 175 new homes are proposed. The strategic viability assessment indicated that, to be viable, sale values would have to be 17.5% higher than assumed in the base scenario. For the reasons set out earlier, it would not be unrealistic for that to be achieved, and there is evidence of significant interest from a number of housebuilders<sup>108</sup>. There is, therefore, a reasonable prospect of the development taking place during the plan period.

431. However, the proposal would harm Green Belt purposes relating to safeguarding the countryside, checking urban sprawl and preventing the further merging of Oldham and Failsworth. Overall, the harm to the Green Belt would be high.

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<sup>108</sup> Oral evidence from representors of the site promoters at the hearing session on 26 January 2023.

432. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it contains priority habitats including ponds, woodland and hedgerows, and supports priority species including badgers, bats and great crested newts<sup>109</sup>. Development would lead to the loss of farmland, affect ecology, and significantly change the character and appearance of the site and wider landscape. Additional traffic would be generated on the local roads, including Coal Pit Lane which is of restricted width and poor alignment in places.
433. In order to ensure that policy JPA17 is justified and effective in securing appropriate mitigations, various changes are required. For the reasons set out under issue 6 above, modifications are needed in relation to an infrastructure phasing and delivery strategy; affordable housing; transport improvements; landscape character; Green Belt boundaries; compensatory improvements to remaining Green Belt; biodiversity; school places; community facilities; open space, sport and recreation; heritage assets; flood risk; and safeguarding minerals. In addition, part 4 needs to state that the main point of access will be from Ashton Road, and to clarify the requirement relating to the route of a potential future link road to Limeside to the west of the site. Part 6 relating to landscaping and green infrastructure needs to refer specifically to the priority habitats on the site, including deciduous woodland. Finally, the requirement for remediation measures in part 18 needs to clarify that it relates to areas affected by previous coal mining as well as landfill.
434. Subject to the above modifications [**MMO13** and **MMO14**], policy JPA17 will be justified and effective in mitigating the impacts of development such that the social and economic benefits associated with around 175 new homes in a location that accords with the spatial strategy would outweigh the harm to the Green Belt and other harms referred to above. There are, therefore, exceptional circumstances to justify the removal of the site from the Green Belt.

## Conclusion

435. Subject to our recommended main modifications, policy JPA17 South of Coal Pit Lane is justified and consistent with national policy and would be effective in achieving sustainable development.

## **Issue 24 - Is policy JPA18 South of Rosary Road justified and consistent with national policy, and would it be effective in achieving sustainable development?**

436. Policy JPA18 proposes around 60 homes on a 3 hectare site which is currently in the Green Belt. It is located on the southern edge of Oldham, east of Ashton Road (A62), within one of the 10% most deprived areas of Greater Manchester. It is suitable for high quality homes and would therefore help to improve the

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<sup>109</sup> Preliminary Ecological Appraisal 2020 and Addendum 2021 [10.05.28 and 10.05.29].

housing stock in the northern area of the city region. Its location close to Ashton Road means that future residents would have reasonable access to frequent bus services.

437. The strategic viability assessment shows that to be viable an increase of more than 15% in sales values would have to be achieved compared to that assumed in the base scenario. For the reasons set out earlier, this is not unrealistic. Furthermore, there are a number of other developments and environmental improvements taking place nearby which are likely to increase the attractiveness of the area. There is developer interest in the site. We are therefore satisfied that there is a reasonable prospect that development could take place during the plan period.
438. The development would cause low-moderate harm to Green Belt purposes. The allocation does not contain any international or national sites of importance for biodiversity. However, it includes part of Bankfield Clough SBI and supports priority species including bats and badgers along with other wildlife<sup>110</sup>.
439. In order to ensure that policy JPA18 is justified and effective in securing appropriate mitigations, various changes are required. For the reasons set out under issue 6 above, modifications are needed in relation to transport improvements; landscape character; biodiversity; Green Belt boundaries; compensatory improvements to remaining Green Belt; open space, sport and recreation facilities; school places; community facilities; heritage assets; flood risk; and safeguarding minerals.
440. In addition, reference to secondary emergency access needs to be deleted from JPA18 part 2 as that is not justified. Parts 4 and 6 need to be combined and modified to clarify the requirements relating to green infrastructure including the provision of landscaping between the development and Bankfield Clough. Picture 11.8 needs to be modified to exclude all of the SBI from the allocation boundary, and the policies map amended accordingly. This, along with the modification to part 7, will ensure the policy is effective in protecting and enhancing the ecology of the area in accordance with policy JP-G9.
441. Subject to the above modifications [**MMO15**, **MMO16** and **MMO17**], policy JPA18 will be justified and effective in mitigating the impacts of development such that the social and economic benefits associated with around 60 new homes in a location that accords with the spatial strategy would outweigh the harm to the Green Belt and character and appearance of the area. There are, therefore, exceptional circumstances to justify the removal of the site from the Green Belt.

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<sup>110</sup> Preliminary Ecological Appraisal 2020 [10.05.31].

## Conclusion

442. Subject to our recommended main modifications, policy JPA18 South of Rosary Road is justified and consistent with national policy and would be effective in achieving sustainable development.

### **Issue 25 - Is policy JPA19 Bamford / Norden justified and consistent with national policy, and would it be effective in achieving sustainable development?**

443. Policy JPA19 relates to a site of 36 hectares, all of which are removed from the Green Belt. It is located on the western edge of Rochdale and comprises mainly agricultural land but also playing fields, a cricket ground and tennis courts and is crossed by various public rights of way that provide access to the countryside to the west including the attractive and popular Ashworth Valley. Around 450 new homes, along with improved facilities to create a high quality recreational and sports hub, are proposed.

444. The site provides an opportunity to expand an area of larger, higher value homes which are in relatively short supply in Rochdale<sup>111</sup> and elsewhere in the northern areas, along with a significant number of affordable homes on site. Future residents would have reasonable access to an existing local convenience store, and to bus services to Bury, Rochdale and, early in the morning and evening, Manchester city centre.

445. The allocation is in an area of strong market demand, and the strategic viability assessment shows the development to be viable. The site is being actively promoted and a planning application prepared. Whilst the owner of a significant part of the site stated during the preparation of the Plan that they were not intending to sell their land, those circumstances could change. On balance, we are satisfied that there is a reasonable prospect that the site will be developed during the plan period if it is allocated.

446. However, the development would cause harm to Green Belt purposes relating to urban sprawl, safeguarding the countryside and, to a lesser extent, preventing neighbouring towns from merging. The GMCA assessment is that, overall, the harm to the Green Belt would be moderate. However, in this particular instance, we consider the harm could be greater than that due to the encroachment into the countryside. Furthermore, the character and appearance of the rural fringe site would be significantly affected, the recreational value of the well-used public footpaths and bridleways that cross the land would be substantially reduced, and additional traffic would use local roads some of which are congested at peak times.

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<sup>111</sup> There is a low proportion of homes in Council Tax Band E and above in Rochdale compared to Greater Manchester as a whole (8.2%) or nationally (18.9%).

447. Whilst the allocation does not contain any international, national or locally designated sites of importance for biodiversity, it does contain priority habitats including woodland, hedgerows and species-rich grassland, and supports priority species including badgers, bats, hedgehogs and farmland birds along with other wildlife<sup>112</sup>. However, any impacts on those habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%.
448. In order to ensure that policy JPA19 is justified and effective in securing appropriate mitigations, various changes are required. For the reasons set out under issue 6 above, modifications are needed in relation to an infrastructure phasing and delivery strategy; affordable housing; transport improvements; landscape character; compensatory improvements to remaining Green Belt; heritage assets; school places; and safeguarding minerals.
449. In addition, part 1 needs to be modified to clarify what is meant by “larger higher value family housing”, and to delete reference to the homes being located on the western and southern parts of the site as that is not justified and is a matter that can be determined through the masterplanning process. Parts 2 and 12 should be combined and amended to clarify that the existing public rights of way are to be incorporated into high quality green infrastructure linking to the wider countryside beyond the site, and that development will need to provide contributions towards improving the existing sport and recreation facilities.
450. Subject to the above modifications [**MMR2** and **MMR3**], policy JPA19 will be justified and effective in mitigating the impacts of development such that the social and economic benefits associated with around 450 market and affordable homes in accordance with the spatial strategy would outweigh the harm to the Green Belt and other harms identified above. There are, therefore, exceptional circumstances to justify the removal of the site from the Green Belt.

## Conclusion

451. Subject to our recommended main modifications, policy JPA19 Bamford / Norden is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 26 - Is policy JPA20 Castleton Sidings justified and consistent with national policy, and would it be effective in achieving sustainable development?

452. Policy JPA20 relates to a site of 12 hectares, 5 of which are removed from the Green Belt. It comprises former railway sidings and is located on the south west edge of Rochdale. Vehicular access would be provided from the adjoining

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<sup>112</sup> Preliminary Ecological Appraisal 2020 [10.06.05] and Preliminary Ecological Appraisal 2017 [10.06.02]



residential area to the north. Around 125 new homes are proposed on the eastern part of the site, with the western part retained in the Green Belt and landscaped for open space and nature conservation. The north eastern part of the site would accommodate a temporary rail halt and associated parking to facilitate the extension of the East Lancashire Railway and potentially a tram-train trial project on the main railway line.

453. The site is previously developed land with good public transport access due to it being close to Castleton railway station and bus stops. The proposal would provide a significant number of new homes, create new green infrastructure, and facilitate the extension of the East Lancashire Railway from Heywood to Castleton which will provide a convenient link between the heritage line and mainline passenger services at Castleton Station. The new homes would be contained between a row of trees along the boundary with a golf course to the north, and woodland to the south.
454. The strategic viability assessment indicates that higher sales values and reduced affordable housing provision would be required to make the development viable. However, the site is being actively promoted by a developer who specialises in brownfield sites and they advise that a scheme meeting all policy requirements would be viable<sup>113</sup>. We are satisfied that there is a reasonable prospect that the site will be viably developed during the plan period.
455. The development would harm Green Belt purposes relating to preventing the merging of Castleton and Heywood and checking the unrestricted sprawl of the large built-up area of Rochdale. Overall, the Green Belt harm would be moderate. This, and the impact on the character and appearance of the area, could be mitigated to some degree by the design and layout of development, including through the provision of high quality green infrastructure on the western part of the site and a well landscaped Green Belt boundary to separate that from the new homes.
456. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it is within 100 metres of the Rochdale Canal SAC and contains priority habitats including broadleaved woodland and species-rich grassland, and supports priority species including badgers, bats, and common lizards along with other wildlife<sup>114</sup>.
457. In order to ensure that policy JPA20 is justified and effective in securing appropriate mitigations, various changes are required. For the reasons set out under issue 6 above, modifications are needed in relation to affordable housing; flood risk; transport improvements; schools provision; establishing a Green Belt boundary; providing compensatory improvements to remaining Green Belt; and safeguarding minerals.

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<sup>113</sup> Oral evidence on behalf of Kellen Homes at the hearing session on 4 February 2023.

<sup>114</sup> Preliminary Ecological Appraisal 2020 [10.06.08]

458. In addition, part 1 needs to be modified to clarify what is meant by “larger higher value family housing”. Parts 2 and 11 should be combined to clarify the requirement relating to the creation of open space on the western part of the site and a new Green Belt boundary. Part 3 needs to make clear that land is to be provided within the site to facilitate the railway extension and potential tram-train scheme. Part 7 needs to clarify that the proposed pedestrian and cycle routes should connect to the existing public rights of way on the adjoining golf course and to Heywood Road / Manchester Road. Part 10 should make clear that the requirement for a site specific HRA relates to the Rochdale Canal SAC.
459. Subject to the above modifications [MMR4 and MMR5], policy JPA20 will be justified and effective in mitigating the impacts of development such that the benefits of providing around 125 new homes, green infrastructure and land to facilitate rail improvements on a brownfield site in an accessible location would outweigh the harm to the Green Belt and other harms identified above. There are, therefore, exceptional circumstances to justify the removal of the site from the Green Belt.

## Conclusion

460. Subject to our recommended main modifications, policy JPA20 Castleton Sidings is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 27 - Is policy JPA21 Crimble Mill justified and consistent with national policy, and would it be effective in achieving sustainable development?

461. Policy JPA21 relates to a site of 17 hectares on the northern edge of Heywood. Most of the allocation is immediately south of the River Roch. The proposal involves the removal of 14 hectares from the Green Belt, mostly within the allocation but also the site of the adjoining All Souls Church of England Primary School. The allocation includes the grade II\* listed buildings at Crimble Mill, on the north side of the river, which would be retained in the Green Belt. Around 250 new homes are proposed, including some within the Crimble Mill buildings.
462. The site would deliver a significant number of larger family homes, which are in short supply in Heywood and the northern part of the Plan area as a whole, as well as affordable housing. The proposal also presents an opportunity to secure the long term future of the grade II\* listed mill buildings which are at immediate risk of further rapid deterioration or loss of fabric.
463. The strategic viability assessment indicates that higher sales values and a reduced financial contribution for school places would be required to make the proposal viable. The former are likely to be achievable given the increase in the price of new homes in recent years. With regard to the latter, policy JPA21 requires land to be provided to allow the adjoining primary school to expand meaning that a reduced financial contribution may be appropriate. Furthermore,

the site is being actively promoted, and is subject to a current planning application. Overall, we are satisfied that there is a reasonable prospect of the development taking place during the plan period.

464. However, the proposal would harm Green Belt purposes relating to preventing the merging of Rochdale and Heywood, checking the unrestricted sprawl of Heywood, and safeguarding the countryside from encroachment. Overall, the harm to the Green Belt would be high, although the river and Crimble Lane provide clear, readily recognisable boundaries that are likely to be permanent. The development would significantly alter the existing rural character and appearance of the land to the south of the river and detract from the recreational value of the public rights of way that run around its west, north and east boundaries.
465. Furthermore, the proposal would entail traffic from the development using Crimble Lane and local residential streets to the south of the site to gain access to the A58 and wider road network. Crimble Lane is a narrow, steep, twisting, poorly-surfaced track used by walkers, cyclists and horseriders as well as vehicles accessing the mill complex and various houses. The junction of Crimble Lane with the A58 would require improvement. The roads to the south of the site serve a number of businesses and the primary school, as well as residential properties, and are narrow with street parking. However, the local highway authority is satisfied that safe and suitable access can be provided to serve all parts of the proposed development subject to various mitigations being implemented. Despite the nature of the roads involved and serious concerns of local residents, there is no substantive evidence to indicate that the judgement of the local highway authority is unreasonable or that the necessary road improvements could not be made.
466. The allocation does not contain any international, national or locally designated biodiversity sites, although Plumpton Wood and Queen's Park Lake SBIs are nearby to the north and west of the river. Furthermore, the allocation does contain priority habitats including woodland and hedgerows, and supports priority species including badgers and bats along with other wildlife<sup>115</sup>. Any impacts on those habitats and species would need to be addressed in accordance with the mitigation hierarchy set out in policy JP-G9, and the development would need to achieve a net gain in biodiversity of no less than 10%.
467. Around 30% of the site, including the existing mill buildings, is in flood zones 2 and 3. Around 60 homes are expected to be provided in and around the mill building, and a flood risk mitigation strategy has been prepared. The remaining homes can be accommodated on land outside flood zones 2 and 3. This is reflected in part 8 of policy JPA21 which should be effective in ensuring flood risk is appropriately taken into account and mitigated.

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<sup>115</sup> Preliminary Ecological Appraisal 2020 [10.06.11]

468. Various changes to other parts of policy, and the reasoned justification, are required to ensure it is justified and effective in securing appropriate mitigations, including with regard to the matters described above. For the reasons set out under issue 6, modifications are needed in relation to affordable housing; landscape character; compensatory improvements to remaining Green Belt; transport improvements; and safeguarding minerals.
469. In addition, part 1 needs to clarify what is meant by “higher value family housing” and that the provision of new homes on land adjoining the listed mill buildings would be in accordance with national policy relating to redevelopment of previously developed land in the Green Belt. Parts 2 and 4 need to make clear that the conversion and long term future of the listed mill buildings should be secured through a phasing and delivery strategy and that their significance must be protected and enhanced. Part 7 needs to clarify that vehicular access will be from an improved Crimble Lane from the A58<sup>116</sup>, as well as from Mutual Street and/or Woodland Road. Part 11 needs to clarify that land must be provided to allow the primary school to expand and that financial contributions towards additional school places would be in accordance with policy JP-P5.
470. Subject to the above modifications [**MMR6** and **MMR7**], policy JPA21 will be justified and effective in mitigating the impacts of development such that the benefits of providing around 250 market and affordable homes and securing the long term future of the listed mill buildings would outweigh the harm to the Green Belt and other harms identified above. There are, therefore, exceptional circumstances to justify the removal of the site from the Green Belt.

## Conclusion

471. Subject to our recommended main modifications, policy JPA21 Crimble Mill is justified and consistent with national policy and would be effective in achieving sustainable development.

## **Issue 28 - Is policy JPA22 Land north of Smithy Bridge justified and consistent with national policy, and would it be effective in achieving sustainable development?**

472. Policy JPA22 proposes the development of around 300 homes and a primary school on a greenfield site of 20 hectares, 18 of which are removed from the Green Belt. It adjoins the north east edge of Smithy Bridge a short distance south of Littleborough and contains a prominent ridgeline with land falling towards both Rochdale Canal to the north and Hollingworth Lake to the south. Part of the site is used as a visitor car park for Hollingworth Lake Country Park. Residential development is taking place on land adjoining to the north east.

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<sup>116</sup> Appendix D modification refers to necessary improvements to Crimble Lane including widening, footway provision, traffic calming and improved visibility splays at the junction with the A58.

473. The site is an area with strong market demand, and provides an opportunity to deliver additional larger family homes, as well as affordable housing and a new primary school, within 800 metres of Littleborough and Smithy Bridge railway stations and bus services and other facilities in Littleborough town centre. The strategic viability assessment indicates that a 10% increase in development value would be required to make the site viable. As we have previously found, that is likely to be achievable. Furthermore, a housebuilder has control of the whole site and undertaken extensive work to bring a scheme forward. We are therefore satisfied that there is a reasonable prospect that the site could be viably developed during the plan period.
474. The proposal would harm Green Belt purposes relating to preventing the merging of Smithy Bridge and Littleborough, safeguarding the countryside, checking urban sprawl, and preserving the setting and special character of Littleborough. However, the GMCA assessment concludes that the overall harm to the Green Belt would be low to moderate as the site is defined by strong physical features.
475. Notwithstanding that conclusion, development would significantly change the character and appearance of the rural fringe site which is prominently located in the Pennine foothills and close to the Country Park which is a popular tourist attraction. It would substantially reduce the recreational value of the public rights of way that cross the site. Additional traffic would be generated on local roads, including Lake Bank, Hollingworth Road / Canal Street (B6225) and the junction with the A58 in Littleborough, which are frequently heavily congested.
476. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it is within 7km of the South Pennine Moors protected sites; close to the Rochdale Canal SAC and Hollingworth Lakes SBI; contains priority habitats including hedgerows and ponds; and supports priority species including badgers, bats, barn owls, great crested newts and water voles along with other wildlife<sup>117</sup>.
477. Various changes to policy JPA22, and reasoned justification, are required to ensure it is justified and effective in securing appropriate mitigations, including with regard to the matters described above. For the reasons set out elsewhere in this report, modifications are needed in relation to affordable housing; landscape character; providing compensatory improvements to remaining Green Belt; transport improvements; the South Pennine Moors protected sites; and safeguarding minerals.
478. In addition, part 1 needs to clarify what is meant by “higher value family housing”. Part 4, which requires development to complement existing and proposed housing on adjoining land, should be deleted as it is ambiguous and not justified. Part 9 needs to clarify that a site specific HRA will be required in relation to the Rochdale Canal SAC. The reference in part 10 to the proposed

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<sup>117</sup> Preliminary Ecological Appraisal 2020 [10.06.20] and Ecology Technical Note 2018 [10.06.13]

primary school being located on the southern end of the site should be deleted as it is unduly specific and not justified, and the reference to financial contributions needs to be amended to refer to secondary school places only. Finally, part 11 needs to clarify that the existing visitor car parking spaces on the site should either be retained and enhanced, or replaced in a suitable location nearby.

479. Subject to the above modifications [**MMR8** and **MMR9**], policy JPA22 will be justified and effective in mitigating the impacts of development such that the benefits of providing around 300 market and affordable homes along with a new primary school would outweigh the harm to the Green Belt and other harms identified above. There are, therefore, exceptional circumstances to justify the removal of the site from the Green Belt.

## Conclusion

480. Subject to our recommended main modifications, policy JPA22 Smithy Bridge is justified and consistent with national policy and would be effective in achieving sustainable development.

## **Issue 29 - Is policy JPA23 Newhey Quarry justified and consistent with national policy, and would it be effective in achieving sustainable development?**

481. Policy JPA23 proposes around 250 homes and a public car park to serve a nearby Metrolink stop in a disused quarry on the north east edge of Newhey a short distance south of the M62 and Milnrow. The central part of the site comprises the quarry floor which adjoins woodland sloping steeply down to houses on Huddersfield Road to the south and a 40-50 metre high quarry face to the north. It amounts to 15 hectares, 11 hectares of which would be removed from the Green Belt with the quarry face and an area of woodland retained in the Green Belt.
482. The allocation meets both elements of site selection criteria 1 as it is previously developed land in a location well served by public transport. Car parking spaces near to the Metrolink stop are limited in number, and additional provision within the allocation along with improved pedestrian and cycling links would provide public benefits. The strategic viability assessment found the proposal to be viable, and we are satisfied that there is a reasonable prospect that it could be developed during the plan period.
483. The proposal would harm Green Belt purposes relating to safeguarding the countryside from encroachment, checking urban sprawl and preventing the neighbouring towns of Newhey and Milnrow from merging. Overall, the assessment found the Green Belt harm to be moderate-high. However, the development would be largely enclosed and we consider that the harm to the Green Belt, and to the character and appearance of the area, could be mitigated by an appropriately designed and landscaped scheme. This would entail the

new homes being located on the former quarry floor, the adjoining woodland being retained and enhanced, and the quarry face re-profiled and landscaped.

484. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it does contain priority habitats including woodland, heathland, acid grassland and ponds, and supports priority species including great crested newts, common lizards and badgers along with other wildlife<sup>118</sup>.
485. Various changes to policy JPA23, and reasoned justification, are required to ensure it is justified and effective in securing appropriate mitigations. For the reasons set out elsewhere in this report, modifications are needed in relation to affordable housing; defining Green Belt boundaries; providing compensatory improvements to remaining Green Belt; heritage assets; transport improvements; schools provision; the South Pennine Moors protected sites; and safeguarding minerals. In addition, part 1 needs to clarify what is meant by "higher value family housing". Parts 4 and 5 need to be combined and amended to clarify the requirements relating to landscaping, including the re-profiling of the quarry face. We have amended the detailed wording of the modification to parts 4 and 5 combined to provide greater clarity with regard to the incorporation of water features.
486. Subject to the above modifications [**MMR10** and **MMR11**], policy JPA23 will be justified and effective in mitigating the impacts of development such that the benefits of providing around 250 market and affordable homes along with a new public car park would outweigh the harm to the Green Belt and other harms identified above. There are, therefore, exceptional circumstances to justify the removal of land from the Green Belt and the allocation of the site for development.

## Conclusion

487. Subject to our recommended main modifications, policy JPA23 Newhey Quarry is justified and consistent with national policy and would be effective in achieving sustainable development.

## Issue 30 - Is policy JPA24 Roch Valley justified and consistent with national policy, and would it be effective in achieving sustainable development?

488. Policy JPA24 relates to a site of 14 hectares all of which are currently designated as Protected Open Land. It is on the southern edge of Littleborough with the River Roch running along the southern boundary. Around 200 new homes are proposed, mainly on the northern part of the site adjoining existing residential areas. The southern part of the site would be safeguarded to deliver

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<sup>118</sup> Preliminary Ecological Appraisal 2020 [10.06.28]

flood alleviation benefits for the River Roch between Littleborough and Rochdale town centre.

489. As none of the land within the allocation is in the existing Green Belt, it was assessed at stage 1 of the site selection process. We agree that the development would be suitably located being well related to existing residential areas and not far from local facilities and services including shops and public transport. The site is being promoted by a housebuilder and is subject to a planning application supported by viability evidence meaning that there is a reasonable prospect that it could be developed within the plan period.
490. The proposal would significantly alter the character and appearance of the site which is in a prominent location on the valley side. The recreational value of the public rights of way that cross the land would be substantially reduced. Additional traffic would be generated on local roads, including Smith Bridge Road and the congested A58. Around 17% of the site is in flood zones 2 and 3, although all of the new homes could be accommodated on higher ground above that land.
491. The allocation does not contain any international, national or locally designated sites of importance for biodiversity. However, it does contain priority habitats including hedgerows and ponds, and supports priority species including badgers, bats, and water voles along with other wildlife<sup>119</sup>.
492. Various changes to policy JPA24, and reasoned justification, are required to ensure it is justified and effective in securing appropriate mitigations. For the reasons set out elsewhere in this report, modifications are needed in relation to affordable housing; landscape character; heritage assets; transport improvements; schools provision; the South Pennine Moors protected sites; and safeguarding minerals. In addition, part 1 needs to clarify what is meant by "higher value family housing. References in part 3 to appropriate water management and sustainable drainage infrastructure should be deleted as they are ambiguous and unnecessary. Part 9 needs to be amended to clarify that the layout of development should not preclude the future delivery of a potential relief road from Smithy Bridge Road to Albert Royds Street to the west of the site (rather than require the construction of part of that road, which is not justified).
493. Subject to the above modifications [**MMR12** and **MMR13**], policy JPA24 will be justified and effective in mitigating the impacts of development such that the benefits of providing around 200 market and affordable homes would outweigh any residual harms, including harms associated with the issues identified above.

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<sup>119</sup> Preliminary Ecological Appraisal 2020 [10.06.31]



## Conclusion

494. Subject to our recommended main modifications, policy JPA24 Roch Valley is justified and consistent with national policy and would be effective in achieving sustainable development.

### **Issue 31 - Is policy JPA25 Trows Farm justified and consistent with national policy, and would it be effective in achieving sustainable development?**

495. Policy JPA25 relates to a greenfield site of 21 hectares all of which are currently designated as Protected Open Land. It is located on the southern edge of Rochdale and comprises mainly rough grassland and scrub on steeply undulating land with various trees and hedgerows along with a group of agricultural/commercial buildings. It is bordered by residential areas of Castleton to the west, a business park to the north, the A627(M) to the east, and M62 to the south. Around 550 new homes are proposed with vehicular access from Cowm Top Lane through the business park to the north.

496. As none of the land within the allocation is in the existing Green Belt, it was assessed at stage 1 of the site selection process. It provides an opportunity to deliver a significant number of larger market and affordable homes on land that is well related to the existing urban area of Rochdale, not far from the centre of Castleton and contained to the east and south by motorways. The strategic viability assessment shows that higher development values, along with reduced affordable housing provision and developer profit, would be required to make a scheme marginally viable. However, an outline planning application has been submitted which does not raise any viability issues and we are therefore satisfied that there is a reasonable prospect that site could be viably developed during the plan period.

497. Development would be visible from the public rights of way that run along the site's west and north boundaries as well as from the adjoining motorways and further afield including. Whilst it would clearly alter the character and appearance of the site, it would be strongly contained by the existing urban form and motorways meaning that the impact on the wider landscape would be limited. The allocation does not include any international, national or locally designated sites of importance for biodiversity. However, it does contain priority habitats including woodland and species-rich grassland, and supports priority species including badgers, bats, and amphibians along with other wildlife<sup>120</sup>.

498. Various changes to policy JPA25, and the reasoned justification, are required to ensure it is justified and effective in securing appropriate mitigations. For the reasons set out under issue 6, modifications are needed in relation to an

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<sup>120</sup> Preliminary Ecological Appraisal 2020 [10.06.34] and WSP Technical Summary Report 2020 [10.06.29]

infrastructure phasing and delivery strategy; affordable housing; landscape character; transport improvements; schools provision; and safeguarding minerals. In addition, part 1 needs to clarify what is meant by "higher value family housing". Parts 6 and 9 need to be combined and amended to clearly require a well-designed scheme which incorporates good quality green infrastructure and responds to the urban fringe farmland landscape, the topography of the site, and its prominent location next to the motorways. Part 7, requiring a site specific HRA, should be deleted as it is unnecessary and not justified.

499. Subject to the above modifications [**MMR14** and **MMR15**], policy JPA25 will be justified and effective in mitigating the impacts of development such that the benefits of providing around 550 family homes would outweigh any residual harms, including harms associated with the issues identified above.

### **Conclusion**

500. Subject to our recommended main modifications, policy JPA25 Trows Farm is justified and consistent with national policy and would be effective in achieving sustainable development.

### **Issue 32 – Is policy JPA26 Land at Hazelhurst Farm justified and consistent with national policy, and would it be effective in achieving sustainable development?**

501. Policy JPA26 relates to a site of around 17 hectares, all of which is currently Green Belt. The allocation would also sever an area of open space from the remainder of the Green Belt, leading to its consequential removal from the designation. Around 400 dwellings are proposed. The policy requires provision of at least 50% affordable housing, though some of this may be off-site and, if necessary, for land to be provided for a school.

502. The site is well related to the Leigh-Salford-Manchester Busway. This is a guided busway that runs along the A580 East Lancashire Road to the north of the site. There was some suggestion that this bus route is oversubscribed and thus would not provide an adequate or suitable service for future occupants. It would be somewhat illogical to suggest a site is unsuitable in principle because public transport in the vicinity is too popular. It would be reasonable to assume that, as well as providing good access to public transport, development along the length of a designated busway would have the potential to lead to improved services over time. While the site is a short distance from the stops serving the busway, this is still likely to be an attractive service for future occupants.

503. The scale and nature of the housing proposed would also help to diversify supply in the district, particularly the delivery of family homes and affordable housing. This is consistent with other Salford allocations and the evidence suggests that there is justification for this approach.

504. The allocation would result in low to moderate harm to Green Belt purposes. The site is well contained by existing housing and road infrastructure around and near to it. The woodland to the west would also constitute a clear and distinct boundary. The development would still inevitably be seen as sprawl and encroachment into the countryside. There would be little effect however on the merging of settlements, with areas of Worsley and Swinton already linked to an extent.
505. During the examination, the GMCA proposed a change to the Green Belt and allocation boundary for this site. This relates to an area between the edge of the allocation and the A580. This area had been retained as Green Belt as it purported to be required for a road improvement scheme and had been identified as priority habitat by Defra. Subsequent investigations by the GMCA determined that neither of these assertions were accurate.
506. It is clear therefore that the allocation boundary as submitted was not justified by robust evidence, nor does it follow any physical features on the ground which are readily recognisable or likely to be permanent. We acknowledge that there are other allocations where new defensible Green Belt boundaries would have to be created where none currently exist. However, given the relative proximity of the road, it would be preferable in this case to utilise this existing physical feature.
507. The alteration would not lead to any change to the scale of development proposed and the land affected is most likely to be utilised as open space or landscaping. Should any development be proposed in this area then the same policies would apply, including the need to make provision for biodiversity in accordance with policy JP-G9. The change would not result in any additional harm to the purposes of the Green Belt, nor should it result in any other unacceptable harm. To ensure consistency with NPPF 143f, the allocation and Green Belt boundary should be modified, with consequential amendments to Pictures 11.37, 11.38 and the Policies Map.
508. As well as market housing, the allocation also provides an opportunity to deliver a high proportion of affordable housing. The policy requires at least 50%, though expects some of these to be off-site. NPPF 63 is clear that affordable housing provision should be on-site unless off-site provision or a financial contribution can be robustly justified. The argument made here is that the need for affordable housing is mainly centred on 1- and 2-bedroom dwellings, whereas the site would be particularly suitable for larger homes. In meeting the strategic justification for the allocation, this site may not therefore necessarily deliver the type of affordable housing that is needed. There may therefore be some justification for some off-site provision to help meet wider needs. The precise level would be determined through the masterplanning/planning application process. The allocation would therefore still contribute to NPPF 63's objective of creating mixed and balanced communities. The strategic viability assessment concluded that the site would be deliverable even with this level of affordable housing.

509. A modification is however necessary to part 2 to remove unnecessary references to the split of affordable housing tenures as this is not effective. Insofar as the reference is intended to be indicative, this is likely to cause some confusion and potential conflict with other development plan policies, including those in the Salford Local Plan. The policies of that recently adopted plan are better placed to deal this issue.
510. There are no international, national or locally designated sites of biodiversity importance within the allocation. The Worsley Woods SBI borders the site to the west and the site has the potential to contain priority habitats and protected species in several ponds and 'swampy' areas of the site, as well as in the hedgerows which run through it. The site is also within the Great Manchester Wetlands Nature Improvement Area (NIA).
511. As such, this is a relatively sensitive site and development will need to have regard to the constraints that exist. Necessarily, the policy requires development to retain and enhance important landscape features and the SBI, protect watercourses and support the objectives of the NIA. Given the scale of the site and the density of development proposed, there is no reason to conclude that harm to biodiversity assets cannot either be avoided or satisfactorily mitigated. As submitted, the policy refers to "avoiding harm to protected species". This does not properly reflect either local or national policy relating to biodiversity. A modification is therefore needed to provide a cross-reference to policy JP-G9. This will make it clear how the effects on biodiversity, and biodiversity net gain, will be assessed and mitigated where necessary.
512. The Salford Local Plan includes specific policies relating to the NIA which would be relevant. A modification clarifying that the objectives of the NIA are set out in other local planning policies is therefore necessary for effectiveness.
513. For the reasons set out under issue 6, the policy and reasoned justification needs to be modified to ensure it is sound in relation to infrastructure phasing and masterplanning, compensatory improvements to remaining Green Belt, transport infrastructure and mitigation, flooding and drainage and safeguarding minerals. There is an air quality management area (AQMA) along the A580. To be effective, part 13 should therefore be modified to include the need to consider air pollution from nearby roads.
514. The policy requires provision of new allotment spaces to meet local standards. However, there is no clear justification as to why allotment space is a necessary requirement over and above any other form of open space. Rather than be unnecessarily prescriptive here, it would be more logical to defer to policies and standards set out in the Salford Local Plan. This would not necessarily rule out allotments but would ensure that needs can be properly assessed.
515. Finally, part 12 requires a buffer zone to the overhead power lines that run across the site. This is logical, but reference to this being 'in accordance with National Grid requirements' is unnecessary in policy and should be removed.

516. The significant benefits of housing development here would outweigh the low to moderate harm the Green Belt. Given the importance of diversifying the supply of housing in Salford, we are therefore satisfied that there are exceptional circumstances to justify removing the land at Hazelhurst Farm from the Green Belt. We are content that policy JPA26 can be made sound by the modifications identified above and that any adverse impacts of development can be adequately mitigated [**MMS1, MMS2, MMS3, MMS4**].

## Conclusion

517. Subject to the main modifications set out above, we are satisfied that policy JPA26 is justified, consistent with national policy and would be effective in achieving sustainable development.

## **Issue 33 – Is policy JPA27 East of Boothstown justified and consistent with national policy, and would it be effective in achieving sustainable development?**

518. Policy JPA27 relates to a 30-hectare site which is proposed to deliver around 300 dwellings. The entire site would be removed from the Green Belt. The allocation would also result in the consequential removal of additional Green Belt outside the site. This is mainly washed over road, but also covers a small area associated with an existing use which would otherwise become detached from the Green Belt because of the allocation. The site is located off Leigh Road and sits between the edge of Boothstown and RHS Bridgewater.

519. The site meets site selection criterion 7. In this case, the local problem to be addressed is the diversification of the housing market, particularly in relation to the provision of large family homes. The allocation would provide 50% affordable housing but, as with JPA26, the intention is for some of this to be provided off-site. For the same reasons as JPA26, we are content that this is acceptable in principle, but the policy would also need to be amended to remove unnecessary and unclear references to type and tenure. These matters are better addressed through Salford's Local Plan policies.

520. At worst, the development would result in moderate harm to the purposes of the Green Belt. It would inevitably be seen as encroachment into the countryside and sprawl. It would also narrow the gap that separates Boothstown and Ellenbrook from Worsley. Although the policy calls for low-density, high-quality housing, there would also be some harm to local character. However, the impression of sprawl would be reduced by the presence of existing housing directly opposite the site and the large RHS Bridgewater facility immediately to the east. The policy includes provision for a landscaped buffer along the eastern boundary of the site. Nevertheless, the development will result in loss of an important green space which is used by local residents for informal recreation.

521. There are no international, national or local biodiversity designations within the site. It is however within the NIA, which covers large parts of Salford and Wigan.

The nature of the site means that there is likely to be biodiversity interest within it, including through mature woodland, ponds, watercourses and hedgerows. All of this provides potential for the presence of priority habitats. The policy reflects this and makes it clear that Alder Wood and other mature or protected trees should be protected and that opportunities should be taken to enhance the ecological value of Shaw Brook.

522. Part 9 also seeks to ensure that the objectives of the NIA are supported and harm to protected species is avoided. However, in this last respect a modification is needed to delete the existing reference to protected species and replace it with a new criterion cross-referencing to policy JP-G9. This will ensure effectiveness in terms of appropriate protection or mitigation and consistency with national policy. A cross-reference to local planning policies in relation to the NIA will also provide greater clarity as to what is expected. The recently adopted Salford Local Plan contains specific policies for this designation.
523. The site clearly contains biodiversity constraints and care will be needed in drawing up the masterplan and delivering the housing. Nevertheless, there is nothing in principle which suggests that development would not be capable of meeting local and national biodiversity policies, including the requirement for biodiversity net gain.
524. There is the potential for pockets of deep peat to be present at the southern end of the site. Elsewhere we have described the implications of this in terms of the impact on irreplaceable habitats. Here, we are confident that development should be able to avoid any areas of peat and so this does not affect the principle of the allocation. Modifications are however necessary to both the policy and reasoned justification to ensure that this issue will be properly assessed and addressed through the masterplan and planning application process. These will achieve consistency with NPPF 180c.
525. Part 14 sets out a specific requirement for allotments as part of the open space provision. However, there is no clear evidence to justify this specific requirement. Part 13 also seeks to “retain or replace” existing playing fields. This provides no clarity to developers or decision makers about what is expected. For clarity and effectiveness, these criteria should be deleted and replaced by a general requirement for development to contribute to recreation space standards, in accordance with local planning policies. Any loss of open space would still need to satisfy relevant local and national policies. This is likely to include the need to carry out an assessment of local need. There is no need to include this specific requirement in this policy to ensure it is effective.
526. The Level 2 SFRA indicates that up to 50% of the site is within flood zones 2 or 3. Some of this is expected to be within the developable area. The site accords with the sequential approach and exception test required by national policy. The policy also contains requirements relating to the provision of a detailed drainage and flood risk management strategy that ensures the risk of flooding does not increase elsewhere, that sustainable drainage systems are

incorporated into any scheme and the quality of watercourses are protected. We are content from the evidence presented that there are likely to be technical solutions that will remove or minimise any risks associated with flooding and drainage on the site, including those relating to sewer flooding. The allocation is therefore justified and consistent with national policy in terms of flooding.

527. For the reasons set out under issue 6, the policy and reasoned justification need to be modified to ensure it is sound in relation to infrastructure phasing and masterplanning, compensatory improvements to remaining Green Belt, safeguarding minerals and transport infrastructure. With regard to this last issue, there is already a good access into the site from Occupation Road, which serves the RHS site. While Leigh Road, and the signals-controlled junction may be busy at times, there is no clear evidence to suggest that the development would have an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe.
528. To be consistent with other policies, a new criterion is needed to make it clear that contributions to off-site primary and secondary school provision to meet the needs generated by the development. In terms of heritage, part 18 should be modified for the reasons set out under issue 6. This modification should include specific reference to the heritage assets that are at most risk, namely Worsley Hall Garden Cottage, the Bothy and Worsley Park. We are content that development need not cause unacceptable harm to the settings of these assets.
529. An AQMA runs along parts of Leigh Road. There is nothing to suggest this should render the site unacceptable in principle. The housing should be able to be located away from any affected areas. The evidence also suggests that the air quality problems are likely to be addressed through other measures and are decreasing. The policy also seeks to encourage sustainable transport modes, which ought to assist in minimising emissions from the site. Nevertheless, any effects on air quality would need to be assessed in line with relevant thematic policies. There would also be the need to prepare an air quality impact assessment with any planning application. This is not highlighted by the allocation policy nor any main modifications.
530. **MMS3** in relation to JPA26 included an additional reference to air quality in the modification of Part 13. In the interests of consistency, we consider it necessary to add a further modification to Part 17 to include reference to air pollution. This will not add any burden to applicants, as such issues would need to be addressed in any event. Nevertheless, highlighting a specific issue relating to the site would be consistent with the approach we have taken elsewhere.
531. Overall, we are satisfied that the benefits of development, in particular the ability to deliver a different type of housing in the district, would outweigh the harm to Green Belt purposes. There are therefore exceptional circumstances to justify removing the allocation from the Green Belt.

532. The site obviously contains a number of other constraints that will need to be carefully considered through the development of the masterplan, including biodiversity, drainage, heritage and the presence of existing infrastructure running through the site. However, the policy is clear that all these issues need to be adequately addressed for development to proceed. We are satisfied with the modifications set out above, the policy will be an effective framework for guiding development. The main modifications set out above will ensure the policy is effective [MMS5, MMS6]. Given the nature and density of development proposed, there is a reasonable prospect that a satisfactory form of development will be achievable.

## Conclusion

533. Subject to the main modifications set out above, we are satisfied that policy JPA27 East of Boothstown is justified, consistent with national policy and would be effective in achieving sustainable development.

## Issue 34 – Is policy JPA28 North of Irlam Station justified and consistent with national policy, and would it be effective in achieving sustainable development?

534. Policy JPA28 relates to a 30 hectare site. It is mainly in agricultural use, though some is in use as a nursery and landscaping business. The entire site is within the Green Belt.

535. The allocation also lies within the Chat Moss. This is a large area of lowland peatland which covers around 20% of Salford's area. The quality of the peat has been degraded through intensive agriculture, peat extraction, the deposition of nightsoil and other industrial waste and various infrastructure works, including the M62 motorway and Manchester-Liverpool railway. It is generally accepted that the peat here is emitting carbon and will continue to do so without intervention. The DEFRA Peat Pilot Project<sup>121</sup> concluded that the carbon storage function of the peat could be depleted within the next 60 years.

536. The evidence suggests the peat on the site is typically somewhere between 1 metre and 2 metres in depth. Although degraded, for the reasons given under Issue 6, we find it necessary for us to consider the allocation against NPPF 180c.

537. There is dispute between various parties about the potential effects of development on peat. With or without development, it is clear from the evidence that the peat is not active bog and this is a significant consideration. Nevertheless, it is reasonable to assume that it would result in some degree of loss or deterioration of the habitat, possibly through exacerbating existing issues. The likely scale and extent of this impact is, of course, dependent on the

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<sup>121</sup> England Peat Strategy: Greater Manchester Peat Pilot Report for Defra - OD36



nature and layout of any development and the construction techniques that would be utilised. Nevertheless, the likelihood of loss or deterioration is sufficient to trigger the relevant policy tests and there is certainly no firm or undisputed evidence that there would be no detrimental effects. Any consideration of harm must however be set in the context of the degraded state of the peat, the on-going effects of this on its carbon storage function and the fact that it will continue to emit carbon without intervention.

538. The delivery of 800 dwellings in an accessible location, including 25% affordable housing and the potential for housing for older people would provide clear public benefits in terms of helping to meet Salford's housing needs and those of the northern area. This would contribute to the strategy of boosting northern competitiveness, as set out in policy JP-Strat6. Although the policy requires higher density housing near to the station, replicating to an extent that found in the existing Salford supply, it would still provide some scope for the diversification of the housing supply through provision of larger family homes. This carries substantial weight in favour of the allocation. We also acknowledge that parts of the site are well related to the railway station and nearby school, which would provide sustainability benefits.
539. Notwithstanding these benefits, Salford would still be able to comfortably meet their housing requirement without the site and it would not need to be replaced if deleted from the Plan. While there would not be as much 'diversification' of the housing market as previously envisaged, removal of the site would not prejudice the delivery of the overall spatial strategy or Salford's part in it. The scale of delivery is also not 'transformational', neither would the nature of development lead to any long-term economic benefits in terms of job growth and/or supporting of the regional economy. This sets the site apart from others in similar situations.
540. With sufficient resources in place, it would be theoretically possible to restore this peatland habitat to active bog. This would obviously take significant time to achieve. There is also potential for restoration to other peatland habitats such as fen, or other similar measures such as paludiculture, that could be taken to re-wet the area, arrest the degradation of the peatland environment and 'lock' the carbon in place. There is also clear evidence of restoration activities taking place on Chat Moss by both Natural England and Lancashire Wildlife Trust / Carbon Landscape Partnership. This includes both organisations buying land from willing landowners to carry out restoration projects.
541. There is no clear evidence that the technical constraints to restoration on this site are significantly different to those on other parts of Chat Moss where restoration projects are underway. No specific evidence on ground conditions or hydrology of the area has been provided which suggests that restoration of one kind or another would be any more technically difficult or resource intensive than in those areas.

542. The site is not within the 'biodiversity heartland' identified in Policy GI2 of the Salford Local Plan. This is an area where priority will be given to restoration projects. However, this does not suggest that restoration here would be any less important or supported in principle. Moreover, while the reasoned justification for Policy GI2 states that there may be potential for land to be allocated for development within Chat Moss, the policy itself only stipulates that any development should be consistent with the policies' priorities and should not affect the capacity of the area to support bog restoration. The policy does not refer to the potential for allocations, nor does it say what form of development might be proposed. There is also nothing to suggest that the Inspector examining the Salford Local Plan was required to consider the merits of any potential allocation. Policy GI2 therefore provides no specific justification for the allocation of the site for housing, though neither would it preclude development that could meet its requirements.
543. GMCA also noted that this area has not been identified in the Defra Peat Pilot report as being necessary to restore to meet objectives of restoring 50-75% of peat on Chat Moss. However, this is not a prescriptive set of proposals for restoration and thus is similarly not determinative. We acknowledge however that while the allocation would reduce the amount of land available for restoration, it would not prevent the ambition to restore 50-75% of the peat on Chat Moss in itself. Moreover, we have considered that no specific resources have been identified relating to the restoration of this site. However, as recent evidence suggests there is developer interest only in part of the site, then there remains no clear evidence that the remaining landowners would be unwilling to release their land to other uses if the site were to remain in the Green Belt. There may therefore be some prospect of restoration of some form, at least on part of the site, if it is retained in the Green Belt.
544. We acknowledge that the proposed housing would provide substantial public benefits. However, in this instance we are not persuaded that they would clearly outweigh the potential loss or deterioration of an irreplaceable habitat. The wholly exceptional reasons needed to meet the requirements of NPPF 180c have therefore not been demonstrated. In this context, whether or not a suitable compensation package exists is not a factor which needs to be considered. We therefore consider the allocation would conflict with national policy and would not be justified.
545. Irrespective of whether or not the site is considered an irreplaceable habitat under NPPF 180c, there is clearly a strong local policy context for the protection and restoration of Chat Moss. The totality of the evidence considered also demonstrates the environmental importance of the land and importance the Government places on this type of habitat, particularly in terms of its carbon storage function. While there are substantial benefits associated with the allocation, in the context of this site, we do not consider they would be sufficient to outweigh the harms that we have identified meaning that the exceptional circumstances needed to release the land from the Green Belt have not been fully evidenced and justified.

546. On this basis, the allocation of the site is not justified and is inconsistent with national policy. There are no modifications we feel could address these concerns. Therefore, for the Plan to be sound, the allocation should be deleted.

## Conclusion

547. JPA28 Land North of Irlam is not justified, consistent with national policy or effective in achieving sustainable development. Accordingly, the allocation should be deleted from the Plan and consequential modifications made to other policies, maps and changes to the Policies Map [**MMS1, MMS7**].

## **Issue 35 – Is policy JPA29 Port Salford Extension justified and consistent with national policy, and would it be effective in achieving sustainable development?**

548. Site JPA29 is approximately 109 hectares in size, all of which is currently in Green Belt. An additional 15.6 hectares of Green Belt outside the site would also be released because of the allocation. This area, which covers the Barton Aerodrome and the Foxhill Glen SBI, would be severed from the remainder of the Green Belt and would thus no longer serve those purposes. Much of the site is considered by GMCA to be Grade 1 agricultural land.

549. The site is allocated for around 320,000 sqm of new employment floorspace, focussing on the logistics sector. It would represent an expansion of the permitted Port Salford tri-modal freight facility. The intention is that this development would only come forward once Port Salford itself is operational and associated infrastructure projects are complete. There is no persuasive evidence that Port Salford itself will not be completed or that the necessary infrastructure referred to by the policy, in particular part 3, will not be delivered.

550. The allocation meets three of the site selection criteria. Primarily, it meets criterion 2 in that it is able to take advantage of the Port Salford tri-modal scheme. This is a unique facility that provides opportunities to move freight by rail, road or water. This is entirely consistent with NPPF 106e in terms of providing for large scale transport facilities and the wider development needed to support their operation and expansion. It is also consistent with NPPF 110a which encourages the promotion of sustainable transport modes. In this regard, it is fair to say that Port Salford genuinely distinguishes Greater Manchester from its competitors. The scale and location of development means that it has the potential to generate a large number of jobs which, in turn, can have direct benefits for nearby areas of high deprivation (criterion 5). Development here would also assist in the business case for extending the Trafford Park metrolink (criterion 6). However, as this is not currently a commitment, this carries less weight than the other criteria. Nevertheless, there is a clear synergy between the allocation and Plan's spatial and economic strategy.

551. Development would have a moderate overall impact on Green Belt purposes. The allocation would inevitably lead to increased sprawl and encroachment into

open agricultural land. It would not, however, have a significant detrimental effect on the merging of neighbouring towns. The M62, rail line and route of the proposed A57 to M62 link road scheme would also create a clear boundary to the west and north which means that there would be a clear and definitive Green Belt boundary, limiting the scope for further encroachment.

552. The site forms part of Chat Moss and is within the Great Manchester NIA. We have rehearsed many of the issues relating to the development of deep peat above and do not need to repeat them in detail here. Much of the discussion in relation to JPA28 remains relevant here. For the avoidance of doubt, we have considered the allocation in the context of NPPF 180c. In coming to our conclusion, we have had regard to the quality of the peat and the potential and likelihood for restoration to take place.
553. There is much dispute about the extent, depth and quality of the peat on site, the likely effects of development, whether restoration is possible, what form that restoration may take and whether it is likely in any event. It is however generally common ground that the peat is in a degraded state with high levels of carbon emissions. Again, this state is likely to persist without some form of intervention. While there is agreement that it would be theoretically possible to restore a peatland habitat, significant potential technical constraints have been put to us which relate specifically to this location, including geological, hydrogeological and engineering issues, including relating to the construction of the Manchester Ship Canal and proximity of the M60, the nature of the deposits on the land and effects of agricultural use, particularly on drainage. The former Boysnope Golf Course covers part of the site which means that any peat could be under large volumes of inert material.
554. Even if theoretically possible to overcome these constraints, there is no indication of there being any realistic prospect of intervention taking place on this site, either in terms of a willingness from the landowner to release the land or any resources that have been identified to purchase it (perhaps through compulsory purchase) or carry out the restoration itself. We acknowledge that additional forms of funding may be identified in time, just as they may for facilitating delivery of the development as a whole. As with JPA28, there is no clear evidence to suggest that this allocation would prejudice GMCA's objectives of restoring 50-75% of Chat Moss nor that there was any expectation this land would be needed to meet this aim.
555. Development here has the potential to meet demand for large-scale logistics and manufacturing floorspace, in a location that make use of the tri-modal freight facility. There is no other location where this can be realistically or sustainably be achieved. The development will also generate a significant number of jobs. As a whole, the site is fundamental to the economic strategy of the area and will be critical in facilitating the expected sustainability benefits of the tri-modal facility. The Port is of wider importance than simply providing additional employment floorspace in Salford; it will provide benefits for the whole of the Greater Manchester area and will be of national importance.

Consolidating floorspace in this location will help to ensure the success of the port and facilitate the associated benefits.

556. Taking the above into account, we are satisfied that the GMCA have been justified in concluding that, if the allocation includes irreplaceable habitat, then the considerable public benefits associated with it would clearly outweigh any potential loss or deterioration. On this basis, wholly exceptional reasons exist, in principle, to justify the allocation in terms of NPPF 180c.
557. The scale of development provides scope for a suitable compensation strategy to be delivered. This could either be through on-site measures to restore areas of peat to some degree, where possible. Contributions could also be made to restore peat off-site elsewhere within the Chat Moss area, thus facilitating the overall strategy of restoration. A modification is needed to the policy to ensure this occurs. Other modifications are also necessary to ensure further assessment of the extent and quality of the peat is carried out and that the consideration of peat deposits is embedded into the masterplanning process. The aim should be to minimise any potential impact on peat. The modifications will ensure effectiveness in this regard.
558. For the reasons given under issue 6, to be effective modifications are also needed to ensure the policy and reasoned justification is effective in relation to infrastructure phasing and masterplanning, compensatory improvements to remaining Green Belt, flooding and safeguarding minerals. These will ensure effectiveness and consistency across allocation policies.
559. A modification is also needed to provide clarity about which employment use classes are being sought. There is no need for this policy to refer to a specific HRA and thus this reference should be deleted. Similarly, reference to "giving consideration to" renewable and low carbon infrastructure is inconsistent with policies JP-S2 and JP-S3 and thus should also be deleted.
560. Notwithstanding its presence within Chat Moss, there are no other international, national or local biodiversity designations within the site. Nevertheless, the evidence suggests it supports a wide range of biodiversity assets, including the potential for protected species within woodland, grassland, wetlands and hedgerows. The site is also adjacent to the Foxhill Glen SBI. Given the scale of the site, there is no reason in principle why national and local policies relating to biodiversity cannot be met and there is nothing to suggest that these constraints make the site unsuitable for allocation in principle. Nonetheless, modifications are necessary to ensure the policy is consistent with policy JP-G9 and Salford Local Plan policies relating to the NIA. A modification is also necessary to remove superfluous requirements about surveys in relation to the protection of birds. In effect, this is a validation requirement and would be adequately addressed by relevant policies.
561. These modifications would retain reference to the need to provide off-site improvements to the Foxhill Glen SBI. Any concerns about the current condition

of the SBI are outside the scope of the examination and does not affect the expectations of the policy.

562. Development of this scale will inevitably result in significant numbers of road-based trips by cars and lorries. Nevertheless, the Plan identifies potential schemes to address this and provides scope to consider further mitigation as necessary at the application stage. The policy is also explicit about the phasing of development and the need for other infrastructure to be in place before work on this site commences. There is no clear evidence that, with suitable mitigation in place, development here would inevitably result in severe transport problems. A modification relating to transport mitigation is necessary for clarity, internal consistency and effectiveness. As elsewhere, the list of potential transport measures will be moved into Appendix D and a cross-reference made to relevant transport policies.
563. Given the location and nature of development proposed, it is appropriate for the policy to continue to highlight the need for transport mitigation to be compatible with proposals for enhancement of the motorway network, include provision for HGV parking and facilities, the need to provide high quality walking and cycling routes and maximise links to public transport.
564. With particular regard to heritage, any development would need to have particular regard to the Barton Aerodrome and associated listed buildings. This can be adequately addressed through the masterplanning process and would not be a reason to find the site unsound in principle. As submitted, part 10 is overly prescriptive and not entirely consistent with the provisions of either national policy or JP-P2. To be justified and effective the policy should be modified to reflect the importance of the aerodrome but also provide a cross-reference to the thematic policy.
565. Part of the site includes a former golf course. However, part 11 of the policy requires the loss of open space to be fully justified and compensated for. As the site has been allocated for development, it would be reasonable to assume that the local authority had considered whether its loss would be justified as part of the site selection process. On this basis, we do not consider part 11 as submitted to be justified. It may still however be necessary for there to be some consideration of the former open space and so a cross reference to relevant local policies would ensure effectiveness.
566. With regard to the golf course, we are content that the boundary as submitted is justified. However, a modification will be needed to ensure development defines or strengthens the boundary both here and to the north of the site. This will ensure effectiveness and is consistent with modifications made elsewhere.
567. The viability evidence for JPA29 suggests there could be a substantial funding gap, largely stemming from transport mitigation. There is some dispute between the GMCA and site promoter about the costs associated with this and the values likely to be achieved. It is likely that the mitigation requirements, the

associated costs and sales values will evolve as detailed proposals are worked up and considered. Nevertheless, a worst-case scenario would suggest that development here would not be viable without other sources of funding.

568. GMCA have expressed confidence that a scheme of this magnitude and importance would attract public money from various sources. Evidence of this already exists in relation to the existing Port Salford scheme where associated infrastructure was delivered through a combination of private and public finance. There seems no reason why JPA29 could not benefit from similar sources of funding over time. Given the expected phasing of the site, we are content that there is sufficient time for costs to be finalised and avenues of funding explored such that development could still be achieved within the lifetime of the Plan.
569. Development of the scale and nature envisaged here will have significant effects on the character of the area, the provision of agricultural land, the transport network and the Green Belt. It will need to be carefully designed, implemented and managed to avoid, minimise or mitigate the potential impacts on the natural and built environment. However, the scale of development and its association with Port Salford are such that we see no reason to disagree with the GMCA's conclusions that the benefits of development would clearly outweigh the harm caused, including in relation to the Green Belt. We are therefore satisfied that there are exceptional circumstances to remove the allocation from the Green Belt. With the modifications described above, we are also content that the policy can be made an effective framework for considering the detailed proposals as they come forward and ensuring an acceptable form of development is delivered [MMS8, MMS9].

## Conclusion

570. Subject to the main modifications set out above, we are satisfied that policy JPA29 Port Salford Extension is justified, consistent with national policy and would be effective in achieving sustainable development.

## **Issue 36 – Is policy JPA30 Ashton Moss West justified and consistent with national policy, and would it be effective in achieving sustainable development?**

571. JPA30 relates to a site of around 58 hectares, all of which would be removed from the Green Belt. It is allocated for around 160,000 sqm of employment floorspace, focussed on light and general industrial uses. The site is bounded by existing housing to the south and west, Lord Sheldon Way and the Metrolink to the east and the Manchester to Leeds railway line to the north.
572. The site is well related to existing public transport, with much of the site within 800 metres of the Metrolink station. It is also within 800 metres of a town centre, which also includes a railway station. The development would help meet the employment floorspace needs of Tameside, while also supporting the wider economic strategy including helping to boost northern competitiveness.

573. At present, the Green Belt penetrates south from the railway line and creates separation between existing residential and commercial areas. Development of the site would narrow the gap between Ashton and Droylsden, particularly in the northern part of the site. However, the area around the site is already significantly urbanised and largely contains the site. The allocation would therefore cause only low to moderate overall harm to the Green Belt. Inevitably, it would result in some harm to the open and undeveloped character of the site.
574. Development would be limited primarily to research and development, light industrial and general industrial uses. This reflects the demand for such floorspace in Tameside and provides an alternative to predominantly B8 logistics and warehousing schemes elsewhere. GMCA have indicated that the existing employment land supply in Tameside is limited and existing businesses have little scope to expand. This has apparently resulted in some businesses leaving Tameside. The site therefore provides an opportunity to both attract new investment and retain existing employers in non-B8 uses. A good supply of land for B8 uses has been identified elsewhere and thus this site would complement and help diversify the supply. We are therefore content that the decision to restrict other types of employment development is justified.
575. Nevertheless, reference to development being 'primarily' within these uses is likely to lead to a degree of ambiguity about what use classes might also be permitted or the amount of floorspace that could be dedicated to them. This reference should therefore be deleted to ensure effectiveness.
576. The site is entirely within an area identified as deep peat. However, the vast majority of this is under large amounts of placed earth deposited on the site following construction of the M60. This is up to 18 metres deep in places. Notwithstanding the relatively small area of exposed peat, there is consensus between the GMCA, site promoter and Natural England<sup>122</sup> that there is no realistic chance that this area of peat could be restored. We have no reason to come to a different conclusion.
577. Nevertheless, development should still have regard to the peat that is present. For effectiveness, a modification as suggested by Natural England is necessary to require the use of suitable construction techniques to minimise any potential residual impacts.
578. There are no international, national or local biodiversity designations within the site and thus no known ecological constraints which would preclude development in principle. There are some features on the site, such as pockets of trees and ponds, which may provide opportunities for habitats and additional survey work would be needed with any proposal. Nevertheless, local and national policy sets out requirements for their protection and there is no clear evidence that a suitable form of development could not be achieved.

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<sup>122</sup> GMCA90



579. For the reasons given in issue 6, modifications are needed to the policy and reasoned justification in relation to infrastructure phasing and masterplanning, design, transport mitigation and accessibility, compensatory improvements to remaining Green Belt, flooding, biodiversity, archaeology and safeguarding minerals. There is no need for this policy to refer to local education and training opportunities as such things are addressed more effectively through policy JP-J1.
580. Reference to development being informed by a detailed earthwork and remediation strategy in part 3 is no more than a validation requirement for a planning application and provides no guidance for a decision maker. This is ineffective and should be deleted.
581. There is a long-standing aspiration to deliver a new railway station on the Manchester to Leeds line that could serve the allocation and the Droylsden and Audenshaw areas. While this is not currently committed, there is justification to seek to ensure the potential for a station is not stymied. To be effective, a modification is needed to part 11 to provide some flexibility in terms of the siting of any station and expand consideration of layout beyond highways.
582. Requirements in the policy relating to enhancing connectivity and setting aside land for a range of public spaces can adequately be addressed through the requirement for a masterplan, the transport mitigation requirements and thematic policies relating to open space. As above, the relevant thematic policies, particularly in relation to open space, will be more effective than the potentially contradictory and inconsistent approaches set out here. Parts 17 and 18 should therefore be deleted to ensure effectiveness.
583. The allocation will deliver a substantial amount of new employment floorspace, helping to meet overall need and diversifying the local supply. It will therefore help to implement the overall spatial strategy as set out in policy JP-Strat6. Subject to appropriate mitigation, we are therefore content with the GMCA's judgement that the benefits of development would outweigh the harm caused to the Green Belt and other potential impacts set out above. The policy, as modified, should ensure an appropriate form of development is achievable [MMTa2, MMTa3]. We are, therefore, satisfied that there are exceptional circumstances to justify removing the site from the Green Belt and that policy JPA30 can be made sound by main modifications.

## Conclusion

584. Subject to the main modifications set out above, we are satisfied that policy JPA30 Ashton Moss West is justified, consistent with national policy and would be effective in achieving sustainable development.

### **Issue 37 – Is policy JPA31 Godley Green Garden Village justified and consistent with national policy, and would it be effective in achieving sustainable development?**

585. Policy JPA31 allocates around 124 hectares of land currently within the Green Belt for around 2350 dwellings, a substantial proportion of which may be beyond the end of the plan period. Any development would also be expected to deliver supporting retail and community facilities. It is located between the neighbourhoods of Hyde, Godley and Hattersley. It is largely agricultural and open countryside, with sporadic pockets of existing development scattered across the area. The allocation would result in the entire area being removed from the Green Belt.
586. Parts of the site lie within 800 metres of the Godley and Hattersley rail stations, albeit a new bridge would be required for residents to access the Hattersley station directly. The development would deliver regeneration benefits, complementing existing programmes associated with Hattersley in particular. The development would also help to strengthen the business case for other transport improvements in the area, including the potential provision of tram-train services on the Glossop line.
587. The Green Belt here plays a strong role in checking the unrestricted sprawl of larger built-up areas and safeguarding the countryside from encroachment. The harm to the Green Belt in these respects would therefore be high. The Green Belt Assessment argues that there would only be moderate harm in terms of the merging of neighbouring settlements. In this regard, it states that the site forms part of the gap between Hyde and Broadbottom but is not critical to the separation of either settlement.
588. We feel the assessment of harm in this respect has been underestimated. Whether or not Hattersley is considered to be part of Hyde, the area in question still manifests itself as a gap in the built form, allowing the countryside to penetrate the barrier of the A560 from the south. The strong boundaries formed by physical features and housing to the west, north and east contain this gap thus emphasising its countryside character. While there is sporadic development within the allocated area, this is all low density and scattered housing, farms and stables, with associated paraphernalia. None of this detracts from the generally open and undeveloped rural character of the area. Indeed, they generally add to it, as do the areas of woodland and hedgerows that are prevalent across the site.
589. The policy requires development to be sensitively designed and enshrine Garden City principles, which includes an expectation of beautiful and imaginatively designed homes and development that enhances the natural environment. Nevertheless, development will appear as additional urban sprawl encroaching into the countryside that will lead to some merging of the built form north of the A560. It will also undoubtedly have some effect on the existing agricultural activity and that relating to other features, such as land used for

equestrian and recreational purposes. Notwithstanding the effect on local character and appearance, the allocation will result in an overall very high degree of harm to the Green Belt. The A560 will however create a clear and strong southern boundary that will contain the new built form.

590. The main modifications consulted on included an additional criterion requiring the creation of a strong boundary along the A560 comprising physical features that are readily recognisable and likely to be permanent. This was included to be consistent with the approach taken on other sites. However, on reflection, this is not necessary to make the Plan sound, as the A560 itself will perform the role required by NPPF 143f. This additional criterion has therefore been removed from the schedule. This does not alter the need for development to be of a high quality of design, provide landscaping, or open spaces.
591. The allocation is under multiple ownerships, but we understand the majority of land is in the control of willing landowners who are working together on a masterplan. This includes Tameside Council. The evidence suggests there are some landowners in the area who do not wish to sell their land. However, development here is intended to take place over a prolonged period and there is reasonable potential for this situation to change over time. With the Council being a significant landowner, there is clear public sector commitment to delivery.
592. The Whole Plan Viability Assessment concluded that development here would be viable. There has however been a change in circumstance, namely that a specific source of funding that had been secured from Homes England would no longer be available. This alters the viability assessment and GMCA have indicated it would leave a shortfall of around £4.2m. However, a significant amount of public sector funding has already been provided and Homes England have indicated a general willingness to continue to work with Councils on the delivery of allocations. Given the scale of this site, the role of Tameside Council in terms of ownership and delivery, the benefits it will deliver and that it has previously attracted significant funding, it would be reasonable to assume that there would be other opportunities to address any shortfall. Delivery will take place over a number of years and thus there is ample time for the Council to address this issue. We do not therefore consider the change in current funding context is fatal to either the long-term delivery of the housing or justification for its allocation.
593. For the reasons given under issue 6, modifications are needed to ensure the policy and reasoned justification is effective in relation to infrastructure phasing and masterplanning, compensatory improvements to remaining Green Belt, open space provision, training opportunities, archaeology and safeguarding minerals.
594. It is not justified for the policy to require adherence to the Council's Housing Needs Assessment, as that is not part of the development plan. Part 2 needs to be amended so that this is something to 'have regard' to instead. In addition, the

policy is silent on affordable housing provision. To be effective, and consistent with other allocations, it should be made clear that affordable housing will be delivered in accordance with local plan policies.

595. The policy includes no specific provision for older people's housing, custom or self-build dwellings. The reasoned justification does however refer to the potential for these to be part of the housing mix. As both originally drafted and modified, this could be read as a policy requirement which, given the arguments provided by the GMCA, would not necessarily be justified. The policy requires regard to be had to the Housing Needs Assessment which may indeed identify a need for such housing in the fullness of time. Some reference to this potential is therefore acceptable. We have however altered the modification consulted on to provide a clearer link to the wording of the policy. This does not alter the intent of the policy.
596. In terms of housing density, it is logical for the policy to indicate higher densities will be required near to the train station. However, to be effective part 10 should provide a cross-reference to JP-H4.
597. The policy expects adherence to the 'Garden City' principles. Given the scale and nature of development proposed, including the provision of jobs in the 'local hubs', this is justified. However, to aid effectiveness, the reasoned justification should be modified to set out what those principles are. This will clarify expectations and assist in the preparation of the comprehensive masterplan. This requirement, and the clarification this modification provide mean that the somewhat generic references to design and architecture elsewhere in the policy are not necessary and/or are more appropriately covered by thematic policies. To ensure effectiveness, these should be deleted. This would not undermine the expectation of high-quality development enshrined within the Garden City Principles.
598. An overarching principle of development here will be the creation of two distinct but connected villages, each with their own village centre or 'hub'. This is an appropriate approach to the delivery of the site. However, to be effective and consistent with national policy, part 9 should be modified to make it clear that the 'hubs' should be of a scale and nature to meet local needs only. This is important in ensuring they would not harm the vitality and viability of any existing centres.
599. As submitted the policy requires land to be set aside for additional school education provision, unless it can be demonstrated there are sufficient school places can be accommodated off-site. There have been changes in school capacity since the Plan was submitted and it may now be that land for a school is not an absolute necessity and thus not justified. Parts 11 and 13 should therefore be replaced with a new criterion which prioritises contributions for additional off-site primary and/or secondary school provision in line with thematic policies. This will still provide scope for development to provide land to expand Alder High School if circumstances dictate it. There is no suggestion

that development here would not be capable of delivering sufficient education provision and the policy framework will ensure this is the case.

600. The site is near to the M67/A57 roundabout which is known to have capacity issues, particularly in Mottram. To help alleviate this, National Highways have proposed to deliver a new bypass. At the time of writing, this had received consent but was subject to legal challenge. This, along with other measures identified, would be expected to mitigate the impact of development here. Nevertheless, the allocation is not contingent on the delivery of the bypass. If this should not happen for any reason, then an alternative scheme for the roundabout has been identified which could address transport issues resulting from the development. The policy also allows for further assessment and mitigation to be identified if necessary. Importantly, National Highways have not objected to the allocation in terms of its potential impact on the Strategic Road Network.
601. There is no clear evidence that the development would cause a severe residual cumulative impact on the road network. Even if mitigation measures would not entirely remove the problems associated with the junction, they should at least ensure the situation is not materially worse than now. To be effective and consistent with other allocations, the issues covered by parts 11, 14 and 15 should be subsumed into a new criterion which directs applicants to Appendix D and JP-C7. This will still ensure access is taken from the A560 and any necessary mitigation provided.
602. Part 16 requires provision of a new bridge to Hattersley. This is necessary to provide improved access to Hattersley train station. As submitted, the policy requires this to be delivered in 'the' early phase of development. While not entirely clear in itself, it could be inferred that this would be in the earliest phase of development, wherever this might take place. Depending on the outcome of the masterplanning process, this might not be justified. Altering this to 'an' early phase still provides comfort that the bridge would be delivered early in the scheme but provides some flexibility.
603. Parts 17 and 18 do not add anything specific about cycling and walking in the area and thus for the reasons given in issue 6 should be deleted. Again, such matters would be picked up though other parts of this policy, including part 19. Parts 19 and 20 largely cover the same issues and should be combined.
604. The allocation encompasses the Brookfold Wood and Werneth Brook SBIs. The evidence identifies potential constraints relating to protected species, including great crested newts and badgers. It is also within 10km of the South Pennine Moors SAC and SPA and within 1km of Werneth Low Country Park. These types of constraint are not unusual for a site of this scale and nature. The allocation is of a sufficient size to be able to accommodate the development while having proper regard to these features and biodiversity assets. There is nothing to suggest that the constraints are such that the allocation is unsound in principle on this basis.

605. Modifications are still necessary in relation to biodiversity to make the policy effective. A new criterion is necessary which combines several existing requirements and provides a cross-reference to JP-G9. This will ensure internal consistency on biodiversity protection, while still ensuring that the importance of Werneth Brook and Brookfold Wood, as well as other priority habitats, are suitably protected. An additional criterion is also needed to ensure mitigation is provided in relation to the South Pennine Moors SAC/SPA, as set out in paragraph 40, along with associated changes to the reasoned justification.
606. Godley Green Garden Village is a very large and significant scheme which will clearly result in substantial change to the character and nature of the area. There are a number of physical and environmental constraints that will need to be overcome. However, the benefits associated with the scale of development envisaged are substantial in terms of meeting the area's long-term housing needs, diversifying the housing supply and facilitating infrastructure improvements that may benefit both new and existing residents. The allocation also provides scope for Garden City Principles to be adhered to which means the expectation of high-quality development. The allocation is also consistent with the spatial strategy. Subject to the modifications set out above [MMTa4, MMTa5], we are satisfied that the impacts of development would be able to be satisfactorily mitigated and that quality of development achieved.
607. Accordingly, we are content with the GMCA's conclusions that the benefits of development would outweigh the high degree of harm to the Green Belt and other issues identified above. The exceptional circumstances needed to justify removing this allocation from the Green Belt exist and policy JPA31 can be made sound.

## Conclusion

608. Subject to the main modifications set out above, we are satisfied that policy JPA31 Godley Green Garden Village is justified, consistent with national policy and would be effective in achieving sustainable development.

## Issue 38 – Is policy JPA32 South of Hyde justified and consistent with national policy, and would it be effective in achieving sustainable development?

609. Policy JPA32 relates to a site of around 33 hectares, which is split across two parcels of land to the north and south of the A560. It is allocated for around 440 dwellings. The site, except for a small area in the southern parcel, is within the Green Belt.
610. The site provides an opportunity to meet local housing need and diversify the current stock in the Hyde area, which is currently predominantly terraces and dwellings within the A and B Council Tax bands. Parts of the site are within 800 metres of the rail station at Woodley and it is on a high frequency bus route between Stockport and Ashton-under-Lyne. The policy requires the restoration

and re-use of the Grade II\* listed Apethorn Farmhouse. Apethorn Farmhouse is currently on the Heritage at Risk Register.

611. The allocation would result in moderate to high harm to the Green Belt. In particular, it would weaken the gap between Hyde and Woodley. The role of the areas in checking the unrestricted sprawl of Gee Cross, Greave and Woodley would also be diminished to an extent.
612. The allocation includes part of the Pole Bank North SBI. This area is at the edge of the site and would not form part of the developable area. Indeed, the allocation boundary straddles that of the SBI and thus makes little sense. Moreover, the woodland character of the SBI means that the boundary of the SBI would be able to meet the requirements of NPPF 143f. Accordingly, for the policy to be justified and effective, the boundary should be modified to remove the SBI from the allocation and retain it within the Green Belt.
613. For the reasons given in issue 6, modifications are also needed to ensure the policy is effective in relation to infrastructure, phasing and masterplanning, design, generic open space requirements, flooding and drainage, compensatory improvements to remaining Green Belt, archaeology and safeguarding minerals.
614. As with JPA31, it is not justified for the policy to require adherence to the Council's Housing Needs Assessment, as that is not part of the development plan. The policy needs to be amended so that this is something to 'have regard' to. The same modifications as for JPA31 are also needed in relation to affordable housing provision and changes to the reasoned justification in relation to older people's housing, self-build and custom build.
615. This policy also requires development to abide by the Garden City principles. However, several of the principles do not apply to this site. For example, the development would not generate long term jobs. Therefore, this requirement is not justified and should be deleted. Those principles which might apply, such as those relating to tenure mix, design and the natural environment, would all be adequately addressed by other criteria and/or generic thematic policies.
616. The southern part of the site slopes sharply to the east, terminating at Lord Derby Road. Development rising up the slope here would be highly prominent. However, a similar pattern of development exists immediately to the north of the site. The policy seeks to mitigate this by requiring lower density development as the elevation increases. It also seeks to ensure that the edges of any development successfully integrate into the adjoining landscape. Housing here would still represent a distinct change in character from open rolling countryside, though the policy should be successful in minimising any harm. The northern plot is contained by ribbon development to the north and east, and woodland to south and west. While development here might not be as prominent, it would still appear as an encroachment into the open countryside.
617. To reflect the particular landscape sensitivities of the site, particularly the eastern extent, a modification to part 9 is necessary to highlight the importance

of the Landscape Character and Sensitivity Assessment. This provides guidance for the preparation of the masterplan and will thus ensure the policy is effective. Parts 7 and 8 will also help ensure a high quality of design is required, though there would still be an obvious change in character.

618. The evidence does not suggest that development of the scale proposed is necessary to secure the future of the Apethorn Farmhouse. Nevertheless, there is no reason why the policy should not seek this outcome as part of the overall vision for the site. This will not undermine the viability of the development and will be a beneficial outcome. The requirement is therefore justified. There are other heritage assets in the vicinity of the site, which the policy notes and there is no reason to conclude that development would have an unacceptable effect on their significance.
619. For internal consistency and effectiveness, a modification is however needed to part 10 to provide a cross-reference to policy JP-P2 and incorporate relevant elements from part 12, which covers the same issue. Part 11 does not need to refer to evidence submitted as part of any application, as this is addressed through the thematic policy.
620. To be effective and consistent with other policies, part 13 needs to be modified in relation to education provision. This will provide clarity regarding the need for development to contribute to primary and/or secondary provision. There is no need for part 14, as issues relating to training opportunities are properly addressed in policy JP-J1.
621. Both parcels will be accessed from the A560, as will the Godley Green Garden Village (JPA31). Together these are likely to generate a substantial number of additional trips. However, the cumulative effects of both allocations have been assessed and, subject to the mitigation identified being in place, the development is not expected to result in severe residual cumulative impacts on the road network. For effectiveness, a new criterion is needed which combines the various transport mitigation references in parts 13 and 15, cross refers to Appendix D and JP-C7. Parts 16 and 17 are generic in nature and add nothing specific and thus should be deleted. Such matters would be picked up through thematic policies. Parts 18 and 19, which are specific to the features within, or near to, the allocation cover similar issues and thus should be combined for effectiveness.
622. Subject to the above modification to the site boundary, there are no international, national or local biodiversity designations within the allocation. There is potential for the site to contain priority habitats and species including badgers, water voles, hedges and species-rich grasslands. Nevertheless, we are satisfied that in principle development would be capable of satisfactorily avoiding or mitigating any potential impacts in line with local and national policies. A modification would however be needed to ensure that the site-specific policy refers to policy JP-G9. As elsewhere, this will ensure that biodiversity assets are considered in-line with national policy. For the sake of



consistency, this replaces several individual criteria, but the overall level of protection is not diminished.

623. The Whole Plan Viability Assessment concluded this site would be deliverable and there is nothing before us to suggest otherwise. The allocation is sensitive from a landscape and environmental perspective and development will alter the character of the area. Nevertheless, it is still well-related to the existing built form and the policies will seek to ensure any harm is minimised or mitigated. Overall, we are satisfied that the benefits of development here would clearly outweigh the harm caused to the Green Belt and other potential harm referred to above. The modifications set out above will ensure the policy can be made effective in delivering an acceptable form of development [MMTa1, MMTa6, MMTa7, MMTa8].

## Conclusion

624. Subject to the main modifications set out above, we are satisfied that policy JPA32 South of Hyde is justified, consistent with national policy and would be effective in achieving sustainable development.

## Issue 39 – Is policy JPA33 New Carrington justified and consistent with national policy, and would it be effective in achieving sustainable development?

### General Matters

625. Policy JPA33 relates to the allocation of around 1,153 hectares for a mix of housing, employment and supporting services. It is expected that the site will deliver around 5,000 dwellings, with some likely to be delivered beyond 2039, and 350,000 sqm of industrial and warehousing floorspace. A new local centre and two neighbourhood centres are expected to be provided to serve the new communities. Some development has already taken place on the site, is under construction or has planning permission. These will contribute to the overall requirements set out for the allocation.

626. The site comprises a mix of previously developed land and open countryside, not all of which is Green Belt. Nevertheless, around 169 hectares of Green Belt would still be released, including a small area on the edge of Partington outside the site boundary. The allocation also includes a significant area of retained Green Belt, which is expected to be a 'green corridor' running through the development. A significant proportion of the site, including within the developable area is within the area of peatland known as Carrington Moss. The site is also subject to Health and Safety Executive (HSE) COMAH zones which may affect development in certain parts of the site. Some of the allocation also covers Grade 2 and 3a agricultural land.

627. The site meets 6 of the 7 site selection criteria. It is partly previously developed land and thus meets criterion 1. It is relatively close to the key asset of Port

Salford, and though there are no new freight links being provided between the two sites, new businesses may still be able to benefit from relatively close access to the tri-modal port. Accordingly, criterion 2 is broadly satisfied. The scale of development proposed is of a scale where it would constitute transformational change and deliver substantial economic benefits. Criterion 3 is therefore satisfied. Similarly, the regeneration of brownfield land and providing new jobs and homes meet criterion 5. The scale of development is such that it will need to provide new transport infrastructure to serve the new community, as well as providing new community services and facilities. This helps to meet criterion 6. The site will also help to meet the housing and employment needs of Trafford and contribute to the overall spatial strategy for Greater Manchester, thus meeting criterion 7.

628. The release of Green Belt would be in two broad areas and would result in moderate to very high degree of harm. It would result in an obvious encroachment into the open countryside from both eastern and western directions, narrowing the existing gap between Sale and Carrington.
629. The Whole Plan Viability Assessment concluded that viability here was marginal. Various sensitivity tests were considered. With affordable housing reduced to 15% and assumptions made about house price increases, the assessment identified a surplus. This assessment considered various costs associated with highways and other mitigation. Inevitably, as the masterplan progresses, the nature and costs associated with these projects and mitigation are likely to change. Similarly, the values associated with the development will alter. Any assessment of viability can only be a snapshot in time. However, this is a long-term project which is likely to progress beyond the end of the plan period. This provides time to allow any viability issues that arise to be addressed, including the potential to secure public funding. We are satisfied that given the scale and importance placed in this scheme, the significant level of developer interest which exists, and the timescales involved there is a reasonable prospect of the allocation being able to be delivered at the point envisaged.

### **Peat**

630. The site includes the Carrington Moss area of peatland, part of which falls within the retained Green Belt and part within the area identified for development. This is severed from other areas of peatland by the River Mersey, Manchester Ship Canal and M62 Motorway to the north and River Glaze to the west. Although distinct to Chat Moss, many of the issues and considerations identified under JPA28 and JPA29 remain relevant here and are not repeated. Much of the area has been highly modified by agricultural and industrial activity. It was also used for the deposition of nightsoil from around 1880. The area is criss-crossed with drainage ditches over a metre in depth, with smaller field drains at regular intervals across the site. There are also other features which affect the peat in the area, including potential contamination, proximity to the former petrochemical site and the presence of utilities infrastructure.

631. As with Chat Moss, previous industrial and agricultural activity has likely caused the degradation of the majority of the peat within the site. This has been largely drained and is currently likely to be emitting carbon dioxide. The formation of new peat has largely ceased, and it is not considered to be an active bog. There may be some areas within the site where there are higher quality areas of peat including within some SBIs. There is no evidence to suggest that these areas are extensive.
632. The situation here is therefore similar to that described for other sites. With sufficient resources and time, it may be technically possible to restore the deep peaty soils within New Carrington to wetland fen or wetland woodland habitat. However, there are significant and reasonable doubts as to whether this is likely to be realistic across the area as a whole. These relate to the technical issues, including the need to remove the nutrient-rich nightsoil, significant engineering works relating to groundwater levels, drainage, issues relating to contamination and issues associated with the existing infrastructure operation and maintenance.
633. We acknowledge that these issues are disputed by various parties, including Natural England. Nevertheless, even if restoration projects of the nature referred to by these parties are technically possible, there is no evidence of any resources, intent or ability to carry out such extensive projects at this time, or any time in the future. While funding streams may become available in time, we have nevertheless had regard to the potential for there to be no intervention or restoration and that the effects of existing deterioration may continue to go unchecked.
634. The developable area of the allocation does not cover the whole extent of the likely peat deposits. Areas outside the Green Belt which might be of a higher quality are also most likely to be within SBIs and thus protected from development. The masterplanning process, suitably bolstered by the modifications referred to below, will allow the assessment and consideration of the extent and quality of peat to be taken into account in determining the precise location of development. It remains likely that development would result in some degree of further loss or deterioration of the deep peaty soils in the area. This is, however, in the context of the peat already being degraded and, without intervention, continuing to lose its carbon storage function. There is no reason to believe development would affect the best areas of remaining peat. The peat within the retained Green Belt would also be protected and may provide scope for restoration.
635. The allocation would make a very significant contribution to Trafford's housing and employment needs, as well as contributing to the strategy of sustaining the competitiveness of the southern areas. It would also involve substantial regeneration of previously developed land, bringing with it associated social and environmental benefits. This is all consistent with the strategic objectives set out in policies JP-Strat9 and JP-Strat11. While some of these benefits are not derived from the peatland areas, and some development is already committed,

there is still a significant amount of development still to come forward. In considering the allocation as a whole, and the need for comprehensive masterplanning and phasing of delivery, GMCA's judgement is that these benefits would clearly outweigh the loss or deterioration of an irreplaceable habitat. This is a judgement they are entitled to make and, on balance, we are content that this is justified. Consequently, the wholly exceptional reasons required by NPPF 180c exist.

636. There is scope within the allocation for the restoration of peat habitats. We are therefore satisfied that, in principle, it should be possible to deliver a suitable compensation strategy in the context described under Issue 6. A modification will be needed to the policy to introduce a new criterion which sets out the requirement for such a strategy to be provided. As above, this will provide the Council with the opportunity to fully assess the degree of harm caused and the effectiveness of any compensation strategy identified. This will ensure the policy is effective.

### **Modifications – consistency and ambiguity**

637. As well as being the largest development in the Plan, it is also the longest policy. Several criteria serve only to repeat what is covered more appropriately or accurately in thematic policies, addressed under the blanket of the masterplan requirement or by other parts of the policy. This is not a clear or effective approach and so parts 3, 10 and 41 (matters relating to design and layout), 5 (type and tenure of housing), 11 (training agreements), 12 and 13 (phasing), 24 (community facilities), 29 (biodiversity) and 45-48 (energy efficiency and broadband requirements), 50 and 51 (flooding and drainage) are all superfluous and should be deleted or their requirements subsumed within other criteria. Part 53 needs to be modified to remove the superfluous reference to HS2. There is no suggestion that New Carrington is in any way reliant on HS2 coming forward. As elsewhere, a new criterion is needed to reflect the fact the site is in a minerals safeguarding area.

### **Picture 11.48**

638. Picture 11.48 identifies an area as 'Local Plan'. This is not directly referred to in the policy and does not form one of the character areas referenced in the policy. Therefore, it is not clear what uses would be permitted in this area or how proposals would be considered. GMCA explained that this area would be covered by both JPA33 and Trafford Core Strategy policy SL5<sup>123</sup>. They also indicated it had been left out of JPA33 as it was not anticipated that it would deliver significant levels of development. We do not consider this to be a clear or unambiguous approach, not least as Table A.8 suggests policy SL5 is to be superseded. Modifications are necessary to the policy and inset map to clarify the status of this area of land and that it will be suitable for mixed residential and employment use.

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<sup>123</sup> GMCA67

639. Picture 11.48 is also identified as a 'policy' map. As with JPA3.2, requiring adherence to this 'picture' could lead to unhelpful unintended consequences when the more finely grained and detailed masterplan is being considered. It should be made clear, therefore, that this plan is indicative only so not to prejudice the masterplan. A consequential modification is needed to part 6 to reflect this.

### **Masterplan, phasing and comprehensive development**

640. Any development would be subject to an agreed masterplan covering the whole site. The Council contends that delivery of the site should be considered in a comprehensive manner. There are several individual parcels of development, spread over a wide area. Nevertheless, the scale of delivery and the scope of mitigation measures needed within the policy, including infrastructure provision, justify this type of comprehensive and co-ordinated approach.

641. It was put to us that the policy should allow for masterplans for individual parcels, but we feel that this would undermine the overall intentions of the allocation. For the same reason, it is not appropriate for the policy to allow for certain parts of the site to come forward in advance of any masterplan. It is also appropriate for the policy to expect infrastructure and other contributions to be considered at an allocation-wide scale, rather than a piecemeal approach which might affect overall viability and delivery. Even in this policy context, statutory protections exist which will ensure developers would not be required to make unjustified infrastructure contributions.

642. Modifications to part 1 are however necessary to ensure consistency and effectiveness in terms of the masterplanning and the phasing and delivery of the site. To ensure a comprehensive approach to development, the policy should also be modified to make it clear that developers will need to provide proportionate contributions to fund necessary infrastructure. With regard to the discussion about peat, part 1 also needs to recognise the particular requirement to manage the hydrological and carbon implications of development and consider opportunities to restore habitats and strengthen ecological networks. These changes will set the context for the remainder of the policy and establish an effective policy framework for delivery.

643. Since submission of the Plan, proposals for the HyNet North West Hydrogen pipeline have progressed. This is a proposal for a hydrogen pipeline that is currently proposed to go through part of the site. This scheme does not have consent and is outside the scope of the Plan. There is no suggestion that it would prejudice any of the development. Nevertheless, it would be prudent to refer to it in the policy such that any proposals have regard to this potential scheme should it come forward.

644. The COMAH zones referred to above should also not have any prejudicial effect on the delivery of development. While these may affect the scale and nature of development in certain areas, this has been factored into the allocation and the

illustrative 'policy plan'. Nevertheless, to be effective, a new criterion is needed to highlight the zones' existence and need to have regard to advice from the HSE. This will also assist in the preparation of the masterplan.

### **Residential development**

645. Part 2 sets out the requirements for 5,000 dwellings across the site. There is no restriction on how many of these can come forward in the plan period. It is therefore neither justified nor effective for the policy to refer to 4,300 being delivered in the plan period. The split of expected delivery across the different character areas is also meant to be indicative only and thus inclusion in the policy could be misleading. For clarity, this should be removed from policy and placed in the reasoned justification.
646. Part 4 refers to specific heritage constraints on land west of Warburton Lane. At the hearing, GMCA confirmed that it was not intended for this to be any more onerous than consideration of any heritage asset. On this basis, the strict requirements within the criterion are not justified or consistent with national policy. Part 4 should therefore be deleted and reference to the Warburton Deer Park subsumed within the general historic environment requirements in part 43. The policy as modified expects development to take "appropriate account" of these heritage assets in the context of policy JP-P2. Any dispute about the significance of these assets, and harm likely to be caused, can be assessed through the masterplanning and planning application process. Reference to them in the policy does not prejudice development taking place. Nevertheless, we see no reason why development would result in unacceptable harm to the setting of any heritage asset in principle.
647. Part 7 sets out the requirement for affordable housing. Following sensitivity testing, the Whole Plan Viability Assessment concluded that 15% delivery would be achievable across the site as a whole. The GMCA suggested a modification during the examination to remove this figure and instead rely on their local plan to determine the requirement on a site-by-site basis. The argument was that to deliver the 15% as a whole, some areas would need to deliver a higher level than others. This may be the case. However, given the findings of the viability assessment, there is nothing inherently unsound about using the 15% figure as a guide for the whole allocation and thus no need to amend the policy in this regard. Moreover, the intention is to have a comprehensive masterplan and approach to phasing and delivery. As part of this, it should be possible to ensure the 15% minimum is delivered across the allocation; indeed, it is for matters such as this that the argument was made for the allocation and mitigation to be considered as a whole, rather than as separate pockets of development.
648. Removing the 15% figure would mean there would be no way of determining what level of affordable housing would be expected across the site, or assessing how each parcel would need to contribute to reach this figure. The viability assessment however provides no justification for setting a figure higher than 15% which might be the consequence of the Council's revised approach.

649. Part 7 and associated reasoned justification does, however, need some modification. As submitted, it implies that in determining appropriate affordable housing provision regard would be had to the distinct character areas, the masterplan or SPD (the latter of which is no longer intended to be produced) and the Trafford Local Plan. In the context of the policy already stipulating a requirement of 15% affordable housing across the site, this additional 'guidance' is unhelpful and creates an unwelcome degree of ambiguity. In line with other policies, it is sufficient for the policy to state that the affordable housing will be provided in accordance with local policy requirements. This will address matters such as type and tenure.
650. A further modification to this is therefore necessary to ensure effectiveness in this regard. The modified policy refers to the affordable housing being "*provided* in accordance with local policy requirements". It should be clear therefore that this relates to how the affordable housing will be delivered in terms of type and tenure, rather than application of policies which may derive a different overall requirement figure. To ensure there is no ambiguity, we have amended the modifications to policy and reasoned justification to clarify that this refers to housing type and tenure. This does not alter the intention of the modification but removes any lingering potential for ambiguity. We have also removed reference to viability from the modified reasoned justification as this could be read in the same way as the policy we previously considered unjustified.
651. Nevertheless, it remains an important principle of the comprehensive development of the site to ensure that 15% is delivered across the allocation. This is why it is important for development to be considered comprehensively. It is therefore justified for the reasoned justification to highlight the potential for different areas to deliver different proportions of affordable housing in order to meet this overarching policy requirement.
652. Part 8 relates to self-build and custom build plots. As submitted, the policy requires "specific" provision for such development. However, as this is to be guided by the Council's self-build register, it would be more accurate, and effective, to refer to making "appropriate" provision. A modification is recommended on this basis.

### **Employment development**

653. The scale of employment floorspace proposed under part 9 is justified. The COMAH zones may have some effect on the scale of any individual units that may be delivered. Nevertheless, there is no reason why this should stop the allocation coming forward or mean that Trafford cannot meet demand. Moreover, the Plan caters well for larger logistics users and thus there is no need to allocate more floorspace in Trafford to meet such needs. In this regard, the allocation will provide a degree of variety in the supply, including logistics providers who require smaller units, and not prejudice the spatial strategy's objectives. However, part 9 still needs to be modified to remove any ambiguity about the employment use classes being proposed.

## Transport and accessibility

654. Part 14 to 20 deal with different aspects of the transport network and accessibility. Development of the scale envisaged will bring significant additional trips into the area and mitigation will be needed. Neither the highway authority or National Highways have objected to the allocation based on its impact on the local or wider road network. We are therefore content that appropriate and adequate mitigation measures have been identified for the site, or can be through the masterplanning process, and development need not lead to severe cumulative impacts on the road network.
655. For reasons set out under issue 6, modifications are necessary to parts 14, with consequential changes to 19 and 20. This will place specific measures into Appendix D to be considered through the masterplanning and planning application process. This provides adequate safeguards to ensure development does not lead to unacceptable impacts. It also allows for the consideration of additional transport mitigation to be considered if need be. In this context, that the policy does not include certain measures some would wish to see, particularly in relation to freight, is not a reason for the allocation to be unsound.
656. To clarify the Plan's intentions and requirements with regard to accessibility within the site, part 15 should be modified to make it clear that safe cycling and walking routes should link to surrounding areas as well as through the site. Part 16 should be modified to provide additional examples of where GMCA may be concerned. We acknowledge that Red Brook has not been identified as a 'barrier' to development in a previous appeal decision. However, the aim of the policy is to "deliver connected neighbourhoods". Provided the masterplan demonstrates this is being achieved then we see no reason why this should be seen as a significant issue. There is no soundness issue in this respect.
657. Part 17 refers to use of the disused railway line as a strategic sustainable transport corridor and the reinstatement of the Cadishead viaduct. Restricting any sustainable transport corridor to the disused railway line would be unnecessarily prescriptive. A modification to provide some flexibility is therefore necessary. This would not rule out use of the railway line but may provide opportunities for alternatives that provide similar benefits. Reference to linkage with the wider Carrington Greenway scheme would also assist in maximising the benefits and effectiveness of the policy in terms of promoting sustainable travel. It is legitimate for the GMCA to identify accessibility features it wishes to see form part of the overall vision for the site. The creation of an east/west corridor seems like a logical objective which fits into the wider vision for the area, rather than simply a transport mitigation measure. The modified criterion provides more flexibility in how this can be achieved. As such we are content this element of policy is justified.
658. Part 18 should be modified to provide flexibility about the provision of bus priority infrastructure and/or routes. As per the changes to part 14, what is required will be subject to assessment and so it may be that 'enhancement' is



preferable to delivery of new infrastructure or bus routes. In any event, the modifications would not limit the requirement to deliver improved public transport modes.

659. As set out above, the specific transport measures listed in part 19 should be moved to Appendix D. This part also refers to delivery of the Carrington Relief Road (CRR). While the relief road will facilitate the delivery of the development by providing additional road capacity and mitigation, it is a long-standing and separate project that is not solely dependent on the allocation. While a route for CRR is identified on Picture 11.48, this is indicative only and it is not the intention of the policy to allocate land for the road. The CRR has not just been identified as a means of delivering the New Carrington development, it is also seen as providing accessibility improvements for existing residents, including those in Partington. It is identified in the Greater Manchester Transport Strategy 2040 and has been identified in the Transport Locality Assessment and Addendum as being a necessary part of the transport mitigation for the area. The intention is also for the road to help deliver public transport improvements. We are content that reference to the road is justified.
660. We acknowledge that changes to the policy and Appendix D mean that final transport mitigation measures will need be assessed as part of the masterplanning/planning application process. This may well revisit the need for the CRR and/or its route. However, given the profile of the project and its wider relevance, it remains referenced in the policy rather than just in Appendix D. It is not intended that the New Carrington development would deliver the road in its entirety. As such, the requirement in part 19 for development to 'deliver' the road is misleading and not justified. Rather, the policy should be modified to clarify that the road be 'facilitated' by development. This may mean contributions in the normal way, where necessary, but also relates to the need for any masterplan to recognise and reflect the delivery of the road in terms of layout.

### **Community facilities**

661. It is logical and justified for the development to provide new local centres to meet the needs of the new communities. However, to ensure the provisions are effective, parts 21 and 22 should be modified to be clear about what form and purpose these centres should provide. In this regard, reference to 2,500 sqm of floorspace for the new Local Centre in Partington East is not justified by any evidence of need or impact. It would therefore be preferable to assess any application on whether the floorspace provided would meet the needs of local people, rather than an arbitrary requirement.
662. The development will be expected to deliver additional primary and secondary school places. As submitted, the policy suggests this would be through extensions to schools in Partington and Sale West. Changes to school capacity figures now suggest there may be a need for a new on-site primary school as well as off-site financial contributions. On this basis, part 23 needs to be

modified to better reflect the current position but also to provide a cross-reference to policy JP-P5. This will allow needs to be properly assessed and addressed at the time of any application.

### **Green Belt and green infrastructure**

663. We are content that the submitted Green Belt boundary is broadly consistent with NPPF 143f or can be made so. There are a number of locations in the Plan where there are currently no physical features but where development can strengthen the boundary. The same applies here, particularly in the east of the site. Consistent with other allocations, a modification is needed to part 26 to ensure boundaries are defensible. Part 27 also needs to be modified in line with other policies to ensure compensatory improvements are provided to remaining Green Belt, in accordance with NPPF 142.
664. Parts 25 and 28 need to be modified for to provide clarity to the meaning of accessible green infrastructure and green space, respectively. Part 30 is unnecessarily prescriptive in determining open space need be on-site only. It should therefore be modified to ensure it is consistent with local policies. Part 31 allows the provision of 'strategic green spaces' within the Sale West part of the allocation. These are also identified on Picture 11.48. Given there is a requirement to prepare a detailed masterplan, requiring adherence to this 'picture' is not justified nor effective. This criterion therefore needs to be modified to make it clear that the open spaces, which are justified in principle, are to be provided 'broadly' in the locations identified. This will allow proposals to be refined through the masterplanning process. There is also no need for policy to refer to applicants "demonstrating" how they will deliver improved green infrastructure; rather it is only necessary to ensure such improvements are delivered.

### **Natural environment**

665. The allocation includes eight SBIs. The Brookheys Covert SSSI is also located directly to the south of the site. The scale and nature of the site also dictates that there are likely to be other areas of biodiversity value within the site, including ancient woodland, wildlife corridors including the River Mersey, Manchester Ship Canal, Sinderland Brook and the disused railway. There is no suggestion that development is intended to encroach into the SBIs. Moreover, the scale of the site is such that there would be ample scope to assess the effects of development through the masterplanning and planning applications processes and appropriately avoid, minimise or mitigate any potential impacts on biodiversity features within the site in line with relevant policies.
666. General matters relating to ecological evidence are covered under Issue 6. There is no single ecological assessment which covers the whole site. However, the Council has been able to consider evidence submitted by site promoters

and the advice of the Greater Manchester Ecology Unit. There is no reason to assume that this evidence is not valid. The Topic Paper<sup>124</sup> for the site highlights the range of features referred to above and thus there is a clear understanding that there are areas of constraint and sensitivity on the site which must be addressed through the masterplanning/planning application process. The allocation policy, the relevant thematic policies and any statutory protections would ensure that any effects on biodiversity will be fully addressed through this process.

667. Parts 32, 33 and 35 require the protection of designated features, wildlife corridors and the restoration and creation of areas of wetland within the site. This is sound in principle. For the reasons given elsewhere, part 32 should however be modified to be consistent with national policy and provide a cross-reference to JP-G9. To ensure internal consistency and effectiveness, particularly in relation to issues relating to wetlands, part 33 should be modified to include reference to wildlife corridors, steppingstone habitats, a cross reference to policy JP-G2 and reference to the Great Manchester Wetlands Nature Improvement Area. The reference in part 35 to the North West River Basin Management Plan (NWRBMP) is unjustifiably more onerous with the general approach to water quality set out in policy JP-S5. This should therefore be deleted.

668. A new criterion is also needed to ensure proposals are consistent with NPPF 180c. As with JPA29, this should set out the need to carry out hydrological and ground investigations as part of the masterplanning of the site, encourage the use of any construction techniques that might minimise the impact to the peat and identify a suitable compensation strategy. There is no need for this policy to refer to a project specific HRA and thus part 36 should be deleted.

### **Landscape, design and historic environment**

669. Parts 37 to 39 set out requirements to minimise the inevitable impacts on landscape character. It is unrealistic to expect all development to be able to conserve or enhance existing landscape character. Rather, part 38 should be modified to ensure proposals properly reflect and respond to landscape character, set out which characteristics are considered important and provide a cross-reference to policy JP-G1 for completeness. To properly reflect its local importance, Warburton Village should also be added to the list of specific locations. These modifications will ensure part 38 is effective.

670. While clearly the policy should seek to ensure development respects local character, part 40 should be modified to include heritage as a key design factor. This will ensure consistency with other parts of the policy. Other unclear and ambiguous elements of part 40 should also be removed.

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<sup>124</sup> 10.09.07

671. In line with other policies, part 43 needs to be modified itself to provide a cross-reference to JP-P2 and the need to take appropriate account of heritage assets. This modification renders part 44, which referred to archaeological assessment, moot. In any event, part 44 is little more than a validation requirement and should not be in the policy in any event. As noted above, there is nothing in principle to suggest development would not be able to proceed on the basis of unacceptable harm to heritage assets, including areas of higher sensitivity toward the west of the allocation.

### **Environmental protection**

672. The majority of the site is in flood zone 1. There are areas that are in flood zones 2 and 3 but are not expected to form part of the developable area. The allocation is large enough to ensure these areas are avoided and appropriate mitigation provided. While it is necessary to draw developers' attention to the need to address flooding and drainage issues, part 49 includes too much detail and prescription to be an effective policy, not least when such issues are adequately addressed through thematic policies. A modification is therefore needed to remove redundant information relating to the content of any drainage strategy. These are matters that can be adequately dealt with at the time of any planning application.

673. In conclusion, it is clear that the delivery of New Carrington will not be without some degree of harm to the character of the area and there are a significant number of constraints to overcome. This is to be expected for a development of this scale and extent. Nevertheless, on balance we have no reason to disagree with the judgement of the GMCA that the benefits associated with the comprehensive development of the area would outweigh the harm that would be caused to the Green Belt and other harms as summarised above, including those relating to peat. This is provided they are appropriately minimised or mitigated in line with this and other relevant policies. We are, therefore, satisfied that there are exceptional circumstances to justify removing the site from the Green Belt and that policy JPA33 can be made sound by the main modifications set out above [MMTr1, MMTr2, MMTr3, MMTr4].

### **Conclusion**

674. Subject to the main modifications set out above, we are satisfied that policy JPA33 New Carrington is justified, consistent with national policy and would be effective in achieving sustainable development.

### **Issue 40 - Is policy JPA34 M6 Junction 25 justified and consistent with national policy, and would it be effective in achieving sustainable development?**

675. Policy JPA34 M6 Junction 25 relates to a site of 64.51 hectares in Wigan. It is located to the north of the M6 spur road at Junction 25 and west of A49 Warrington Road. The site was previously mined but has been reclaimed and is

predominantly arable farmland. There are two existing vehicular accesses to the site, Brocstedes Road to the south, which extends northwards into the site; and a private agricultural road High Brooks located to the north of the A49 Warrington Road roundabout to the east of the site, this extends to the west across the northern boundary of the site towards the Cranberry Lea Farm complex.

676. The site would deliver around 140,000 sqm of B2 and B8 floorspace. The site has hybrid planning permission granted in June 2021 for 133,966 sqm of storage and distribution floorspace on most of the site, comprising 27,871 sqm with full planning permission, and up to 106,095 sqm with outline planning permission.
677. The strategic viability assessment found the site to be viable and the site is being actively promoted. Development would come forward on a phased basis. The site is large, relatively unconstrained and directly accessible to the M6, where there is a high demand for logistics and manufacturing activity, which should make the site attractive to the market. We are satisfied that there is a reasonable prospect that the development could take place within the plan period.
678. The site is entirely within the Green Belt and was a single parcel for the purposes of the Green Belt assessment with very high harm overall to Green Belt purposes, including relating to preventing towns from merging in relation to Wigan and Ashton and safeguarding the countryside from encroachment.
679. The allocation does not contain any international, national or local sites of importance for biodiversity. However, it contains woodland, hedgerows, grassland and marshy grassland and ponds. Whilst the M6 has a significant influence on the character of the area, the site is located within an urban fringe farmland landscape with development likely to have a considerable impact on the landscape. Part 5 of the policy would insure high quality landscape within the site and along sensitive boundaries.
680. Several public rights of way are located on the site, mostly within the northern and western areas, and there are fishing ponds to the south adjoining the M6 spur road. Part 6 of the policy relates to the provision of a green infrastructure corridor and to ensure suitable diversions of rights of way and links to the footbridge over the M6. The allocation will generate additional traffic and part of the site includes land which has the potential to accommodate an all-ways junction at M6 Junction 25.
681. Various changes to policy JPA34 are required to ensure it is justified and effective in securing appropriate mitigation. For the reasons set out in issue 6, changes are needed including the reasoned justification, in relation to the requirements for masterplanning, transport infrastructure (including the deletion of part 4 and inclusion of Appendix D and policy JP-C7, landscaping,

biodiversity, compensatory improvements to the Green Belt and minerals safeguarding areas.

682. Part 7 of the policy sets out that the allocation should provide an internal road connection with the Wheatlea Industrial Estate. However, the need for a connection as part of this development is not fully demonstrated, but it should be ensured that the site layout does not preclude a future road connection. For clarity, part 7 needs modifying accordingly. For the reasons given above, part 9 of the policy refers to the all-ways junction as well as more direct access from the motorway. However, the policy currently refers to allowing for this, this is not justified and the policy needs modifying to safeguard land for the junction.
683. The allocation is within the Wigan-Bolton Growth Corridor (policy JP-Strat8) which refers to a regionally significant area of economic and residential development. The allocation would provide a significant amount of employment floorspace contributing towards boosting northern competitiveness in accordance with JP-Strat6. It would provide significant economic and social benefits on a well-located site, particularly as Wigan has very few of these types of sites. We conclude that there are exceptional circumstances to remove land from the Green Belt and that the allocation is justified. [MMW2, MMW3].

## Conclusion

684. Subject to the main modifications set out above, we are satisfied that policy JPA34 M6 Junction 25 is justified, consistent with national policy and would be effective in achieving sustainable development.

## Issue 41 - Is policy JPA35 North of Mosely Common justified and consistent with national policy, and would it be effective in achieving sustainable development?

685. Policy JPA35 North of Mosely Common relates to a site of 61.26 hectares, all of which is in the Green Belt. It is predominantly greenfield in nature. A busway runs through the site splitting it into northern and southern areas. There are two small, isolated areas of Grade 3a agricultural land in the northern area.
686. The allocation would deliver around 1,100 homes in total. The strategic viability assessment found the site to be viable, the site is being actively promoted and a masterplan has been prepared. We are satisfied that there is a reasonable prospect that the development could take place within the plan period.
687. The allocation was in a single parcel for the purposes of the Green Belt assessment. Overall, the site would cause between moderate-low and up to high harm to Green Belt purposes relating to urban sprawl of Tyldesley and Worsley; preventing towns from merging in respect of Tyldesley, Walkden and Worsley; safeguarding the countryside from encroachment and in preserving the setting and special character of historic towns.

688. The site is bounded by existing development to the east and west. The east boundary also contains woodland, trees, playing fields and a cemetery. The northern part of the allocation does not currently have a well-defined boundary with the Green Belt beyond. Part 10 of the policy addresses the need to provide one. The landscape within the site is fairly flat and comprises fields and hedgerows, with public rights of way running through. Although the existing urban edge can be seen in views, development of the site would cause harm to the character and appearance of the area. Higher density development would need to be closer to the bus route as set out in part 2 of the policy.
689. The allocation does not contain any international, national or local sites of importance for biodiversity. However, it does contain areas of priority habitat including watercourses such as Honksford Brook, ponds, hedgerows and areas of deciduous woodland and species such as bats and newts may be present. The environs of Honksford Brook would need to be protected and enhanced and this would be done through the creation of a green infrastructure corridor. The site is mainly in Flood Zone 1, although there is some Flood Zone 3 around Honksford Brook, with some risk of surface water flooding here too. The policy includes safeguarding land for a flood storage area in part 9.
690. There would be a considerable increase in traffic generated on local roads, and some of the roads, for example City Road, are narrow in places. Any access to the site would need to be of good quality. The existing guided busway runs through the site, with the significant potential for residents to use this. An additional stop in the allocation would improve access to this, with the potential for contributions to improve services subject to a full detailed busway service analysis. The scale of development would also create additional demand for school places.
691. In order to ensure that policy JPA35 is effective, including in terms of addressing the issues identified above, modifications are required. For the reasons set out under issue 6, changes are needed to the requirements the policy relating to masterplanning and a phasing and delivery strategy; affordable homes; transport infrastructure; education; compensatory improvements to remaining Green Belt; biodiversity; and minerals safeguarding areas.
692. In addition to the modifications above, part 3 of the policy needs to be modified to reflect the need to provide an additional stop on the busway and how an assessment of contributions to increased passenger capacity would be made. For the reasons set out above, part 4 of the policy refers to good quality access into the site. However, it currently does not refer to City Road and in relation to Silk Mill Street access arrangements should ensure provision of good quality pedestrian and cycle links. The policy needs modifying accordingly.
693. Part 7 deals with provision of community facilities on the site and currently this includes health facilities. However, sufficient new medical facilities have recently

been provided nearby and so it is no longer necessary for the policy to refer to this. In addition, facilities would need to be suitably located close to a future busway stop. In respect of education, as the requirement at part 8 does not refer to secondary school contributions a modification is required for this to be effective.

694. The new homes proposed in policy JPA35 North of Mosley Common will deliver significant housing on a well-located site in accordance with the Plan's overall spatial strategy and the opportunities relating to the busway will help to support viable sustainable travel into Manchester and Leigh. We are satisfied that those benefits would outweigh the moderate-low to high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that there are exceptional circumstances to justify removing land from the Green Belt and that policy JPA35 can be made sound by the modifications that we recommend [MMW4, MMW5].

## Conclusion

695. Subject to the main modifications set out above, we are satisfied that policy JPA35 North of Mosley Common is justified, consistent with national policy and would be effective in achieving sustainable development.

## **Issue 42 – Is policy JPA36 Pocket Nook justified and consistent with national policy, and would it be effective in achieving sustainable development?**

696. Policy JPA36 Pocket Nook is a site of 44.78 hectares, none of which is in the Green Belt. It is a greenfield site in an urban fringe location and predominantly consists of farmland, farmsteads and ponds.

697. As the Pocket Nook allocation is not within the existing Green Belt, the site selection criteria were not applied but it was assessed at Stage 1 of the site selection process. However, the site was designated as part of a broad location for new development in Golborne and Lowton for approximately 1,000 new homes in Policy SP4 of the Wigan Local Plan Core Strategy. As of July 2021, around 1,300 homes have been approved elsewhere within the broad location, outside of the proposed site allocation.

698. The allocation would be for around 600 homes and 15,000 sqm of employment floorspace. The strategic viability assessment found the site to be marginal when strategic transport costs are added for a road bridge across HS2, without this the site is viable. As noted elsewhere, HS2 is no longer being delivered in this area. Part of the site is being actively promoted although this is not the case for the whole site. Nevertheless, we are satisfied that there is still a reasonable prospect that the development could take place within the plan period subject to



issues being resolved on landownership. The implications of HS2 in relation to the allocation policy are set out below.

699. The site is bounded by the A580 to the south, with a residential edge to the north of the site. The land includes fields, and some hedgerows and Carr Brook runs through the site. The allocation does not contain any international, national or local sites of importance for biodiversity. However, it does contain areas of priority habitat including watercourses including Carr Brook, ponds, hedgerows and areas of broad-leaved woodland and these will support species. The site contains Flood Zones 2 and 3, however this is within the area of the brook and would be outside of where development would be located. The policy incorporates protection and enhancement of Carr Brook as a green infrastructure corridor.
700. Three Groundwater Source Protection Zones are within or adjacent to the site and the policy at part 8 would ensure that these are not jeopardised during construction or after development is completed. Fair House Farmhouse is a Grade II Listed Building on Pocket Nook Lane with development having the potential to affect its setting.
701. In order to ensure that policy JPA36 is effective, including in terms of addressing the issues identified above, modifications are required. For the reasons set out under issue 6, changes are needed to the requirements the policy relating to masterplanning and a phasing and delivery strategy; affordable homes; transport infrastructure; education; heritage including in respect of Fair House Farmhouse; and biodiversity.
702. Part 2 of the policy refers to land within the site being safeguarded for HS2. The formal Safeguarding Directions which protect land for construction of HS2 currently remain in place. For this reason, we do not think it appropriate or necessary to delete part 2 as this still has some relevance. Development on this site is not predicated on HS2 being delivered, and so cancellation does not affect the principle of the allocation. The term set out in part 2 does not have the same meaning as in policy JPA3.2 relating to the Green Belt, and it would be possible to review the position on the site and include any released land in the allocation within the plan period.
703. Subject to the additional wording in a modification relating to potential construction and the addition of a footnote explaining the position on Safeguarding Directions which we have added following consultation on main modifications, we consider this to be a logical and pragmatic approach towards this site in the circumstances.
704. Parts 3, 4 and 5 also refer to HS2 and its implications for around 75 homes and the employment floorspace to the west of HS2 which needs to indicate it is safeguarded rather than proposed. Here as well, development would not be prevented from going ahead should the Safeguarding Directions be removed.

However, modifications are therefore necessary to these elements of the policy. Consequential amendments to the reasoned justification are also needed.

705. Part 4 does not define which type of use would be appropriate in relation to the employment floorspace. A modification is needed to clarify this would be for E(g), B2 and/or B8 uses. The allocation would increase traffic on local roads, the site would therefore need to deliver a new road through the site from the A579 to the A572 rather than make contributions to this, and a modification is necessary to part 5 accordingly.
706. The new homes and employment floorspace proposed in policy JPA36 Pocket Nook will deliver housing and employment opportunities on a well-located site in accordance with the Plan's overall spatial strategy. We are satisfied that those benefits would outweigh harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that the allocation is justified and that policy JPA36 can be made sound by the modifications that we recommend [MMW6, MMW7].

## Conclusion

707. Subject to the main modifications set out above, we are satisfied that policy JPA36 Pocket Nook is justified, consistent with national policy and would be effective in achieving sustainable development.

## **Issue 43 – Is policy JPA37 West of Gibfield justified and consistent with national policy, and would it be effective in achieving sustainable development?**

708. Policy JPA37 West of Gibfield relates to a site of 70.63 hectares in total. The site is to the west of Atherton adjacent to the established Gibfield Park employment area on the edge of the borough boundary with Bolton. The main access to the site is along Gibfield Park Way which runs north-south through the allocation connecting into the A577 Wigan Road and A579 Atherleigh Way to the south and into Gibfield Park Drive to the east. The urban area of Westhoughton in Bolton lies to the west separated from the allocation by Green Belt. The Atherton rail line runs east-west to the north of the allocation.
709. The allocation would deliver around 500 homes and 45,500 sqm of employment floorspace in total. The strategic viability assessment found the site to be marginally viable including all necessary mitigation with potential monitoring on delivery. Nevertheless, the site is being actively promoted. Although there is some anecdotal evidence of nearby employment development being vacant, there is nothing to suggest that the proposed employment uses would not be taken up. We are satisfied that there is a reasonable prospect that this would be achieved, with the rest of the development coming forward outside of the plan period.

710. The allocation contains 45.27 hectares of land within the Green Belt. An additional area of around 3.76 hectares of land outside of the allocation will also be lost from the Green Belt made up of three small areas. The removal of these from the Green Belt would allow for better defined Green Belt boundaries in these locations. 25.36 hectares would remain in the Green Belt as a country park/green infrastructure corridor. The allocation was in three parcels for the purposes of the Green Belt assessment, north, centre and south. Overall, the site would have very high harm in the north, moderate to high in the central parcel and moderate harm in the south. These relate to the Green Belt purposes for urban sprawl, preventing towns from merging which would be Atherton and Westhoughton, and from safeguarding the countryside from encroachment. There are strong boundaries of to the east, west and south of the site. However, the boundary of the north part of the allocation with the Green Belt runs partly through open fields.
711. The landscape of the site is defined as reclaimed land / wetlands reflecting the historic use of this area for mineral extraction. The site is sloping in parts, particularly up towards the east, and contains fields in the southern part of the site that are visible from Schofield Lane and the A577. The northern part of the site is scrubbier and more treed. Whilst the existing industrial and residential buildings have an impact on the area, development on this site would still cause harm to the character and appearance of the area. Gibfield Park Way also provides some views into the site during winter months, and it would need to be ensured that the development includes landscaping of high quality, particularly in this area.
712. The allocation does not contain any international or national sites of importance for biodiversity. However, there are the Gibfield Park SBIs in the site. The site contains a number of habitats including woodland, ditches and hedgerows, ponds. There is dry heath/acid grassland across the central part of the site which is a particularly rare habitat. This should be retained as part of the allocation. The site also supports protected species including great crested newts and common toad and bats. Habitats and features of the natural environment will be lost, including ponds or will be otherwise affected with adverse consequences for protected species and other wildlife. The retained Green Belt area would help address ecology and biodiversity, including habitats, as well as balancing this with recreation for the local communities.
713. Development for homes and employment uses would have a considerable impact on traffic in the area, with some roads and roundabouts such as the one at Gibfield Park Way already congested at times. Existing bus routes and rail connections do provide access to Wigan, Leigh and Bolton. Development on the site would need to ensure safe and convenient access for pedestrians and cyclists to access these. Good quality access to the site will be needed. Gibfield Park Way has the potential to be connected to potential road infrastructure in Bolton and land within the allocation will need to be safeguarded accordingly.

714. In order to ensure that policy JPA37 is effective, including in terms of addressing the issues identified above, modifications are required. For the reasons set out under issue 6, changes are needed to the requirements in the policy relating to masterplanning and a phasing and delivery strategy; affordable housing; transport infrastructure including the safeguarded land for Gibfield Park Way and pedestrian/cyclist access; education; boundary to the Green Belt; compensatory improvements to remaining Green Belt; flood risk; biodiversity; and minerals safeguarding areas.
715. For the reasons set out above part 7 refers to landscaping along Gibfield Park Way, this should include the extension northwards within the allocation and a modification is needed accordingly. Part 8 referred to a substantive accessible green corridor, this should be changed to mean substantial for clarity. Part 9 relates to great crested newts, the policy as worded is not sufficiently clear and it needs modifying to ensure appropriate provision is made to mitigate the impact of development on this species. Part 3 does not define which type of use would be appropriate in relation to the employment floorspace and as part of the examination it was confirmed that employment development would be in the southern and not southeast part of the site. A modification is needed to clarify these matters.
716. The new homes and employment proposed in policy JPA37 West of Gibfield will deliver significant housing and employment on a well-located site in accordance with the Plan's overall spatial strategy including policy JP-Strat8 (Wigan/Bolton corridor) and would deliver significant local benefits by diversifying the local housing market. We are satisfied that those benefits would outweigh the high harm that would be caused to the Green Belt and the other harms that we have identified above, provided that they are appropriately mitigated. On balance, therefore, we conclude that there are exceptional circumstances to justify removing land from the Green Belt and that policy JPA37 can be made sound by the modifications that we recommend [MMW8, MMW9].

## Conclusion

717. Subject to the main modifications set out above, we are satisfied that policy JPA37 West of Gibfield is justified, consistent with national policy and would be effective in achieving sustainable development.

## Issue 44 – Are policies JP-S1 to JP-S7, relating to sustainable and resilient places, justified, effective and consistent with national policy?

### Policy JP-S1 – Sustainable Development

718. Policy JP-S1 establishes some broad principles for tackling climate change, which are elaborated upon in subsequent policies. It also sets out the Plan's approach to development on previously developed land. Notwithstanding the

policy's title, it does not purport to cover the whole gamut of issues that may be attributed to 'sustainable development'. Given these are picked up elsewhere in the Plan, there is no need for it to do so and no modifications are needed on this basis. The overarching aim of tackling climate change, maximising the benefits of development while minimising their adverse impacts is a logical expectation of any plan and is thus broadly consistent with national policy.

719. The policy states that "preference will be given to using previously developed (brownfield) land...". This does not properly reflect NPPF 119 which requires policies to set out a clear strategy for accommodating objectively assessed needs in a way that makes as "much use as possible of previously developed or brownfield land". There is a subtle but important difference between the two statements insofar as national policy does not denote any 'preference' for brownfield land or exclusion of greenfield land on this basis.
720. A modification is therefore needed to the second paragraph to ensure consistency with national policy [MM5.1]. Consequential modifications are also needed elsewhere to reflect this change [MM4.1]. The main modification consulted on did however retain reference to a 'preference' for local authorities. This does not fully reflect NPPF 119 and thus we have removed this wording from the modification. We do not consider the further change to the modification materially alters the meaning of the policy, which is to ensure Councils follow the advice in the NPPF. If anything, this removes any lingering ambiguity about provisions relating to brownfield land are a 'preference' rather than necessity. This change will also ensure consistency with other similar modifications elsewhere.

## **Policy JP-S2 – Carbon and Energy**

### **Context**

721. On 13 December 2023, the Government published a Written Ministerial Statement (WMS) relating to local energy efficiency standards. This sets out their expectations in respect of planning policies that deal with local energy efficiency standards for buildings. In summary, this states that the Government does not expect plan-makers to set local energy efficiency standards that go beyond current or planned building regulations. This is to avoid the proliferation of local standards which can add complexity and costs. Where there are policies which are proposed to go beyond these standards, the WMS states that they should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures the development remains viable and the impact on housing supply and affordability is considered in accordance with the NPPF. Furthermore, any additional requirements should be expressed as a percentage uplift of a dwelling's Target Emissions Rate using a specified version of the Standard Assessment Procedure.
722. The WMS was published after the examination hearings on this matter and the consultation on main modifications was complete. We do not consider it would

be appropriate or pragmatic to prolong the examination to consider the implications of the WMS. Further delays to adoption to address this single issue would create uncertainty and frustrate the delivery of much needed new housing and employment floorspace in Greater Manchester. It would also delay the preparation of district local plans. The Plan provides these plans with their strategic context and thus certainty is needed to enable them to progress in a timely manner. This Plan has already taken a significant amount of time to prepare; further delay is not to be welcomed. Moreover, the WMS is clear about what national policy should apply in the determination of planning applications in this regard.

723. Following the main modifications consultation, the GMCA set out a series of further modifications they thought could ensure consistency with the WMS. In our view, these would materially alter the implementation of the policy and go beyond the changes that could be made without further discussion and/or consultation. For the reasons given above, we do not consider this to be an appropriate course of action and so we have not sought to make those changes.

724. We consider that if there is any uncertainty about whether or not elements of policy JP-S2, as modified, is consistent with the WMS then this is something that will need to be considered by decision makers through the development management process. To ensure this is clear, we have made a further main modification to the reasoned justification which states that the modifications do not take account of the WMS on Local Energy Efficiency Standards published on 13 December 2023 as this was after the consultation on modifications had ended.

## **Part 8**

725. The following is therefore based on the consideration of the policy against the prevailing national policy and guidance at the time of the main modifications consultation.

726. Policy JP-S2 establishes a target of delivering a carbon neutral Greater Manchester no later than 2038. While this is more ambitious than the Climate Change Act's date of 2050, there is nothing in national planning policy, guidance or legislation which suggests the GMCA cannot work to a different timescale. We are therefore content with the target set out in the policy.

727. The policy sets out 8 criteria for achieving the aim of carbon neutrality. These include actions for the Councils to take and those which are requirements of development. Part 8a seeks development to be net zero from 2028 onwards. The policy establishes the use of the 'energy hierarchy' to deliver this target; this first requires measures to minimise energy demand, followed by maximising energy efficiency, then using renewable energy, then low carbon energy and only then other energy sources.

728. Although not referred to in the NPPF or PPG, the energy hierarchy is nevertheless a well-known and understood concept which clearly fits into the overarching national policy of adaptation and mitigation. Other criteria and policy establish some of the ways in which the requirements of the hierarchy can be met, including through connection to renewable energy/heating/cooling networks (8c), energy demand reduction (8d) and promotion of the use of PV installations as a priority. Criterion 8f requires the submission of a detailed energy statement which would outline what measures have been taken to meet the policy's requirements. This is all acceptable in principle.
729. However, the policy and reasoned justification are unclear, as they hint at potentially different requirements up to 2025 and between 2025 and 2028. This was explained as relating primarily to how carbon emissions are expected to be assessed. From the plan's adoption to 2025, the expectation is that the 'net zero' assessment will take account of 'regulated' emissions only. These are the emissions which relate to things such as lighting, heating and hot water and are covered by Part L of the Building Regulations.
730. From 2025 onwards, the expectation is that any assessment of emissions would include unregulated emissions relating to the use of things such as household appliances. From 2028 onwards, the expectation is that the assessment would include all emissions 'in construction'. Any residual emissions would then be 'offset' through financial contributions to a fund. The overall policy is also set within the context of the Future Homes Standard, which is expected to come into force in 2025. The policy is meant to 'future proof' the Plan by setting out carbon reduction targets which reflect what is expected through this standard. Nevertheless, the policy, footnotes and reasoned justification have been modified to make the requirements and distinctions between time periods clear and to explain how any carbon offsetting scheme would work in practice.
731. The submitted policy also establishes an 'interim requirement' that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations. The 19% reduction in carbon emissions against Part L of the Building Regulations 2013 reflects the now superseded WMS dated 25 March 2015. New Building Regulations came into force on 15 June 2022 which already require a 31% reduction in emissions in comparison to the 2013 version. On that basis, while we considered setting out an interim measure up to 2025 appropriate, it should be modified to require adherence to the 2022 Building Regulations. The policy should also allow Councils to consider alternatives to this through their local plans if these can be justified. This will ensure clarity and effectiveness.
732. Part 8b requires the provision of 'adequate' electric vehicle charging points. There is a lack of clarity in both policy and reasoned justification as to what 'adequate' would mean in practice. This issue has also been overtaken by the 2021 Building Regulations. Part S of these sets out what should be provided and there is no justification in this case for departing from these regulations. A modification is therefore necessary to reflect this to avoid any scope for

confusion. To provide a degree of strategic direction to local authorities, it is appropriate for this modification to highlight the possibility of each Council assessing this issue further through their own local plans.

733. The reasoned justification has been modified to provide an explanation of what adequate might mean in practice. The intention was to reflect that in considering what would be 'adequate' there may be more to consider than simply the number of electric charging points provided. This includes matters relating to the location of charging points within a development. We acknowledge that these considerations will not be relevant to every development. Moreover, these measures are not intended to constitute or override the policy or building regulations. We have therefore revised the modification to ensure this is clear.
734. Part 8c encourages connections to renewable energy/heating/cooling networks where practicable. Although the onus will be on applicants to demonstrate this is not practicable, the policy still provides sufficient scope for flexibility so as not to be unduly prescriptive.
735. Part 8d states the targets for space heat demand, hot water energy and delivery of on-site renewables. A cross reference to Table 5.1, which includes targets for energy demand reduction, is necessary for clarity. Table 5.1 establishes targets for each of the three categories. The targets for hot water heating refer to the now out of date Part L Building Regulations. These need to be modified to bring the table up to date and consistent with other elements of the policy.
736. The Whole Plan Viability Assessment includes some of the costs associated with meeting the Future Homes Standards and provision of electric vehicle charging points. These are broadly consistent with elements of the policy. The costs for these were taken from the Carbon and Energy Policy Implementation Study 2020<sup>125</sup> and were acceptable figures to be used to give some indication of the likely effects on viability. The GMCA acknowledge that it did not consider some aspects of the requirements in the assessment. We agree that there is likely to be some uncertainty relating to the costs and that not all development would be subject to them.
737. Nevertheless, while no party put forward any clear evidence to demonstrate that the policy would render development unviable, we consider there to be a need for modifications in this regard. To provide a degree of comfort and flexibility it would be appropriate to include a viability or practicability clause into part 8. This would allow applicants to make a specific case to set the policy aside where circumstances dictate it. We do not consider this to be a weakening of the policy. This is also consistent with the approach set out in policy JP-D2 in terms of the submission of viability assessments. Some elements of policy are also subject to Building Regulations and are thus not negotiable.

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<sup>125</sup> 04.01.01



**Parts 1-4 and 7**

738. Turning to the other elements of the policy, parts 1 to 3 largely set out the positive approach the GMCA expects to take and are consistent with national policy. Part 4 refers to keeping fossil fuels in the ground. Matters relating to minerals are outside the scope of the Plan and are dealt with through the Joint Minerals Development Plan Document (JMDDP). Moreover, part 4 effectively pre-judges any applications relating to fossil fuel extraction, which is inconsistent with NPPF 211. This criterion, and the related reasoned justification, is neither justified nor consistent with national policy and should therefore be deleted. There are other consequential modifications because of this [MM1.9].
739. Part 7 refers to the development of Local Area Energy Plans. However, these have already been prepared and thus there is no need, or justification, to refer to them in policy. A modification is therefore needed to remove this reference from the policy and make consequential changes to the reasoned justification which explain the situation. Criterion 5 effectively repeats what is in criterion 7 and thus is also not justified or effective. This criterion and associated footnote should also be deleted.
740. The policy concludes by providing scope for district local plans to set out different carbon emission reduction targets. Given the fast-moving nature of this area of policy, this is a sensible precaution. Local Plans also provide an opportunity for Councils to address any issues relating to the publication of the December 2023 WMS. The policy as a whole refers to more than just carbon emissions and therefore in the interests of effectiveness, it should be made clear that this also relates to energy demand targets. The superfluous discursive elements speculating as to when this may be necessary serve no particular purpose and should be deleted.
741. We consider the modifications set out above [MM5.2, MM5.3] are necessary to make the policy sound in the context of national policy at the time of the main modifications consultation.

**Policy JP-S3 – Heat and Energy Networks**

742. Policy JP-S3 seeks to encourage the provision and use of decentralised energy infrastructure, in particular the use of heat and energy networks. The policy firstly supports and encouragement for the delivery of decentralised energy networks in areas identified as 'Heat and Energy Network Opportunity Areas' (HENOA).
743. It also sets out criteria for development within the HENOA. Part 2 is unclear and inconsistent in its approach to the consideration of viability and practicability. As such, part 2 should be modified to be effective to ensure a consistent approach and make it clear that all measures listed will be required unless it can be demonstrated there are more effective alternatives for minimising carbon emissions or such connections are not practicable or financially viable. To

ensure consistency and clarity, consequential modifications are also necessary to parts 2a,b,c and d **[MM5.5]**.

744. These modifications are important as the costs associated with applying this policy were not fully factored into the Whole Plan Viability Assessment. Given that these costs would not necessarily be relevant to all development and may be dependent on the availability of appropriate infrastructure, we do not consider this need render the policy unsound in principle. We are also aware that some of the data on which Figure 5.1 is based is of some age. While there is nothing to suggest the data is no longer inaccurate, this also means that it would be prudent to allow exceptions in certain circumstances. Altering the policy to allow consideration of viability or practicability on a case-by-case basis is a pragmatic way of continuing to seek to promote decentralised energy, which is consistent with national policy as set out in NPPF 155, and the Plan's climate change objectives.
745. Part 3 of the policy includes a checklist of requirements for any viability assessment. While possibly helpful guidance, this list does not constitute policy and should be moved to the reasoned justification **[MM5.4, MM5.5]**.
746. Figure 5.1 seeks to illustrate the extent of the opportunity areas that have previously been identified. This shows both the allocations and HENOA separately. GMCA clarified that the intent of the policy is for the allocations to *also* be considered as HENOA for the purposes of the policy. The map is therefore ambiguous. To be effective this should be modified to make it clear that allocations are included in the policy's requirements **[MM5.6]**.

#### **Policy JP-S4 – Resilience**

747. Policy JP-S4 ostensibly seeks to reflect the Greater Manchester objective of being one of the “most resilient places in the world”. To that end it lists 13 key measures which would help achieve this aim. In the main, these measures are statements of intent rather than clear or effective planning policies and it would not be clear to a decision maker how they should be used in the determination of a planning application. Moreover, most of the measures are addressed in more detail and/or with greater clarity in other policies.
748. An exception to this is criterion 1 which relates to ensuring development makes appropriate provision for response and evacuation in the case of emergency. This is not covered elsewhere but would be better addressed through policy JP-P1 which deals with matters of design and layout.
749. This policy serves no clear planning purpose and is only likely to create ambiguity and confusion. In the interests of effectiveness, the policy and associated reasoned justification should be deleted, with criterion 1 moved to policy JP-P1 **[MM5.7, MM5.8, MM9.1, MM9.2]**. Consequential modifications are also necessary to paragraph 5.7 to remove reference to this policy **[MM5.2]**. This will not undermine the overall ‘resilience’ objective as the issues covered by the policy would continue to run through the Plan in any event.

## Policy JP-S5 – Flood Risk and the Water Environment

750. Policy JP-S5 sets out the broad policy for dealing with flood risk and water. This is a high-level strategic policy and thus focusses on the overall approach to managing flood risk, rather than detailed development management matters such as the sequential or exception tests set out in the NPPF. The policy does not need to repeat this however and in all other aspects it is broadly consistent with national policy. The modifications set out below are however necessary to ensure effectiveness [MM5.9, MM5.10].
751. The policy highlights the importance of the North West River Basin Management Plan. The GMCA's intention is for all relevant decisions relating to water management to have regard to this document. This is a sensible approach given the importance of the role of the management plan. For this to take effect, the reference to the management plan should be moved from criterion 1 to the opening paragraph.
752. While it is acceptable to seek to achieve greenfield run-off rates in principle, there may be circumstances in which this will not be possible to achieve. Part 4 should therefore be modified to provide a degree of flexibility. Modifications are also needed to clarify the role of district local plans in identifying more detailed policies on surface water drainage and surface water discharge rates. The intention of the modification was that greenfield run-off rates should be achieved unless circumstances dictated otherwise. However, the main modification consulted on referred to this being an 'aim'. While we are confident this would not lead to any significant confusion, to remove any chance of ambiguity, we have removed 'aim' from the main modifications. This does not alter the intent or the implementation of the policy but ensures absolute clarity. We have also modified the reasoned justification to ensure consistency with the policy.
753. Part 7 refers to securing investment in wastewater treatment. However, it is not clear how this would relate to decision making or if there is any expectation of development being required to make contributions toward such investment. As infrastructure requirements are more properly addressed through policy JP-D1, this criterion serves no particular purpose, is ambiguous in its intent and should be deleted.
754. Part 8 states that development must conserve water and 'maximise water efficiency in new development'. However, what this means in practice is unclear, particularly in the context of the Government's optional standards on water efficiency.
755. Current Building Regulations set a water efficiency standard of 125 litres per person per day. The optional standard is for 110 litres per day, where a clear local need has been established. Unaltered, it would be reasonable to assume that in 'maximising water efficiency' the policy was expecting the higher standard to be applied. However, the GMCA have confirmed that it is not their intention for the P/E to establish the use of the more stringent standard.

Furthermore, no specific evidence has been provided by the GMCA which would justify its application either on a plan-wide or on a district-by-district basis.

756. A modification is therefore necessary to remove any ambiguity about what is expected in terms of water efficiency. Given the potential for confusion about which standards are to be used, it is acceptable in this case to refer to the current building standards. It is also appropriate for this Plan to give authorities a steer in how this issue should be considered through their own local plans.

### **Policy JP-S6 – Clean Air**

757. Policy JP-S6 sets out the Plan's expectations in relation to air quality and how they will be achieved. It contains a mixture of policies which establish the actions GMCA and the local authorities intend to take to achieve improved air quality but also what it will expect from developers. Again, the overall intentions of the policy are reasonable but the following modifications to policy and reasoned justification are necessary to ensure it is justified and effective [MM5.11, MM5.12].

758. Part 2 is not justified in expecting development to be in accordance with guidance published by the Institute of Air Quality Management and Environmental Protection UK. These documents are not part of the development plan and therefore cannot act as policy. A modification is needed to make it clear that applicants should have regard to the documents only.

759. As submitted part 3 only requires the submission of an air quality impact assessment. However, this provides no further guidance on how such an assessment may be used to determine a planning application. A modification is needed to make it clear that development which result in unacceptable air quality impacts that cannot be mitigated will not be permitted.

760. Part 4 refers to 'regulating' development that would generate significant source pollution. While 'restricting' such development would fall within the scope of the Plan when considering the potential impacts of development, the Plan has no role in regulating pollution. This is made clear by NPPF 188. This reference should therefore be deleted.

761. Part 5 relates to the provision of electric vehicle charging points. It was made clear during the hearings that the intention of this policy is not to repeat the requirements of policy JP-S2 and/or the Building Regulations. Those relate to what is necessary to provide with new development. Rather, criterion 5 is intended to support the provision of commercial charging points. A modification to the policy and reasoned justification is necessary to make this clear.

762. Part 6 refers to the implementation of a Clean Air Zone. However, it has been determined by the Government that this scheme will not go ahead. There is therefore no justification in referring to it in the policy and thus it should be deleted, along with consequential amendments to the reasoned justification and to introductory text to Chapter 10 [MM10.1]. It remains appropriate however to

highlight the GMCA's intention to implement the Clean Air Plan. An additional modification is also necessary to paragraph 5.44 to correct the reference to WHO guidelines on air quality.

763. Part 9 refers to controlling traffic and parking within and around schools and early years sites. However, these are not the only areas which are likely to be sensitive to air quality and a modification is needed to allow other locations to be considered to ensure effectiveness.

### **Policy JP-S7 – Resource Efficiency**

764. Policy JP-S7 sets out the objective of achieving a circular and zero waste economy, all as part of the GMCA's wider environmental objectives. Again, the policy primary signals what actions the District Councils will undertake to achieve this aim. This includes the production and implementation of a Zero Waste Strategy. This is also referred to as a 'Resource Strategy' in the policy and so a modification is needed to remove any ambiguity.

765. Part 2 refers to ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, process all waste on-site. There is no justification to require the processing of waste on site, or clarity about the circumstances in which it would be appropriate to process waste on site. Moreover, the issue of space for recycling is adequately addressed under policy JP-P1 and there is no need to repeat the requirements here. In the interests of effectiveness, this criterion should be deleted [MM5.13].

### **Conclusion**

766. Subject to the main modifications set out above, we are satisfied that policies JP-S1, JP-S3 and JP-S5 to JP-S7 are justified, effective and consistent with national policy. The modifications set out above are necessary to ensure policy JP-S2 is sound when considered against national policy in place at the time of the examination. For the reasons given above, policy JP-S4 is not sound and should be deleted.

### **Issue 45 – Are policies JP-J1 to JP-J4, relating to economic growth and employment development, positively prepared, justified, effective and consistent with national policy?**

767. Matters relating to the employment land requirement are dealt with under Issues 1 and 4. This section considers all remaining aspects of policies JP-J1-JP-J4.

### **Policy JP-J1 – Supporting Long Term Economic Growth**

768. Policy JP-J1 is a high-level policy which establishes the overarching approach to supporting growth in Greater Manchester. This is a high-level policy that will be of use for local authorities in drafting district local plans. This is particularly in relation to identifying appropriate locations for employment development, but also the types of use that should be sought to meet the spatial strategy. It will

also be useful in assessing whether applications for employment development are consistent with the Plan's overall objectives. Parts A-F all reflect and serve to support the delivery of the spatial strategy and are thus sound.

769. Part G lists some specific locations where development is to be encouraged. However, while not intended to be exhaustive, it is not clear why some locations highlighted elsewhere in the Plan as suitable for employment, including allocations, have not been included. This creates an element of unhelpful ambiguity and would not be effective. For the avoidance of doubt, a modification is necessary to remove the detailed list and replace with a cross-reference to the strategy policies set out in JP-Strat1 to JP-Strat12. For clarity, additional modifications are needed to Figure 6.1 to accurately illustrate the strategic locations set out in these policies. Subject to these modifications, the policy is effective, justified and consistent with national policy. A modification is also necessary to reflect the cancellation of HS2 [**MM6.1, MM6.2, MM6.14**]

### **Policy JP-J2 – Employment Sites and Premises**

770. Policy JP-J2 refers to the principle of releasing land from Green Belt or previously safeguarded land for new employment land to meet needs. The intention is that this should only refer to the allocations in this Plan and thus a modification to part 2 is needed to remove any ambiguity. For the same reason, a modification is also needed to delete reference in the second paragraph to working with Government to increase use of previously developed land and minimise release of Green Belt in the future. This could be read as implying district local plans will be expected to make further releases, which is not the intention [**MM6.4**]. These modifications will ensure effectiveness.

771. The policy also seeks to protect existing employment land where necessary to maintain a strong and diverse economy. There is nothing inherently unsound in this and it is expected the district local plans will establish more detailed policies for identifying the areas and scope of any protection. However, the policy gives examples of where the policy might apply. This is unhelpful as it is not clear why these have been identified or why other locations excluded. To make the policy effective, these examples should be deleted and moved into reasoned justification [**MM6.3, MM6.4**].

### **Policy JP-J3 – Office Development**

772. As well as setting out the overall office floorspace requirement, JP-J3 also identifies the broad locations where office development should be focussed. These are the City Centre, The Quays, the area around the Airport and town centres. These are all consistent with the spatial strategy policies set out in JP-Strat1-JP-Strat14 and national policy relating to office development. The policy therefore provides a sound steer for the production of district local plans. The modifications set out under issue 1 and below are however needed to ensure the policy is justified and effective [**MM6.5, MM6.6, MM6.7, MM6.8, MM6.9**]

773. Other than updating the figures as set out above, the policy also needs to be modified to ensure effectiveness. Firstly, there is a reference to improving standards of accessibility. References to access and accessibility have been clarified throughout the Plan to avoid ambiguity. In this case, the policy's intention is to encourage the improvement of physical access to office buildings. It is therefore necessary to amend the policy to make this clear by reference to Part M (Volume 2) of the Building Regulations.
774. The policy encourages local authorities to consider restricting the use of office space to non-employment uses, both through Local Plans or other mechanisms. The reasoning for this clearly relates to resisting residential development in certain circumstances. In many circumstances, the change of use from office to residential is permitted development and thus outside the scope of the development plan. An Article 4 Direction restricting permitted development rights also cannot be imposed through a Local Plan. As such, reference to the use of 'alternative mechanisms' serves no purpose and is thus neither justified nor effective. There is nothing to stop Councils from seeking to impose Article 4 directions irrespective of this policy and so deletion, while necessary to make the Plan sound, would have no prejudicial effect.
775. As elsewhere, the reasoned justification will need to be updated to take account of the changes to HS2 [MM6.15].

#### **Policy JP-J4 – Industry and Warehousing Development**

776. Policy JP-J4 sets the overall floorspace requirement for industry and warehousing. It also seeks to set out guidance on where this should be located. The modifications set out under issue 1 and below are necessary to ensure the policy is effective [MM6.10, MM6.11, MM6.12, MM6.13].
777. Criteria 1-3 do not serve any practical purpose in that they are not clearly expressed and simply repeat what is set out in other policies. In addition, because of recommended modifications to policy JP-J1, part 3 would no longer be relevant. These criteria should be deleted to ensure the policy is clear and effective.
778. Criteria A-D relate to development of over 100,000 sqm. They set out requirements for incorporating advanced manufacturing, units for small and medium enterprises, overnight parking for HGVs and promoting access by sustainable modes of transport. There is no clear justification for requiring development to provide units for advanced manufacturing or small and medium units. As such, parts A and B should be deleted. Part C, which relates to HGV parking, is better addressed under policy JP-C6. This criterion should therefore be deleted and moved to that policy. Part D, which seeks to promote access by sustainable modes of travel, is already a requirement of Policy JP-C1 and thus serves no purpose here. Moreover, there appears to be no justification for why parts A-D would only apply to development over 100,000 sqm. Matters relating to parking and sustainable transport should apply to all scales of development

and thus these criteria are only likely to lead to some ambiguity and internal inconsistency. These criteria should therefore also be deleted in the interests of consistency and effectiveness.

## Conclusion

779. Subject to the main modifications set out above, we are satisfied that policies JP-J1 to JP-J4 are positively prepared, justified, effective and consistent with national policy.

## Issue 46 - Are policies JP-H1 to JP-H4, relating to housing delivery, affordability, design and density, justified, effective and consistent with national policy?

### Policy JP-H1 – delivery and phasing of housing development

780. We have already concluded under issues 1 and 3 that the minimum housing requirement of 10,305 additional homes per year is justified and consistent with national policy, and that the distribution between the nine local planning authorities set out in Table 7.2 is justified and will be effective in helping to deliver the spatial strategy set out in policies JP-Strat1 to JP-Stat11.

781. We consider now other aspects of policy JP-H1, including the proposed phasing of housing development and the approach to demonstrating a five year supply of deliverable sites. With regard to the latter issue, whilst revised NPPF published in December 2023 does not apply to plan-making, it is relevant to what the Plan requires local planning authorities to do in the future in terms of identifying and updating annually a supply of deliverable sites; we therefore deal with that below.

### Delivery Rates

782. Policy JP-H1 refers to the figures in Table 7.2 as being “delivery rates”. However, to be consistent with national policy and unambiguous (therefore effective), policy JP-H1 needs to be modified to make clear that the delivery rates are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for in their local plans [MM7.3]. Paragraph 1.57 needs to be modified to clarify that, in the event that a local plan looks ahead beyond 2039, the annual average figure 2022-2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039 [MM1.10]. We have amended this modification to add a footnote to ensure the approach is clear and unambiguous.

### Phasing of housing development

783. Policy JP-H1 sets out a phased approach to housing development with annual rates in the Plan area as a whole rising from 8,732 in 2021-25 to 10,305 in 2025-30 and 11,204 in 2030-37. All districts, apart from Manchester and



Salford, have rates that increase between those different periods. The figures for the first phase apply a 35% discount to the supply assumed in each district for 2021 to 2025 based on the authority's housing land availability assessment. It is then proposed that each district delivers the annual average for the plan period as a whole in the second phase 2025 to 2030, with the residual requirement being met in the final phase 2030 to 2037.

784. In most cases this is justified and consistent with national policy guidance<sup>126</sup> based on evidence showing that the proposed annual average delivery rate for each district would represent a significant increase (over 30%) compared to previous policies, and/or that a large proportion of supply (over 30%) is expected to come from strategic allocations in the Plan and/or large sites identified through its housing land availability assessment<sup>127</sup>.
785. However, a phased approach is not justified in Bolton as the proposed annual delivery rate represents an increase of under 15% compared to previous policies; there are no strategic housing allocations in the Plan; and around 75% of supply is expected to come from sites of fewer than 250 homes.
786. The Plan assumes that the average annual delivery rates for the plan period as a whole can be achieved in each district by 2025. To be consistent with this, and with our modification to alter the plan period to 2022 to 2039, Table 7.2 needs to be modified to include a phased approach to housing delivery in Bury, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan relating to the periods 2022-2025, 2025-2030, and 2030-2039. The total figures for the whole plan area for those periods are 9,063, 10,305 and 10,719 respectively. This modification will ensure that the Plan is justified and consistent with national policy. We have amended the detailed wording of the modification to paragraph 7.19 to avoid any suggestion that the figures referred to are anything other than minimum net additional requirements.

### **Five year housing requirement and supply**

787. Policy JP-H1 requires each local authority to monitor the delivery rates for their area set out in Table 7.2 and take action to ensure that they are maintained. It goes on to state that any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five year supply. Paragraph 7.19 indicates that this is due to uncertainties with the trajectory set out in Table 7.2, and to avoid local planning authorities being adversely affected when it comes to calculating their five year housing land supply.
788. However, we are not persuaded that those reasons represent an adequate case to justify distributing any shortfalls in delivery over the full plan period, rather than over the next five years as expected by national policy guidance<sup>128</sup>. This is

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<sup>126</sup> PPG ID:68-021-20190722.

<sup>127</sup> GMCA response to Q8.3 [M8.1].

<sup>128</sup> PPG ID:68-031-20190722.

because the phased approach in Table 7.2 already includes a 35% discount to each district's supply for the first phase to reflect uncertainties with the trajectory. Distributing any shortfalls over the full plan period would cause further delay in meeting housing needs. To ensure consistency with national policy and that the Plan is justified and effective, the sentence referring to shortfalls being met over the remainder of the full plan period should therefore be deleted.

789. Furthermore, to avoid ambiguity and to clarify the relationship between the Plan and individual local plans, thereby ensuring effectiveness, policy JP-H1 should clearly state that each local planning authority will, where required by national policy, need to identify and update annually a supply of specific deliverable sites against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall. We have amended the detailed wording of this modification to avoid inconsistency with paragraphs 76 and 77 of revised NPPF published in December 2023.

#### **Table 7.1 Sources of housing land supply 2021-2037**

790. Table 7.1, which forms part of the reasoned justification for policy JP-H1, summarises the supply identified in each district's housing land availability assessment, along with allowances for windfalls and demolitions and the assumed capacity of allocations in the Plan. Total supply from those sources is stated to be 190,752 dwellings for the period 2021-2037, 20,367 of which would be provided on the Plan's allocations. However, the other sources of supply identified in Table 7.1, amounting to a total of around 170,000 dwellings, are not proposals in the Plan but rather existing commitments and potential opportunities that will be considered by individual local planning authorities through local plans. Modifications are required to relevant parts of the Plan, including paragraph 11.2 (existing land supply), to make this clear.

791. Furthermore, policy JP-H1 needs to be modified to delete the references to Table 7.1 defining the land supply and brownfield land being the predominant source of land over the plan period. This is because it is not a statement of policy, but rather an explanation of what Table 7.1 indicates. The reasoned justification should therefore be modified to include a similar form of words.

792. Finally, to be consistent with the main modification to the plan period, the land supply figures in Table 7.1 need to be updated to 2022 to 2039. These include an overall supply of 198,888 dwellings for that period, including 20,122 dwellings on allocations in the Plan. We have amended the total allocation and therefore overall total figures for Oldham (and consequently the total allocation and overall total figures for the Plan area as a whole) in Table 7.1 to correct a mathematical error in the main modifications published for consultation.

793. These modifications [**MM7.1**, **MM7.2**, **MM7.3** and **MM11.1**] are necessary to ensure the Plan is effective and justified.

### Policy JP-H2 – Housing affordability

794. Policy JP-H2 sets out various measures aimed at improving the ability of people to access housing at a price they can afford. The reasoned justification refers to the Greater Manchester Housing Strategy and notes that the planning system alone cannot fix the housing crisis but has a key role to play. Policy JP-H2 does not set targets for the provision of affordable homes by developers of market housing as that is done by individual local planning authorities through their local plans. There is no national policy requirement for a joint plan to set affordable housing targets for districts or any soundness reason why the Plan needs to be modified to do so.
795. However, in order to be effective and justified, policy JP-H2 and paragraph 7.23 need to be modified to clarify the requirements relating to the preparation of local plans and determination of planning applications, including by distinguishing them from the broader range of initiatives that are being addressed through the Greater Manchester Housing Strategy. To achieve that, the reference to delivering “our share of 50,000 affordable homes across Greater Manchester with at least 60% being for social rent or affordable rent” should be replaced with a clear statement that the delivery of affordable homes should be maximised including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability. To avoid ambiguity and conflict with national policy, the reference in part 3 to affordable housing being provided “either on- or off-site” should be deleted [MM7.4 and MM7.5].

### Policy JP-H3 – Housing type, size and design

796. Policy JP-H3 aims to ensure that development across the plan area incorporates a range of dwelling types and sizes including for self-build, community-led projects, and specialist housing for older households and vulnerable people.
797. To ensure clarity and consistency with national policy, the second paragraph of JP-H3 needs to be modified to refer to development providing an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence [MM7.7]. As the Plan does not set targets for the mix of dwelling types and sizes, Table 7.3 (which indicates proportions of houses and apartments in each district based on the existing land supply) should be deleted [MM7.6]. This is to avoid ambiguity, and because it does not provide reasoned justification for any policies in the Plan.
798. Policy JP-H3 requires all dwellings to comply with nationally described space standards and to be built to the accessible and adaptable standard in part M4(2) of the building regulations unless specific site conditions make this impracticable.

799. Evidence indicates that around 45% of new homes recently built in the Plan area did not meet the nationally described space standards, and that the average sizes of new homes are smaller than national averages. The evidence also indicates an ageing population; higher levels of disability, and lower healthy and disability-free life expectancy, compared to regional and national averages; and that a high proportion of new homes are expected to be apartments, which are more difficult to adapt and make accessible at a later stage<sup>129</sup>. The viability assessment undertaken to inform the preparation of the Plan assumed unit sizes consistent with the nationally described space standards and included a reasonable allowance of £1,500 per dwelling to meet the M4(2) standard<sup>130</sup>.
800. We are therefore satisfied that both requirements are justified by proportionate evidence relating to need and viability. As the requirement to meet the space standards had been included in various drafts of the Plan since 2016, we do not consider it necessary to modify policy JP-H3 to include a transitional period following adoption.
801. NPPF 62 states that the size, type and tenure of housing need for different groups in the community should be assessed and reflected in planning policies. This includes meeting the needs of students, older people and Gypsies, Travellers and Travelling Showpeople. The Plan does not do this directly. However, policy JP-H3 establishes the principle of provision to meet the needs of specific groups through district local plans.
802. The Plan does not, and was not intended to, address all housing needs. As we have already found, there is no requirement for a joint plan such as this to deal with all matters that might be relevant to a development plan. There has always been a role for subsequent local plans in meeting housing needs and therefore it is justified in this context for such matters to be deferred to those plans.
803. We are also mindful that the most recent Gypsy, Traveller and Travelling Showperson Accommodation Assessment was published in 2018<sup>131</sup>. This would need to be updated because of its age and to reflect the recent Court of Appeal<sup>132</sup> judgement on the definition of travellers, which has since been incorporated in the updated Planning Policy for Traveller Sites<sup>133</sup>. Given the fact the Plan establishes a mechanism for dealing with such issues through subsequent local plans, we do not consider it necessary or appropriate to significantly prolong the examination to require GMCA to prepare the new evidence that would be needed.
804. We are therefore content that the approach to meeting the needs of different groups of people is justified in the context and scope of this Plan.

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<sup>129</sup> GMCA5.2 Housing Technical Standards Report (June 2022).

<sup>130</sup> 03.01.01 to 03.01.04 Strategic Viability Assessments stages 1 and 2.

<sup>131</sup> 06.01.01

<sup>132</sup> Smith v SSLUHC & Ors [2022] EWCA Civ 1391

<sup>133</sup> Planning Policy for Traveller Sites (19 December 2023).

**Policy JP-H4 – Housing density**

805. Policy JP-H4 seeks to ensure that new homes are built at a density appropriate to their location, and specifies minimum standards ranging from 35 dwellings per hectare to 200 dwellings per hectare. The standards take account of accessibility by walking, cycling and public transport; character of the area; past delivery; and the nature of housing land supply. We are satisfied that in general such an approach is justified and consistent with national policy which refers to minimum density standards seeking a significant uplift in the average density of residential development in city and town centres and other locations well served by public transport.
806. However, the detailed wording of policy JP-H4 needs to be modified to refer to developments having regard to, rather than being in accordance with, the standards, and to achieving high quality design as well as efficient use of land. The reference to not compromising the overall delivery of new homes is ambiguous and should be deleted. The policy also needs to make clear that the specified mix of houses and apartments within the different densities is indicative, and the last part relating to definitions and interpretation should be moved to the reasoned justification [MM7.8 and MM7.9]. These changes will ensure that the policy is justified and effective.

**Conclusion**

807. Subject to the main modifications described above, policies JP-H1 to JP-H4 are justified, effective and consistent with national policy.

**Issue 47 – Are the green infrastructure policies JP-Strat13 and JP-G1 to JP-G9 justified, effective and consistent with national policy?****Policy JP-G1 Landscape**

808. NPPF 174 states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscape amongst other things. Policy JP-G1 aims to ensure that development reflects and responds to the special qualities and sensitivities of key landscape characteristics in the area it is located.
809. The policy and reasoned justification currently refer to valuing important landscapes. However, it is not intended to mean landscapes as defined in NPPF 174(a). Therefore, and to be effective and for clarity, this needs to be modified to ensure that the policy is not interpreted in that way.
810. The policy includes a list of elements of special qualities and sensitivities of key landscape characteristics which is justified. However, paragraph 8.4 of the Plan refers to landscape character types, which are also shown on Figure 8.1. These

are taken from the Greater Manchester Landscape Character and Sensitivity Assessment<sup>134</sup> which is up-to-date and robust evidence. The policy is intended to apply to these landscape character types and therefore this needs to be made clear within the policy itself. The policy also makes reference to the interface of new development and also transitional areas. These have the same meaning and the policy needs modifying to clarify this. [MM8.1, MM8.2]. These changes will ensure that the policy is consistent with national policy and justified and effective.

### **Policies JP-Strat13 Strategic Green Infrastructure, JP-G2 Green Infrastructure Network and JP-G8 Standards for Greener Places**

811. Policies JP-Strat13 and the thematic policies in Chapter 8 provide a strategic framework for local plans and informing the preparation and determination of planning applications. The inclusion of a strategic policy setting out which green infrastructure assets will be protected and enhanced as key features is consistent with NPPF 20.
812. Policy JP-G2 aims to ensure that a strategic approach to the protection, management and enhancement of green infrastructure is taken. Policy JP-G2 lists 13 Green Infrastructure Opportunity Areas which are identified as having potential to deliver improvements to the Green Infrastructure Network. To ensure clarity and effectiveness, new paragraphs are required in the reasoned justification to explain the role of the Green Infrastructure Opportunity Areas, including that they are not a constraint to development, and how development and the allocations within the Plan may be affected by the presence of the areas. Figure 8.3 shows these as broad areas but for clarity the Figure needs to be located within the reasoned justification in the new paragraphs that provide the explanation to the Opportunity Areas. To ensure consistency a further modification is necessary to the list of Opportunity Areas in the reasoned justification to ensure it corresponds with that in the policy [MM8.3, MM8.4 and MM8.5].
813. Policy JP-G8 sets out that it aims to develop standards in relation to access to natural green space and a 'green factor' and how development would contribute to achieving such standards. However, the policy itself does not include any standards in relation to plan making or planning applications and it would not be effective or justified. The policy and reasoned justification should therefore be deleted. Nevertheless, the GMCA are committed to developing standards to ensure that sufficient quantity and quality of green infrastructure is delivered, including how this would affect plan making and how it would affect development proposals. As a consequence, it is necessary to explain how this would be achieved as part of the reasoned justification for policy JP-G2.

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<sup>134</sup> 07.01.06

814. National policy advises that local plans should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land<sup>135</sup>. To ensure consistency with national policy, a new requirement for this is necessary in policy JP-G2 which would be relevant for new development and allocations in the Plan. The reasoned justification for the policy needs to be modified to refer development proposals considering the outcomes of the potential opportunities identified in the Greater Manchester Green Belt Study carried out to inform the Plan<sup>136</sup>. We also deal with compensatory improvements under issue 6 in respect of site allocations.
815. Policy JP-G2 also refers to a Local Nature Recovery Network. However, it is intended that the Local Nature Recovery Strategy feeds into the development of the Network. In order to avoid any ambiguity between these two, a modification to the policy is needed. These changes will ensure that the policies are consistent with national policy and justified and effective. [**MM8.3, MM8.4, MM8.5, MM8.13 and MM8.14**].

#### **Policies JP-G3 River Valleys and Waterways, JP-G4 Lowland Wetlands and Mosslands, JP-G5 Uplands and JP-G7 Trees and Woodlands**

816. Policies JP-G3 River Valleys and Waterways, JP-G4 Lowland Wetlands and Mosslands, JP-G5 Uplands and JP-G7 Trees and Woodlands relate to the strategic green infrastructure assets highlighted in policy Strat-13. These policies aim to deliver a set of priorities for these features in relation to planning decisions, plan making and other activities in Greater Manchester which relate to the planning process. They are consistent with NPPF 20.
817. In relation to policy JP-G3, this aims to protect river valleys and waterways. Part 8 of the policy seeks to increase the use of canals and watercourses for active travel. However, several of the waterways in the area (particularly Manchester Ship Canal) have on-going commercial and freight use. The policy needs to be modified to confirm there should be no conflict between this and any increased recreational and travel use [**MM8.6**] in order for the policy to be effective and justified.
818. Policy JP-G4 aims to protect the flat, open landscape and networks of wetlands and mosslands in the area. However, there is a specific landscape character type identified in Figure 8.1 of the Plan. Therefore, the policy needs a modification to ensure there is no ambiguity as to what type of landscape this policy applies to [**MM8.7**]. This is needed for effectiveness.
819. Policy JP-G7 aims to increase tree cover, protect and enhance woodland and connect people to trees and woodland around them. A Greater Manchester

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<sup>135</sup> NPPF 142.

<sup>136</sup> 07.01.12 to 07.01.21

Tree and Woodland Strategy has now been produced and the policy and reasoned justification need modifying to reflect this and to clarify which elements of the policy are relevant to local plans and development management. Part 12 of the policy refers to replacement of one tree with two trees. However, this is not consistent with the recently adopted Salford Local Plan and the requirement would not always ensure replacement trees being of the same value. It is therefore necessary for consistency and effectiveness to modify the policy to refer to other potential measures that would result in an enhancement to the treescape [MM8.11, MM8.12]. These changes will ensure that the policies are consistent with national policy and justified and effective.

820. Policy JP-G5 seeks to protect Greater Manchester's upland areas, including moorland habitats such as the South Pennines Moors SAC and SPA. However, there is a specific landscape character type identified in Figure 8.1 of the Plan. Therefore, the policy needs a modification to ensure there is no ambiguity as to what type of landscape this policy applies to.

821. In accordance with the conclusions of the HRA the policy and reasoned justification needs modifying to ensure that new development does not have an adverse impact on the South Pennines Moors SAC, Peak District Moors SPA and the South Pennine Moors Phase 2 SPA including functionally linked land. This sets out how it will be implemented in accordance with three impact zones, within 400m of the boundaries, within 2.5km and within 7km. Each of these zones require a different approach and these are set out in the new criterion. The policy also needs modifying to indicate which site allocations this applies to (JPA12, JPA14, JPA14, JPA16, JPA22, JPA23, JPA24 and JPA31). [MM8.8, MM8.9]. These changes will ensure that the policy is consistent with national policy and justified and effective.

### **Policy JP-G6 Urban Green Space**

822. Policy JP-G6 aims to ensure that there is an appropriate scale, type, quality and distribution of urban green space. The second bullet in the policy refers to working with developers and other stakeholders in relation to urban green spaces that meet accessibility standards. However, to ensure consistency within the Plan and to address any ambiguity in relation to the meaning of accessibility, the reference to accessibility standards needs to be deleted [MM8.10]. These changes will ensure that the policy is consistent with national policy and justified and effective.

### **Policy JP-G9 Biodiversity and Geodiversity**

823. Policy JP-G9 seeks a net enhancement of biodiversity resources through a number of measures. However, the policy is not clear that the first paragraph relates to the development of local plans as well as other activities associated with planning where relevant, and a modification is needed to ensure there is no ambiguity in this respect. Part 4 of the first paragraph of the policy relates to



protection given to international and national designations, it refers to this being in accordance with legislation and national policy. However, this particular element of Part 4 is not necessary, and a modification to delete this reference is required to ensure it is justified.

824. NPPF 180a sets out a series of principles for determining planning applications. In order for the second paragraph of policy JP-G9 (part a) to be consistent with paragraph 180a, modifications are needed to the wording of bullets (i), (ii) and (iii). In respect of a net gain in biodiversity, the policy is ambiguous in relation to which measurement would be used to demonstrate a measurable net gain in biodiversity. In order to be justified, a modification is needed to the reasoned justification to refer to the use of the Defra metric, and also to ensure the policy itself reflects the requirement of no less than 10% gain as is set out in the reasoned justification.
825. The reasoned justification of policy JP-G9 acknowledges the role of agricultural land and part (e) of the second paragraph of the policy relates to best and most versatile agricultural land. However, the role of part (e) of the policy is ambiguous, and the requirements relating to evidence are not consistent with NPPF 174b, and it should be deleted. A consequential modification to the reasoned justification is necessary to refer to robust evidence in accordance with government and other guidance.
826. In accordance with the findings of the HRA as set out earlier in this report, in order for the policy to be effective, a modification is necessary to add a new criterion to require mitigation of the impacts of development on the Manchester Mosses SAC, the South Pennine Moors SAC/SPAs and the Rochdale Canal SAC. A consequential addition to the reasoned justification refers to mitigation in Policies JP-C7, JP-G5, JPA2, JPA20, JPA22 in relation to the Rochdale Canal SAC.
827. A new requirement in policy JP-G9 needs to set out what is expected in terms of how development proposals should be informed by biodiversity/ecological assessments both as part of the evidence base of the Plan or any updated or appropriate new assessments submitted as part of the planning application process [MM8.15, MM8.16]. These changes will ensure that the policy is consistent with national policy and justified and effective.

### **Policy JP-G10 The Green Belt**

828. Strategic matters relating to the Green Belt are covered in Issue 4 and site-specific Green Belt issues are dealt with in Issue 6. Policy JP-G10 aims to afford protection to the Green Belt as amended by the Plan, in accordance with the NPPF. The first paragraph of the policy refers to 'strong protection' which is not a requirement in the NPPF, and a modification is necessary to delete this and to be consistent with the NPPF. Modifications to the first paragraph are also

needed to ensure it is clear that the Green Belt is defined on the Policies Map and illustrated in Figure 8.6.

829. The last paragraph of the policy refers to applying Green Belt policy to land removed from the Green Belt for allocation. This is not justified or consistent with national policy and needs to be deleted accordingly. As a consequence of this, paragraph 11.11 of the Plan also needs to be deleted. This is additional to the modifications which have been consulted on [MM11.1].

830. Consequential amendments are also necessary to the reasoned justification and to Figure 8.6 for these modifications. The reasoned justification also needs modifying to clarify what amendments have been made to the Green Belt boundaries through local plans and the Plan itself, and to ensure consistency with the modifications to policy JP-G1. The first sentence of paragraph 8.57 is inconsistent with paragraph 141a of the NPPF, and a modification is required accordingly. [MM8.17, MM8.19 and MM8.20]. These will ensure the policy is consistent with national policy, effective and justified.

### **Policy JP-G11 Safeguarded land in the Plan**

831. NPPF 143a sets out that safeguarded land can be identified in order to meet longer-term development needs stretching well beyond the plan period. Although paragraph 8.66 of the reasoned justification refers to a small number of sites being identified as safeguarded land in the Plan. As part of the examination, the GMCA clarified that Policy JP-G11 was intended to identify just one area adjacent to the proposed HS2 Manchester Airport Station. Moreover, site allocation Policy JPA3.2 also covers requirements for this area of safeguarded land. It is not effective to duplicate the requirements of Policy JPA3.2 and a modification is therefore necessary to delete policy JP-G11 and its reasoned justification [MM8.21, MM8.22].

### **Conclusion**

832. Subject to the main modifications described above including the deletion of policies JP-G8 and JP-G11, policies JP-Strat13, JP-G1 to JP-G7, JP-G9 and JP-G10 are justified, effective and consistent with national policy.

## **Issue 48 – Are the Places for People policies JP-Strat12 and JP-P1 to JP-P7 justified, effective and consistent with national policy?**

### **Policy JP-P1 Sustainable Places**

833. Policy JP-P1 aims to provide for good design and sustainable development. It provides a set of high-level principles to inform the preparation of local plans, and these can also be used as a set of criteria which can inform the determination of planning applications. The aims are consistent with national policy in relation to design and sustainable development.

834. However, to be effective and consistent with the sustainable development policies, a modification is necessary to ensure the reasoned justification clarifies the links between sustainable development and resilience. To be justified and consistent with national policy relating to the historic environment and policy JP-P2 of the Plan, it is necessary for criterion 1a to refer to conserve and enhance rather than responding to. Other modifications are necessary to ensure the policy is effective, these are to criterion 4 – to remove the word economic; to criterion 8 by adding a reference to responses to emergency and disasters, and to criterion 11 to refer to inclusive rather than accessible [MM9.1, MM9.2]. These will ensure the policy is effective and justified.

### **Policy JP-P2 Heritage**

835. NPPF 189 indicates that there are a range of heritage assets and refers to that these should be conserved in a manner appropriate to their significance. NPPF 190 sets out that plans should set out a positive strategy for the conservation and enjoyment of the historic environment and highlights several factors to be taken into account in the strategy. Policy JP-P2 is a high-level strategy for conserving and enhancing the historic environment. It includes a high-level statement of actions that the local authorities and other relevant bodies will take. Other elements of the policy are intended to inform local plans and the preparation and determination of planning applications.

836. The first paragraph of the policy does not currently refer to character and a modification is needed to address this, and to change the emphasis to the GMCA in managing and working with partners for effectiveness. Paragraph 2 and criterion 2 do not reflect the wording in the NPPF and accordingly this needs a modification, it will also ensure the Plan is positively prepared. Paragraphs 4 and 5 provide guidance on how development proposals should be treated in respect of designated heritage assets and archaeological interest. However, as set out they are not consistent with the NPPF and need to be modified accordingly. Other modifications are needed to paragraph 3 for effectiveness, and to paragraph 6 to further explain how proposals relating to heritage at risk will be assessed. [MM9.3]. These modifications will ensure the policy is effective and justified.

### **Policy JP-P3 Cultural Facilities**

837. Policy JP-P3 sets out strategic aims in relation to developing and supporting cultural businesses and attractions. Overall, it is consistent with section 8 of the NPPF in helping to promote healthy and safe communities. Although the policy does not specifically refer to rural areas, the policy is sufficiently wide-ranging to capture all aspects of cultural facilities in the area.

838. The policy and reasoned justification refer to Creative Improvement Districts. These are intended as culture and creative-led regeneration programmes consistent with appropriate local planning frameworks. However,

the Plan does not explain how these were derived and what role they play in the area's response to the pandemic. They are not intended to be formally designated and will be flexibly applied, to ensure there is no impact on viability for development proposals. Modifications to the policy and reasoned justification are needed to address these matters, to ensure the policy is effective and justified [MM9.4, MM9.5].

### **Policy Strat12 Main Town Centres and Policy JP-P4 New Retail and Leisure uses in Town Centres**

839. Policies JP-Strat12 and JP-P4 aim to provide a strategic framework for local plans and informing the preparation and determination of planning applications in relation to retail, and town centre uses.

840. Policy JP-Strat12 is focused on the main town centres, given the strategic nature of the Plan, this is an appropriate approach. The inclusion of a strategic policy is consistent with NPPF 86.

841. However, the policies do not currently acknowledge the status of Salford Quays which is now a town centre following the adoption of the Salford Local Plan: Development Management Policies and Designations. Modifications are therefore needed to the policies and reasoned justification for effectiveness. Policy JP-P4 confirms that it covers the upper levels of the town centre hierarchy and these will be maintained and enhanced. However, the first paragraph is not currently effective, and a modification is needed to address this.

842. The reasoned justification at paragraph 9.21 contains detail on how lower levels of the hierarchy would be dealt with in relation to local plans. In order to provide a clear framework for local plans and to be justified this should be within the policy itself. The reasoned justification also needs modifying in respect of the effects of the application of the policy relating to brownfield land. This modification is additional to those consulted on [MM4.31, MM4.32 and MM9.6]. These modifications will ensure the policies are effective and justified.

### **Policy JP-P5 Education, Skills and Knowledge**

843. NPPF 95 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Overall, the policy sets out a high-level objective in relation to significant enhancements in education, skills and knowledge. It is sufficiently flexible in its requirements including in relation to housing developments, which would be required to make a financial contribution for school places or set land aside in a way which is both proportionate and where appropriate. It is consistent with the NPPF.

### Policy JP-P6 Health

844. Policy JP-P6 contains a set of high level aims to help tackle health inequality and supports improvements in health facilities where appropriate, seeking to maximise the contribution the Plan makes to health. The reasoned justification acknowledges the discrepancies of life expectancy and health outcomes both within and when considered against other areas.
845. Paragraph 9.32 (second bullet) refers to accessibility standards. To be consistent with our approach removing any ambiguity over what is meant by this, a modification is need to the paragraph to clarify that accessibility here is considered in accordance with Part M4 (2) of the Building Regulations for effectiveness.
846. Criterion C of the policy refers to Health Impact Assessments, and as set out this is not clear on the threshold that would apply to proposals or in what circumstances it would be appropriate for proposals to be supported by one. Modifications are needed to the policy and reasoned justification to ensure the policy is justified and effective in that regard. In order for the provision of new or improved facilities as part of new development to be justified, it is necessary to be explicit that this should be proportionate to any additional demand development would generate [MM9.7, MM9.8]. These modifications will ensure the policy is effective and justified.

### Policy JP-P7 Sport and Recreation

847. Policy JP-P7 aims to establish a strategic framework for the protection and enhancement of high quality and accessible sports and recreation facilities. The policy aims to provide a framework for local plans and inform decision making.
848. Criterion 2 of the policy refers to developing a 'common standard' for provision of designated play areas. However, as the standard has yet to be developed it would not be effective and a modification is needed to delete this requirement. Criteria 3, 4 and 7 set out requirements for standards in relation to existing and future recreational needs, new and/or improved facilities and sports facilities in education settings. However, in order to reflect the NPPF at paragraph 98 and advice by Sport England, a modification is needed to these to ensure that policies in local plans and decisions should be on an evidence-based approach, including up to date needs assessments. Consequential changes are also necessary to the reasoned justification [MM9.9, MM9.10]. These modifications will ensure the policy is effective and justified.

### Conclusion

849. Subject to the main modifications described above, policies JP-Strat12 and JP-P1 to JP-P7 are justified, effective and consistent with national policy.

## Issue 49 - Are transport policies JP-Strat14, JP-C1 and JP-C3 to JP-C7 justified, effective and consistent with national policy?

850. Policy JP-Strat14 sets out a high-level objective, consistent with the Greater Manchester Transport Strategy 2040<sup>137</sup>, aimed at ensuring 50% of all daily trips can be made by public transport, cycling and walking by 2040, including through an ambitious programme of investment and higher density development in locations with good access to rapid transit connections. In 2017, 39% of daily trips were made by public transport, walking and cycling. Achieving such modal shift would be consistent with national policy which aims to promote sustainable transport. However, to ensure that the Plan is justified, Picture 10.4 needs to be modified to clarify the time period it relates to, and the modal shares indicated [MM10.2].
851. Policies JP-C1 and JP-C3 to JP-C6 set out detailed objectives and requirements relating to the integrated transport network; public transport; street design; walking and cycling; and freight and logistics. Parts of the policies are essentially high level statements of actions that the local authorities and other relevant bodies will take, whereas other parts are intended to inform forthcoming local plans and/or the preparation and determination of planning applications.
852. Generally, those policies are consistent with policy JP-Strat14 and national policy as referred to above. However, a number of modifications are required to ensure that the Plan is effective and justified, including through the removal of policy requirements relating to specific documents or initiatives whose status is unclear or may become out of date during the plan period. These modifications relate to the modal hierarchy and reference to the Global Street Design Guide (policy JP-C1 and paragraph 10.27) [MM10.3 and MM10.4]; improvements to public transport and reference to Our Five Year Delivery Plan (policy JP-C3) [MM10.6]; the approach to designing streets and references to the Bee Network (policies JP-C4 and JP-C5) [MM10.9 and MM10.10]; an additional requirement for the provision of overnight parking and rest areas for heavy goods vehicles in appropriate locations subject to demand (policies JP-C6 and JP-C7 and paragraph 10.71) [MM10.11, MM10.12 and MM10.14]; and amendments to various parts of the reasoned justification to take account of the October 2023 Government announcement about HS2 and Northern Powerhouse Rail [MM4.35, MM4.36, MM10.15, MM10.16 and MM10.17].
853. Paragraphs 10.54 and 10.55 relate to the strategic road network which includes the M60, M67, M602, A627M, A57T and A663T along with parts of the M56, M6, M61, M62, M66 and A628T<sup>138</sup>. To provide an effective strategic framework for local plans, masterplans and planning applications, an additional policy needs to be added to the Plan relating to the strategic road network. Along with

<sup>137</sup> 09.01.01 (updated January 2021).

<sup>138</sup> GMCA statement M3.1.1 (October 2022).

other relevant policies, including JP-C7 (see below), this will ensure a coordinated approach to the planning and delivery of interventions on the strategic and local road networks having regard to development proposed over the plan period [MM10.7 and MM10.8].

854. Policy JP-C7 sets out transport requirements for new development aimed at ensuring it is located and designed to enable walking, cycling and public transport use; reducing car dependency; and delivering high quality environments. In other words, an approach that seeks to encourage modal shift in line with the strategic objective set out in policy JP-Strat14. A number of changes are required to ensure effectiveness, including in relation to car parking provision and achieving safe, secure and attractive access to local services for pedestrians, cyclists and people with a disability. The last sentence relating to financial contributions needs to be deleted to avoid potential inconsistency with other policies in the Plan [MM10.13 and MM10.14].
855. The requirement in policy JP-C7 relating to transport assessments and transport statements needs to set out what is expected in terms of taking account of cumulative impacts; prioritising walking, cycling and public transport; testing scenarios; and consulting the relevant highway authority. It also needs to require mitigation in relation to the Manchester Mosses SAC for developments that would result in increased traffic flows of more than 100 vehicles or 20 heavy goods vehicles on the relevant sections of the M62. These changes will ensure that policy JP-C7 is effective, consistent with national policy, and reflects the recommendations of the HRA [MM10.14].
856. The Plan is supported by assessments of the potential impacts of the development proposed over the plan period on the local and strategic road network<sup>139</sup>. These identify interventions that may be required to ensure that the residual cumulative impacts on the road network associated with each allocation in the Plan would not be severe. The potential highway improvements relate to a worst-case scenario in terms of the assumptions made about the amount of development, travel behaviour and modal shift. The application of the preceding parts of policy JP-C7 should ensure that priority is given to improving infrastructure for sustainable modes, thereby reducing the need for road improvements to accommodate more cars and lorries. In order to ensure that policy JP-C7 is justified and can be effectively implemented, the potential interventions for each allocation need to be included in a new Appendix to the Plan, and the reasoned justification amended to explain how they are to be taken into account in the application of JP-C7 in the context of the strategic approach aimed at achieving the 50% modal share set out in policy JP-Strat14 [MM10.13 and MMApxD.1].

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<sup>139</sup> 09.01.17 to 09.01.28 (July 2021) and OD5.2 (November 2022).

## Conclusion

857. Subject to the main modifications described above, transport policies JP-Strat14, JP-C1 and JP-C3 to JP-C7 are justified, effective and consistent with national policy.

## Issue 50 – Are policies JP-D1 and JP-D2 justified, effective and consistent with national policy?

### Policy JP-D1 – Infrastructure

858. Policy JP-D1 sets out the overarching approach to delivering infrastructure. This includes matters that are not intended to be delivered through the planning system itself, but which nevertheless will facilitate the implementation of the spatial strategy. Modifications are however necessary to clarify what are actions expected by developers and decision makers and what actions will be carried out by the GMCA and Councils to support development [MM12.1].

859. More specifically, it is also necessary to clarify the scope of infrastructure phasing strategies and how they will be agreed. References to strategic and major sites are ambiguous and potentially unnecessarily onerous, particularly if 'major' is interpreted as per the definition in the NPPF. It is sufficient, and clearer, to rely on schemes that will be delivered in phases or by different developers.

860. The policy sets out a raft of requirements relating to energy, water, utilities, fibre, heating and cooling. All of these are covered in more detail, and more accurately, in other thematic policies. There is no need to repeat the requirements here and doing so is only likely to lead to ambiguity. The policy should therefore be modified to remove superfluous repetitive elements as these are not justified. We have also made a further change to the modifications to the opening paragraph of the policy in the interests of clarity.

### Policy JP-D2 – Developers Contributions

861. Policy JP-D2 sets out the requirements for mitigating the impact of development through various mechanisms. Modifications are needed to ensure the policy is effective and consistent with national policy [MM12.2]. As submitted, the second paragraph is not consistent with the approach to viability assessments set out in NPPF 58. In particular, the wording is more restrictive and resistant to the submission of viability assessments and what they should seek to demonstrate. A modification is needed which recognises, as does the NPPF, that there may be changes in circumstance which can have a bearing on viability. Nevertheless, it is justified and consistent with national policy for decision makers to determine how much weight should be given to viability assessment alongside other material considerations.



862. Finally, reference to 'legal contracts' in the opening paragraph is a vague term and should be replaced by specific reference to the types of agreement which are likely to be sought. This will ensure clarity and effectiveness. This also requires a consequential change to the reasoned justification [MM12.3].

### Conclusion

863. Subject to the main modifications set out above, we are satisfied that policies JP-D1 and JP-D2 are justified, effective and consistent with national policy.

### Issue 51 – Will the monitoring framework be effective?

864. Paragraph 12.21 of the Plan states that monitoring is a key component of any development plan document and therefore is key to its success. We agree with this and therefore we consider main modifications are needed to ensure the monitoring framework will be an effective tool. The monitoring framework in Table 12.1 needs to be amended to ensure the monitoring indicators cover all key strategic priorities and targets and that they are consistent with the relevant policy requirements. For example, policies on employment set requirements for floorspace and thus the indicators should reflect this. Similarly, indicators should focus on factors that the Plan can influence and are measurable.

865. The Plan covers four different geographical levels; the PfE area as a whole, district level, the spatial strategy areas set out in policies JP-Strat1, 5, 6 and 9 and specific allocations. As such, it is necessary for the monitoring framework to be clear about the scale at which monitoring data will be collected and published. MM12.5 addresses these issues and will ensure the monitoring framework is effective. Additional reasoned justification is also needed to clarify the role of the monitoring framework, particularly in relation to how the strategic policies will be monitored [MM12.4].

866. There are a potentially endless number of monitoring indicators that could be used and it may well be that others could have been identified. We are however content that those identified by MM12.5 provide a reasonable and robust approach to monitoring the effectiveness of the Plan.

### Conclusion

867. Subject to the main modifications set out above, the monitoring framework will be effective.

### Issue 52 - Have exceptional circumstances been fully evidenced and justified for adding a total of 675 hectares on 49 sites to the Green Belt?

868. The Plan proposes that a total of 49 sites be added to the existing Green Belt (total 675 hectares). These are listed in Table B.1, indicated on Picture B.2, and

designated on the Policies Map. A map of each site, showing the change to the Green Belt, is included in Appendix B to the Plan.

869. National policy advises that, once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of plans. The sites were added as they were considered to serve at least one Green Belt purpose set out in NPPF 138 and to meet all five criteria to establish new Green Belt in NPPF 139.
870. However, during the examination GMCA outlined a revised approach to considering whether each of the Green Belt additions made in the Plan is justified based on a Court of Appeal judgment<sup>140</sup>. This approach involves considering whether there are exceptional circumstances for each Green Belt addition, based on whether there has been a fundamental change in circumstances since the extent of the Green Belt was established previously and/or whether a change is needed to correct an anomaly where the existing Green Belt boundary does not follow a readily recognisable physical feature.
871. GMCA applied the revised approach to each of the 49 Green Belt additions in the Plan and the findings are set out in a table in GMCA79. In summary, GMCA concluded that 17 of the additions meet the fundamental change test and/or would resolve an anomalous boundary, whereas the remaining 32 proposed additions did not meet either test.
872. We agree with the GMCA's revised approach based on case law, and therefore most of the additions are not justified or consistent with national policy. However, we set out below the specific sites where we consider the addition to be justified based on the GMCA analysis, where we disagree with the GMCA assessment, or because there are circumstances relating to a site that need addressing.
873. We, therefore, recommend that the Plan be modified to delete the following Green Belt additions as exceptional circumstances have not been fully evidenced and justified: GBA01, GBA03, GBA04, GBA06 to GBA11, GBA13, GBA15 to GBA18, GBA20 to GBA24, GBA27, GBA30, GBA33, GBA36, GBA38, GBA42, and GBA45 to GBA49 [**MMApxB.1** to **MMApxB.4**]. The Policies Map will need to be amended accordingly. Consequential changes are required to reasoned justification that refers to the net amount of land removed from the Green Belt in the Plan [**MM1.8**]

### **GBA02 - Horwich Golf Course/Knowles Farm, Bolton**

874. GBA02 is in the east of Horwich. The parcel of 24.1 hectares of land comprised Horwich Golf Club golf course, agricultural land and woodland. The site is currently designated as Protected Open Land in Bolton's Local Plan (Policy OA1 and CG6AP). Horwich Golf Club buildings and part of the associated car

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<sup>140</sup> GMCA79, GMCA80

park are in the south of the parcel. This part of the site now has planning permission for two schemes for residential development for 13.9 and 16.3 hectares respectively, with a reserved matters application also approved in September 2022. The larger parcel of land is enclosed to the northwest, west, south and southeast by residential developments, a church and educational facilities. The grant of planning permission for the development of that part of the site means that altering the Green Belt boundaries to include it in the Green Belt is not justified.

875. The land to the north beyond the part of the site with planning permission comprises a block of woodland, arable fields and a farmstead in the north. This parcel is 8.3 hectares. This parcel of land lies between Horwich and Bottom O' th' Moor to the northeast, which are within 1 kilometre of each other. The parcel of land performs a strong role in preventing the physical and visual merging of these two settlements and would perform a moderate role in protecting the countryside from encroachment. Although not a historic town as referred to in NPPF138, there are heritage and cultural links of this part of the site with Wallsuches Conservation Area and remaining undeveloped pasture linked to upland areas.

876. The grant of planning permission within GBA02 demonstrates that in this case the existing policy context has not been sufficient to resist residential development in the area. This factor and the permitted change in use to residential development of the golf course does represent a fundamental change in circumstances since the extent of the Green Belt was established previously and the land in question was not included in the Green Belt. It affects the remaining part of the site which would now make an important contribution to protecting the countryside from encroachment and preventing urban sprawl.

877. However, [**MMApxB.5**] is needed to amend the area of GBA02 to be the remaining 8.3 hectares of the site which does not have planning permission, in order for the inclusion of the land in the Green Belt to be effective and justified.

878. Subject to the modification we are therefore satisfied that there are exceptional circumstances to justify adding 8.3 hectares of Horwich Golf Course/Knowles Farm to the Green Belt.

### **GBA05 Pigs Lea Brook 2, Bury**

879. This is a small site located at the northern edge of Bury. It is a grassland field sloping up to the south. A lane defines the northern edge, and it contains no development. The site performs moderate roles in preventing sprawl and safeguarding the countryside from encroachment, although it lacks a strong rural character. However, the Green Belt boundary currently runs through open land with no defined boundary. It appears to follow no physical features and thus the proposed addition would address this anomaly. The new boundary would run close against the urban area to the south and to the north would be a road and thus would be clearly discernible.

880. We are therefore content that there are exceptional circumstances which justify adding around 0.6 hectares of land at Pigs Lea Brook 2, Bury to the Green Belt.

### **GBA12 Woolfold, Bury**

881. The site is to the northwest of Bury and consists of mostly river valley with areas of tree cover. Several public rights of way run across the parcel and in places the Kirklees Trail acts as the northern boundary of the parcel. Woodhill Brook also passes through the parcel. The parcel also contains a number of ponds.

882. The site performs a moderate role in preventing sprawl and in safeguarding the countryside from encroachment. The Green Belt boundary currently runs through pockets of trees with no defined boundary. It appears to follow no physical features and thus the proposed addition would address this anomaly. The new boundary would run against the urban area to the north and south and thus would be clearly discernible.

883. We are therefore content that there are exceptional circumstances which justify adding around 12.5 hectares of land at Woolfold, Bury to the Green Belt.

### **GBA14 Chesham, Bury**

884. The site comprises land at the north-eastern edge of Bury. Includes areas of amenity grass land with footpaths, pastoral land and pockets of woodland. The site performs a strong role in preventing sprawl and in safeguarding the countryside from encroachment. The Green Belt boundary currently runs through fields and woodland with no defined boundary. It appears to follow no physical features and thus the proposed addition would address this anomaly. The new boundary would run against the urban area to the south and thus would be clearly discernible.

885. We are therefore content that there are exceptional circumstances which justify adding around 1.08 hectares of land at Chesham, Bury to the Green Belt.

### **GBA19 - Land west of Stakehill Business Park, Rochdale**

886. GBA19 lies between Middleton and Stakehill Business Park and comprises around 47 hectares of open pasture fields, Rochdale Canal, woodland, allotments and school sports pitches. The land plays a moderate/strong role in preventing the sprawl of the Middleton urban area, and a moderate role in protecting the countryside from encroachment.

887. The allocation of a 202 hectare site, 168 hectares of which are removed from the Green Belt, for housing and economic development at Stakehill (JPA2) immediately to the east represents a fundamental change in circumstances since GBA19 was excluded from the Green Belt in the 1980s. The development now proposed at Stakehill would cause high harm to Green Belt purposes

meaning that permanently protecting the openness of GBA19 would now make a more important contribution to safeguarding the countryside from encroachment and preventing urban sprawl in the remaining open land between Middleton, Heywood, Rochdale, Royton and Chadderton.

888. We are therefore satisfied that there are exceptional circumstances to justify adding 47 hectares of land west of Stakehill Business Park to the Green Belt.

#### **GBA25 - Land at Summit, Heywood, Rochdale**

889. GBA25 (1.4 hectares) forms part of a larger open agricultural field on the north west edge of Heywood. The field, along with adjoining open land, plays strong roles in preventing urban sprawl and safeguarding the countryside from encroachment, and a moderate role in preventing the merging of Heywood and Bury. The existing Green Belt boundary to the south of GBA25 is not defined by any physical feature, but rather it runs across the open field and through a pond. Adding GBA25 to the Green Belt would correct that anomaly and mean that the Green Belt boundary would correspond to the readily recognisable physical features defining the edge of the Heywood urban area.

890. We are therefore satisfied that there are exceptional circumstances to justify adding 1.4 hectares of land on the north west edge of Heywood to the Green Belt.

#### **GBA26 - Land South East of Slack Brook, Salford**

891. Policy GBA26 forms part of the Slack Brook open space and forms a gap between the existing Green Belt and HMP Forest Bank. The existing Green Belt boundary appears to relate, at least partly, to the boundary of a power station that was demolished in 1994. The new prison has been built since this demolition which has further altered the character of the area. As a result of the changes, the existing boundary no longer follows any discernible features on the ground. The proposed boundary for the Green Belt addition would run to the edge of the prison and other built form. This would meet the requirements of NPPF 143f.

892. We are therefore content that there has been a fundamental change in circumstance since the Green Belt was originally established, which has resulted in a now anomalous boundary. It is likely that existing local and national policies would be able to keep the land open and undeveloped. Nevertheless, some logic in seeking to bring the whole area of open space under the same designation and ensuring the boundary is consistent with national policy.

893. We are therefore satisfied that there are exceptional circumstances to justify adding 4.1 hectares of Land South East of Slack Brook, Salford to the Green Belt.

**GBA27 - West Salford Greenway, Salford**

894. The West Salford Greenway Green Belt addition comprises around 185 hectares of land. It includes various components including a country park, golf course, woodland and agricultural fields. There are some buildings within it, but it largely remains open in character. Importantly, the majority of the proposed Green Belt addition has been designated as the 'West Salford Greenway' in the Salford Local Plan. This is a continuation of long-standing policy approach of protecting this area from development. GMCA have indicated that this is an area which has been subject to significant development pressure over a number of years, with at least two unsuccessful appeals for housing development in recent years.
895. The area has been considered for Green Belt in 1984, 1995 and 2006<sup>141</sup>. On each occasion an Inspector has concluded that there was no justification for including the area in the Green Belt. There have been no fundamental changes in circumstance since these decisions were made.
896. The main area of the Greenway would be linked to the main Green Belt by a relatively narrow 'channel' which is, in the main, neither open nor undeveloped. In both 1984 and 1995, the Inspectors noted concern about the relationship between the West Salford Greenway and existing Green Belt. These concerns remain relevant. The only contiguous boundary between the proposed addition and existing Green Belt is in a relatively small area to the west of the site. Some of this 'link' is formed by a motorway junction and a large hotel, which are not part of the West Salford Greenway allocation. The Inspector in 1984 noted these features in determining that the relationship was not wholly acceptable due to the presence of such significant built form. The 1995 Inspector also concluded that the physical link with the existing Green Belt would be "tenuous". Nothing has changed to suggest a different conclusion should be drawn.
897. We acknowledge that there has been significant pressure for development in this area over a prolonged period. However, a planning history of refused applications and appeals do not constitute a change in circumstance since the original decision excluding the land from the Green Belt was made. Indeed, these tend to demonstrate that the existing policy context has been sufficient to resist development in the area. Neither development pressure, nor the Councils' assertion that the area is not suitable for housing development, constitutes an 'exceptional circumstance' in this case.
898. Therefore, there have been no fundamental changes in circumstance since the Green Belt was defined or previously considered. Moreover, we are not persuaded that the area would be sufficiently well related to the existing Green Belt to warrant inclusion in any event. Accordingly, the exceptional circumstances needed to justify a change in the boundary have not been

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<sup>141</sup> 07.01.25

demonstrated and a main modification is needed to delete policy GBA27 from the Plan [MMApxB.3].

### **GBA28 - Part of Logistics North Country Park, Salford**

899. Policy GBA28 relates to an area of around 15.3 hectares that is intended to form part of the Logistics North Country Park. As the name suggests, this country park results from a planning permission for a large logistics estate near to the site in Bolton. Some of the park is already in the Green Belt, whereas the area proposed is not. This also means that the existing Green Belt boundary now follows no discernible logic or feature on the ground. The boundary is therefore anomalous in this regard and inconsistent with the expectations of NPPF 143f.
900. The additional land would exhibit the characteristics of Green Belt and meet the same purposes as the existing area. As open space, local and national policy would provide a degree of protection for the site and ensure it remained open and undeveloped. Nevertheless, there is some logic and benefit in ensuring the newly established country park is under the same designation, while also addressing the boundary issues potentially brought about by the change in circumstance (which also includes Green Belt boundary alterations nearby in Bolton).
901. We are satisfied that there are exceptional circumstances to justify adding around 15.3 hectares at Part of Logistics North Country Park, Salford to the Green Belt.

### **GBA29 - Land West of Burgess Farm, Salford**

902. Policy GBA29 relates to around 25.2 hectares of land located on the border between Wigan and Salford. The existing Green Belt boundary follows the administrative boundary and there are no discernible features on the ground. Adding GBA29 to the Green Belt would correct this anomaly and mean that the boundary would correspond to the readily recognisable physical features defining the edge of the Walkden area.
903. The allocation of JPA35 North of Mosley Common for around 1,100 dwellings would also result in the release of approximately 61 hectares from the Green Belt nearby. This represents a fundamental change in circumstances. The development proposed through JPA35 would cause harm to Green Belt purposes meaning that permanently protecting the openness of GBA29 would now make a more important contribution to preventing further coalescence of Walkden and Tyldesley/Astley and potential urban sprawl from the east.
904. We are therefore satisfied that there are exceptional circumstances that justify the addition of 25.2 hectares of land to the Green Belt at Land West of Burgess Farm.

**GBA31 - Fox Platt, Mossley**

905. GBA31 relates to an area comprising a mix of open grassland, allotments and woodland located on the edge of Mossley. The site and the area of Green Belt to the west perform a strong role in preventing sprawl and maintaining the gap between Mossley and Stalybridge.
906. The existing Green Belt boundary to the west of GBA31 is not clearly defined by any physical feature on the ground, but rather runs across the open land and wooded area. Adding GBA31 to the Green Belt would correct that anomaly and mean that the Green Belt boundary would correspond to the physical features defining the urban edge of Mossley. We are therefore satisfied that there are exceptional circumstances that justify the addition of 7.9 hectares to the Green Belt at land at Fox Platt, Mossley.

**GBA32 - Manor Farm Close, Waterloo, Ashton-Under-Lyne**

907. GBA32 comprises an area of woodland and open grassland which forms a gap between the edge of Ashton-under-Lyne and existing Green Belt. The site and area of Green Belt to the north perform a strong function in checking urban sprawl and safeguarding the countryside from encroachment.
908. The existing Green Belt boundary follows a roughly straight line cutting through woodland between Taunton Brook Lane and Ney Street and does not appear to be defined by any physical features on the ground. Adding GBA32 to the Green Belt would correct that anomaly and mean that the Green Belt boundary would correspond to the physical features defining the urban edge of Ashton-under-Lyne.
909. We are therefore satisfied that there are exceptional circumstances that justify the addition of 0.8 hectares to the Green Belt at land at Manor Farm Close, Waterloo, Ashton-under-Lyne.

**GBA34 – Cowbury Green, Long Row, Carrbrook, Stalybridge**

910. The site forms part of the Stalybridge Country Park and clearly relates well to the existing open countryside which effectively wraps around the housing estate immediately to the south.
911. The GMCA did not include this site amongst those they considered to be justified against the tests outlined above. Although the timeline is not entirely clear, more recent evidence suggests that the site in question had, at one time, been in use for industrial purposes. This may have ceased in the early 1980s, prior to the designation of the Green Belt. However, the circumstances of the buildings' demolition and subsequent clearance, ostensibly resulting from a large chemical explosion, may not have been fully resolved when the Green Belt designation was first considered and adopted. There have also been changes to the land uses immediately adjacent to the site in the form of



relatively modern housing which have significantly altered the character of the area and created a new, clearly defined boundary to the Green.

912. The boundary as currently defined follows some defined features, particularly to the north of the site. However, given how more recent neighbouring housing and existing open space frames the site, the exclusion of this area now appears to be somewhat anomalous. This is particularly the case with the existing western boundary of the Green Belt. The site also forms part of the same country park to the land on three sides of it. We are satisfied that the site would meet the Green Belt purposes of checking unrestricted sprawl and preventing encroachment into the countryside.

913. On this basis, we consider that there are exceptional circumstances that would justify the addition of 1.8 hectares of land at Cowbury Green, Long Row, Carrbrook, Stalybridge. On reflection, there is no need to delete this addition for the Plan to be sound. We have altered the modifications schedule, including Picture B.2 accordingly.

#### **GBA35 - Woodview, South View, Carrbrook, Stalybridge**

914. GBA35 relates to two areas of woodland, separated by an area of open space and footpath. This area forms a small gap between the existing Green Belt to the south and the urban edge of Carrbrook. The proposed addition and Green Belt to the south perform a strong role in preventing sprawl and safeguarding the countryside from encroachment.

915. The existing Green Belt boundary cuts through the woodland and does not appear to follow any physical features. The proposal would correct this anomaly and create a Green Belt boundary which clearly follows the extent of the built form of Carrbrook.

916. On this basis, we are satisfied that there are exceptional circumstances that would justify the addition of 2.1 hectares of land at Woodview, South View, Carrbrook, Stalybridge.

#### **GBA37, GBA40 and GBA41 - Broadbottom Road, Broadbottom; Hyde Road, Mottram; and Ashworth Lane, Mottram**

917. The areas of GBA37, GBA40 and GBA41 in Tameside are considered together as they are physically linked, and the justification given for all three is the same.

918. The Godley Green Garden Village (JPA31) will lead to the release of around 124 hectares of Green Belt. This will result in a high degree of harm and the closing of the gap between Hattersley and Hyde. This represents a fundamental change in circumstance. Although some distance from the Godley Green Garden Village itself, the combined area would still have a strong role in checking any additional urban sprawl, helping to prevent the merging of Mottram, Broadbottom and Hattersley, Hyde. The importance of this inevitably increases with the changes to the Green Belt to the west. While these additions

would in no way fully mitigate the harm to the Green Belt caused elsewhere, they would provide a degree of comfort about any further coalescence of these settlements.

919. We are therefore content that there are exceptional circumstances which justify the addition of 18.9 hectares of land at Broadbottom Road, Broadbottom, around 4.9 hectares of land at Hyde Road, Mottram and around 1.1 hectares of land at Ashworth Lane, Mottram to the Green Belt.

### **GBA39 - Cemetery Road, Denton**

920. GBA39 relates to a small area of woodland located on the edge of Denton. The plot would contribute to the same strong role that the existing Green Belt has in terms of preventing Denton and Woodley from merging and its moderate role in checking urban sprawl and safeguarding the countryside from encroachment.

921. The existing Green Belt boundary runs along the edge of the cemetery to the south, but to the east it runs in a straight line from the edge of the housing to a path running through the woodland. It appears to follow no physical features and thus the proposed addition would address this anomaly. The new boundary would run along a public footpath adjacent to an area of open space and thus would be clearly discernible.

922. We are therefore content that there are exceptional circumstances which justify adding around 0.8 hectares of land at Cemetery Road, Denton to the Green Belt.

### **GBA42 – Horses Field, Danebank, Denton**

923. GBA42 relates to an area of protected open space, which sits between residential development on three sides and railway line to the east. The current Green Belt boundary follows the line of the railway and is thus a clear and distinct physical feature.

924. While it appears the site has been considered for designation through earlier plans, it is not clear from the representations that there has been any fundamental change in circumstance since the Green Belt was first established. Similarly, the existing boundary is not anomalous in that it follows a clear physical feature in the railway line. We acknowledge that the housing would also form a clear physical boundary, but this in itself is not sufficient to demonstrate there are exceptional circumstances to extend the Green Belt here. The same conclusion applies to the fact that there may be other areas where the Green Belt straddles the railway line.

925. It has also been suggested that the site is under pressure for development. Again, this is not sufficient on its own to pass the tests established above. Nevertheless, the site is identified as protected open space and thus already carries a degree of protection. The potential for the site to be identified for

development does not constitute an exceptional circumstance which justifies altering the boundary.

926. We are therefore not satisfied that there are exceptional circumstances which justify adding around 6.9 hectares at Horses Field, Danebrook, Denton to the Green Belt. The site should therefore be deleted from the Plan [MMAp**x**B.3].

#### **GBA43 - Land at Midlands Farm, Moss Lane, Trafford**

927. GBA43 is currently identified as safeguarded land in the Trafford Core Strategy. The remainder of the safeguarded land designation is included in the New Carrington allocation (JPA33). This area has ostensibly been omitted from the allocation on the basis that the landowner does not support the development of their land.

928. The allocation of New Carrington clearly represents a fundamental change in circumstance since the Green Belt boundary here was last considered. The Council has concluded the land is not suitable for allocation and, in such circumstances, it is legitimate to consider whether it would be acceptable for the site to revert to the Green Belt. The plot would contribute to checking urban sprawl and safeguarding the countryside from encroachment. Given the significant impact on the Green Belt from the New Carrington allocation, this gains greater importance.

929. We are therefore content that there are exceptional circumstances that justify adding 2.7 hectares of land at Midlands Farm, Moss Lane, Trafford to the Green Belt.

#### **GBA44 – Land off Fir Tree Street, Wigan**

930. The land is located on the southern edge of Wigan urban area and comprises of part of Widows Fishery. Land within the parcel is relatively flat, comprising of a fishing pond with a wooded island in the centre, and surrounded by woodland. The parcel is bound by woodland to the north, south and west and adjoins the remainder of the Widows Fishery site and woodland to the east.

931. The site and the area of Green Belt adjacent performs a strong role in preventing sprawl and maintaining the gap between Wigan and Platt Bridge. However, the Green Belt boundary currently runs through the pond and open land with no defined boundary. It appears to follow no physical features and thus the proposed addition would address this anomaly. The new boundary would run along against development to the north and west and a road to the south and thus would be clearly discernible.

932. We are therefore content that there are exceptional circumstances which justify adding around 0.8 hectares of land at Land off Fir Tree Street, Ince to the Green Belt.

## Conclusion

933. For the reasons set out above, exceptional circumstances have been fully evidenced and justified for a number of the Green Belt Additions proposed in the Plan. However, in the majority of cases, exceptional circumstances have not been fully evidenced and justified and therefore the Plan needs to be modified to delete those proposed Green Belt Additions as identified above. The policies map will need to be amended accordingly.

## Issue 53 – Other soundness matters

934. The requirements in policy JP-C2 relating to digital connectivity need to be modified to ensure that they are justified and consistent with national policy, taking account of viability and what would be in the control of developers **[MM10.5]**.

935. In order to ensure that various policy requirements throughout the Plan are clear and unambiguous and therefore effective, modifications are required to paragraphs 1.20 and 4.11 to define what is meant by “access”, “accessibility” and “accessible” including with regard to disabled people and others with particular mobility requirements **[MM1.1 and MM4.2]**.

936. The Plan contains a number of district overview maps in Chapter 11 showing allocations, Green Belt, housing/mixed use sites and public transport lines and stations. Consequential modifications are needed to these maps to reflect changes to Green Belt allocations, Green Belt Additions, and other relevant changes. **[MM11.3, MMBo1; MMBu1; MMM1; MMO1; MMR1; MMTa1; MMS1; MMW1]**. Picture C2, which is described as the Policies Map, also needs modifying as a consequence **[MMApxC.1]**. These changes will ensure the Plan is justified and effective.

## Overall Conclusion and Recommendation

937. The Plan has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above which mean that we recommend non-adoption of it as submitted in accordance with section 20(7A) of the 2004 Act.
938. The local planning authorities requested that we recommend main modifications to make the Plan sound and legally compliant, and thereby capable of adoption. We conclude that all legal requirements have been met and that with the recommended main modifications set out in the Appendix the Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan satisfies the requirements referred to in section 20(5)(a) of the 2004 Act and is sound.

*William Fieldhouse Louise Gibbons Steven Lee*

Inspectors

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This report is accompanied by an Appendix containing the Main Modifications.

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## Places for Everyone Joint Development Plan Document

### Inspectors' Report Appendix – Schedule of Main Modifications

This schedule of main modifications is set out by the chapters in the submitted Plan<sup>1</sup>, along with five annexes relating to modifications to various pictures, diagrams, tables and appendices in the Plan. The main modifications are described in words and/or expressed in the form of ~~striketrough~~ for deletions and underlining for additions of text (compared to the submitted Plan).

The page and paragraph numbers in the schedule are those used in the submitted Plan, and do not take account of the deletion or addition of text.

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<sup>1</sup> SD1 (August 2021)

## Chapter One Introduction Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM1.1	Para. 1.20 Introduction	11	Modify first bullet point of paragraph 1.20 as follows: <ul style="list-style-type: none"> <li>“progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, and space and accessibility <u>‘accessible and adaptable’ standards as set out in Part M4 (2) of the Building Regulations</u> for new housing”</li> </ul>
MM1.2	Para. 1.26 Introduction	12	Modify paragraph 1.26 as follows: <ul style="list-style-type: none"> <li>“sets out how they should develop <del>up to the year 2037</del> <u>for the years 2022-2039</u>;</li> <li><u>provides the strategic framework for local plans</u>;</li> <li><u>sets specific requirements to be taken forward in local plans</u> <del>identifies the amount of new development that will come forward</del> in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;</li> <li><u>sets out policies to inform the preparation and determination of planning applications;...</u>”</li> </ul>
MM1.3	Para. 1.26 Para. 1.36 Para. 1.42 Para. 3.3 Para. 4.26 Para. 4.29 Para. 4.32 Para. 4.41 Para. 4.50 Para. 4.56 JP-Strat10 JP-Strat11	12 14 15 37 51 52 54 58 61 64 71 73	Consequential Main Modifications at these locations within the Plan, to reflect the change to the plan period from 2021-2037 to 2022-2039.



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	JP-J3	113	
	Para. 6.23	114	
	Figure 6.2	115	
	Para. 6.24	115	
	Para. 6.25	115	
	Table 6.1	116	
	JP-J4	117	
	Para. 6.32	118	
	Figure 6.3	119	
	Para. 6.34	119-	
		120	
	Table 6.2	121-	
		122	
	Figure 7.1	128	
	Para. 7.13	130	
	Table 7.1	130	
	Para. 7.19	132	
	JP-H1	132	
	Table 7.2	133	
	Figure 11.1	218	
	JPA1.1	225	
	Para. 11.21	228	
	JPA3.2	246	
	JPA7	262	
	JPA14	285	
	JPA33	357	
	Table 12.1	392	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM1.4	Para. 1.27 Introduction	12	Modify paragraph 1.27 as follows: “The Places for Everyone Plan reinforces our ambition to bring forward brownfield land, it reduces the net loss of Green Belt further from previous versions of the GMSF by reducing the number of sites being allocated, <del>identifying a Broad Location</del> and provides stronger protection for our important environmental assets...”
MM1.13	Para 1.28, 4 <sup>th</sup> bullet	P.13	Amend bullet point 4 as follows, including inserting a new footnote as proposed: Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and the Airport and realising the opportunities offered by national infrastructure investment, e.g. <u>HS2Northern Powerhouse Rail<sup>1</sup></u> whilst recognising the important green infrastructure assets in the area.  Text of new footnote:  <u>While the Government announced the cancellation of HS2 Phase 2a and Phase 2b on 04 October 2023, the alignments remain safeguarded through Greater Manchester and the proposals for "Northern Powerhouse Rail/NPR" are still being progressed. It is still envisaged that the NPR proposals will include facilities similar to those originally proposed under HS2 at both Piccadilly Station and at Manchester Airport. References to NPR and, in certain circumstances, HS2 therefore remain valid in the context for this plan, however they have been amended, as necessary, to take account of these recent announcements. As and when further details are available in relation to NPR and/or any successor to that scheme, consideration will be given as to what, if any, further changes will be required in this respect as part of any review of this plan.</u>
MM1.5	Para. 1.34 Introduction	14	Modify paragraph 1.34 as follows: “... <del>In response to comments received both in 2016 and further in 2019, the amount of employment land identified in the PfE Plan area, up to 2037 has been significantly reduced since the 2016 GMSF (by approx. 40%) to keep the release of Green Belt to a minimum and in order that the level of employment growth broadly correlates with our new housing requirement</del>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<del>for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond 2037 2039. We have also identified a potential growth area in north east Oldham as a Broad Location rather than an allocation to provide flexibility for the future. “</del>
MM1.6	Para. 1.36 Introduction	14	Modify paragraph 1.36 as follows: “A key objective of the Places for Everyone Plan is to meet our Local Housing Need – using the Government’s standard methodology this equates to <del>almost 165,000</del> <u>just over 175,000</u> homes over the plan period ( <del>2021-2037-2022 -2039</del> )...”
MM1.7	Para. 1.42 Introduction	15	Modify paragraph 1.42 as follows: “The majority of development between <del>2024 2022</del> and <del>2037 2039</del> (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period around 90% of housing, <del>99%</del> <u>98%</u> of offices and <del>47%</del> <u>51%</u> of industrial and warehousing development is within the urban area.”
MM1.8	Paras 1.49 to 1.51 Introduction	16	Delete paragraph 1.49 in its entirety.  Modify paragraph 1.50 as follows: “The net amount of Green Belt land proposed for release is <del>1,754</del> <u>2,210</u> hectares – in relation to the nine districts preparing this Plan, this means a <del>3.3%</del> <u>4.1%</u> reduction in the size of the Green Belt <del>compared to an 8.1% reduction in 2016.</del> ”  Modify paragraph 1.51 as follows: “The nine boroughs cover some 115,084 hectares ( <u>including land covered by the Peak District National Park</u> ), almost half (46.7%) <del>is was previously</del> designated as Green Belt. The <del>proposals in the Places for Everyone: Publication Plan 2021</del> would result in Green Belt covering <u>just over under</u> 45% of the nine districts.”
MM1.9	Para. 1.52 Introduction	16	Modify paragraph 1.52 as follows: “... A key element of this is <del>to require all</del> <u>set out a pathway for</u> new development to be net zero

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			carbon by 2028 at the latest – we do not want to build homes and workplaces which require retrofitting in the future and we have set an ambitious target, backed up by our evidence to achieve this as soon as possible. <del>Our commitment to keep fossil fuels in the ground remains, at this time therefore we will not support fracking.</del> ”
MM1.10	Para. 1.57 Introduction	17	Modify paragraph 1.57 as follows: “... It is being prepared as a Joint Development Plan Document of the nine local planning authorities. <u>Once the Places for Everyone Plan is adopted it will form part of the relevant authority’s development plan. As such local plans will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies. Local plans will be expected to look ahead a minimum period from their adoption, in line with national policy. In the event that a local plan looks beyond 2039, the minimum requirement figures set out in Policies JP-J3, JP-J4 and JP-H1 should be used to inform local plan target(s). [Add footnote: In the event that a local plan looks ahead beyond 2039, the annual average figure 2022-2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039].</u> <del>It is a strategic plan and does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more detailed policies reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan.</del> ”
MM1.11	Para. 1.58 Introduction	18	Modify paragraph 1.58 as follows: “ <del>Once the Places for Everyone Plan is adopted it will form part of the relevant authority’s development plan.</del> The evidence that underpins the Places for Everyone Plan will also inform district level plans; <u>but, as a strategic plan it does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan.</u> “
MM1.12	New para. after 1.58	18	Insert new paragraph after 1.58 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Introduction		<p><u>“Due to the presence of the Peak District National Park in the eastern part of the borough of Oldham, it should be noted that the Places for Everyone Plan covers the whole of the borough of Oldham except that part which falls within the Peak District National Park. Developments within the National Park should refer to Development Plan Documents prepared by the Peak District National Park Authority.”</u></p>

## Chapter Two Context Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM2.1	Figure 2.1	24	Consequential changes to various maps and diagrams throughout the Plan to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan.
	Picture 2.2	33	
	Figure 3.1	38	
	Figure 5.1	91	
	Picture 5.2	98	
	Figure 6.1	111	
	Figure 6.2	115	
	Figure 6.3	119	
	Figure 7.1	128	
	Figure 8.1	145	
	Figure 8.2	149	
	Figure 8.3	150	
	Figure 8.4	152	
	Figure 8.5	163	
	Figure 8.6	168	
	Picture 10.2	195	
	Figure 11.1	218	
	Picture 11.2	220	
	Picture 11.21	276	
	All allocation inset maps	223-379	
Appendix B	410		
Picture B.2	414-462		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	All Green Belt Addition inset maps Appendix C Picture C.2	466	
MM2.2	Para 2.12	P. 26	Amend the first sentence as follows: ... the existing office sectors, <del>HS2</del> <u>NPR</u> station proposals and improving the connections to other areas of Greater Manchester <u>and beyond</u> , which will...
MM2.3	Sub-heading at para 2.23	P.29	Modify heading as follows: <u>HS2</u> <u>Rail Connections</u>
MM2.4	Para 2.23	P.29	Modify paragraph 2.23 as follows:  Greater Manchester currently benefits from good links to London, with a number of direct rail routes taking around two hours. <del>The proposed HS2 high-speed rail connections will reduce journey times to London to 67 minutes from the City Centre and just over an hour from Manchester Airport. They would also bring the major regional city of Birmingham within 41 minutes by train. These</del> <u>The enhanced NPR connections will help to deliver a more integrated national economy, opening up much greater business opportunities to support UK growth. The timely delivery of HS2 these proposals will have major benefits for the Country as a whole as well as for Greater Manchester. The benefits of HS2 are multiplied when combined with Northern Powerhouse Rail (NPR) and other committed investments in our rail networks. To capitalise on the opportunity, Greater Manchester is proposing a series of complementary investments to bring maximum benefits from high-speed rail to residents. The Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy – The Stops Are Just The Start sets out our proposals for local infrastructure investment to support the HS2 and NPR facilities which will continue to be embedded them within our wider strategic plans, within the context of the emerging proposals, ... to continue to make our city-region successful.</u>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM2.5	Para 2.26	P.31	<p>Modify the last sentence of para 2.26 as follows:  Importantly, it would also enable other parts of the North to take advantage of Greater Manchester's key assets and its role as a key international gateway and emerging top global city, connecting more people to Manchester Airport and <u>beyond</u> the proposed HS2 services to London.</p>



### Chapter Three Vision Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM3.1	Figure 3.1 Key Diagram	38	The Key Diagram, Figure 3.1: Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. Modify the Key diagram to change the “HS2” reference in key to "Rail proposals" See Annex 3, Map MM3.1.

## Chapter Four Strategy Proposed Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM4.1	Para.4.10 Strategy	46	Modify paragraph 4.10 as follows: “An essential aspect of the efficient and effective use of land will be <u>for authorities to make as much use as possible of suitable</u> <del>prioritise the reuse of</del> previously developed (brownfield) land and vacant buildings when meeting development needs...”
MM4.2	Para. 4.11 Strategy	46	Modify paragraph 4.11 as follows: “... Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. <u>Unless specified, the terms “accessible” and “accessibility” refer to being able to reach, approach or enter a location, making the most efficient use of land resources, delivering a sustainable pattern of development, reducing the need to travel by unsustainable modes and increasing the proportion of trips made by walking, cycling and public transport. In relation to places or services, it means accessible to all, inclusive of people with disabilities and particular mobility requirements. The term “access” is used in accordance with the dictionary definition “to enable the means or opportunity to approach or enter a place.”</u> ”
MM4.3	Para. 4.20 Strategy	48	Modify paragraph 4.20 as follows: “This approach is summarised in Figure 4.1 'Spatial Strategy' and explained in more detail in the rest of this chapter. <u>The Figures (4.1 to 4.8) and Picture 4.2 provide an illustrative representation of key aspects of policies JP-Strat 1 to JP-Strat11. They assist both further plan making and decision makers considering planning applications by providing additional visual context for the policies. The transport infrastructure improvements shown in Figures 4.4; 4.5; 4.6; 4.7; 4.8; and Picture 4.2 are for illustrative purposes only. There is a comprehensive list of indicative transport interventions for the delivery of allocations in Appendix D. The 2040 Transport Strategy and Five Year Delivery Plan set out the transport interventions and policies important to improving the transport network and helping to deliver more sustainable growth across GM as a whole.</u> ”

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MM4.4	New para. after 4.22 Strategy	49	Insert new paragraph after 4.22 as follows: <u>“The Policies within this Chapter establish the overall spatial strategy for the Plan. In addition, Policies JP-Strat1 to JP-Strat11 provide a strategic framework for local plans.”</u>
MM4.5	Figure 4.2 Core Growth Area	50	Modify Figure 4.2 to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.5.
MM4.6	JP-Strat1 Core Growth Area  Reasoned Justification	51	Modify paragraph 4.26 as follows: <u>“In total sufficient land has been identified in the Core Growth Area for almost 69,000 new homes. Development within the City Centre and the Quays will...”</u>
MM4.19	Para 4.28	51	Modify the fourth sentence of para 4.28 as follows: <u>“The completion of major transport infrastructure schemes towards the end of the Plan period, such as HS2 and Northern Powerhouse Rail, will dramatically reduce journey times improve services to and from the London, Birmingham and major cities in the North, further... “</u>
MM4.7	JP-Strat1 Core Growth Area  Policy	51	Modify second paragraph as follows: <u>“Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. These homes will be supported by necessary green spaces and social infrastructure and will be of an appropriate design. In total sufficient land has been identified in the Core Growth Area for almost 98,000 new homes.”</u>  Modify third paragraph as follows: <u>“Infrastructure provision will support the growth and continued capacity of the Core Growth Area having particular regard to the Greater Manchester Transport Strategy 2040 refresh and accompanying Delivery Plans.”</u>

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MM4.8	JP-Strat2 City Centre  Reasoned Justification	52	Modify paragraph 4.29 as follows: “Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. <u>Over the period 2022-2039, land to accommodate around 1,700,000 sqm of office floorspace, around 54,000 new dwellings and minimal industry and warehousing (just under 38,000 sqm) has been identified within the City Centre.</u> The City Centre offers significant opportunity to maximise the use of previously developed land. It will enable the delivery of a range of...”
MM4.9	JP-Strat2 City Centre  Policy	52	Modify first paragraph as follows: “The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded <del>considerably by a range of high density new homes, supported by necessary infrastructure.</del> <u>Development will generally be high density.</u> It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.”  Delete fourth paragraph as follows: “ <del>Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, around 56,000 new dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre.</del> ”
MM4.10	Figure 4.3 City Centre	53	Modify to clearly illustrate the strategy, delete “HS2 67 mins” and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.10.
MM4.11	JP-Strat3 The Quays	54	Modify paragraph 4.32 as follows: “Although the Quays has seen very significant levels of investment in recent years, there is still enormous development potential within the area across all of its functions, including major expansion of the digital/creative cluster and significant residential opportunities. <u>Over the period</u>

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	Reasoned Justification		<u>2022-2039, land to accommodate around 155,000 sqm of office floorspace, around 12,200 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays.</u> It offers significant opportunity to maximise the use of previously developed land by delivering large scale residential development close to a major source of jobs, education...”
MM4.12	JP-Strat3 The Quays  Policy	54	<p>Modify first paragraph as follows:            “The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses. Its business, housing, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area’s interest, vibrancy and unique identity <del>to reduce levels of unemployment and poverty in our communities.</del>  <u>Development will generally be high density.</u> The high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as <u>one of</u> its essential distinguishing features, and excellent, distinctive design will continue to be a priority.”</p> <p>Modify second paragraph as follows:  <del>“Over the period 2020-2037, land to accommodate around 192,000 sqm of office floorspace, around 12,500 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays. The new homes will be a range of high density homes, close to major sources of jobs and education, supported by the necessary infrastructure and amenities. Major improvements in accessibility by public transport, cycling and walking will be sought, including much better links to key rail stations and greater connectivity with the City Centre.”</del></p>
MM4.13	JP-Strat4 Port Salford  Policy	56	<p>Modify third paragraph as follows:            “The development of Port Salford must <u>be delivered together with</u> <del>ensure that</del> necessary transport infrastructure <del>is delivered</del>, including highway improvements to accommodate the likely scale of traffic generation, in a way that is compatible with <u>committed</u> proposals for the enhancement of the wider motorway network and the provision of appropriate sustainable travel opportunities to meet the needs of the employees accessing the site. <u>The growth of Port Salford</u></p>

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			<u>will be managed to reflect the creation of additional capacity in the transport network and in accordance with the requirements of policy JPA29.”</u>
MM4.14	Figure 4.5 Port Salford	57	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.14.
MM4.15	JP-Strat5 Inner Areas  Reasoned Justification	58	Modify paragraph 4.41 as follows: “... Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services. <u>Over the period 2022-2039, land to accommodate around 175,000 sqm of office, around 86,500 sqm of industry and warehousing and around 35,000 new dwellings has been identified within the inner areas.”</u>
MM4.16	JP-Strat5 Inner Areas  Policy	58-59	Modify first paragraph as follows: “The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of <del>well-designed</del> new development will be accommodated in this highly accessible and sustainable location, <del>prioritising the use of previously developed land.</del> ”  Modify second paragraph as follows: “New development will be <del>of high quality, predominantly, residential (in a mix of size, type and tenure). It will be supported by necessary infrastructure, including high quality open space and improved access to the wider green infrastructure network, together with improved transport and social infrastructure.</del> ”  Delete third paragraph as follows: “ <del>Where a mix of uses is being proposed, it will seek to protect the amenity of existing and new residents and it will seek to protect and enhance the location’s historic and natural environment and assets.</del> ”

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			<p>Modify fourth paragraph as follows, to merge with second paragraph:  <del>“New development and will be integrated with existing communities, enhancing the quality of places and their local character, including through good quality design, enhanced green infrastructure (and access to it) and improvements in air quality. Infrastructure provision will facilitate the growth and continued capacity of the Inner Area, including high quality open spaces and improved access to the wider green infrastructure network.”</del></p> <p>Delete fifth paragraph as follows:  <del>“Over the period 2020-2037, land to accommodate around 270,000 sqm of office, around 132,000 sqm of industry and warehousing and around 30,000 new dwellings has been identified within the inner areas.”</del></p>
MM4.17	JP-Strat6 Northern Areas  Reasoned Justification	59-60	<p>Modify paragraph 4.43 as follows:  <del>“Over recent years, the northern areas of Greater Manchester, namely Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford, have seen relatively low levels of growth overall compared to other parts of the city region, and this is forecast to continue...”</del></p>
MM4.18	JP-Strat6 Northern Areas  Policy	59-61	<p>Modify first paragraph as follows:  <del>“A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed prioritising the re-use of (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying increasing the mix, type, quality and range of residential offer. This will be complemented by improvements to transport connectivity and the selective release of Green Belt and previously safeguarded land in key locations the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision (GM-Strat7 and GM-Strat8). Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment</del></p>

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			<p>opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.”</p> <p>Delete second paragraph as follows:  <del>“Development in this location will be of good quality and design, supported by the necessary infrastructure and amenities including improved access to green spaces.”</del></p> <p>Delete third paragraph as follows:  <del>“Development in this location, particularly that on land which is being proposed to be released from the Green Belt, will seek to identify opportunities to protect and enhance the natural and historic environments to improve the local character.”</del></p>
MM4.19	JP-Strat7 North-East Growth Corridor  Reasoned Justification	61	<p>Modify paragraph 4.49 as follows;  “...There are <del>two</del><u>three</u> major sites where land is removed from the Green Belt through this Plan, as well as significant development on land outside the Green Belt...”</p> <p>Insert new paragraph after 4.49 as follows:  <u>“The potential for this location to deliver transformative change has led to the formal designation of the Atom Valley Mayoral Development Zone (MDZ) covering the three key areas for growth at the Northern Gateway (policy JPA1.1 and policy JPA1.2), Stakehill (policy JPA2) and Kingsway Business Park (including the proposed Advanced Machinery and Productivity Institute). The designation of the Atom Valley MDZ provides a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth across the three sites and adjoining towns.”</u></p> <p>Modify paragraph 4.50 as follows:  “...Thirdly, it includes opportunities for large-scale development which together will have the critical mass to enable major investment in infrastructure and attract high quality businesses, jobs and housing. <u>Land to accommodate almost one million sqm of new employment floorspace and around 20,000 new dwellings has been identified in the north east growth corridor...</u>”</p>



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MM4.20	JP-Strat7 North-East Growth Corridor  Policy	62-63	<p>Modify first paragraph as follows:  “Lying within the area and policy framework covered by <u>policy JP-Strat 6</u>, the North-East Growth Corridor, which extends eastwards from Junction 18 of the M62 <u>and incorporates the Atom Valley MDZ</u>, will deliver a nationally-significant area of economic activity. <del>and growth which</del> <u>This</u> will be supported by a significant increase in the residential offer <del>in this location, including in terms of type, quality and mix</del>, thereby delivering truly inclusive growth over the lifetime of the Plan.”</p> <p>Delete second paragraph as follows:  “<del>Over the period 2020-2037, land to accommodate almost 1 million sqm of new employment floorspace and around 19,000 new dwellings has been identified within the whole Growth Corridor.</del>”</p> <p>Modify third paragraph as follows:  “Specifically this Plan allocates <del>two</del> <u>three</u> major sites within the area, <del>and makes associated changes to the Green Belt boundaries, as identified in Chapter 11</del> to support this growth:</p> <ul style="list-style-type: none"> <li>• Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'</li> <li>• Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)'</li> <li>• Policy JP Allocation 2 'Stakehill' ”</li> </ul> <p>Delete fourth paragraph as follows:  “<del>In addition to these two allocations, there is considered to be a potential opportunity for further expansion of the economic and residential offer in the eastern most part of this key gateway location. As such the Key Diagram identifies the High Crompton Broad Location. The land will remain in the Green Belt until such time that a review of this Plan and / or the Oldham Local Plan can demonstrate that it is necessary. The opportunity presented by the High Crompton Broad Location would serve to meet future employment and housing needs and demand of businesses and local communities in this part of the conurbation well beyond the end of the</del></p>

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			<p><del>Plan period. Well designed, sustainable development at this Broad Location would diversify further the employment and housing offer in Oldham by ensuring truly inclusive growth could be achieved which would help to reduce further the levels of deprivation and poverty.”</del></p> <p>Delete fifth paragraph as follows:  <del>“The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.”</del></p>
MM4.21	Picture 4.2 North-East Growth Corridor	63	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.21.
MM4.22	JP-Strat8 Wigan-Bolton Growth Corridor  Reasoned Justification	64	<p>Modify paragraph 4.56 as follows:  <del>“... there is also selective release of land from the Green Belt for employment and housing development. <u>Over the period 2022-2039, land to accommodate just over 1 million sqm of new employment floorspace and approximately 13,600 new dwellings has been identified within the area.</u>”</del></p> <p>Modify paragraph 4.57 as follows:  <del>“... the site of the Bolton College of Medical Sciences. <u>The Further development of land at the hospital will enable its evolution and provide additional opportunities, including new health technology related activities, which would benefit from this location, alongside new housing development. The identification of land for further development in this location will be dealt with through the Bolton Local Plan or an equivalent Development Plan Document following the adoption of Places for Everyone.</u> The corridor also benefits from its proximity to other important assets. Wigan Town centre lies just to the north, which provides direct rail access to London with the current journey times of 2 hours set to reduce substantially with the arrival of HS2 services</del></p>

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MM4.23	JP-Strat8 Wigan-Bolton Growth Corridor  Policy	65	<p>Modify second paragraph as follows:  “New highway infrastructure <del>will</del> <u>is intended to</u> connect Junction 26 of the M6 and Junction 5 of the M61 including public transport provision. Measures to improve the provision of bus services and to increase the use of rail lines <u>are also planned</u>, <del>will be implemented</del>, potentially including a Wigan to Bolton Quality Bus Transit corridor, conversion of the Atherton line to allow for metro/tram-train services, and the electrification of the Bolton to Wigan line.”</p> <p>Delete third paragraph as follows:  “<del>Over the period 2020-2037, land to accommodate just over 1million sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.</del>”</p> <p>Modify fourth paragraph as follows:  “<del>The majority of this new development will be on previously developed land, within the urban area. However, in order to meet the overall spatial strategy, Specifically this Plan allocates the following sites as identified in Chapter 11, within the area, and makes associated changes to the Green Belt, to further support the success of the growth corridor...</del>”</p> <p>Modify fifth paragraph as follows:  “• <del>The development of land at Royal Bolton Hospital</del> <u>a health innovation cluster</u>, including a health village <u>on land at Royal Bolton Hospital.</u>”</p>
MM4.24	Figure 4.6 Wigan-Bolton Growth Corridor	66	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.24.
MM4.33	Para 4.59	67	Modify the second sentence of para 4.59 as follows: Following the development and completion of <del>HS2 and</del> Northern Powerhouse Rail, parts of Greater Manchester, including the City Centre and Manchester Airport will be <del>amongst the best</del>

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			<del>well-connected locations in the country</del> , and the southern areas will be well-located to take advantage of this.
MM4.34	Para 4.63	67	Modify the second sentence of 4.63 as follows: This will include the selective release of Green Belt for new employment and housing around the proposed HS2 <u>NPR</u> station and beyond to the hospital and southern edge of Timperley.
MM4.25	JP-Strat9 Southern Areas  Policy	68	<p>Modify first paragraph as follows:  <del>“The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on prioritising the re-use</del> <u>making as much use as possible of suitable previously developed</u> <del>of (brownfield) land and promoting the roles of the areas’ town centres and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. There will be an increase in the mix, type, quality and range of residential offer and a strengthening of its economic role. This will be complemented by improvements to transport connectivity, local character and the selective release of Green Belt in key locations</del> <u>As identified in Chapter 11 of this Plan a number of sites have been specifically allocated through this Plan in support of the area’s future growth.”</u></p> <p>Modify second paragraph as follows:  <del>“... There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area. Development in these areas will contribute to reducing poverty and will be inclusive.”</del></p> <p>Delete third paragraph as follows:  <del>“Development in these locations will be of good quality and design, supported by the necessary infrastructure and amenities and will seek to identify opportunities to protect and enhance the natural and historic environments and to improve the local character.”</del></p>

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MM4.26	JP-Strat10 Manchester Airport  Reasoned Justification	69	<p>Modify paragraph 4.67 as follows:  “...This could also help to reduce pressure on congested airports in London and the South East. Growth and an expanding route network could see throughput growing to make best use of its existing runways and handle around 55 million passengers per annum. <del>In 2020 Manchester Airport Group (MAG) published a new Corporate Social Responsibility (CSR) Strategy. (15) In producing the CSR, MAG recognises that aviation will be one of the hardest industries to decarbonise and as such their new Strategy sets out a commitment to achieving “net zero carbon” emissions from their airport operations by 2038, ahead of the 2050 national target. The CSR has been developed at this important time, with growing awareness of the need to tackle both global and local challenges. The CSR sets out MAG’s ambitious commitments which will guide the sustainable development of the airport. It sets out ways MAG will achieve zero carbon status; how MAG will create quality employment opportunities for all and; how MAG will engage with communities...</del>”</p> <p>Modify paragraph 4.68 as follows:  The provision of a new <u>HS2 Airport station</u> with <u>journey times</u> <u>connections</u> to London of just over an hour, and the planned <u>wider</u> Northern Powerhouse rail network will significantly improve the airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country. Journeys to the Airport will also be enhanced by the completion of the Metrolink Western Leg and proposed Bus <u>Rapid Transit</u> <u>priority</u> service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas...”</p> <p>Modify the last sentence of 4.69 as follows:  activity and housing near to the airport and the proposed <u>HS2 NPR</u> station, enabling more residents and businesses to take advantage of the outstanding connectivity</p>
MM4.27	JP-Strat10 Manchester Airport	70 -71	<p>Modify first paragraph as follows:  “... Development which is in line with:  • Government policy <u>and</u></p>

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	Policy		<ul style="list-style-type: none"> <li>• Manchester's Local plan policies and</li> <li>• <del>Manchester Airport Group's Corporate Social Responsibility Strategy...</del></li> </ul> <p>Modify second paragraph (part A, C and D) as follows:</p> <p>A. The development of a new <del>HS2</del> <u>Airport</u> station immediately to the west of the airport;.....</p> <p>C. The construction of the Western Leg extension of Metrolink via the proposed <del>HS2</del> <u>Airport</u> station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital</p> <p>D. Improved local public transport services and connections such as Bus <u>priority Rapid Transit</u> links by a new spine road through the Timperley Wedge allocation towards Altrincham;</p> <p>Modify third paragraph as follows:  “The benefits of the exceptional connections will be maximised, including by:</p> <ol style="list-style-type: none"> <li>1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space (<u>See Manchester Local Plan</u>);</li> <li>2. Continuing to develop Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust (<u>See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan</u>)</li> <li>3. Delivering <del>approximately</del> <u>around</u> 60,000 sqm of office floorspace around the new <del>HS2</del> <u>Airport</u> Station (<u>See Policy JP Allocation 3.2 'Timperley Wedge</u>)</li> <li>4. Providing a <del>minimum of</del> <u>around</u> 1,700 <del>1,800</del> new homes to the west of the M56 at Timperley Wedge, up to <del>2037</del><u>2039</u> (<u>See Policy JP Allocation 3.2 'Timperley Wedge</u>)...”</li> </ol>

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			<p>5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 <u>NPR</u> into this location</p> <p>Modify fourth paragraph as follows:            “This Plan allocates <del>three</del> <u>two</u> sites near the airport, and makes associated changes to the Green Belt boundaries, <u>as identified in Chapter 11</u> to support these developments:</p> <ul style="list-style-type: none"> <li>• Policy JP Allocation 3.1 'Medipark'</li> <li>• Policy JP Allocation 3.2 'Timperley Wedge'</li> <li>• <del>Policy JP Allocation 10 'Global Logistics'</del> ”</li> </ul>
MM4.28	Figure 4.7 Manchester Airport	72	Modify to clearly illustrate the strategy, change notation "HS2" to "NEW AIRPORT" and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.28.
MM4.29	JP-Strat11 New Carrington	73	<p>Modify first paragraph as follows:            “Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to deliver a significant mixed use development. <u>Overall, around 5,000 new dwellings</u> <del>Over the period 2020-2037 land to accommodate around 4,300 dwellings</del> and 350,000 sqm of employment floorspace <del>has been identified and will be delivered together with a new local centre.</del>”</p> <p>Modify second paragraph as follows:            “New development will be fully integrated with the existing communities of Carrington, Partington and Sale West, enhancing the quality of places and their local character, <del>including through good quality design, enhanced green infrastructure (and access to it)</del> <u>and</u> ensuring that maximum regeneration benefits are secured.”</p>
MM4.30	Figure 4.8 New Carrington	74	Modify by changing label within Figure 4.8. See Annex 3, Map MM30.

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MM4.31	JP-Strat12 Main Town Centres  Reasoned Justification	74-75	<p>Modify paragraph 4.74 as follows: “We have <del>seven</del> <u>eight</u> main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, <u>Salford Quays</u> and Wigan...”</p> <p>Modify paragraph 4.77 as follows: “. Increasing the numbers of residents in town centres will also enable more people to take advantage of their transport connections and <u>for brownfield land to be prioritised in development opportunities</u>..... ..The main town centres offer the opportunity to provide a more affordable alternative to the City Centre <del>and the Quays</del>, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities...”</p>
MM4.32	JP-Strat12 Main Town Centres  Policy	76	Delete fifth paragraph in its entirety.
MM4.35	Para 4.81	77	<p>Modify the second and third sentences of 4.81 as follows: Proposals for <del>HS2 and</del> Northern Powerhouse Rail will consolidate <u>improved connectivity across the position of Greater Manchester and the North as one of the most connected areas in the UK</u> and will support existing businesses, inward investment and job creation. <del>Together they will provide high speed rail connections to London via Birmingham and faster direct routes to Leeds, Sheffield and Liverpool.</del></p>
MM4.36	Policy JP-Strat14: A Sustainable and Integrated Transport Network	78	<p>Modify the second sentence of the second para as follows: The local programme of investment needs to be complemented by significant national and regional projects such as <del>HS2 and</del> Northern Powerhouse Rail to ensure that connectivity is significantly improved...</p>



## Chapter Five Sustainable and Resilient Places Proposed Main Modifications

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MM5.1	JP-S1 Sustainable Development  Policy	82	Modify second paragraph as follows: <p><u>“In preparing plans, preference will be given to authorities should make as much use as possible of suitable using previously-developed (brownfield) land and vacant buildings to meet development needs.”</u></p>
MM5.2	JP-S2 Carbon and Energy  Reasoned Justification	83-86	Delete third bullet point from paragraph 5.7 as follows: <p><del>“• Measures that will be taken to future proof the city region to mitigate environmental challenges, including climate change Policy JP-S 4 ‘Resilience’.”</del></p> <p>Insert new paragraph before paragraph 5.8 as follows:</p> <p><u>“The modifications to this policy following the examination do not take account of the WMS on Local Energy Efficiency Standards published on 13 December 2023 as this was after the consultation on main modifications had ended.”</u></p> <p>Insert new paragraph and footnote between paragraphs 5.9 and 5.10 as follows:  <u>“Local Area Energy Plans have been developed by the PfE districts in collaboration with the GMCA and Energy Systems Catapult (ESC). The Local Area Energy Plans are being funded by BEIS and are consistent with Government policy<sup>(new footnote)</sup>. They will become a critical evidence base for Local Plans in setting out possible and cost-effective options whilst highlighting where investment is needed and will inform planning decisions. It is anticipated that Local Plans will further identify geographical locations for such energy assets, as considered necessary/appropriate within individual local planning authority areas.”</u></p> <p>Insert new footnote:  <sup>“new footnote</sup> <a href="https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning">https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning</a>.”</p>

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			<p>Modify the last sentence of paragraph 5.14, as follows:            “5.14 ...Therefore in Greater Manchester the following targets will be sought in relation to reducing energy demand and onsite renewable energy generation <u>within residential developments.</u>”</p> <p>Modify Table 5.1 including the heading, as follows:            “Table 5.1 Targets for Reducing Energy Demand and Onsite Renewable Energy Generation <u>within residential developments.</u>”</p> <table border="1" data-bbox="663 679 1576 1358"> <thead> <tr> <th data-bbox="663 679 862 831"></th> <th data-bbox="862 679 1066 831">Space Heat Demand<sup>(25)</sup></th> <th data-bbox="1066 679 1361 831">Hot Water Energy Demand<sup>(26)</sup></th> <th data-bbox="1361 679 1576 831">Renewable Energy Generation Targets</th> </tr> </thead> <tbody> <tr> <td data-bbox="663 831 862 1054">2021 - 2025</td> <td data-bbox="862 831 1066 1054">Houses (30kWh/m2) Flats (25kWh/m2)</td> <td data-bbox="1066 831 1361 1054">20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2013)</u></td> <td data-bbox="1361 831 1576 1054">*Photovoltaic installation: 20% ground floorspace</td> </tr> <tr> <td data-bbox="663 1054 862 1278">2025 - onwards</td> <td data-bbox="862 1054 1066 1278">Houses (20kWh/m2) Flats (15kWh/m2)</td> <td data-bbox="1066 1054 1361 1278">^20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2020)</u></td> <td data-bbox="1361 1054 1576 1278">*Photovoltaic installation: 40% ground floorspace</td> </tr> <tr> <td data-bbox="663 1278 862 1358">*Ground floorspace</td> <td data-bbox="862 1278 1066 1358"></td> <td data-bbox="1066 1278 1361 1358"></td> <td data-bbox="1361 1278 1576 1358"></td> </tr> </tbody> </table>					Space Heat Demand <sup>(25)</sup>	Hot Water Energy Demand <sup>(26)</sup>	Renewable Energy Generation Targets	2021 - 2025	Houses (30kWh/m2) Flats (25kWh/m2)	20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2013)</u>	*Photovoltaic installation: 20% ground floorspace	2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	^20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2020)</u>	*Photovoltaic installation: 40% ground floorspace	*Ground floorspace			
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*Ground floorspace																						

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			used as a proxy for available roof area.				
^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.							
			<p>Reorder footnotes 25 and 26 so they appear in numerical order.</p> <p>Modify footnote 25 as follows:  “<sup>25</sup> As calculated within SAP <u>10.2 2012</u>, Space Heating Requirement (Box998-or equivalent at later SAP versions). It does not take into account the efficiency of the space heating system. It is based on a fabric first approach (insulation and airtightness).”</p> <p>Modify footnote 26 as follows:  “<sup>26</sup> Reduction in expected DHW grid energy demand compared to the Part L concurrent notional building. Takes into account the efficiency of the domestic hot water generating system, on-site energy generation and direct use, and any other passive hot water energy recovery systems installed, <u>as shown in Calculation Reference 62 in SAP10.2.</u>”</p> <p>Modify paragraph 5.15 as follows:</p>				

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“5.15 Unregulated emissions (e.g. those associated with plug loads/ appliances) are expected to be assessed as part of the requirement to meet ‘net zero carbon’ in operation from 2025 onwards. In calculating carbon emissions from 2025, ‘unregulated’ emissions (e.g. those associated with cooking and small appliances) should be assessed, in addition to ‘regulated’ emissions. The only way that this can be deliverable will be through the use of onsite electricity generation or through carbon offsetting (‘allowable solutions’) as occupants’ lifestyle choices are not pre-determined by energy efficiency measures associated with construction standards.”</del></p> <p>Modify paragraph 5.16 as follows:  <del>“5.16 By following [...]. The Mayor of Greater Manchester is <u>has developed the Greater Manchester an Environment Fund</u>, which will provide a mechanism for carbon offset payments to be made. <u>Districts may also develop alternative approaches within Local Plans. Districts may also set up their own carbon off-setting schemes and set their own carbon price. District carbon off-set funds will need to be ring-fenced and used effectively to support local carbon reduction projects and programmes (such as retrofitting existing properties with energy efficiency measures).</u>”</del></p> <p>Modify paragraph 5.19 as follows:  <del>“5.19 Greater Manchester seeks to promote investment in new zero-carbon technologies, to reduce the reliance on carbon-based fuels to accelerate the speed at which such new technologies become financially viable and/or technically feasible. <u>Work undertaken by the Tyndall Climate Change Research Centre<sup>45</sup> has shown that the continued extraction of fossil fuels will not be compliant with a carbon emissions reduction pathway that is aligned with international commitments within the ‘Paris Agreement’.</u> It is therefore considered prudent to not exploit new sources of hydrocarbons and keep fossil fuels in the ground so at this point in time we will not support hydraulic fracturing (fracking).”</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Insert new paragraphs after paragraph 5.19 as follows:</p> <p><u>“Under amendments to the Building Regulations, the Government has introduced new requirements for installing electric vehicle charge points in new homes, new non-residential buildings, and when some buildings are renovated. New developments will need to meet the requirements set out in Part S of the Building Regulations, unless superseded by relevant Local Plan policies.</u></p> <p><u>In considering the adequacy of provision of electric vehicle charging points in new development, where necessary and appropriate, other factors could also be taken into account, including:</u></p> <ol style="list-style-type: none"> <li data-bbox="689 708 1995 810">i. <u>The type of development which will influence the EV user profiles, the vehicle dwell times and the charging behaviour all of which will determine the type of points (fast or rapid or a mix of both) and the management arrangements required.</u></li> <li data-bbox="689 836 1995 979">ii. <u>The physical location and design of EV charge points within a development to ensure that they are sensitively located and do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability. Design should also consider the needs of disabled EV drivers.</u></li> <li data-bbox="689 1005 1995 1075">iii. <u>Potential for EV Car Club requirements which also relates to the type of development and its location; and</u></li> <li data-bbox="689 1101 1995 1209">iv. <u>The management, operation and maintenance requirements of the charge points (private, workplace or publicly accessible charge points managed, operated and maintained by an EV charge point provider).”</u></li> </ol>
MM5.3	JP-S2 Carbon and Energy	87-88	<p>Delete criterion 4 as follows: “<del>4. Keeping fossil fuels in the ground;</del>”</p> <p>Delete criterion 5 including reference to footnote 30 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p><del>“5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets<sup>(30)</sup>.”</del></p> <p>Delete footnote 30 as follows:  <del>“<sup>30</sup> Such assets could be heating/ cooling networks, electricity generation or storage infrastructure or a mixed hybrid approach subject to local demand and connectivity.”</del></p> <p>Delete criterion 7 as follows:  <del>“7. Development of Local Area Energy plans to develop cost effective pathways to achieve carbon targets;”</del></p> <p>Modify criterion 8 as follows:  <del>“8. An expectation that new development will, <u>unless it can be demonstrated that it is not practicable or financially viable</u>;...”</del></p> <p>Modify criterion 8a as follows:  <del>“a. Be net zero carbon<sup>(31)</sup> from 2028 by following the energy hierarchy (with any residual carbon emissions offset), <u>which applies:</u></del></p> <ul style="list-style-type: none"> <li><del>• <u>from adoption - to regulated operational carbon emissions;</u></del></li> <li><del>• <u>from 2028 - to all emissions ‘in construction’.</u></del></li> </ul> <p><del><u>From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.</u></del></p> <p><del><u>Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:</u></del></p> <p>i. Minimise energy demand;</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>ii. Maximise energy efficiency;</p> <p>iii. <del>Utilise</del> <u>Use</u> renewable energy;</p> <p>iv. <del>Utilise</del> <u>Use</u> low carbon energy; and</p> <p>v. Utilise other energy sources.</p> <p><u>From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.</u></p> <p><del>With an interim requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.<sup>(32)</sup></del></p> <p><u>As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.”</u></p> <p>Modify footnote 31 as follows:  <del>“<sup>31</sup> Applied to operational net zero carbon up to 2028 and considered for net zero ‘in construction’ from 2028 onwards in line with UK GBC Framework (<a href="https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-aframework-definition/">https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-aframework-definition/</a>); Minimum carbon reduction target-Target trajectory is expected to be in line with 2025 Future Homes Standard of 80%; net zero carbon is defined in the UK GBC Framework (<a href="https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf">https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf</a>).”</del></p> <p>Delete footnote 32 as follows:  <del>“<sup>32</sup>Or until such time that this level is superseded by changes to national building regulations”</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 8b as follows:  “b. Incorporate adequate electric vehicle charging points, <u>in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies,</u> to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;”</p> <p>Modify criterion 8d as follows:  “d. <u>In residential developments,</u> <del>A</del> achieve energy demand reductions <del>for residential development</del> in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, <u>in accordance with Table 5.1.</u>”</p> <p>Modify the last paragraph as follows:  “<del>Districts Local Plans</del> <u>Districts Local Plans</u> may set out specific carbon emission reduction <u>and energy demand targets within Local Plans.</u> <del>targets, particularly if carbon neutral targets have been set sooner than 2038, or promote other measures through which energy efficiency of buildings and renewable energy generation can be achieved.</del>”</p>
MM5.4	JP-S3 Heat and Energy Networks  Reasoned Justification	88-89	<p>Modify paragraph 5.20 as follows:  “...heat networks could be an important part of the least-cost mix of technologies needed to achieve UK-wide decarbonisation targets by 2050. <u>Figure 5.1 shows the broad ‘Heat and Energy Network Opportunity Areas’ across the nine districts and these areas will be further refined by the districts when more local evidence becomes available.</u>”</p> <p>Modify paragraph 5.23 as follows:  “The UK Clean Growth Strategy (CGS)<sup>(38)</sup> sets out possible pathways to decarbonise the UK’s economy by 2050 if the requirement of at least <del>an 80</del> <u>100%</u> for the reduction in greenhouse gas emissions<sup>(39)</sup> is to be achieved.”</p>



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			<p>Modify by inserting new paragraph, including new footnotes, after paragraph 5.23 as follows:  <u>“To comply with policy JP-S3, heat and energy network assessments will be required as part of an energy statement to support planning applications for new developments within the identified “Heat and Energy Network Opportunity Areas” to demonstrate compliance with PfE energy policies. To ensure consistency of approach and to aid the decision-making process decentralised heat/energy network assessments are required to demonstrate consideration and analysis of:</u></p> <ol style="list-style-type: none"> <li>a. Identification of existing and proposed heat/energy loads;</li> <li>b. Identification of heat/energy supply sources;</li> <li>c. Identification of opportunities to utilise renewable and low carbon energy sources;</li> <li>d. Identification of opportunities to utilise waste and secondary heat sources;</li> <li>e. Impact of proposals and technology choices on local air quality;</li> <li>f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK<sup>(new footnote)</sup>, or equivalent); and</li> <li>g. Adopting appropriate consumer protection standards (e.g. Heat Trust<sup>(new footnote)</sup>, or equivalent).”</li> </ol> <p><sup>new footnote</sup> <a href="https://www.theade.co.uk/assets/docs/resources/Code_of_Practice_for_Heat_Networks_-_A_guide_for_owners_and_developers.pdf">https://www.theade.co.uk/assets/docs/resources/Code_of_Practice_for_Heat_Networks_-_A_guide_for_owners_and_developers.pdf</a></p> <p><sup>new footnote</sup> <a href="https://www.heattrust.org/">https://www.heattrust.org/</a></p>
MM5.5	JP-S3 Heat and Energy Networks	89-90	<p>Modify criterion 1 as follows:  “1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as “Heat and Energy Network Opportunity Areas”. These <del>will be</del> <u>have been</u> identified where.”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>Delete footnote 40 and reference to footnote 40 in criterion 1c as follows:  “c. Sufficient density of existing heat demand occurs<sup>(40)</sup>; and...”</p> <p><sup>40</sup> See <a href="https://www.cse.org.uk/projects/view/1183">https://www.cse.org.uk/projects/view/1183</a></p> <p>Modify criterion 2 and delete footnote 41, as follows:  “2. Within the identified “Heat and Energy Network Opportunity Areas”, <u>unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that there will be:</u></p> <p>a. <del>A requirement that n</del> <u>New residential developments that are '10 dwellings or more' or other developments over 1,000 m<sup>2</sup> floorspace shall should evaluate the viability of:</u></p> <p>i. <del>Connecting to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network) where such a network has been identified within the Heat Network Opportunity Areas); and/or</del></p> <p>ii. <del>Installing a site-wide or communal heat/energy network solution.</del></p> <p>b. <del>A requirement, where unviable to connect to an existing network or install a site-wide or communal heat/energy network, for new development to incorporate appropriate capability to enable future connection (e.g. adequate space in plant room for plate heat exchangers, capped-off flow/return connections);</del></p> <p>c. <del>A ‘presumption in favour<sup>(41)</sup> of network connection’ where new residential developments over 10 dwellings and other developments over 1,000 sq m floorspace are within 500m of an existing heat network, or where a network is being delivered;</del></p> <p>d. <del>An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals unless proven to not be viable;...”</del></p> <p><sup>41</sup> <del>Ministry of Housing, Communities and Local Government, National Planning Policy Framework, (2021), Paragraph 11”</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 3 and associated footnotes 42 and 43 as follows:</p> <p><del>“3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:</del></p> <p><del>a. Identification of existing and proposed heat/energy loads;</del></p> <p><del>b. Identification of heat/energy supply sources;</del></p> <p><del>c. Identification of opportunities to utilise renewable and low carbon energy sources;</del> d. Identification of opportunities to utilise waste and secondary heat sources;</p> <p><del>e. Impact of proposals and technology choices on local air quality;</del></p> <p><del>f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK<sup>(42)</sup>, or equivalent); and</del></p> <p><del>g. Adopting appropriate consumer protection standards (e.g. Heat Trust<sup>(43)</sup>, or equivalent).“</del></p> <p><sup>42</sup> Heat networks: Code of Practice for the UK</p> <p><sup>43</sup> <a href="https://www.heattrust.org/index.php">https://www.heattrust.org/index.php</a></p>
MM5.6	Figure 5.1 Heat and energy network opportunities	91	<p>Modify Figure 5.1 as follows:</p> <p>Figure title to be: “Figure 5.1 Heat and e<u>E</u>nergy n<u>N</u>etwork o<u>o</u>pportunities <u>O</u>pportunity Areas”</p> <p>Legend to be:</p> <p>Places for Everyone Boundary</p> <p>Local Authority Boundary</p> <p>Greater Manchester Boundary</p> <p>Heat and Energy n<u>N</u>etwork e<u>O</u>pportunity a<u>A</u>reas</p> <p><del>Proposed Allocations 2021</del></p> <p>Figure to be modified to amend the boundaries of the Heat and Energy Network Opportunity Areas making it clear that the PfE allocations are Heat and Energy Network Opportunity Areas. See Annex 3, Map MM5.6.</p>
MM5.7	JP-S4	91-92	Delete paragraphs 5.24 – 5.28 in their entirety along with associated footnotes 44 and 45.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Resilience Reasoned Justification		
MM5.8	JP-S4 Resilience Policy	92-93	Delete policy JP-S4 in its entirety.
MM5.9	JP-S5 Flood Risk and the Water Environment Reasoned Justification	94	<p>Modify paragraph 5.36 by adding two sentences to the end of the paragraph as follows:  <u>“... Development proposals should achieve greenfield run-off rates where possible, depending on site conditions. Alternative surface water discharge rates can be set out in district local plans to reflect local circumstances and evidence.”</u></p> <p>Modify by adding to the end of paragraph 5.38 as follows:  <u>“... All new homes have to meet mandatory national standard set out in Building Regulations (of 125 litres/person/day). Where there is a clear local need, the government's Housing Optional Technical Standards paragraph 013 and 014 set out that local authorities may also consider tighter water efficiency requirements for new homes (110 litres a day) to help manage water demand. This will be determined through the preparation of district local plans.”</u></p>
MM5.10	JP-S5 Flood Risk and the Water Environment Policy	95	<p>Modify first paragraph as follows:  <u>“An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:”</u></p> <p>Modify criterion 1 as follows:  <u>“Returning rivers to a more natural state, where practicable, in line with the North West River Basin Management Plan;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 4 as follows:  “4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible <del>(unless demonstrably inappropriate) so as to not exceed.</del> <u>Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including or alternative surface water discharge rates specified in district local plans, such as in areas those identified for areas with critical drainage issues;</u>”</p> <p>Delete criterion 7 as follows:  “<del>7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage; and</del>”</p> <p>Modify criterion 8 as follows:  “<del>8. Conserving water and maximising water efficiency in new development. As a minimum,</del> <u>residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.</u>”</p>
MM5.11	JP-S6 Clean Air  Reasoned Justification	97-99	<p>Modify paragraph 5.44 as follows:  “Greater Manchester has also signed up to achieve WHO ‘BreatheLife City’ status by 2030, which means achieving WHO targets for PM (PM2.5 must not exceed <del>40</del> <u>5</u> µg/m3 annual mean) and other air pollutants by this date. Regardless of targets, there is no clear evidence of a safe level of exposure below which there is no risk of adverse health effects. As such, policy ambitions should always be to reduce air pollution to as low as possible as further reduction of PM or NO2 concentrations below air quality targets/standards are likely to bring additional health benefits.”</p> <p>Modify paragraph 5.48 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“5.48 Greater Manchester Authorities have been working collaboratively to produce a Clean Air Plan, that will bring about compliance with the legal limit for NO<sub>2</sub> <del>in the shortest possible time and in any case by 2024. The proposal to introduce a Clean Air Zone class C that will cover the whole of GM (500sq miles), where the most polluting commercial vehicles will be charged to move within and through the zone, was subject to public consultation in the autumn of 2020. The final plan is to be put before JAQU (Joint Air Quality Unit – Defra &amp; DfT) for approval in the early summer 2021, with a view for implementation in spring 2022.”</del></p> <p>Modify paragraph 5.49 as follows:  “5.49 It is clear that a wide range of actions will be required to improve air quality to appropriate levels, <del>in addition to the CAZ,</del> and support objectives relating to climate change, Greater Manchester's 2038 carbon neutrality target, population health and quality places. Many of these actions are beyond the scope of this plan, but the primary focus will need to be on transport given its primary contribution to air pollution. <u>Significantly expanding the existing network of publicly accessible EV charging infrastructure will be important to encourage and expediate the transition from petrol and diesel engine vehicles to EVs. Therefore, opportunities to support proposals for commercial EV charging infrastructure should be supported where appropriate.</u> Hence, <del>r</del>Regard should also be had to transport-related policies elsewhere in this plan and in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan...”</p>
MM5.12	JP-S6 Clean Air  Policy	100	<p>Modify criterion 2 as follows:  “2. Determining planning applications <del>in accordance with</del> <u>having regard to</u> the most recent development and planning control guidance...”</p> <p>Modify criterion 3 as follows:  “3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data <u>so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;</u> and, <del>if approved,</del> to make appropriate provision for future monitoring of air pollution;”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 4 as follows:  <del>“4. Restricting and carefully regulating</del> developments that would generate significant point source pollution such as some types of industrial activity and energy generation;”</p> <p>Modify criterion 5 as follows:  “5. Significantly expanding the <u>existing commercial</u> network of electric vehicle charging points, both for public and private use, including as part of new developments;”</p> <p>Modify criterion 6 as follows:  <del>“6. Implementing the charging Clean Air Zone within the Plan area, as directed by Government Clean Air Plan and associated measures;”</del></p> <p>Modify criterion 9 as follows:  <del>“9. Controlling traffic and parking within and around schools, and early years sites and other locations that are particularly sensitive to air quality;”</del></p>
MM5.13	JP-S7 Resource Efficiency  Policy	102	<p>Modify criterion 1 as follows:  “1. Development and implementation of the Resource <u>Zero Waste</u> Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;”</p> <p>Delete criterion 2 as follows:  <del>“2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site;”</del></p>

## Chapter Six Places for Jobs Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM6.14	Para 6.6	106	Modify the first sentence of para 6.6 as follows: Greater Manchester's transport network provides good connections to other major city regions, with further major improvements planned such as <del>HS2 and</del> Northern Powerhouse Rail,...
MM6.1	JP-J1 Supporting Long-Term Economic Growth  Policy	109- 110	Modify policy JP-J1 at criterion C (v) as follows: v. Major proposed transport improvements such as <del>HS2 and</del> Northern Powerhouse Rail  Modify criterion G as follows: "G. Maximising the potential of the key growth locations <u>set out in JP-Strat 1 to JP-Strat 12</u> <del>whilst also securing investment that raises the competitiveness of our northern boroughs to</del> deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. <del>Key locations that will help to maximise economic growth in an inclusive way include:"</del>  Delete points i. - viii. in their entirety.
MM6.2	Figure 6.1 Strategic Locations	111	Modify Figure 6.1 title, as follows: " <u>Strategic Key Growth</u> Locations" and clearly reflect the Key Growth Locations listed in JP-Strat 1 – JP-Strat 12. See Annex 3 Map MM6.2
MM6.3	JP-J2 Employment Sites and Premises	111	Modify paragraph 6.17 as follows: "... A good combination of existing <u>strategic sites, such as Trafford Park</u> and new sites and premises will therefore be required."



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		
MM6.4	JP-J2 Employment Sites and Premises  Policy	112	<p>Modify second paragraph as follows:            “A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key <u>growth</u> locations <u>identified in JP-Strat 1 to JP-Strat 12</u> <del>Policy JP-J1 ‘Supporting Long Term Economic Growth’</del> and in complementary locations, with many being particularly suitable for <del>prime growth</del> <u>key economic</u> sectors and specialisms. This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, <u>as identified in chapter 11 of this plan</u>, to provide the quality of well-connected employment land necessary to deliver the required scale of long-term economic growth, as set out in Policy JP-J 3 'Office Development' and Policy JP-J 4 'Industry and Warehousing Development'. <del>We will work with Government and other stakeholders to increase the delivery of previously developed sites for employment use, and hence minimise the need for any further Green Belt release.</del>”</p> <p>Modify third paragraph as follows:            “...This will include local employment areas as well as <u>strategic key growth</u> locations such as the <del>Tame Valley and the core of Trafford Park</del>, and associated transport infrastructure such as the <del>Trafford Park Freight Terminal</del>.”</p>
MM6.15	Para 6.19		<p>Modify last sentence of para 6.19 as follows:            ...with the prospect of further improvements through HS2 and Northern Powerhouse Rail (NPR),...</p>
MM6.5	JP-J3 Office Development  Reasoned Justification	113	<p>Modify paragraph 6.22 as follows:            “Existing office floorspace will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses. <del>The conversion of offices to housing can be an important source of supply of new homes, but this must not be allowed to compromise our economic growth and</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<del>diversity, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations.”</del>
MM6.6	JP-J3 Office Development  Policy	113- 114	<p>Modify first paragraph as follows:  “<del>At least 1,900,000 2,019,000</del> sqm of accessible new office floorspace will be provided in the Plan area over the period <del>2021-2037</del> <u>2022-2039</u>, with a focus on:..”</p> <p>Modify JP-J3, criterion 1 as follows:  “...including the proposed new <del>HS2 and</del> Northern Powerhouse Rail links which will further..”</p> <p>Modify criterion 3 as follows:  “Manchester Airport <del>Enterprise Zone</del> and its environs, taking advantage of the extensive international connections, public transport accessibility and proposed <del>HS2 and</del> Northern Powerhouse Rail links”</p> <p>Modify second paragraph as follows:  “The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, <u>in accordance with Part M (Volume 2) Building Regulations.</u>”</p> <p>Delete last paragraph as follows:  “<del>Individual districts through Local Plans or other mechanism(s) may restrict the changes of use of existing office space to non-employment uses such as housing where this could compromise the continued supply of a diverse range of office floorspace.</del>”</p>
MM6.7	JP-J3 Office Development	114	<p>Modify paragraph 6.23 as follows:  “A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just <del>over</del> <u>under</u> <del>3,275,000</del> <u>2,815,650</u> sqm of floorspace. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. The vast majority of these are in the</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification (cont.)		<p>key <u>growth</u> locations identified in Policy JP-J 3 'Office Development' and are on previously-developed land."</p> <p>Add new paragraph after 6.25 as follows:</p> <p><u>"The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs."</u></p>
MM6.8	Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037	115	<p>Modify title of Figure 6.2 as follows: "Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments <del>2021-2037</del> <u>2022-2039</u>"</p> <p>Figure 6.2 to be updated with 2022 data See Annex 3, Map MM6.8.</p>
MM6.9	JP-J3 Office Development  Reasoned Justification (cont.)	115 - 116	<p>Modify paragraph 6.24 as follows: "... up to <del>2037</del> <u>2039</u>, it is considered that the very limited release of some Green Belt land within the Manchester Airport <del>Enterprise Zone</del> key <u>growth</u> location is required to maximise the competitive advantages of Greater Manchester."</p> <p>Modify paragraph 6.25 as follows:</p>

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			<p>“Table 6.1 ‘Office land supply 2020-2037<del>2022-2039</del>’ summarises the sources of office land supply up to <del>2037</del><u>2039</u>.”</p> <p>Replace Table 6.1 with the updated version, as follows:</p> <p>Table 6.1 Office land supply 2020-2037 <u>2022-2039</u></p> <table border="1"> <thead> <tr> <th>District</th> <th>Existing supply 2020-2037: Brownfield (sqm floorspace)</th> <th>Existing supply 2020-2037: Greenfield (sqm floorspace)</th> <th>Existing supply 2020-2037: Mixed (sqm floorspace)</th> <th>Places for Everyone Allocations 2020-2037 (sqm floorspace)<sup>12</sup></th> <th>Total 2020-2037</th> <th>Estimated Completions 2020-21</th> <th>Total 2021-37</th> </tr> </thead> <tbody> <tr> <td>Bolton</td> <td>79,984</td> <td>3,447</td> <td>10,512</td> <td>0</td> <td>93,943</td> <td>-3,364</td> <td>90,579</td> </tr> <tr> <td>Bury</td> <td>11,721</td> <td>28,485</td> <td>0</td> <td>0</td> <td>40,206</td> <td>-519</td> <td>39,686</td> </tr> <tr> <td>Manchester</td> <td>2,225,961</td> <td>102,514</td> <td>0</td> <td>21,500</td> <td>2,349,975</td> <td>-116,061</td> <td>2,233,914</td> </tr> <tr> <td>Oldham</td> <td>59,272</td> <td>0</td> <td>11,554</td> <td>0</td> <td>70,826</td> <td>-9,207</td> <td>61,619</td> </tr> <tr> <td>Rochdale</td> <td>18,462</td> <td>81,249</td> <td>0</td> <td>0</td> <td>99,711</td> <td>-4,676</td> <td>95,036</td> </tr> <tr> <td>Salford</td> <td>348,611</td> <td>0</td> <td>0</td> <td>0</td> <td>348,611</td> <td>-11,035</td> <td>337,576</td> </tr> <tr> <td>Tameside</td> <td>26,432</td> <td>0</td> <td>0</td> <td>0</td> <td>26,432</td> <td>-530</td> <td>25,902</td> </tr> <tr> <td>Trafford</td> <td>243,428</td> <td>15,000</td> <td>0</td> <td>0</td> <td>258,428</td> <td>-1,327</td> <td>257,101</td> </tr> <tr> <td>Wigan</td> <td>0</td> <td>2,055</td> <td>7,294</td> <td>0</td> <td>9,349</td> <td>0</td> <td>9,349</td> </tr> <tr> <td>Places for Everyone</td> <td>3,013,871</td> <td>232,750</td> <td>29,360</td> <td>21,500</td> <td>3,297,481</td> <td>-146,718</td> <td>3,150,763</td> </tr> </tbody> </table>					District	Existing supply 2020-2037: Brownfield (sqm floorspace)	Existing supply 2020-2037: Greenfield (sqm floorspace)	Existing supply 2020-2037: Mixed (sqm floorspace)	Places for Everyone Allocations 2020-2037 (sqm floorspace) <sup>12</sup>	Total 2020-2037	Estimated Completions 2020-21	Total 2021-37	Bolton	79,984	3,447	10,512	0	93,943	-3,364	90,579	Bury	11,721	28,485	0	0	40,206	-519	39,686	Manchester	2,225,961	102,514	0	21,500	2,349,975	-116,061	2,233,914	Oldham	59,272	0	11,554	0	70,826	-9,207	61,619	Rochdale	18,462	81,249	0	0	99,711	-4,676	95,036	Salford	348,611	0	0	0	348,611	-11,035	337,576	Tameside	26,432	0	0	0	26,432	-530	25,902	Trafford	243,428	15,000	0	0	258,428	-1,327	257,101	Wigan	0	2,055	7,294	0	9,349	0	9,349	Places for Everyone	3,013,871	232,750	29,360	21,500	3,297,481	-146,718	3,150,763
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			District	Existing Supply 2022-2039 (sqm floorspace)			Places for Everyone Allocations (sqm floorspace) <sup>76</sup>	Total 2022-2039
				<u>Brownfield</u>	<u>Greenfield</u>	<u>Mixed</u>		
			<u>Bolton</u>	<u>56,780</u>	<u>3,447</u>	<u>10,512</u>	<u>-</u>	<u>70,739</u>
			<u>Bury</u>	<u>1,177</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,177</u>
			<u>Manchester</u>	<u>1,873,445</u>	<u>128,484</u>	<u>3,306</u>	<u>64,500</u>	<u>2,069,735</u>
			<u>Oldham</u>	<u>67,093</u>	<u>-</u>	<u>14,905</u>	<u>-</u>	<u>81,998</u>
			<u>Rochdale</u>	<u>19,753</u>	<u>81,249</u>	<u>-</u>	<u>-</u>	<u>101,002</u>
			<u>Salford</u>	<u>309,102</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>309,102</u>
			<u>Tameside</u>	<u>20,110</u>	<u>570</u>	<u>-</u>	<u>-</u>	<u>20,680</u>
			<u>Trafford</u>	<u>190,661</u>	<u>33,000</u>	<u>-</u>	<u>-</u>	<u>223,661</u>
			<u>Wigan</u>	<u>-</u>	<u>2,055</u>	<u>-</u>	<u>-</u>	<u>2,055</u>
			<u>Places for Everyone</u>	<u>2,538,122</u>	<u>248,805</u>	<u>28,723</u>	<u>64,500</u>	<u>2,880,150</u>
			<sup>76</sup> <u>Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.</u>					
MM6.10	JP-J4 Industry and Warehousing Development Policy	117 - 118	<p>Modify first and second paragraphs as follows:            “At least <del>3,330,000</del> <u>3,513,000</u> sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period <del>2021-2037</del> <u>2022-2039</u>.”</p> <p>To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace, <del>with a focus on:</del>”</p> <p>Delete the remainder of the policy.</p>					
MM6.11	JP-J4 Industry and Warehousing Development	118	<p>Modify paragraph 6.32 as follows:            “A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over <del>1,900,000</del> <u>2,070,000</u> sqm of floorspace.”</p>					

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		
MM6.12	Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037	119	<p>Modify title of Figure 6.3 as follows:  “Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments <del>2020-2037</del> <u>2022-2039</u>”</p> <p>Figure 6.3 to be updated with 2022 data.</p> <p>See Annex 3, Map MM6.12.</p>
MM6.13	JP-J4 Industry and Warehousing Development  Reasoned Justification (cont.)	119 - 123	<p>Modify paragraph 6.34 as follows:  “Table 6.2 'Industry and warehousing land supply <del>2020-2037-2022-2039</del>' summarises the sources of industry and warehousing land supply up to <del>2037</del><u>2039</u>. Although all of the sites could potentially be developed in full during the plan period. In practice, the high level of land supply, the size of some individual sites and infrastructure requirements mean that some of the Green Belt sites may come forward in part after <del>2037</del><u>2039</u>. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. Additionally given the scale of some of the opportunities, almost a further <del>480,000</del> <u>368,400</u> sqm has been identified which is likely to be delivered after <del>2037</del><u>2039</u>.”</p>

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			<p>Replace Table 6.2 with the updated version, as follows:                      Table 6.2 Industry and warehousing land supply <del>2020-2037</del> <u>2022-2039</u></p> <table border="1"> <thead> <tr> <th>District</th> <th>Existing supply 2020-2037: Brownfield (sqm floorspace)</th> <th>Existing supply 2020-2037: Greenfield (sqm floorspace)</th> <th>Existing supply 2020-2037: Mixed (sqm floorspace)</th> <th>Places for Everyone Allocations 2020-2037 (sqm floorspace)<sup>4</sup></th> <th>Total 2020-2037</th> <th>Estimated Completions 2021-21</th> <th>Total 2021-37</th> </tr> </thead> <tbody> <tr> <td>Bolton</td> <td>252,156</td> <td>15,673</td> <td>8,653</td> <td>486,000</td> <td>762,482</td> <td>-8,274</td> <td>754,208</td> </tr> <tr> <td>Bury</td> <td>3,731</td> <td>6,500</td> <td>0</td> <td>491,000</td> <td>501,231</td> <td>-750</td> <td>500,481</td> </tr> <tr> <td>Manchester</td> <td>13,745</td> <td>64,004</td> <td>0</td> <td>25,000</td> <td>102,749</td> <td>-10,107</td> <td>92,641</td> </tr> <tr> <td>Oldham</td> <td>66,269</td> <td>0</td> <td>65,252</td> <td>136,720</td> <td>268,241</td> <td>-17,098</td> <td>251,143</td> </tr> <tr> <td>Rochdale</td> <td>148,690</td> <td>203,311</td> <td>0</td> <td>244,000</td> <td>596,001</td> <td>-21,085</td> <td>574,916</td> </tr> <tr> <td>Salford</td> <td>171,531</td> <td>32,396</td> <td>0</td> <td>320,000</td> <td>523,927</td> <td>-6,414</td> <td>517,513</td> </tr> <tr> <td>Tameside</td> <td>52,340</td> <td>62,415</td> <td>1,716</td> <td>160,000</td> <td>276,471</td> <td>-4,659</td> <td>271,812</td> </tr> <tr> <td>Trafford</td> <td>397,599</td> <td>0</td> <td>46,450</td> <td>92,160</td> <td>536,209</td> <td>-29,220</td> <td>506,989</td> </tr> <tr> <td>Wigan</td> <td>65,592</td> <td>207,143</td> <td>22,512</td> <td>200,000</td> <td>495,247</td> <td>-4,563</td> <td>490,685</td> </tr> <tr> <td>Places for Everyone Total</td> <td>1,171,653</td> <td>591,442</td> <td>144,583</td> <td>2,154,880</td> <td>4,062,558</td> <td>-102,169</td> <td>3,960,389</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>District</th> <th>Existing Supply 2022-2039 (sqm floorspace)</th> <th>Places for Everyone</th> <th>Total 2022-2039</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	District	Existing supply 2020-2037: Brownfield (sqm floorspace)	Existing supply 2020-2037: Greenfield (sqm floorspace)	Existing supply 2020-2037: Mixed (sqm floorspace)	Places for Everyone Allocations 2020-2037 (sqm floorspace) <sup>4</sup>	Total 2020-2037	Estimated Completions 2021-21	Total 2021-37	Bolton	252,156	15,673	8,653	486,000	762,482	-8,274	754,208	Bury	3,731	6,500	0	491,000	501,231	-750	500,481	Manchester	13,745	64,004	0	25,000	102,749	-10,107	92,641	Oldham	66,269	0	65,252	136,720	268,241	-17,098	251,143	Rochdale	148,690	203,311	0	244,000	596,001	-21,085	574,916	Salford	171,531	32,396	0	320,000	523,927	-6,414	517,513	Tameside	52,340	62,415	1,716	160,000	276,471	-4,659	271,812	Trafford	397,599	0	46,450	92,160	536,209	-29,220	506,989	Wigan	65,592	207,143	22,512	200,000	495,247	-4,563	490,685	Places for Everyone Total	1,171,653	591,442	144,583	2,154,880	4,062,558	-102,169	3,960,389	District	Existing Supply 2022-2039 (sqm floorspace)	Places for Everyone	Total 2022-2039				
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				Brownfield	Greenfield	Mixed	Allocations (sqm floorspace) <sup>78</sup>	
			Bolton	195,913	115,295	8,653	386,000	705,861
			Bury	10,725	6,859	-	591,000	608,584
			Manchester	37,838	12,855	-	0	50,693
			Oldham	83,171	-	59,031	136,720	278,922
			Rochdale	137,572	203,311	-	244,000	584,883
			Salford	224,862	3,454	-	320,000	548,316
			Tameside	59,867	52,489	1,716	160,000	274,072
			Trafford	414,439	-	26,115	103,365	543,919
			Wigan	83,125	303,579	33,117	60,500	480,321
			Places for Everyone	1,247,512	697,842	128,632	2,001,585	4,075,571
			<p><sup>78</sup> Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.</p> <p>Modify paragraph 6.36 as follows:  “..... The lowest level of new supply in the northern districts is in Tameside, where there will also be a greater-reliance on existing sites and premises, such as in the strategically important Tame Valley, which will need to be protected accordingly.</p> <p>Add new paragraph after 6.36 as follows:  “<u>The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.</u>”</p>					



## Chapter Seven Places for Homes Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text												
MM7.1	Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037	128	<p>Modify title of Figure 7.1 as follows:  “Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments <del>2020-2037</del> <u>2022-2039</u>”</p> <p>Update Figure 7.1 to reflect 2022 land supply.</p> <p>See Annex 3, Map MM7.1.</p>												
MM7.2	<p>JP-H1 Scale, Distribution and Phasing of New Housing Development</p> <p>Reasoned Justification</p>	128-132	<p>Modify paragraph 7.12 as follows:  “Table 7.1 illustrates that, in numerical terms, the existing supply of potential housing sites identified in the districts' strategic housing land availability assessments and small sites is adequate to meet the overall identified need, <u>and demonstrates that brownfield land will be the predominant source of land over the plan period...</u>”</p> <p>Modify paragraph 7.13 as follows:  “The table below summarises the sources of housing land supply up to <del>2037</del><u>2039</u>.”</p> <p>Replace Table 7.1 with the updated version as follows:  “Table 7.1 Sources of housing land supply <del>2020-2037</del> <u>2022-2039</u>”</p> <table border="1"> <thead> <tr> <th rowspan="2">District</th> <th colspan="3">Strategic Housing Land Availability Assessment</th> <th rowspan="2">Allowances<sup>(76)</sup></th> <th rowspan="2">Places for Everyone Allocations<sup>(76)</sup></th> <th rowspan="2">Total 2020-37</th> <th rowspan="2">Estimated Completions 2021<sup>(77)</sup></th> <th rowspan="2">Estimated Land Supply 2021-2037</th> </tr> <tr> <th>Brownfield land</th> <th>Greenfield land</th> <th>Mix brownfield land and greenfield land</th> </tr> </thead> </table>	District	Strategic Housing Land Availability Assessment			Allowances <sup>(76)</sup>	Places for Everyone Allocations <sup>(76)</sup>	Total 2020-37	Estimated Completions 2021 <sup>(77)</sup>	Estimated Land Supply 2021-2037	Brownfield land	Greenfield land	Mix brownfield land and greenfield land
District	Strategic Housing Land Availability Assessment				Allowances <sup>(76)</sup>	Places for Everyone Allocations <sup>(76)</sup>	Total 2020-37						Estimated Completions 2021 <sup>(77)</sup>	Estimated Land Supply 2021-2037	
	Brownfield land	Greenfield land	Mix brownfield land and greenfield land												

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text								
			Bolton-	40,686	2,469	0	2,021	0	15,176	-504	14,672
			Bury-	3,056	424	362	261	4,700	8,803	-187	8,616
			Manchester -	49,455	2,591	9,676	805	0	62,527	-2,951	59,576
			Oldham-	7,712	1,276	1,410	557	2,176	13,131	-330	12,801
			Rochdale-	5,518	2,836	426	-783	4,006	12,003	-569	11,434
			Salford-	30,634	2,137	1,473	1,959	1,500	37,703	-1,680	36,023
			Tameside-	5,017	755	575	576	1,558	8,481	-281	8,200
			Trafford-	12,293	2,568	824	777	4,827	21,289	-591	20,698
			Wigan-	10,769	6,403	68	756	1,600	19,596	-864	18,732
			Places for Everyone-	135,140	21,459	14,814	6,929	20,367	198,709	-7,957	190,752
			Strategic Housing Land Availability Assessment				District	Allowances <sup>(75)</sup>	Places for Everyone Allocations <sup>(76)</sup>	2022-2039 Land Supply	
			Brownfield land	Greenfield land	Mix brownfield land and greenfield land						
			Bolton	9,786	2,729	-	1,396	-	13,911		
			Bury	3,486	566	360	348	4,900	9,660		
			Manchester	50,212	2,915	10,560	686	-	64,373		
			Oldham	7,793	1,228	1,262	923	2,105	13,311		
			Rochdale	5,503	2,291	574	-782	4,006	11,592		
			Salford	29,246	2,040	1,229	2,089	700	35,304		
			Tameside	5,127	714	455	562	1,894	8,752		
			Trafford	14,716	2,465	825	323	4,917	23,246		
			Wigan	10,870	5,353	172	744	1,600	18,739		
			Places for Everyone	136,739	20,301	15,437	6,289	20,122	198,888		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify footnote 76 as follows:  <u>“Excluding homes identified in existing land supply and homes anticipated to be delivered post-2039.”</u></p> <p>Delete footnote 77.</p> <p>Modify paragraph 7.19 as follows:  <del>“Taking all of these factors into account, <u>policy JP-H1 Table 7.1 sets out a phased approach to housing provision in the plan area as a whole and in all districts other than Bolton, Manchester and Salford.</u> it is anticipated that there will be around 8,732 housing completions on average up until March 2025, increasing to an average of around 10,305 net additional dwellings per annum up to March 2030 and accelerating to around 11,200 per annum up to March 2037 This trajectory is shown below. Whilst the trajectory in this plan is considered to be realistic, given the relatively unknown impacts of Covid-19 at this point in time, it is possible that delivery could in fact be different to that currently anticipated. Therefore, in such an eventuality the surplus or shortfall will be distributed over the remaining years of the plan. In this way, any over delivery within a local planning authority area will not result in that authority being adversely affected when it comes to calculating their five-year housing land supply.”</del></p>
MM7.3	JP-H1 Scale, Distribution and Phasing of New Housing Development Policy	132-133	<p>Modify the first paragraph as follows:  <del>“A minimum of 164,880</del> <u>175,185</u> net additional dwellings will be delivered over the period <del>2021-37</del> <u>2022-2039</u>, or an annual average of around 10,305.”</p> <p>Delete the second paragraph in its entirety.</p> <p>Insert new paragraph before the final paragraph:  <u>“The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for through their local plans.”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text																																																																		
			<p>Modify the final paragraph as follows:            “The phasing of development is set out in Table 7.2. <u>Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used).</u>“</p> <p>Each local authority will .... <del>Any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five-year supply.</del> This work ....”</p> <p>Replace Table 7.2 with the updated version, as follows:            Table 7.2 Distribution and Phasing of new dwellings <del>2021-2037</del> <u>2022-2039</u></p> <table border="1"> <thead> <tr> <th>District</th> <th>Annual average</th> <th>2021-2025 (annual)</th> <th>2025-2030 (annual)</th> <th>2030-2037 (annual)</th> <th>Total 2021-2037</th> </tr> </thead> <tbody> <tr> <td>Bolton</td> <td><del>787</del></td> <td><del>536</del></td> <td><del>787</del></td> <td>930</td> <td><del>12,580</del></td> </tr> <tr> <td>Bury</td> <td><del>452</del></td> <td><del>199</del></td> <td><del>452</del></td> <td><del>596</del></td> <td><del>7,228</del></td> </tr> <tr> <td>Manchester</td> <td><del>3,533</del></td> <td><del>3,533</del></td> <td><del>3,533</del></td> <td><del>3,533</del></td> <td><del>56,528</del></td> </tr> <tr> <td>Oldham</td> <td><del>680</del></td> <td><del>352</del></td> <td><del>680</del></td> <td><del>868</del></td> <td><del>10,884</del></td> </tr> <tr> <td>Rechdale</td> <td><del>616</del></td> <td><del>606</del></td> <td><del>616</del></td> <td><del>622</del></td> <td><del>9,858</del></td> </tr> <tr> <td>Salford</td> <td><del>1,658</del></td> <td><del>1,658</del></td> <td><del>1,658</del></td> <td><del>1,658</del></td> <td><del>26,528</del></td> </tr> <tr> <td>Tameside</td> <td><del>485</del></td> <td><del>299</del></td> <td><del>485</del></td> <td><del>591</del></td> <td><del>7,758</del></td> </tr> <tr> <td>Trafford</td> <td><del>1,112</del></td> <td><del>629</del></td> <td><del>1,122</del></td> <td><del>1,404</del></td> <td><del>17,954</del></td> </tr> <tr> <td>Wigan</td> <td><del>972</del></td> <td><del>920</del></td> <td><del>972</del></td> <td><del>1,002</del></td> <td><del>15,554</del></td> </tr> <tr> <td>PfE</td> <td><del>10,305</del></td> <td><del>8,732</del></td> <td><del>10,305</del></td> <td><del>11,204</del></td> <td><del>164,881</del></td> </tr> </tbody> </table>	District	Annual average	2021-2025 (annual)	2025-2030 (annual)	2030-2037 (annual)	Total 2021-2037	Bolton	<del>787</del>	<del>536</del>	<del>787</del>	930	<del>12,580</del>	Bury	<del>452</del>	<del>199</del>	<del>452</del>	<del>596</del>	<del>7,228</del>	Manchester	<del>3,533</del>	<del>3,533</del>	<del>3,533</del>	<del>3,533</del>	<del>56,528</del>	Oldham	<del>680</del>	<del>352</del>	<del>680</del>	<del>868</del>	<del>10,884</del>	Rechdale	<del>616</del>	<del>606</del>	<del>616</del>	<del>622</del>	<del>9,858</del>	Salford	<del>1,658</del>	<del>1,658</del>	<del>1,658</del>	<del>1,658</del>	<del>26,528</del>	Tameside	<del>485</del>	<del>299</del>	<del>485</del>	<del>591</del>	<del>7,758</del>	Trafford	<del>1,112</del>	<del>629</del>	<del>1,122</del>	<del>1,404</del>	<del>17,954</del>	Wigan	<del>972</del>	<del>920</del>	<del>972</del>	<del>1,002</del>	<del>15,554</del>	PfE	<del>10,305</del>	<del>8,732</del>	<del>10,305</del>	<del>11,204</del>	<del>164,881</del>
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			District	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	Total 2022-2039
			Bolton	787	787	787	787	13,379
			Bury	452	246	452	520	7,678
			Manchester	3,533	3,533	3,533	3,533	60,061
			Oldham	680	404	680	772	11,560
			Rochdale	616	568	616	632	10,472
			Salford	1,658	1,658	1,658	1,658	28,186
			Tameside	485	236	485	568	8,245
			Trafford	1,122	817	1,122	1,224	19,077
			Wigan	972	814	972	1,025	16,527
			PfE	10,305	9,063	10,305	10,719	175,185
MM7.4	JP-H2 Affordability of New Housing  Reasoned Justification	134	Add the following text to the end of paragraph 7.23: <u>“... The Greater Manchester Housing Strategy sets out our aim to deliver at least 50,000 additional affordable homes across Greater Manchester as a whole (including Stockport) by 2037. It is important to note that not all affordable housing will be delivered through planning policy requirements and Section 106 Agreements. Local Plans will set targets for the provision of affordable housing for sale and rent as part of market-led residential development schemes. A high proportion of affordable housing is delivered by Local Authorities, Registered Providers and through the use of Government funding. This is likely to continue to be the case.”</u>					
MM7.5	JP-H2 Affordability of New Housing  Policy	135	Modify criterion 2 as follows: <del>“2. Aiming to deliver our share of at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 60% being for social rent or affordable rent. Maximising the delivery of additional affordable homes<sup>81</sup>, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability”</del>					

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			Modify criterion 3 as follows: <del>“3. Support provision of affordable housing, either on or off site, as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities), with locally appropriate requirements being set by each local authority“</del>
MM7.6	JP-H3 Type, Size and Design of New Housing  Reasoned Justification	136-137	Modify by deleting the final sentence of paragraph 7.31: <del>“The land supply that has been identified responds to these needs as demonstrated by the table below.”</del>  Delete Table 7.3 in its entirety.
MM7.7	JP-H3 Type, Size and Design of New Housing  Policy	138	Modify the second paragraph as follows: <del>“The precise mix of dwelling types and sizes will be determined through district local plans, masterplans and other guidance, in order to reflect local circumstances and deliver an appropriate mix of dwellings across the plan area as a whole. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.”</del>
MM7.8	JP-H4 Density of New Housing  Reasoned Justification	138	Insert new paragraph after 7.34, including new footnote, as follows: <u>“The following definitions and interpretation apply to Policy JP-H4:</u> <ul style="list-style-type: none"> <li>• <u>Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.</u></li> <li>• <u>Distances should be measured from the boundary of the designated centre or GMAL area.<sup>85</sup></u></li> <li>• <u>All distances are measured in a straight line. The designated centres are as defined in district local plans.</u></li> </ul>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><sup>85</sup> <u>GMAL is an abbreviation of Greater Manchester Accessibility Level, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.</u></p>
MM7.9	JP-H4 Density of New Housing  Policy	138- 140	<p>Modify Policy JP-H4 as follows:</p> <p><u>“New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design., in accordance with Regard should be had to the minimum densities set out below:”</u></p> <p><del>“And where it would not compromise the overall delivery of new homes in the district”.</del></p> <p><del>“In order to achieve an appropriate mix of housing across the plan area, the densities above should typically be delivered as follows</del> <u>developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:</u></p> <p>A. 35-70 dwellings per hectare: primarily houses  B. 70-120 dwellings per hectare: mix of houses and apartments  C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable</p> <p><del>Definitions and interpretation</del></p> <ul style="list-style-type: none"> <li><del>• Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.</del></li> <li><del>• Distances should be measured from the boundary of the designated centre or GMAL area.<sup>85</sup></del>  <u>All distances are measured in a straight line.</u></li> <li><del>• The designated centres are as defined in district local plans.</del></li> </ul>

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## Chapter Eight Greener Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM8.1	JP-G1 Landscape Character  Reasoned Justification	143	Modify header after paragraph 8.2 as follows: “ <del>Valuing Important Landscapes</del> <u>Landscape Character</u> ”
MM8.2	JP-G1 Landscape Character  Policy	144	Modify Policy JP-G1 name as follows: “ <del>Valuing Important Landscapes</del> <u>Landscape Character</u> ”  Modify first paragraph as follows: “Development <u>within a Landscape Character Type, as shown on Figure 8.1,</u> should reflect and respond...”  Modify second paragraph as follows: “ <u>The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require</u> <del>Transitional areas around new development and the interface of new development with the surrounding countryside/landscape are also of particular importance,</del> requiring well-considered and sensitive treatment...”
MM8.3	JP-G2 Green Infrastructure Network	147	Insert 8 new paragraphs after paragraph 8.15 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p><u>“The following opportunity areas (as broadly illustrated on Figure 8.3 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network:</u></p> <p><u>A Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);</u></p> <p><u>B Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);</u></p> <p><u>C South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);</u></p> <p><u>D West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);</u></p> <p><u>E Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);</u></p> <p><u>F Red Moss and Middle Brook Valley (Bolton);</u></p> <p><u>G Hulton Park (Bolton);</u></p> <p><u>H Cutacre Country Park (Bolton, Salford and Wigan);</u></p> <p><u>I Lower Medlock Valley (Manchester);</u></p> <p><u>J Moston Brook Corridor (Manchester and Oldham);</u></p> <p><u>K Roch Valley (Rochdale);</u></p> <p><u>L Hollingworth Lake and Surrounds (Rochdale); and</u></p> <p><u>M Carrington (Trafford)</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>These Green Infrastructure Opportunity Areas have been chosen because they are of a strategic scale and capable of strategic-scale improvements to the delivery of ecosystem services for large areas of Greater Manchester. The areas are not constraints on development and the development of grey infrastructure and built development within opportunity areas may facilitate the delivery of improvements in some areas.</u></p> <p><u>Where these Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations in this plan, appropriate measures to achieve the delivery of major green infrastructure improvements within and around the Green Infrastructure Network have been included within Policy JP-G2 and the delivery of green infrastructure improvements in accordance with the policy should also have regard to these opportunity areas.</u></p> <p><u>The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and to deliver the overall green infrastructure network. A variety of standards have been developed by different organisations. We are committed to developing our own standards to supplement the Green Infrastructure Network and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.</u></p> <p><u>The GMCA will develop standards in relation to access to natural green space which seek to maximise the overall proportion of people in our boroughs who have access to natural green space, using the Accessible Natural Greenspace Standards (ANGSt) published by Natural England as a principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>The GMCA will also develop standards in relation to a “Green Factor” which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants’ needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.</u></p> <p><u>Development has a major role in helping to achieve such standards and delivering improvements to the Green Infrastructure Network, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in this Plan provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of the plan area but they are an important aspiration to work towards wherever possible.</u></p> <p><u>Development proposals that involve the removal of land from the Green Belt and are required to contribute towards enhancements to the environmental quality and accessibility of remaining Green Belt land should consider the outcomes of the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020) when drawing up proposals. This study identifies potential projects to enhance the environmental quality and accessibility of the remaining Green Belt in relation in individual development allocations and should be a starting point for discussions with the relevant Local Authority.”</u></p>
MM8.4	JP-G2 Green Infrastructure Network	147- 148	<p>Modify second paragraph as follows:            “The protection, management and enhancement of Green Infrastructure will contribute to the development of a Local Nature Recovery Network Strategy for Greater Manchester. <u>This Strategy will feed into the development of a Nature Recovery Network locally and nationally.</u>”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>Delete third paragraph and bullet points a-m in their entirety.</p> <p>Modify fourth paragraph as follows:  “Development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements. <del>Where Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations proposed in this plan appropriate measures to achieve this have been included. Further opportunities for delivering strategic green infrastructure enhancements and additional opportunities will be identified in the appropriate source(s) over time as the overall green infrastructure network evolves.</del>”</p> <p>Insert new paragraph between paragraphs 4 and 5 as follows:  <u>“Development which involves the removal of land from the Green Belt (including allocations proposed in this plan) will be required to offset the impact of removing land from the Green Belt through identifying and delivering compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site. Details of specific sites and projects will be established in discussion with the relevant Local Authority.”</u></p> <p>Modify fifth paragraph as follows:  “Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network <del>in accordance with the above priorities...</del>”</p>
MM8.5	Figure 8.3 Green Infrastructure	150	Move Figure 8.3 from below the policy wording of JP-G2 to the reasoned justification for JP-G2, to be inserted between the first and second new paragraphs.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Opportunity Areas		
MM8.6	JP-G3 River Valleys and Waterways  Policy	153	Modify criterion 8 as follows: “ <u>Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for active travel, with...</u> ”
MM8.7	JP-G4 Lowland Wetlands and Mosslands  Policy	155	Modify first paragraph as follows: “ <u>The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands, as identified by the Mosslands and Lowland Farmland Landscape Character Type in Figure 8.1, will be protected...</u> ”
MM8.8	JP-G5 Uplands  Reasoned Justification	156	Insert 4 new paragraphs after paragraph 8.33 as follows: “ <u>The HRA indicates that in the first instance new development should be avoided within 400m of the SAC and SPAs boundaries to limit the risk of urban edge effects which include: fly tipping, dumping of garden waste and resultant introduction of invasive/ alien plants; off-road vehicles leading to track erosion; disturbance to grazing livestock; increased incidence of wildfire; and predation from domestic pets and urban scavengers.</u>  <u>Within 2.5km of the SPAs boundary new development should avoid and/or mitigate loss or disturbance to foraging habitats. Qualifying bird species of the SPAs can travel as far as 2.5km from the SPAs to forage.</u>  <u>On average, people travel no more than 7km to the South Pennine Moors for dog walking. The number of people living within 7km of the SAC and SPAs will increase as a result of the PfE which will place further pressure on these designated habitats from more trips to the moors for</u>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>recreation, including dog walking. Therefore, within 7km of the SAC and SPAs new development should provide or contribute towards the provision of greenspace as an alternative to visiting the South Pennine Moors and contribute towards the implementation of a Strategic Access, Monitoring and Management Strategy.</u></p> <p><u>These distances from the South Pennine Moors SAC/SPAs fall within the districts of Rochdale, Oldham and Tameside and an SPD will provide further guidance on how criterion 7 of Policy JP-G5 will be implemented, including:</u></p> <ul style="list-style-type: none"> <li>• <u>the cumulative and/or overlapping nature of the geographical requirements;</u></li> <li>• <u>the exceptions in which development would be permitted within 400m of the SAC/SPAs;</u></li> <li>• <u>how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and</u></li> <li>• <u>a framework for the provision of Suitable Alternative Natural Greenspace (SANG) and the implementation of a Strategic Access, Monitoring and Management Strategy (SAMMS), including the mechanism for the calculation of the financial contributions, by reference to development types, the level of predicted recreational impact on the SAC and SPAs, and the measures upon which such contributions will be spent.”</u></li> </ul>
MM8.9	JP-G5 Uplands Policy	157	<p>Modify first paragraph as follows:  <u>“Our upland areas, as identified by the Open Moorlands and Enclosed Upland Fringes Landscape Character Types in Figure 8.1, contain important component parts...”</u></p> <p>Insert a new criterion 7 as follows:  <u>“7. Ensure that new development does not have an adverse impact on protected habitats of the South Pennine Moors SAC, the Peak District Moors SPA and the South Pennine Moors Phase 2 SPA from urban edge effects, loss of and/or disturbance to functionally linked habitats and recreation disturbances. This will be implemented by:</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>a. <u>Within 400m of the SAC and SPAs boundaries, no development will be permitted, unless, as an exception, the development and/or its use would not have an adverse effect on the integrity of the SAC or SPAs; .</u></p> <p>b. <u>Within 2.5km of the SAC and SPAs boundaries, applications for new development should be accompanied by an assessment to determine if the development site provides foraging habitats for the qualifying bird species of the SPAs. If foraging habitats are found on site, appropriate avoidance and/or mitigation measures will be required.</u></p> <p>c. <u>Within 7km of the SAC and SPAs boundaries, new residential development will be required to mitigate recreation disturbance impacts on the SAC and SPAs through:</u></p> <p>i. <u>the provision of on-site suitable alternative natural greenspace or financially contribute to off-site provision of such greenspace; and</u></p> <p>ii. <u>A financial contribution to the implementation of a Strategic Access, Monitoring and Management Strategy for the SAC and SPAs.</u></p> <p style="text-align: center;"><u>With regards to allocations within this Plan, Criterion 7 (c) applies to the PfE allocations listed below:</u></p> <ul style="list-style-type: none"> <li>• <u>Policy JP Allocation 12 ‘Beal Valley’</u></li> <li>• <u>Policy JP Allocation 14 ‘Broadbent Moss’</u></li> <li>• <u>Policy JP Allocation 15 ‘Chew Brook Vale’</u></li> <li>• <u>Policy JP Allocation 16 ‘Cowlshaw’</u></li> <li>• <u>Policy JP Allocation 22 ‘Land North of Smithy Bridge’</u></li> </ul>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<ul style="list-style-type: none"> <li>• <u>Policy JP Allocation 23 ‘Newhey Quarry’</u></li> <li>• <u>Policy JP Allocation 24 ‘Roch Valley’</u></li> <li>• <u>Policy JP Allocation 31 ‘Godley Green Garden Village’.</u>”</li> </ul>
MM8.10	JP-G6 Urban Green Space  Policy	159	<p>Modify first paragraph, second bullet point as follows:</p> <p>“• we will work with developers and other stakeholders to deliver new high quality urban green spaces <del>which meet accessibility standards.</del>”</p>
MM8.11	JP-G7 Trees and Woodland  Reasoned Justification	159-160	<p>Modify paragraph 8.44 as follows:</p> <p>“Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect<sup>98</sup>; <del>and t</del><u>These efforts are now being have been</u> brought together under the Greater Manchester Tree and Woodland Strategy, <del>being prepared on behalf of Greater Manchester by the City of Trees initiative, with the intention of being formally adopted as guidance which can inform planning decisions.</del> <u>This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies.</u> Maturing woodlands...”</p>
MM8.12	JP-G7 Trees and Woodland  Policy	160-161	<p>Modify first paragraph as follows:</p> <p>“<del>In making planning decisions and carrying out other associated activities,</del> We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them, <del>including by:</del></p> <p><u>This will be done through local planning and associated activities such as:</u>”</p> <p>Insert new sentence after criterion 11 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“And through development as follows:”</u></p> <p>Modify criterion 12 as follows:  “Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, <u>or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and...</u>”</p>
MM8.13	JP-G8 Standards for Greener Places  Reasoned Justification	161-162	Delete Policy JP-G8 Reasoned Justification in its entirety.
MM8.14	JP-G8 Standards for Greener Places  Policy	162	Delete Policy JP-G8 in its entirety.
MM8.15	JP-G9 A Net Enhancement of Biodiversity and Geodiversity	163-164	<p>Modify paragraph 8.52 as follows:  “...<u>The Defra metric (DEFRA 3.0 or later)</u> <del>Recognised metrics</del> will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%.”</p> <p>Modify paragraph 8.53 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p>“...Development will ordinarily be directed away from valuable soils, <u>unless robust evidence in accordance with relevant government and other guidance indicates otherwise</u>, and the Plan's strong preference for brownfield development will assist in this...”</p> <p>Insert new paragraph after paragraph 8.53 as follows:  <u>“In line with the outcomes of the HRA, where appropriate, new development should: mitigate air pollution impacts on the Manchester Mosses SAC with reference to Policy JP-C7; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to Policy JP-G5; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC with reference to policies JPA-2, JPA-20 and JPA-22.”</u></p>
MM8.16	JP-G9 A Net Enhancement of Biodiversity and Geodiversity Policy	164-165	<p>Modify first paragraph as follows:  <del>“Across the plan as a whole, a</del> <u>Through local planning and associated activities a</u> net enhancement of biodiversity resources will be sought, including, <u>where relevant</u>, by:”</p> <p>Modify criterion 4 as follows:  <del>“...then national designations in accordance with legislation and national policy;”</del></p> <p>Modify second paragraph as follows:  “Development will be expected to:</p> <ol style="list-style-type: none"> <li>a. Follow the mitigation hierarchy of: <ol style="list-style-type: none"> <li>i. Avoiding <u>significant</u> harm to biodiversity, particularly where it is irreplaceable, <del>and including through</del> <u>consideration of alternative sites with less harmful impacts where appropriate</u>, then</li> <li>ii. <u>Adequately M</u>itigating <del>(within the local area)</del> any harm to biodiversity, then</li> <li>iii. <u>Adequately C</u>ompensating <del>(within the local area)</del> for any remaining harm to biodiversity</li> </ol> </li> </ol>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>b. Avoid fragmenting or severing connectivity between habitats;</p> <p>c. Achieve a <u>measurable</u> net gain in biodiversity <u>of no less than 10%</u>;</p> <p>d. Make appropriate provision for long-term management of habitats and geological features connected to the development; and</p> <p>e. <del>Provide robust evidence in accordance with relevant government and other guidance, including field surveys wherever development of 'best and most versatile' agricultural land is proposed or to establish the status of the land within the Agricultural Land Classification."</del></p> <p>Insert two new criteria after criterion d as follows:  <u>"Where appropriate, mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and</u></p> <p><u>Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process"</u></p> <p>Delete third paragraph in its entirety.</p>
MM8.17	JP-G10 The Green Belt  Reasoned Justification	165-166	<p>Modify paragraph 8.54 as follows:  <del>"Our Green Belt was originally designated in full in 1984 as part of the Greater Manchester Green Belt. It has since seen <u>There have been</u> a series of minor amendments through individual district plans and Places for Everyone, currently it totals 53,753 hectares in size, equating to approximately 46.7% of the total land area covered by this Plan. The scale of development that needs to be accommodated within the Plan area up to 2037 means that some changes to the Green Belt boundaries are necessary, but these have been minimised as</del></p>

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			<p>far as possible, having regard in particular to the need to promote sustainable patterns of development. This will result in a net reduction in t The Plan area's designated Green Belt of 1,754 <u>totals 51,542</u> hectares (3.3%), ensuring that approximately 45.2% of the Plan area will still be Green Belt.”</p> <p>Modify paragraph 8.55, first bullet point as follows:  “• Landscape, see Policy JP-G 1 '<u>Valuing Important Landscapes Landscape Character</u>';”</p> <p>Modify the first sentence of paragraph 8.57 as follows:  “To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we have sought to <u>make as much use as possible</u> <del>maximise the use of</del> land outside of the Green Belt, <del>giving the highest priority to brownfield land.</del>”</p>
MM8.19	JP-G10 The Green Belt  Policy	167	<p>Modify first paragraph as follows:  “The Green Belt <u>is</u> as defined on the Policies Map and illustrated on Figure 8.6 <del>will be afforded strong protection in accordance with the National Planning Policy Framework</del>. The Green Belt as shown in Figure 8.6 'The Green Belt 2021', will continue to be managed positively to <u>serve</u> the five purposes set out in national policy.”</p> <p>Modify second paragraph as follows:  “<del>Positive and</del> <u>The</u> beneficial use of the Green Belt will be <del>supported</del> <u>enhanced</u> where...”</p> <p>Delete third paragraph in its entirety.</p>
MM8.20	Figure 8.6	168	Modify Figure 8.6 as follows:

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	The Green Belt 2021		<p>Figure caption to be: “Figure 8.6 <del>The Green Belt 2021</del> <u>Places for Everyone Green Belt</u>” Amend Green Belt boundaries to reflect modifications elsewhere in the plan.</p> <p>Legend to be: <del>Local authority boundaries</del>Places for Everyone Boundary <del>Places for Everyone boundary</del><u>Local Authority Boundaries</u> <del>Greater Manchester boundary</del>Places for Everyone Green Belt <del>PfE Proposed Green Belt 2021</del>Greater Manchester Boundary</p> <p>See Annex 3, Map MM8.20</p>
MM8.21	JP-G11 Safeguarded Land  Reasoned Justification	168- 169	Delete Policy JP-G11 Reasoned Justification in its entirety.
MM8.22	JP-G11 Safeguarded Land  Policy	169	Delete Policy JP-G11 in its entirety.

## Chapter Nine Places for People Proposed Main Modifications

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MM9.1	JP-P1 Sustainable Places  Reasoned Justification	175	<p>Modify by inserting after paragraph 9.9 of the reasoned justification paragraphs 5.24 – 5.28, as follows:  <u>“Greater Manchester aims to be one of the most resilient places in the world.</u></p> <p><u>A key part of achieving sustainable development is ensuring resilience, making sure that our places maintain capacity to function, so that the people living and working here survive and thrive no matter what stresses or shocks they encounter. A significant challenge within this is the ability to respond to future impacts from climate change.</u></p> <p><u>Greater Manchester is part of the Rockefeller Foundation’s 100 Resilient Cities programme (100RC)(44), which aims to help cities become more resilient to potential challenges. Greater Manchester has produced a Resilience Strategy as part of this programme. The ten districts have also signed up to the United Nations’ Making Cities Resilient Campaign, which aims to reduce disaster risk.</u></p> <p><u>The need to plan to reduce chronic stresses as well as minimise the impact of acute shocks means that planning for resilience has to be all-embracing, and so many elements of this plan have a role to play.</u></p> <p><u>The Greater Manchester Community Risk Register(45) and work under the 100RC programme identify that river and surface water flooding, hazardous materials accidents, terrorism, and disease outbreaks are some of the most significant resilience challenges faced. The way in which Greater Manchester develops will have a significant impact on future levels of risk and vulnerability, and the ability of people and places to recover from acute shocks.”</u></p>

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MM9.2	JP-P1 Sustainable Places  Policy	175 - 176	<p>Modify criterion 1A as follows:  <del>“Responds to</del> <u>Conserves and enhances</u> the natural environment, landscape features, historic environment and local history and culture;”</p> <p>Modify criterion 4 as follows:  “4. Resilient, capable of dealing with major environmental <del>and economic</del> events”</p> <p>Modify criterion 8 as follows:  “8. Safe, including by designing out crime and terrorism, <del>and</del> reducing opportunities for anti-social behaviour <u>and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster</u>”</p> <p>Modify criterion 11 as follows:  “11. Incorporating <del>accessibility</del> <u>inclusive design standards</u> within all spaces with support for tackling inequality and poverty to form part of creating sustainable places”</p>
MM9.3	JP-P2 Heritage  Policy	178 - 179	<p>Modify first paragraph as follows:  <del>“Through this Plan we</del> <u>We</u> will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct <u>character</u>, identity and sense of place.”</p> <p>Modify second paragraph as follows:  “Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for <del>safeguarding</del> <u>conserving</u> and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage</p>



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			<p>values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive <u>management and</u> integration of our heritage by:"</p> <p>Modify criterion 2 as follows:  <del>"2. Utilising</del> <u>Ensuring that</u> the heritage significance of a site or area <u>is considered in accordance with national planning policy</u> in the planning and design process, <del>providing and</del> opportunities for interpretation and local engagement <u>are optimised</u>,"</p> <p>Modify the second sentence of the third paragraph as follows:  "...These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and <u>/ or</u> historic value."</p> <p>Modify the fourth and fifth paragraphs as follows:  <del>"Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.</del></p> <p><del>Development proposals should identify assets of archaeological interest and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.</del> <u>Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy."</u></p>

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			Modify the end of the sixth paragraph as follows: <u>“...Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester’s heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.”</u>
MM9.4	JP-P3 Cultural Facilities  Reasoned Justification	180	Modify paragraph 9.15 as follows: “The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture <u>and the night time economy</u> will need to be reflected in the way in which our cities, towns and neighbourhoods develop, with individual developments contributing towards this. <u>Creative Improvement Districts form part of Greater Manchester’s cultural and economic response to the pandemic, as set out in the GM Culture Recovery Plan, to support the recovery of high streets across Greater Manchester’s town centres. They will be delivered as part of culture, night time economy and creative-led regeneration programmes.</u> ”
MM9.5	JP-P3 Cultural Facilities  Policy	180	Modify the opening sentence as follows: <del>“Through this Plan we</del> <u>We</u> will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, <u>where appropriate</u> , including:”  Modify criterion 7 as follows: “7. Considering the <del>designation</del> <u>identification</u> of ‘Creative Improvement Districts’ where there is evidence that the <del>designation</del> <u>identification</u> will enhance the local economy and provide facilities and workspace for the creative industries;”
MM9.6	JP-P4 New Retail and Leisure Uses in Town Centres	181-182	Modify the first paragraph as follows: “The <del>existing</del> <u>upper levels of the hierarchy</u> of centres for retail and leisure uses will be maintained and enhanced. <del>These upper levels of the hierarchy of centres are:</del>  A. City Centre (within Manchester and Salford) B. Main town centres:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>1. Altrincham (Trafford)  2. Ashton-under-Lyne (Tameside)  3. Bolton (Bolton)  4. Bury (Bury)  5. Oldham (Oldham)  6. Rochdale (Rochdale)  <u>Salford Quays (Salford)</u>  7. <u>Wigan (Wigan)</u>”</p> <p>Delete the second paragraph as follows:  <del>“A new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations. Should this designation become part of the Salford Local Plan, Salford Quays will be classed as a Main Town Centre for the purposes of this policy.”</del></p> <p>Modify by transferring paragraph 9.21 of the reasoned justification (in its entirety) into a new paragraph at the end of the policy, as follows:  <u>“The boundaries of the centres and detail of other centres at lower levels of the hierarchy are defined in district local plans. Appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy. The need for the expansion of any existing centres, or the provision of new centres, will be identified in district local plans.”</u></p>
MM9.7	JP-P6 Health  Reasoned Justification	184 - 185	<p>Modify the second bullet point of paragraph 9.32 as follows:  <del>“Increasing the supply of high quality and affordable homes that meet minimum size and ‘accessible and adaptable’ accessibility standards, as set out in Part M4 (2) of the Building Regulations for new housing, helping to ensure that everyone has a decent place to live“</del></p> <p>Delete the final sentence of paragraph 9.33 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<del>“...It is expected that Health Impact Assessments are undertaken in support of all developments which require an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.”</del>
MM9.8	JP-P6 Health  Policy	186	<p>Modify criterion C as follows: “C. Be supported by a Health Impact Assessment for all developments which require <u>to be screened for an Environmental Impact Assessment, and other proposals where the local planning authority considers it appropriate which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.</u>”</p> <p>Modify criterion 1 as follows: “1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments <del>that would significantly increase demand</del> <u>proportionate to the additional demand that they would generate;</u>”</p>
MM9.9	JP-P7 Sport and Recreation  Reasoned Justification	187	<p>Modify paragraph 9.38 as follows: “Ensuring the continued availability of and easy access to a high-quality range of sport and recreation facilities, <del>meeting accessibility standards,</del> would therefore help to achieve key objectives such as improving the health of residents, and making Greater Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, <u>where appropriate,</u> standards for access to some recreation facilities such as parks, <del>sports pitches</del> and allotments will be set by individual local authorities and set out in Local Plans. <u>The provision of sports facilities will be determined by individual local authorities through an evidence based rather than standards based approach.</u>”</p>
MM9.10	JP-P7	187- 188	Delete criterion 2 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Sport and Recreation Policy		<p><del>“2. Developing a common standard for the provision of designated play areas to meet the needs of the population “</del></p> <p>Modify criterion 3 as follows:  “3. Where appropriate setting out more comprehensive and detailed recreational standards <u>and standards for provision for designated play areas</u> in district local plans, having regard to existing and future needs”</p> <p>Modify criterion 4 as follows:  “4. Requiring new development to <del>support the achievement of strategic and local plan standards by providing</del> <u>provide</u> new and/or <del>improving</del> <u>improved</u> existing facilities commensurate with the demand they would generate, <del>ensuring that they meet accessibility standards.</del> <u>The provision of sports facilities will be determined by individual local authorities through an evidence based approach”</u></p> <p>Modify criterion 7 as follows:  “7. Encouraging the incorporation of <u>a sports facilities mix</u> in all education settings, <u>that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible,</u><del>ensuring they meet accessibility standards.”</del></p>

## Chapter Ten Connected Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM10.15	Para 10.4		Modify penultimate sentence of para 10.4 as follows: Nationally, London is just two hours away by train and <del>(with journey times set to improve following the introduction of High Speed 2)</del> Greater Manchester is at the heart of the national motorway network.
MM10.1	Para. 10.14 An Integrated Network	194	Modify the introductory text at paragraph 10.14 by deleting the final sentence, as follows: “10.14 The 10 GM authorities are currently developing a Clean Air Plan, to accelerate compliance with the legal limit for Nitrogen dioxide and to protect and promote the health of its population and the environment. <del>This will see the introduction of a Clean Air Zone covering the whole of the GM conurbation, to tackle the most polluting vehicles on the road network, alongside further supporting measures.”</del> ”
MM10.2	Picture 10.4 Change in daily trips, now-2040	198	Modify Picture 10.4 with a revised title as follows: Picture 10.4 “Change in daily trips, <del>(now- 2017 to 2040)</del> ”  Modify Picture 10.4 with a revised key: <u>Public Transport and Active Travel</u> <u>Car or Other</u>
MM10.3	JP-C1 An Integrated Network  Reasoned Justification	199	Modify paragraph 10.27 to include an additional bullet point, as follows: “Targeted behaviour change activities through established programmes; <del>and</del>  Safety and security measures and programmes to make the transport network safe and secure for all users; <u>and</u>  <u>Enabling the prioritisation of more sustainable modes of transport to encourage use and put more vulnerable transport users first informed by the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017.”</u> ”

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MM10.4	JP-C1 An Integrated Network  Policy	200	Modify criterion 5 as follows: "5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the <del>Global Street Design Guide</del> ( 125) hierarchy <u>set out below</u> (highest priority first):"
MM10.5	JP-C2 Digital Connectivity  Policy	201-202	Modify first paragraph as follows: <del>"We support the provision of affordable, high quality, digital infrastructure. Developers are expected to work and share costs with telecoms operators as appropriate to maximise coverage and enable consumers to make informed choices. It is expected that internet connections will work immediately when residents move into new properties"</del>  Modify criterion 2 as follows: "2. Requiring all new development to have full fibre to premises connections, unless technically infeasible <u>and/or unviable</u> , and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. <u>It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties; and"</u>
MM10.16	Para 10.40	203	Modify last bullet in para 10.40 as follows: <ul style="list-style-type: none"> <li><del>HS2/</del> NPR (Northern Powerhouse Rail) including growth strategies at <del>Piccadilly, the Airport and Wigan.</del></li> </ul>
MM10.17	Para 10.46 - 10.52		Modify subtitle before para 10.46 as follows: <del>High Speed Rail 2 (HS2) and Northern Powerhouse Rail (NPR)</del>  Modify para 10.46 as follows: <u>The proposals for NPR are still being progressed as new and improved services through "Network North" and are anticipated to include new stations at both Piccadilly Station and at Manchester Airport.</u> Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open-up a wider range of

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			<p>employment and leisure opportunities for residents. Delivery of <del>HS2 and Northern Powerhouse Rail</del> will put <u>Greater Manchester Piccadilly, Manchester Airport and Wigan</u> at the heart of a new high-quality rail network with <del>high-speed</del> <u>improved</u> connections to London and Birmingham, and faster direct routes to Leeds, Sheffield and Liverpool <u>and from Greater Manchester</u>. Additionally, although not in the Plan area, the HS2 connection to, and solving capacity issues for local services moving through, the Stockport area, will be important for residents in the PfE Plan area.</p> <p>Delete paras 10.47 to 10.49 in their entirety.</p> <p>Modify para 10.50 as follows:</p> <p>Proposals for <del>HS2 and NPR</del> will consolidate <u>further</u> the position of Greater Manchester as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. We support the economic benefits of <del>HS2-NPR</del> but we will seek to ensure that any negative impacts on our communities and natural environment are kept to a minimum.</p> <p>Modify para 10.52 as follows:</p> <p>It should be noted that Government has <u>not yet withdrawn the HS2</u> <del>made it clear that Safeguarding Directions<sup>1</sup>, they will remain in force until amended for NPR will be kept under review and updated as the project evolves and as the level of engineering detail facilitates a greater understanding of the actual land required.</del></p> <p>(Footnote remains unaltered: <a href="#">Safeguarding information and maps for HS2</a>)</p>
MM10.6	JP-C3 Public Transport	205	<p>Modify first paragraph as follows:  <del>“Major improvements to the public transport network are at various stages of development and an ambitious programme for delivering public transport interventions is set out within Our Five</del></p>



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	Policy		<p><del>Year Transport Delivery Plan.</del> In order to help deliver major improvements to public transport, we will support a range of measures, including:”</p> <p>Modify criterion 1:</p> <p>Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London and <u>with</u> Northern Powerhouse Rail;</p>
MM10.7	New Policy JP-CX  Reasoned Justification	206	<p>Modify the start of paragraph 10.54 as follows:  <u>“The Strategic Road Network will be required to perform the function of facilitating the safe and efficient movement of people and goods. Ongoing collaboration between National Highways, TfGM and the Local Authorities will be essential in ensuring that the SRN in Greater Manchester operates in an effective and efficient manner; and best contributes to sustainable economic growth. Greater Manchester benefits from a strategic location on the national motorway network...”</u></p>
MM10.8	New Policy JP-CX	206	<p>Insert new policy after paragraph 10.55 as follows:  <u>“The Strategic Road Network  We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.”</u></p>
MM10.9	JP-C4 Streets for All  Policy	208	<p>Modify first sentence of the second paragraph as follows:  <del>“We will work with Department for of Transport, Highways England, Transport for the North and TfGM</del> <u>seek</u> to ensure:“</p> <p>Modify criterion 1c as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			“c. Delivering new and improved walking and cycling routes <u>and facilities</u> as part of the delivery of the <del>“Bee Network”</del> <u>an integrated sustainable transport network;</u> ”
MM10.10	JP-C5 Walking and Cycling  Policy	210	<p>Modify criterion 1 as follows: “1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community <u>with reference to using</u>-national and locally adopted design guidance;”</p> <p>Modify criterion 4 as follows: “4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings <del>which form part of the Bee Network;</del>”</p> <p>Delete criterion 7 as follows: <del>“7. Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure in accordance with JP-C7.”</del></p>
MM10.11	JP-C6 Freight and Logistics  Reasoned Justification	211	<p>Insert a new paragraph after 10.71 as follows: <u>“It is recognised that on certain parts of the SRN and at certain times a shortage of parking facilities for HGVs can make it difficult for drivers to find safe space to stop and adhere to requirements for mandatory breaks and rests. The provision of new and improved facilities would improve driver welfare and help avoid inappropriate HGV parking on local roads. To alleviate the shortage, the expansion and improvement of existing facilities, or creation of new facilities, will be supported where it is appropriate to do so.”</u></p>
MM10.12	JP-C6	211	Insert new criterion after criterion 4 as follows:

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	Freight and Logistics Policy		<u>Enabling the provision of overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where there is likely to be demand, and it is appropriate to the location.</u>
MM10.13	JP-C7 Transport Requirements of New Development  Reasoned Justification	212	<p>Insert new paragraphs after paragraph 10.76 as follows:  <u>“Policies within JP-C7 seek to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements on the highway network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.</u></p> <p><u>In the first instance, new development should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. Appendix D<sup>1</sup> sets out the indicative transport mitigation that has been identified in relation to the Plan allocations (through the Locality Assessment process and the SRN Future Work Programme Technical Report) in a single strategic “worst-case” scenario. Detailed scenarios, underpinned by local traffic counts, will need to be assessed and developers will need to develop effective detailed mitigation for the site which demonstrates that the mitigation will deliver the vision identified.</u></p> <p><u>The interventions in Appendix D to support walking, wheeling and cycle movements and to facilitate access to high-quality public transport should be considered as a starting point for developers to mitigate the impacts of allocations.</u></p> <p><u>The highway interventions in Appendix D should be considered by developers to mitigate the impact of allocations only once alternative options to manage down the traffic impacts of planned development have been considered as a first preference.</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>The existing evidence suggests that the “necessary” mitigation would be required to deliver the allocations in the scenario tested, and “supporting” mitigation are complementary measures that could further improve the accessibility and/or transport sustainability of the allocation. As a starting point, it would be beneficial to consider both necessary and supporting interventions through the Transport Assessment scenario testing.</u></p> <p><u>In order to assess the cumulative impacts of growth, when undertaking a Transport Assessment for development proposals that are consistent with the Plan, developers will need to consider committed development, including relevant local plan allocations, where there is a reasonable degree of certainty they will proceed within the next 3 years. In consultation with local highways authorities, developers should agree the committed developments / allocations and potential transport interventions (which may come forward in the next 3 years) that should be considered in the assessment. Where development proposals are not consistent with an up-to-date plan or strategy, the Transport Assessment should include all relevant development that is consented or allocated over the entirety of the plan period.</u></p> <p><u>Developers will be expected to contribute to the funding and delivery of required new infrastructure or services.”</u></p>
MM10.14	JP-C7 Transport Requirements of New Development Policy	212-214	<p>Modify first paragraph as follows:  <del>“Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate. We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.”</del></p> <p>Replace second bullet point of criterion 1 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure</del></p> <p><u>Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists, and people with a disability; and”</u></p> <p>Modify criterion 7 as follows:  <del>“Complying with any parking standards set out in local plans including making adequate parking provision for disabled car drivers and passengers; Making adequate car parking provision, including for disabled car drivers and passengers.”</del></p> <p>Insert new criterion after criterion 11 as follows:  <u>“Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.”</u></p> <p>Insert new criteria after criterion 14 as follows:  <u>“Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.”</u></p>

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			<p><u>“Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.”</u></p> <p>Delete final paragraph as follows:  <del>“District Local Plans may set out mechanisms through which new development will be required to make a proportionate financial contribution to the delivery of new transport infrastructure and/or services, necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.”</del></p>

## Chapter Eleven Site Allocations Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM11.1	Para.11.2	218	<p>Modify paragraph 11.2 by inserting additional text, deletion of the original modification and by inserting a new paragraph after 11.2, as follows:            “The majority of the development required to deliver this Plan’s spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development <del>2020-2022</del>' shows the existing land identified for office, industrial and housing development through our land availability assessments. This land supply is <u>updated annually and</u> includes the identification of suitable brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy. <del>As appropriate, district Local Plans will allocate sites from this supply.</del>”</p> <p>Modify by inserting new paragraph after paragraph 11.2, as follows:  <u>As appropriate, district Local Plans will allocate sites from this supply reflecting the distribution set out in tables 6.1, 6.2 and 7.2, to ensure that the spatial strategy can be met. In the event that it proves necessary to look to land beyond the existing supply, as updated, national planning policy would apply including in the case of the Green Belt the requirement for exceptional circumstances.</u></p>
		220	<p>Delete paragraph 11.11  <del>Where this plan releases sites from the Green Belt, as set out in 'The Green Belt' Section, Green Belt policies will be strictly applied except in the case of planning applications complying with the relevant allocation policies in this section</del></p> <p>Modify paragraph 11.12 as follows:            Picture 11.2 'Places for Everyone Allocations 2024' shows all the sites allocated within this Plan. These are defined on the Policies Map and a</p>

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			detailed policy framework for each allocation is set out in this Chapter. <u>The allocation policies include figures for the number of new homes and/or amount of employment floorspace expected to be delivered during, and in some cases also after the end of, the plan period. Those figures are indicative only, as the amounts of development will be determined through the masterplanning and planning application processes. Furthermore, the policies are not intended to prevent the completion of any of the development proposed on the allocations during the plan period.</u>
MM11.2	Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020	218	Amend title of Figure 11.1: Figure 11.1 Existing land identified for office, industrial/warehousing and housing development <del>2020</del> <u>2022</u> to refer to 2022; update the data to 2022 and; exclude the Peak District National Park area See Annex 3, Map MM11.2
MM11.3	Picture 11.2 Places for Everyone Allocations 2021	220	Amend title as follows: Picture 11.2 Places for Everyone Allocations <del>2021</del> <u>2024</u> ; Modify Picture 11.2 to reflect modifications to site allocation boundaries; remove allocations JPA10 and JPA28 from the map. See Annex 3, Map MM11.3
MM11.4	Table 11.1 List of Places for Everyone Allocations	221	Delete the following rows: <del>Manchester JPA10 Global Logistics</del> <del>Salford JPA 28 North of Irlam Station</del>



## Chapter Eleven– Cross Boundary Strategic Allocations Proposed Main Modifications

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MMCB1	Picture 11.3 JPA1 Northern Gateway	223	Modify Picture 11.3 to reflect the consequential changes that are required resulting from the proposed change to the site allocation boundary of JPA1.2 Northern Gateway Simister/ Bowlee. See Annex 3 Map MMCB1
MMCB2	JPA1.1 Heywood/Pilsworth (Northern Gateway)  Policy	225 226 227	<p>Deletion of the first paragraph of Policy JPA1.1 in its entirety.</p> <p>Add criterion before criterion 1 as follows:</p> <p>Development at this allocation will be required to:</p> <p><u>Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D 1 'Infrastructure Implementation', that has been agreed with the local planning authorities;</u></p> <p>Modify first sentence of bullet point 1i as follows:  “Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around <del>700,000</del> <u>935,000</u> sqm being delivered within the plan period).”</p> <p>Modify bullet point 1iii as follows:  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 (<u>subject to local demand, having regard to Bury’s self-build register and other relevant evidence</u>), 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</p> <p>Modify bullet point 1iv as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>iv. <u>Deliver A</u>an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation.</p> <p>Delete Criterion 2 and replace with new criterion as follows:  2. <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p> <p>Delete Criterion 3 and 4.</p> <p>Modify criterion 6 as follows:  “<del>Provide</del> <u>Make</u> financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development <u>in accordance with policy JP-P5;</u>”</p> <p>Delete Criterion 7.</p> <p>Amend Criterion 9 as follows:  9. <u>Retain and enhance existing recreation facilities (including Castlebrook High School playing fields and Pike Fold Golf Course) or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location.</u>  <del>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;</del></p> <p>Amend Criterion 10 as follows:  10. <u>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</u></p>

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			<p><del>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</del> <u>including</u> the integration and enhancement of existing features such as <del>Hollins Brook/Brightly Brook, SBI and Whittle Brook</del> <u>and Castle Brook</u>;</p> <p>Add two new criteria after criterion 10 as follows:</p> <p><u>"Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;"</u></p> <p><u>"Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent;"</u></p> <p>Delete Criterion 11.</p> <p>Delete Criterion 13.</p> <p>Delete Criterion 14.</p> <p>Delete Criterion 15.</p> <p>Modify Criterion 17 as follows:  <u>Take appropriate account of relevant heritage assets, and their settings, including 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 Grade II Listed Buildings in accordance with Policy JP-P2; and the wider historic character of the surrounding setting in accordance with the findings and recommendations of the assessment of heritage</u></p>

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			<p><del>assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process; and</del></p> <p>Add two new criteria at end of policy as follows:</p> <p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p> <p><u>“Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided”.</u></p>
MMCB3	<p>JPA1.1 Heywood/Pilsworth (Northern Gateway)</p> <p>Reasoned Justification</p>	228 229 230	<p>Modify paragraph. 11.21 as follows:</p> <p>“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 <del>700,000</del> <u>935,000</u> sqm of this will be delivered within the plan period (<del>in addition to</del> <u>including</u> the 135,000 sqm that has an extant planning permission at South Heywood).</p> <p>Insert two new paragraphs after paragraph 11.31 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“Remaining Green Belt boundaries to the south and west of the site are clearly defined by the M62 and M66 motorways. However, at present, the boundary of the Green Belt to the north of</u></p>

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			<p><u>the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.”</u></p> <p>Delete paragraph 11.33 in its entirety.</p> <p>Add two new paragraphs following paragraph 11.35 as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (3.9% of the site); sand and gravel (10.2%); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised”</u></p> <p><u>“The Natural England/Defra ‘Peaty Soils Location (England)’ layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the south-western part of the site to the north of the M60 Junction 18 Simister Island Interchange. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.”</u></p>
MMCB4	Picture 11.5 JPA1.2 Simister and Bowlee	231	Amendment to Picture 11.5 site allocation boundary to show a single site boundary as set out in GMCA26. See Annex, Map MMCB4

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	(Northern Gateway)		
MMCB5	JPA1.2 Simister and Bowlee (Northern Gateway)  Policy	231 232 233	<p>Delete the first paragraph of Policy JPA1.2 in its entirety.</p> <p>Add criterion before criterion 1 as follows:</p> <p>Development at this allocation will be required to:</p> <p><u>Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D 1 'Infrastructure Implementation', that has been agreed with the local planning authorities;</u></p> <p>Amend Criterion 1 as follows:</p> <p>1. Deliver a broad mix of around 1,550 homes to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This should include an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build <u>(subject to local demand having regard to the Councils' self-build registers and other relevant evidence)</u> and a mix of housing densities with higher densities in areas of good accessibility and potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context;</p> <p>Add new Criterion as follows:</p> <p><u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p> <p>Amend Criterion 2 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>Facilitate the required supporting transport services and infrastructure including:</del></p> <p><del>i. An upgrade of the local highways network</del></p> <p><del>ii. <u>Make provision for</u> <del>T</del>traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation <u>except by public transport</u>;</del></p> <p><del>iii. Improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and</del></p> <p><del>iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement.</del></p> <p>Delete Criterion 3.</p> <p>Amend criterion 5 to incorporate provision for secondary education (previously set out in criterion 6) as follows:  <u>“Make provision for a new two-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;</u></p> <p>Delete Criterion 6.</p> <p>Delete Criterion 8.</p> <p>Add new criteria after criterion 9 as follows:</p> <p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;</u></p> <p><u>Strengthen the boundary of the Green Belt to the north-west of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete Criterion 10.</p> <p>Delete Criterion 11.</p> <p>Amend Criterion 12 as follows:</p> <p>12. <u>Make provision for biodiversity, including taking appropriate account of</u> <del>Minimise impacts on and provide net gains for biodiversity assets within the allocation, including the Bradley Hall Farm SBI, in accordance with Policy JP-G9 'A Net Enhancement of Biodiversity and Goodiversity';</del></p> <p>Delete Criterion 13 and 14.</p> <p>Delete Criterion 15.</p> <p>Delete Criterion 16 in its entirety.</p> <p>Amend Criterion 19 as follows:</p> <p>19. <u>Take appropriate account of relevant heritage assets, and their settings, including Heaton Park, in accordance with Policy JP-P2; and</u> <del>Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their 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.</del></p> <p>Add new criterion at end of policy follows:</p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMCB6	<p>JPA1.2 Simister and Bowlee (Northern Gateway)</p> <p>Reasoned Justification</p>	234	<p>Add two new paragraphs after paragraph 11.39 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“Remaining Green Belt boundaries are clearly defined by the M60 motorway to the south-west of the site. However, at present, the boundary of the Green Belt to the north-west of the site is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.”</u></p> <p>Delete Paragraph 11.41 in its entirety.</p> <p>Add new paragraph after paragraph 11.43 as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sand and gravel (2.9%); surface coal (63.9%); and brickclay (63.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMCB7	JPA2 Stakehill Policy	235 - 237	<p>Modify criterion 1 of as follows:            1. Deliver around 150,000 sqm of high quality, adaptable, <del>employment</del> <u>industrial and warehousing</u> floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and/or other key-growth <del>the</del> <u>economic</u> sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor;</p> <p>Modify criterion 2 as follows:            2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high-quality extension to the urban area. <u>This includes making provision for affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 3 as follows:            3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1...</u></p> <p>Modify criterion 4 as follows:            4. <del>Ensure that the design of the scheme preserves or enhances the setting of</del> <u>Take appropriate account of relevant heritage assets, and their settings, including the listed St John's Church and war memorial, in accordance with policy JP-P2 in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;</u></p> <p>Modify criterion 6 of as follows:            6. Have regard to views from Tandle Hill Country Park <u>to the east which lies within Pennine Foothills (West /South Pennines) landscape character type. This should reflect and respond to the special qualities and sensitivities of the key characteristics of this landscape character type</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>in accordance with policy JP-G1 in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;</del></p> <p>Modify criterion 7 as follows:  <u>7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2. This should include improvements to the retained areas of Green Belt Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane and in the south of the site to maintain separation between the urban areas of Rochdale and Middleton;</u></p> <p>Modify to add new criterion after Criterion 7 as follows:  <u>Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognizable and likely to be permanent, in particular separating the development area and land to be retained as Green Belt to the south;</u></p> <p>Modify criterion 8 of as follows:  <u>8. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;</u></p> <p>Delete criterion 9 in its entirety.</p> <p>Delete criterion 10 in its entirety.</p> <p>Delete criterion 11 in its entirety.</p> <p>Delete criterion 12 in its entirety.</p>

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			<p>Modify criterion 15 of as follows:            Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. <u>This should include making provision for biodiversity, including taking appropriate account of the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site, in accordance with policy JP-G9. This should include good quality boundary treatment, particularly on the boundary separating the development area and land to be retained as Green Belt to the south to provide an attractive defensible Green Belt boundary;</u></p> <p>Delete criterion 16 in its entirety.</p> <p>Modify Criterion 17 of JPA2 as follows:            17. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 1,000 sqm / 50 dwellings or more;</p> <p>Modify criterion 18 as follows:            18. <u>Development of the residential element of the site will be expected to make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5. Contribute and make provision for additional primary and secondary school places to serve the development. In addition, theThis will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation will also be required;</u></p> <p>Delete criterion 19 in its entirety.</p> <p>Modify to add new criterion after criterion 20 as follows:</p>

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			<u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u>
MMCB8	JPA2 Stakehill  Reasoned Justification	237 - 239	<p>Modify paragraph 11.44 as follows:  “11.44 .... It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key <del>growth</del><u>economic</u> sectors and attract additional investment and economic activity to the area....”</p> <p>Modify to add additional paragraph between 11.47 and 11.48 of as follows:  <u>“It is important that the whole site is subject to masterplanning and design codes in order to deliver a comprehensive scheme. Given the size of the allocation, a single masterplan or design code may not be necessary. However, where more than one masterplan or design code is produced these should demonstrate how they relate to masterplans/design codes for adjoining areas in order to deliver a high-quality development across the whole site.”</u></p> <p>Modify paragraph 11.49 as follows:  “11.49 The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. <u>A proportion of the site to the south is also to be retained as Green Belt. Much of the allocation is contained by permanent, physical boundaries. However, all the Green Belt boundaries, particularly the southern boundary, should utilise existing landscape features and incorporate high quality boundary treatment to provide an attractive defensible Green Belt boundary.</u></p> <p><u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation also provide an opportunity to</u></p>

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			<p><u>provide compensatory improvements to the environmental quality and accessibility of retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). The area of Green belt retained in the south also allows for the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network reflecting its ‘green’ employment park setting.”</u></p> <p><u>“...Whilst the development does not encroach into the areas around Tandle Hill Country Park, which lies within Pennine Foothills (West /South Pennines) landscape character area, the ....</u>  <u>...The site does include areas of biodiversity in the form of Sites of Biological Importance, including ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.”</u></p> <p>Modify paragraph 11.52 as follows:  <del>“11.52 It is considered that by 2040 these developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. 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 to ensure that development close to the canal is designed sensitively to the protected habitat.”</del></p> <p>Modify to add new paragraph after paragraph 11.55 as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sand and gravel (97.5%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent</u></p>

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			<p><u>minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p> <p>Modify to delete paragraph 11.50 in its entirety.</p>
MMCB16	Para 11.58	240	<p>Modify the first and second sentences of para 11.58 as follows:            In the future the Location will also benefit from HS2 NPR which is one of the most significant transport infrastructure projects in the UK over recent decades and together with Northern Powerhouse Rail (NPR) will provide high speed rail <u>improving</u> connections to London via Birmingham and <u>between from</u> the cities of the north. The economic benefits of HS2 and NPR will support existing businesses...</p>

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MMCB9	Picture 11.7 JPA 3 Medipark/ Timperley Wedge	242	Modify the proposed Green Belt boundary to retain ponds at Davenport Green Site of Biological Importance (SBI) within the Green Belt located in the centre of the site between the rural park and the development. Map 11.7 JPA 3 to be amended accordingly. See Annex 3, see Map MNCB9
MMCB10	Para 11.59 (Medipark/ Timperley Wedge)	241	Modify paragraph 11.59 to delete third sentence, as follows: <del>“The Global Logistics (Policy JP Allocation 10 'Global Logistics') allocation for B2/B8 will meet a different but complementary need to.”</del> Modify paragraph 11.59, as follows: <del>“...The development at Medipark, with more will accommodate specialist knowledge-based businesses, while and the Timperley Wedge allocation will provide serve with office employment land the B1 Employment.”</del>
MMCB11	JPA3.1 Medipark Policy	242	Modify criterion 1 of Policy JPA3.1, as follows: “1. Deliver about 86,000 sqm <del>B4-</del> <u>Class E (g)</u> focused floorspace;”  Modify criterion 2 of Policy JPA3.1 as follows: “2. Development should be configured to take advantage of transport infrastructure in the area including <del>the need to accommodate and contribute to the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;</del>  Modify criterion 3 of Policy JPA3.1 as follows: “3. Deliver a new spine road through the site with connections to the existing road network <u>and JP3.2 Timperley Wedge.</u>  Modify policy JPA3.1 by deleting criterion 4 and 5 as follows:



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			<p>4. <del>Facilitate improvements to the surrounding Strategic, Primary and Local Road Networks, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;</del></p> <p>5. <del>Improve access to the site by providing links to local cycling and walking networks where appropriate;</del> and replace with: <u>New criterion.</u> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D, in accordance with policy JP-C7.</u></p> <p>Modify policy JPA3.1 by deleting criterion 7 as follows: 7. <del>Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field</del></p> <p>and replace with: <u>New criterion. Take appropriate account of relevant heritage assets and their settings, including the listed buildings of Newall Green, in accordance with Policy JP P2</u></p> <p><u>and</u> <u>7. Take appropriate account of the adjacent playing field in accordance with policy JP-P7</u></p> <p>Modify policy JPA3.1 criterion 8 as follows: "8. <del>Incorporate suitable site mitigation to account for</del> <u>Take appropriate account of</u> the historic landscape features within the site; <del>and</del>"</p> <p>Modify policy JPA3.1 criterion 9 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“9. Reflect the sequential approach to</del> <u>Provide a flood risk management strategy</u>, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure; <u>and</u>”</p> <p>Modify policy JPA3.1 by adding the following new criterion:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2.”</u></p>
MMCB17	Para 11.62	243	<p>Modify the last sentence of para 11.62 as follows: The proposed arrival of <del>HS2</del> <u>NPR</u>, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.</p>
MMCB12	Picture 11.9 JPA3.2 Timperley Wedge	244	<p>Modify the proposed Green Belt boundary to retain ponds at Davenport Green Site of Biological Importance (SBI) within the Green Belt located in the centre of the site between the rural park and the development. Picture 11.9 JPA 3.2 Timperley Wedge will be modified accordingly. See Annex 3, see Map MMCB12</p>
MMCB13	Picture 11.10 JPA3.2 Timperley Wedge	245	<p>Modify title of Picture 11.10 to read: <i>Timperley Wedge <u>Indicative</u> Allocation <del>Policy</del> Plan</i></p> <p>Modify Picture 11.10 in the key to read: "Manchester Airport <del>HS2</del> <u>NPR</u> Station"</p> <p>See Annex 3, see Map MMCB13</p>

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MMCB14	JPA3.2 Timperley Wedge  Policy	244-249	<p>Modify Criterion 1 as follows: Be in accordance with a <del>Masterplan or SPD</del> <u>that has been developed in consultation with the local community and other stakeholders, and approved agreed</u> by the Local Planning Authority. <u>The Masterplan must include a robust phasing and delivery strategy, as required by policy JP-D1. This will be prepared in partnership with key stakeholders and to ensure the whole allocation site is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure;</u></p> <p>Modify Criterion 2 as follows: 2. Deliver around 2,500 homes of which 1,780 will be in the plan period as set out <u>in the Indicative Allocation Policy Plan (Picture 11.10);</u></p> <p>Delete Criterion 4 in its entirety.</p> <p>Modify JPA3.2 as follows: 5. ... Davenport Green Metrolink stop and the <del>HS2/</del> NPR Manchester Airport station;</p> <p>Modify Criterion 7 as follows: 7. Make <del>specific</del> <u>appropriate</u> provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;</p> <p>Modify Criterion 8 as follows: 8. Deliver around 60,000 sqm <del>E (g(i))</del> <u>B1</u> office employment land within a mixed employment residential area set out in the <u>Indicative Allocation Policy Plan (picture 11.10)</u> of which <del>4530,000</del> <u>sqm</u> will be in the Plan period;</p> <p>Delete Criteria 9 - 12 in their entirety.</p> <p>Modify criterion 13 of Policy JPA3.2 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car; Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7:</del></p> <p>Modify Criterion 15 as follows: 15. Accommodate <del>and contribute to</del> the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s);</p> <p>Modify Criterion 16 as follows: 16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space <u>as well as and provision for future bus-priority infrastructure rapid transit</u> to improve east west connections between Altrincham and Manchester Airport;</p> <p>Delete Criterion 17 in its entirety.</p> <p>Modify Criterion 18 as follows: 18. Provide a new local centre <u>comprising a range of shops and services to meet local needs with convenience shopping facilities as a hub for local services in the region of 3,000-sqm of retail floorspace</u> close to the Davenport Green stop of the Metrolink Western Leg extension;</p> <p>Modify criterion 19 of Policy JPA3.2 as follows: <del>19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places; Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development (where appropriate) and make provision for a new primary school, located close to the local centre, in accordance with JP-P5;</del></p>

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			<p>Delete Criterion 20 in its entirety.</p> <p>Modify Criterion 21 as follows:            21. <del>Create defensible</del> <u>Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent; utilising, where appropriate, existing landscape features;</u></p> <p>Modify Criterion 22 as follows:            22. <del>Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt land;</del> <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify Criterion 23 as follows:            23. Provide a significant area of enhanced and <u>publicly</u> accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on the <u>Indicative Allocation Policy Plan (picture 11.10)</u>, ensuring protection of heritage assets in this area;</p> <p>Modify Criterion 24 of Policy JPA3.2 as follows:            24. Create wildlife corridors and steppingstone habitats within the development areas to support nature recovery networks, provide ecosystem services and <u>publicly</u> accessible green infrastructure. Including <u>the following green links which will be defined through the Masterplan and Trafford Local Plan</u></p> <ul style="list-style-type: none"> <li>i. From Clay Lane through to Brooks Drive and Fairywell Brook</li> <li>ii. Through Davenport Green Ponds SBI to Medipark</li> </ul> <p>Modify Criterion 25 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space <del>standards</del> <u>policies</u>, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas, outdoor sports pitches and allotment plots, ensuring arrangements for their long-term maintenance;</p> <p>Modify Criterion 26 as follows:  26. <del>Protect Manor Farm identified in the Indicative Allocation Policy Plan (picture 11.10) and promote its</del> <u>enhance its sports facilities to meet local needs use for future sports provision including, where appropriate, new access and car parking;</u></p> <p>Modify Criterion 27 as follows:  27. <del>Promote improvements to</del> <u>Accommodate land for leisure facilities (Use Class E(d) and F2 (c)) at Hale Country Club as identified on the Indicative Allocation Plan (picture 11.10);</u></p> <p>Add new Criterion after Criterion 27, as follows:  <u>Seek to relocate Bowdon Rugby Club either within or in close proximity to the allocation and redevelop the existing Rugby Club site for residential use as shown on the Indicative Allocation Plan (picture 11.10)</u></p> <p>Modify Criterion 28 as follows:  28. <del>Protect and enhance natural environment assets within the site and surrounding areas including SBIs, woodland and hedgerows;</del> <u>Make provision for biodiversity, including taking appropriate account of the Ponds at Davenport Green and Davenport Green Wood SBIs, in accordance with Policy JP-G9;</u></p> <p>Delete Criterion 29 in its entirety.</p> <p>Modify Criterion 30 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status <del>as required under having regard to</del> the North West River Basin management plan (2019);</p> <p>Modify Criterion 33 as follows:  33. Ensure new development is place-led, <del>creative and contextual in its response,</del> respecting the local character, <u>heritage</u> and positive local design features of the area;</p> <p>Delete Criterion 34 in its entirety.</p> <p>Modify Criterion 36 as follows:  36. <del>Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020 in the Plan's evidence base and any updated (HIA) submitted as part of the planning application process;</del> <u>Take appropriate account of relevant heritage assets and their settings, including the Deer Park, listed buildings and areas of high archaeological potential in the south west of the site, in accordance with Policy JP-P2;</u></p> <p>Delete Criteria 37-41 in their entirety.</p> <p>Modify Criterion 42 of Policy JPA3.2 as follows:  42. Mitigate flood risk and surface water management issues <del>including provision of SUDS through the design and layout of development in accordance with an allocation wide flood risk, foul and surface water management strategy; which forms part of the Masterplan/delivery strategy (Criterion 1) The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD</del></p>

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			<p>Delete Criteria 43-45 in their entirety.</p> <p>Modify Criterion 46 as follows:            46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and HS2/NPR corridor <del>in line with Environmental (Noise) Regulations;</del></p> <p>Modify subtitle before criterion 47 as follows:            Safeguarded Land – <del>HS2 Growth Area</del></p> <p>Modify Criterion 47 as follows:            47. The land identified to the south and west of the <u>proposed HS2 NPR Airport station</u> as shown on the <u>Indicative Allocation Policy Plan</u>, although removed from the Green Belt, <u>it is safeguarded and is not allocated for development at the present time;</u></p> <p>Modify Criterion 48 as follows:            48. <del>The land is safeguarded in accordance with Policy JP-G 11 "Safeguarded Land";</del> <u>Permanent development of this land will only be permitted following an update to a plan that proposes its development; and</u></p> <p>Modify Criterion 49 as follows:            49. Any future allocation <u>should have regard is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated and/or superseded)</u> as part of a plan review. <del>And it should only be developed after completion of</del></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>development set out in the Timperley Wedge masterplan and following the delivery of HS2 Airport station; and</p> <p>Delete Criterion 50 in its entirety.</p>
MMCB15	<p>JPA3.2 Timperley Wedge</p> <p>Reasoned Justification</p>	250-254	<p>Modify paragraph 11.64 as follows: 11.64 Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan/SPD which provides a framework for the sustainable delivery of a new community at Timperley Wedge.</p> <p>Add new paragraphs after paragraph 11.64 as follows <u>All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan and delivery strategy together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required, which will be linked to the development trajectory.</u></p> <p>Modify the reasoned justification of JPA3.2 as follows:</p> <p><u>Approximately 700 new residential units and 30,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 safeguarding area and therefore is expected to be unavailable for a temporary period whilst the route, new Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 the new Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The area of land required for construction may be altered as details of NPR proposals are confirmed. However, delivery of development is not dependent on NPR and in</u></p>

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			<p><u>the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.</u></p> <p>Modify paragraph 11.65, first sentence as follows:  11.65 The Timperley Wedge allocation will deliver around 1,7<u>8</u>00 homes in the plan period and around 2,500 in total.</p> <p>Modify penultimate sentence of para 11.65 as follows:  ...between the Local Centre and the <del>HS2</del> NPR Airport Station.</p> <p>Modify paragraph 11.68, first sentence as follows:  Employment development will deliver around <u>153</u>0,000 sqm in the plan period and 60,000 sqm in total.</p> <p>Modify paragraph 11.69, as follows:  11.69 The area is close to areas of deprivation, including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. <del>Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.</del></p> <p>Delete paragraphs 11.70 – 11.71 in their entirety.</p> <p>Modify the reasoned justification to Policy JPA3.2 at paragraph 11.73, as follows:  11.73 The road network currently consists of country lanes which are unable to support the proposed development but <u>which</u> will be enhanced to <u>provide</u> <del>promote them as</del> cycling and</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>walking routes <u>and thereby</u> promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus <u>priority infrastructure rapid transit</u> and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. <del>The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.</del></p> <p>Modify the penultimate sentence of the new paragraph after 11.77 as follows:</p> <p><u>The new Green Belt boundary is defined by existing features, where possible, and there is also a requirement to strengthen the boundary as part of the development. The majority of the boundary is defined by existing roads and hedgerows. There is a particular need to strengthen the boundary which borders the rural park and also the safeguarded land boundary. The western boundary of the safeguarded land area will be defined by woodland planting and the eastern boundary by the Airport Station and associated infrastructure. It is therefore not currently identified by existing features.</u></p> <p>Modify paragraph 11.79 as follows:  11.79 <u>The allocation contains Bowdon Rugby Club along Clay Lane, which is identified as suitable for residential development. As part of the development proposals, the club is intending to relocate and improve its facilities within the Timperley Wedge area and it may be</u></p>

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			<p>appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.</p> <p>Modify paragraph 11.81 as follows: 11.81 Hale Country Club is looking to make improvements to its leisure facilities (<u>Use Class E(d) and F2(c)</u>) creating job opportunities and providing a higher quality of leisure experience for local communities.</p> <p>Modify paragraph 11.84 as follows: 11.84 Development will need to set a new high quality design standard for this area and should draw upon the guidance in <del>the Council's adopted</del> <u>relevant Design Guides and codes</u>. Specific parameters for the development of the site will be set out in the Masterplan /SPD.</p> <p>Modify paragraph 11.87, as follows: 11.87 Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. <del>The Brooks currently have a rating of 'moderate' under the North West River Basin Management Plan (2019), the development should seek opportunities to improve this to 'good'.</del></p> <p>Delete paragraphs 11.90 – 11.91 in their entirety.</p> <p>Modify "HS2" to "<u>NPR</u>" in para 11.92</p> <p>Modify subtitle before para 11.93 as follows: Safeguarded Land – HS2 <u>NPR</u> Growth Area</p>

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			<p>Modify all “HS2” references in para 11.93 to “NPR”.</p> <p>Modify the first and second sentences of paragraph 11.93 as follows:  11.93 The Greater Manchester <del>HS2/NPR</del> Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the <u>proposed HS2 NPR</u> Airport station. The exceptional circumstances for taking <del>this</del> <u>the safeguarded land</u> out of the Green Belt are directly related to the potential this land has to capitalise directly on the economic benefit brought by <del>HS2</del> <u>NPR</u>.</p> <p>Modify para 11.94 as follows:  <del>In the longer term this area may also benefit from Northern Powerhouse Rail (NPR) (or an equivalent project) which NPR will include the delivery of fast east west rail connections across the north...</del></p> <p>Modify the first sentence of paragraph 11.95 as follows:  11.95 The area around the <u>proposed</u> Manchester Airport <del>HS2</del> <u>NPR</u> Station has been removed from the Green Belt but will only be considered a sustainable location after delivery of HS2 Airport Station.</p> <p>Modify paragraph 11.96 as follows:  11.96 As part of the delivery of <del>HS2</del> <u>NPR</u> a substantial landscaped screen / buffer will form a boundary to this land and housing on Brooks Drive and will form the new Green Belt boundary.</p>

## Chapter Eleven- Strategic Allocations in Bolton Proposed Main Modifications

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MMBo1	Picture 11.11 Bolton District Overview	255	Modify picture to reflect modifications elsewhere in the plan, Modify the overview map to show the updated site boundary for the baseline housing land supply site Lower Leaches Farm that has planning permission for one dwelling and is within the boundary of JPA6: West of Wingates/ M61 Junction 6. See Annex 3, Map MMBo1
MMBo2	JPA4 Bewshill Farm Policy	256	<p>Modify criterion 3 of policy JPA4, as follows:  <del>3. Contribute to the existing Logistics North local link demand responsive transport service</del>  <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; and</u></p> <p>Add a new criterion to policy JPA4 as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and</u></p> <p>Add a new criterion to policy JPA4 as follows:  <u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBo3	JPA4 Bewshill Farm Reasoned Justification	256	<p>Add new reasoned justification as follows:  <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new reasoned justification as follows:  <u>The allocation is identified as containing Mineral Safeguarding Areas for sandstone (98.8% of the site); surface coal (98.8%); and brickclay (98.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>
MMBo4	JPA5 Chequerbent North  Policy	257	<p>Modify criterion 3 of policy JPA5 as follows:  <del>3. Provide good quality access to the site by motor vehicle, public transport, walking and cycling</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify criterion 4 of policy JPA5, as follows:  <del>4. Provide financial contribution to mitigate</del> <u>Mitigate</u> impacts on the <del>Local Road Network</del> <u>Highway Network</u> including <u>any necessary</u> improvements to Chequerbent roundabout <u>and/or</u> other improvements identified through a transport assessment;</p> <p>Modify criterion 5 of policy JPA5, as follows:  <del>5. Require</del> <u>Provide</u> high quality landscaping particularly to the west along Snyderdale Way and to the north along the M61; trees and hedgerows along the eastern boundary should be retained for screening;</p> <p>Add new criterion to policy JPA5 as follows:  <u>Take appropriate account of relevant heritage assets, and their settings, including Chequerbent Embankment Scheduled Monument, in accordance with policy JP-P2;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new criterion to policy JPA5 as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and</u></p> <p>Add a new criterion to policy JPA5 as follows:  <u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBo5	JPA5 Chequerbent North  Reasoned Justification	258	<p>Add new reasoned justification as follows:  <u>Chequerbent Embankment, which runs along the eastern boundary of the allocation, was designated as a Scheduled Monument in February 2022. Any development would need to consider the impact on Chequerbent Embankment, and its setting, including through a Heritage Impact Statement.</u></p> <p>Add new reasoned justification as follows:  <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u></p> <p>Add new reasoned justification as follows:  <u>The allocation is identified as containing Mineral Safeguarding Areas for surface coal (99.8%); and brickclay (99.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure</u></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<u>that specific mineral resources of local or national importance are not unnecessarily sterilised.</u>
MMBo6	JPA6 West of Wingates /M61 Junction 6  Policy	259	<p>Modify criterion 1 of policy JPA6, as follows: 1. Provide a location for around 440,000 sqm of <u>employment industrial and warehousing</u> floorspace, <del>consisting of a mix of large-scale warehousing and advanced manufacturing;</del></p> <p>Modify criterion 2 of policy JPA6, as follows: 2. Be in accordance with <del>an agreed a</del> comprehensive masterplan <u>agreed by the local planning authority</u> that shows phasing within the site, and which areas should or should not be developed, <u>in accordance with policy JP-D1;</u></p> <p>Delete criterion 3 of policy JP6AP in its entirety</p> <p>Delete criterion 4 of policy JP6AP in its entirety</p> <p>Delete criterion 5 of policy JP6AP in its entirety</p> <p>Replace with new criterion as follows: <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify criterion 6 of policy JPA6, as follows: 6. Ensure that the siting and scale of buildings <u>and the landscape planting scheme</u> minimises <del>the impact on long range views and that a high quality scheme of landscaping is implemented to minimise</del> the prominence of the development and its impact upon the surrounding landscape <u>and views;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 7 of policy JPA6 and insert a new criterion as follows:            7. <del>Protect the Site of Biological Importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts. Make provision for biodiversity, including taking appropriate account of Four Gates Site of Biological Importance, in accordance with policy JP-G9;</del></p> <p>New criterion: <u>Make provision for green and blue infrastructure including, where practicable, the retention and enhancement of existing woodland, hedgerows and ponds in accordance with policy JP-G2;</u></p> <p>Insert a new criterion to policy JPA6, as follows:  <u>Define and strengthen the boundaries of the Green Belt around the site, particularly at Westhoughton Golf Course, such that they will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Insert a new criterion to policy JPA6, as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 8 of policy JPA6 in its entirety</p> <p>Modify criterion 9 of policy JPA6, as follows:            9. Ensure that there is no undue adverse impact of light, <del>air and noise</del> pollution from the development and its associated operations; <del>and</del></p> <p>Add a new criterion to policy JPA6 after existing criterion 10 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBo7	JPA6 West of Wingates / M61 Junction 6  Reasoned Justification	259	<p>Modify paragraph 11.103 of the reasoned justification, as follows:  <del>11.103 Development would require a new road across the site and to the north to link with junction 6 of the M61. The development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton. Where practicable development should protect the alignment of a sustainable transport corridor running from Westhoughton, through Bowlands Hey, across the site to the A6 and to the north to link with the De Havilland Way corridor and junction 6 of the M61. This transport corridor should be focused on sustainable and active transport. There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.</del></p> <p>Insert new reasoned justification, as follows:  <u>The proposed Green Belt boundary consists of the A6 Chorley Road, the B5239 Dicconson Lane, the former railway line and Westhoughton golf course. At Westhoughton golf course opportunities should be taken to reinforce the new Green Belt boundary.</u></p> <p>Insert new reasoned justification, as follows:  <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Insert new reasoned justification, as follows:  <u>The allocation is identified as containing Mineral Safeguarding Areas for sandstone (11.5% of the site); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>

## Chapter Eleven- Strategic Allocations in Bury Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMBu1	Picture 11.15 Bury District Overview	260	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMBu1
MMBu2	Picture 11.16 JPA7 Elton Reservoir	261	Modify Picture 11.16 to reflect proposed change to the boundary of the retained Green Belt within the Elton Reservoir site. See Annex 3, Map MMBu2
MMBu3	JPA7 Elton Reservoir Policy	261 262 263	<p>Amend JPA7 (1<sup>st</sup> paragraph) as follows: Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been <del>previously</del> approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. <del>This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.</del></p> <p>Modify criterion 1 as follows: “Deliver a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (<u>subject to local demand as set out in the Council’s self-build register</u>) and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around <del>1,900</del> <u>2,100</u> of these homes will be delivered during the plan period;</p> <p>Modify bullet point 2.iii. as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>iii. Other <u>new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7; and off-site highway works where these are necessary to ensure acceptable traffic movement, including works in and around Radcliffe town centre</u></p> <p>Modify the last paragraph in bullet point 2 as follows: Residential development within the allocation will be <u>controlled to ensure that the rate of housing delivery is coordinated with the implementation of the above infrastructure (or key elements of it) limited until the above infrastructure (or key elements of it) is implemented as necessary mitigation</u></p> <p>Delete criterion 3 and 4.</p> <p>Amend criterion 6 as follows: 6. Make provision for two new two-form entry primary schools to meet <u>the needs generated by the development of the prospective school-aged residents, in accordance with policy JP-P5;</u></p> <p>Amend criterion 7 as follows: 7. Make provision for a new secondary school <u>or, in the event that secondary school provision is delivered in an alternative way, make a financial contribution towards secondary school provision to meet the needs generated by the development of the prospective school-aged residents, in accordance with policy JP-P5;</u></p> <p>Amend criterion 8 as follows: 8. Make provision for <u>two</u> new local centres in accessible locations which include a range of appropriate retail, health and community facilities <u>required to serve purely local needs</u> and ensure they are integrated with existing communities;</p> <p>Delete criterion 9.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Amend criterion 11 as follows:</p> <p><u>11. Make provision for the replacement of existing recreation space at Warth Fold that is equivalent or better in terms of quantity and quality and in a suitable location; Make provision for recreational facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;</u></p> <p>Amend criterion 12 as follows:</p> <p>12. Provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the sites 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 <u>including</u> the enhancement and the integration of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal to create an extensive recreation, tourism and leisure asset;</p> <p>Add new criterion after criterion 12, as follows:</p> <p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the site in accordance with Policy JP-G2;</u></p> <p>Add new criterion after criterion 12, as follows:</p> <p><u>Define and/or strengthen the boundaries of the retained area of Green Belt within the site such that it will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Amend criterion 13 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>13. Minimise impacts on and provide net gains for biodiversity assets within the allocation, including the <u>Make provision for biodiversity, including taking appropriate account of SBIs at Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goit; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands</u> in accordance with Policy JP-G 9 'A-Net Enhancement of Biodiversity and Geodiversity';</del></p> <p>Delete criterion 15.</p> <p>Delete criterion 16.</p> <p>Amend criterion 17 as follows:</p> <p><del>17. <u>Take appropriate account of relevant heritage assets, Protect and, where appropriate, enhance heritage and archaeological assets</u> and their setting, including the Old Hall Farmhouse Grade II <del>†</del>Listed <del>h</del>Building in accordance with Policy JP-P2; and wider historic character of the surrounding area, 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.</del></p> <p>Add new criterion as follows:</p> <p><u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBu4	JPA7 Elton Reservoir	263 265	<p>Amend the second sentence of paragraph 11.105 as follows:</p> <p>“...Although the allocation has the capacity to deliver a total of around 3,500 new homes, it is anticipated that around <del>2,100</del> 4,900 of these will be delivered within the plan period...”</p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p>Modify by including two new paragraphs after 11.111 to supplement new criteria (above), as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). A significant corridor of land through this site is retained as Green Belt and this should be the focus of compensatory improvements.”</u></p> <p><u>“There is a need to define and/or strengthen the Green Belt boundary utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</u></p> <p>Modify by including new paragraph after 11.114 as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (15.5% of the site); sand and gravel (40.2%); surface coal (96.2%); and brickclay (96.2%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMBu5	JPA8 Seedfield Policy	266 267	<p>Modify criterion 2 as follows:</p> <p><u>2. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>Make necessary improvements to local highway infrastructure to facilitate appropriate access to the allocation and incorporate enhancements to public transport, pedestrian and cycle routes in the area;</del></p> <p>Delete criterion 4.</p> <p>Modify criterion 6 as follows:</p> <p>6. Retain and enhance <u>existing recreation facilities and/or replace, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location;</u> <del>existing recreation facilities and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements</del></p> <p>Amend Criterion 7 as follows:</p> <p>7. Retain and enhance the wildlife corridor and green infrastructure <del>elements</del> to the west and south of the allocation and introduce appropriate mitigation measures <del>to provide health benefits to residents as well as creating a visually attractive environment</del> in accordance with Policy JP-G 2 'Green Infrastructure Network' and <del>Policy JP-G 8 'Standards for Greener Places;</del></p> <p>Delete criterion 8</p> <p>Delete criterion 9 and 10.</p> <p>Delete criterion 11.</p> <p>Add new criterion at end of policy as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and</u></p> <p>Add new criterion at end of policy as follows:</p> <p><u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBu6	JPA8 Seedfield  Reasoned Justification	267  268	<p>Amend Paragraph 11.116 as follows:</p> <p>Around 50% of the allocation is previously-developed and a large part of the remaining land is used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision <u>in the event that the to off-set the loss of the existing playing fields within the allocation are to be lost to development.</u> It will be is important that the replacement provision <del>is</del> <u>should be accessible, be of an equivalent or better quantity and quality and laid out and usable prior to the commencement of any development on the existing playing fields within the Seedfield allocation.</u></p> <p>Add new paragraph after paragraph 11.116 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add new paragraph after paragraph 11.118, as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (5.4% of the site); sand and gravel (36.4%); surface coal (64%); and brickclay (64%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMBu7	JPA9 Walshaw  Policy	269 270 271	<p>Amend first paragraph as follows:</p> <p>Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been <del>previously</del> approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. <del>This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.</del></p> <p>Amend criterion 1 as follows:</p> <p>1. Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing (<u>subject to local demand as set out in the Council’s self-build register</u>);</p> <p>Delete criterion 2 and replace with new criterion as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Make provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards;</u></p> <p>Delete criterion 3 and replace with new criterion as follows:</p> <p><u>Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane;</u></p> <p>Delete criterion 4 and replace with new criterion as follows:</p> <p><u>Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p> <p>Modify criterion 6 as follows:</p> <p><u>Make provision for a new one-form entry primary school <del>within the allocation</del> and make financial contributions for off-site additional secondary school provision to accommodate additional demand on school places meet needs generated by the development in accordance with Policy JP-P5;</u></p> <p>Delete criterion 7.</p> <p>Amend criterion 8 as follows:</p> <p>8. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities <u>required to serve purely local needs</u> and ensure that it is integrated within existing communities;</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 9.</p> <p>Amend criterion 11 as follows:</p> <p>11. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation <del>to provide health benefits to residents to create a visually attractive environment and provide linkages to the sites 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</del> including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks;</p> <p>Add two new criteria after criterion 11 as follows:</p> <p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;</u></p> <p><u>Define and/or strengthen the boundaries of the Green Belt to the south-east of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Delete criterion 12.</p> <p>Delete criterion 13 and 14.</p> <p>Delete criterion 15.</p> <p>Amend criterion 16 as follows:</p> <p>16. <u>Take appropriate account of relevant heritage assets, Protect and, where appropriate, enhance heritage assets and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2; and the findings and recommendations of the</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>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.</del></p> <p>Add new criterion at end of policy as follows:</p> <p><u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBu8	JPA9 Walshaw  Reasoned Justification	272	<p>Modify by adding two new paragraphs after paragraph 11.125 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</u></p> <p>Add new paragraph after paragraph 11.127, as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (6.3% of the site); sand and gravel (9.8%); surface coal (94.3%); and brickclay (94.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<u>subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u>



## Chapter Eleven- Strategic Allocations in Manchester Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMM1	Picture 11.19 Manchester District Overview	273	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary and removal of JPA10. See Annex 3, Map MMM1
MMM2	JPA10 Global Logistics	273-275	Delete JPA10 Global Logistics and its associated reasoned justification in its entirety.

## Chapter Eleven - Strategic Allocations in Oldham Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMO1	Picture 11.21 Oldham District Overview	276	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMO1
MMO2	JPA12 Beal Valley  Policy	277- 279	<p>Modify criterion 1 of Policy JPA12, as follows:            “Be in accordance with a comprehensive masterplan and-design code as agreed by the local planning authority. <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;</u>”</p> <p>Modify criterion 2 of Policy JPA12, as follows:            “Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing <u>and affordable homes in accordance with relevant local plan requirements;</u>”</p> <p>Delete criterion 3 of Policy JPA12 in its entirety.</p> <p>Modify criterion 4 of Policy JPA12, as follows:            “Provide for appropriate access points to and from the site in liaison with the local highway authority;. <u>The main point of access will be from Oldham Road (directly into the allocation)</u> linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;“</p> <p>Modify criterion 5 of Policy JPA12, as follows:            “Safeguard a <u>an accessible route for walking and cycling connections</u> from the proposed spine road through the northern part of the site.....”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 6 of Policy JPA12, in its entirety.</p> <p>Modify criterion 7 of Policy JPA12, as follows:  <del>“Contribute</del> <u>Provide a proportionate and evidence-based contribution</u> to the delivery of the new Metrolink stop and...”</p> <p>Modify criterion 8 of Policy JPA12, as follows:  <del>“Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, as part of the multi-functional green-infrastructure network to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;”</del></p> <p>Add a new criterion after criterion 8 to policy JPA12, as follows:  <u>“Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</u></p> <p>Modify criterion 9 of Policy JPA12, as follows:  <del>“Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines; Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;”</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 10 of Policy JP12, as follows:  <del>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2.”</del></p> <p>Modify criterion 11 of Policy JPA12, as follows:  <del>“Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;”</del></p> <p>Modify criterion 12 of Policy JPA12, as follows:  <del>“Make provision for Retain and enhance the hierarchy of biodiversity, including taking appropriate account of within the site, notably the existing Shawside SBI, including areas of areas of priority habitats, including Deciduous Woodland and Lowland Fens, and the Twingates local nature reserve, in accordance with policy JP-G9; following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;”</del></p> <p>Delete criterion 13 of JPA12 in its entirety.</p> <p>Add a new criterion after criterion 12 to JPA12, as follows:  <u>“Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p>

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			<p>Modify criterion 14 of Policy JPA12, as follows:  <del>“Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve ‘good status’ as proposed under the EU Water Framework Directive;”</del></p> <p>Modify criterion 15 of policy JPA12, as follows:  <del>“Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the expansion and/or improvement of existing facilities at Heyside Cricket Club, commensurate with the demand generated in accordance with relevant local planning policy requirements; This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;”</del></p> <p>Modify criterion 16 of Policy JPA12, as follows:  <del>“<u>Make provision for onsite, and/or financial contributions towards</u> <del>Contribute to</del> <u>offsite, additional primary and/or secondary school provision places to meet needs generated by the development, the increased demand that will be placed on existing primary and secondary school provision within the area in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation,</u> either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;”</del></p> <p>Delete criterion 17 of Policy JPA12 in its entirety.</p> <p>Modify criterion 18 of Policy JPA12, as follows:  <del>“Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; <u>Take</u></del></p>

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			<p><u>appropriate account of relevant heritage assets, and their settings, including the listed buildings of Birshaw House and New Bank, in accordance with policy JP-P2;</u></p> <p>Delete criterion 19 of Policy JPA12 in its entirety.</p> <p>Add a new criterion at the end of the policy (after criterion 22), as follows:  <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO3	JPA12 Beal Valley  Reasoned Justification		<p>Modify paragraph 11.133 of the reasoned justification for JPA12, as follows:  <u>“The main points of access will be from Oldham Road (directly into the allocation) and from Meek Street or Moss Lane Ripponden Road to the south and east (as part of the Broadbent Moss allocation), and Oldham Road to the north of New Bank House. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists. A network of accessible walking and cycling routes will be provided through the site and a route through The route of the section in the northern part of the site is to be safeguarded and offers the opportunity to address traffic and congestion issues within provide sustainable and active travel options for movement to and from Shaw Town Centre, whilst enhancing accessibility and connectivity. Development of this northern part of the site will have highway access linking to the adjoining existing local road network.”</u></p> <p>Modify paragraphs 11.134 and 11.135 for JPA12, as follows:</p>

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			<p>“It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide for:</p> <p>a. <del>new and/or improved</del><u>ment of existing open space, sport and recreation facilities; as well as</u></p> <p>b. <del>additional school places through the expansion of existing facilities or provision of new school facilities; and</del></p> <p>c. <del>provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant</del></p> <p><del>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.</del></p> <p>Insert a new paragraph after paragraph 11.136 of the reasoned justification for JPA12, as follows:  <u>“Deciduous Woodland and Lowland Fen priority habitats are located in the northern part of the allocation.”</u></p> <p>Modify paragraph 11.137, as follows:  “<del>The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature. For these sites, net gains can be applied to Green Infrastructure, priority habitats</del>  <u>Deciduous Woodland, Lowland Fen and Protected Species.</u> The development of the two allocations should include partnership work with appropriate bodies, to ensure that they contribute towards a wider ecological network approach.”</p> <p>Add new paragraph to the policy reasoned justification after paragraph 11.138, as follows:</p>

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			<p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Delete paragraph 11.139, as follows:  <del>“Deciduous Woodland is located north of the site, to the east of Shaw Side. Deciduous Woodland is a Priority Habitat, listed under Section 41 the NERC Act 2006. Lowland Fen Priority Habitat is located outside the site boundary, buffering the western edge of the site.”</del></p> <p>Modify paragraph 11.140 of the reasoned justification, as follows:  <del>“Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</del></p> <p>Modify paragraph 11.141 of the reasoned justification, as follows:  <del>“Development should conserve heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020) The site includes Duke Mill, an undesignated heritage asset. Development proposals should have regard to the findings and recommendations of the Oldham Mills Strategy. Relevant heritage assets and their settings, including the listed buildings of Birshaw House and New Bank and Duke Mill, an undesignated heritage asset identified in the Oldham Mill Strategy, will need to be taken account of where appropriate.”</del></p>



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			<p>Add new paragraph to the policy reasoned justification after paragraph 11.143, as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (77.3% of the site); sand and gravel (11.9%); sandstone (2.4%) and surface coal (77.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMO4	<p>JPA13  Bottom Field Farm  (Woodhouses)   Policy</p>	282 - 283	<p>Modify criterion 1 of Policy JPA13, as follows:  <u>“Deliver around 30 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;”</u></p> <p>Delete criterion 2 of Policy JPA13 in its entirety.</p> <p>Modify criterion 3 of Policy JPA13, as follows:  <del>“Provide for appropriate access to and from the site in liaison with the local highway authority and take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site; Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; “</del></p> <p>Delete criterion 4 of Policy JPA13 in its entirety.</p> <p>Modify criterion 5 of Policy JPA13, as follows:  <del>“Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys; Reflect and respond to the</del></p>

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			<p><u>special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;</u></p> <p>Delete criterion 6, 7, 8 and 9 of Policy JPA13 in their entirety.</p> <p>Modify criterion 10 of Policy JPA13, as follows:  <del>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;</del> <u>Define and/or strengthen the boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u>”</p> <p>Modify criterion 11 of Policy JPA13, as follows:  <del>“Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;</del> <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u>”</p> <p>Modify criterion 12 of Policy JPA13, as follows:  <del>“Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority</del> <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;</u> –</p> <p>Delete criterion 13, 14, 15 and 16 of Policy JPA13 in their entirety.</p> <p>Add new criterion to Policy JPA13 after criterion 16, as follows:</p>

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			<p><u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO5	<p>JPA13 Bottom Field Farm (Woodhouses)</p> <p>Reasoned Justification</p>	284	<p>Delete paragraph 11.146 in its entirety.</p> <p>Modify paragraph 11.147 as follows:          “It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide <u>for:-</u></p> <p>a. new and/or improved <del>ment</del> of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. <del>additional school places through the expansion of existing facilities or provision of new school facilities;</del> and</p> <p>c. <del>provide for appropriate health and community facilities</del> <u>in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements”</u></p> <p>Delete paragraph 11.148 in its entirety.</p> <p>Modify paragraph 11.149 of the reasoned justification, as follows:  <del>“Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</del></p>

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			<p>Add new paragraph after paragraph 11.149, as follows:  <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify paragraph 11.150 of the reasoned justification, as follows:  <del>“Woodhouses Conservation Area is in close proximity to the site and, whilst outside the boundary, any development would need to consider the impact on its setting through the completion of a further Heritage Impact Assessment. The site is close to Woodhouses Village Conservation Area, as such any development should be in keeping with the local character of the conservation area in terms of materials, design and landscaping in accordance with policy JP-P1.”</del></p> <p>Insert new paragraph after paragraph 11.151, as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (92.5% of the site); and surface coal (99.8% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMO6	Picture 11.24 JPA14 Broadbent Moss	285	Modify ‘Picture 11.24 JPA14 Broadbent Moss’ to show amended allocation and Green Belt boundaries See Annex 3, Map MMO6
MMO7	JPA14 Broadbent Moss	285- 287	Add second sentence of criterion 1 of Policy JPA14, as follows: <u>“. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;”</u>

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	Policy		<p>Modify criterion 2 of Policy JPA14, as follows:  “Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. This includes making provision for affordable homes in accordance with relevant <u>local plan requirements and incorporating higher density housing in accordance with policy JP-H4 adjacent to the proposed Metrolink stop.</u> It is estimated that around <del>500</del> <u>376</u> of these homes will be delivered post <del>2037</del> <u>2039</u>.”</p> <p>Delete criterion 3 of JPA14 in its entirety</p> <p>Modify criterion 4 of Policy JPA14, as follows:  “Deliver around 21,000 sqm <u>of industrial and warehouse floorspace</u> <del>employment floorspace</del> extending the existing employment opportunities at Higginshaw Business Employment Area;”</p> <p>Modify criterion 5 of Policy JPA14, as follows:  “<del>The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;</del> <u>The main points of access will be from Ripponden Road to the east and Oldham Road via the proposed spine road to be constructed as part of the development of JPA12 Beal Valley allocation. The spine road from allocation JPA12 will be extended across the site, including the part to be retained in the Green Belt, to Ripponden Road with a bridge over the Metrolink line. The spine road will serve the residential development and provide a through route between Ripponden Road and Oldham Road to the west of allocation JPA12. The industrial and warehouse development will be accessed from the existing industrial estate;</u>”</p>

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			<p>Delete criterion 6 of policy JPA14 in its entirety.</p> <p>Modify criterion 7 of Policy JPA14, as follows:  <u>“Safeguard land for, and provide a proportionate and evidence-based <del>Contribute</del> contribution towards, the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;”</u></p> <p>Add new criterion to Policy JPA14 between criteria 7 and 8, as follows:  <u>“Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</u></p> <p>Modify criterion 8 of Policy JPA14, as follows:  <u>“Make provision for a local centre <u>which provides a range of shops and services in accordance with relevant local plan requirements, in a suitable and accessible location within adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site,</u> incorporating higher density apartments;”</u></p> <p>Modify criterion 9 of Policy JPA14, as follows:  <u>“Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, <u>as part of the multi-functional green-infrastructure network,</u> to encourage sustainable modes of travel and maximise the sites accessibility. <u>This will include an accessible cycle and walking connection between the employment and residential developments within the allocation;</u> <del>This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape,</del></u></p>

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			<p><del>mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;</del>“</p> <p>Modify criterion 10 of Policy JPA14, as follows:  <del>“Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;</u>”–</del></p> <p>Modify criterion 11 of policy JPA14, as follows:  <del>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line; <u>Define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u>”</del></p> <p>Modify criterion 12 of Policy JPA14, as follows:  <del>“Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within, and in the vicinity of, the site in accordance with policy JP-G2;</u>”</del></p> <p>Modify criterion 13 of Policy JPA14, as follows:  <del>“Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multifunctional green infrastructure network with the</del></p>

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			<p><del>wider environment;</del> <u>Make provision for biodiversity, including taking appropriate account of areas of priority habitat, including Deciduous Woodland and Lowland Fens, in accordance with policy JP-G9;</u></p> <p>Delete criterion 14 of JP14 in its entirety.</p> <p>Add new criterion to policy JPA14 between criteria 14 and 15, as follows:  <u>“Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p> <p>Modify criterion 15 of Policy JPA14, as follows:  “Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality; <del>and seek to achieve ‘good status’ as proposed under the EU Water Framework Directive;</del>”</p> <p>Delete criterion 16 of JPA14 in its entirety.</p> <p>Modify criterion 17 of Policy JPA14, as follows:  <u>“Make provision for onsite, and/or financial contributions towards <del>Contribute to offsite,</del> additional <u>primary and/or secondary school provision</u> places to meet <u>needs generated by the development</u> the increased demand that will be placed on existing primary and secondary school provision within the area, in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;”</u></p> <p>Delete criterion 18 of JPA14 in its entirety.</p> <p>Delete criterion 19 of JPA14 in its entirety.</p>



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			<p>Add in new criterion to end of policy JPA14 after criterion 24, as follows:  <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO8	JPA14 Broadbent Moss  Reasoned Justification	288 - 290	<p>Modify the fourth sentence of paragraph 11.152 of Policy JPA14 reasoned justification, as follows:  “<u>It is therefore anticipated that around 874 <del>998</del> homes will be delivered during the plan period.</u>”</p> <p>Modify the second sentence of paragraph 11.157 of the reasoned justification for Policy JPA14, as follows:  <u>“Improvements to the highway network, including Bullcote Lane, Cop Road and the new access points proposed, will help to improve connectivity to the wider area by a range of modes of travel, in particular providing connections to Sholver.”</u></p> <p>Modify paragraph 11.158 of the reasoned justification for Policy JPA14, as follows:  <u>“The main points of access to the site will be from Meek Street or Moss Lane to the west and Vulcan Street Ripponden Road to the east and (via JPA12 Beal Valley allocation) Oldham Road in the west. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect, and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses and for pedestrian and cyclists. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with Vulcan St Ripponden Road over the existing Metrolink line. At least one crossing point over the Metrolink line will be required to connect the eastern and western parts of the site. Access to the proposed new employment development will be via Meek Street or Moss Lane, and this</u></p>

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			<p><u>development will be connected to the rest of the allocation by accessible walking and cycling routes.</u></p> <p>Modify paragraphs 11.159 and 11.160 of the reasoned justification for Policy JPA14, as follows:</p> <p>“It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide; <u>for</u></p> <p>a. <u>new and/or improved</u> <del>ment</del> <u>of existing open space, sport and recreation facilities; as well as</u></p> <p>b. <del>additional school places through the expansion of existing facilities or provision of new school facilities; and</del></p> <p>c. <del>provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant</del></p> <p><del>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.</del></p> <p>Insert new paragraph to reasoned justification for policy JPA14 after the modified paragraphs 11.159 and 11.160, as follows:</p> <p><u>“There is a need to define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</u></p> <p>Modify paragraph 11.161 of the reasoned justification, as follows:</p>

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			<p>“A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt. <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation provide, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p> <p>Insert new paragraph after paragraph 11.161 and modify paragraph 11.162 of the reason justification, as follows:  <u>“Deciduous Woodland is located along the southern boundary to the east of the Metrolink line and outside the allocation boundary to the south of Cop Road. Lowland Fen priority habitat is located to the west of the Metrolink line.”</u></p> <p>“The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, priority habitats <del>Deciduous Woodland, Lowland Fen and Protected Species</del>. The development of the two site allocations should include elements of partnership work with appropriate bodies, to ensure they contribute towards a wider ecological network approach.”</p> <p>Delete paragraphs 11.164 and 11.165 in their entirety.</p> <p>Modify paragraph 11.166 of the reasoned justification, as follows:  <del>“Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation</del></p>

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			<p><u>pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c)."</u></p> <p>Delete paragraph 11.167 in its entirety.</p> <p>Insert the following paragraph at the end of the reasoned justification for JPA14 after paragraph 11.169, as follows:  <u>"The allocation is identified as containing Mineral Safeguarding Areas for brickclay (79.3% of the site); sand and gravel (29.7%); sandstone (19.2%) and surface coal (79.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMO9	JPA15 Chew Brook Vale (Robert Fletchers)  Policy	290-292	<p>Add a second sentence to criterion 1 of Policy JPA15, as follows:  <u>" . This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"</u></p> <p>Insert new criterion to Policy JPA15 after criterion 1, as follows:  <u>"Deliver around 138 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;"</u></p> <p>Modify criterion 2 of Policy JPA15, as follows:  <u>"Provide a range of commercial, leisure and retail facilities of up to <del>6,000</del> 3,000 sqm in accordance with relevant local plan requirements, as part of a mix of uses, to support tourism and leisure facilities, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir;"</u></p>

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			<p>Delete criterion 3 of Policy JPA15 in its entirety.</p> <p>Modify criterion 4 of Policy JPA15, as follows:  <u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7 including Provide an improved access off the A669 / A635 and improvements to the existing access road up to the mill complex, including the river crossing over Chew Brook, up to adoptable standards;“</u></p> <p>Delete criterion 5 and 6 of Policy JPA15 in their entirety.</p> <p>Modify the first sentence of criterion 7 of Policy JPA15, as follows:  <u>“Incorporate multi-functional green and blue infrastructure and high levels of landscaping to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance pedestrian and cycling linkages with the neighbouring communities, including Greenfield, Dove Stone reservoir and the surrounding countryside.”</u></p> <p>Modify criterion 8 of Policy JPA15, as follows:  <del>“Be designed to minimise the landscape impact having regard to the findings and recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Open Moorlands and Enclosed Upland Fringes (Dark Peak);</del> <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Open Moorlands and Enclosed Upland Fringes (Dark Peak) landscape character type in accordance with policy JP-G1 and the site’s proximity to Dove Stone Reservoir and the Peak District National Park;”</u></p> <p>Modify criterion 9 of Policy JPA15, as follows:</p>

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			<p><del>“Retain and enhance biodiversity within and adjoining the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment; <u>Make provision for biodiversity, including taking appropriate account of areas of adjoining priority habitat, including Deciduous Woodland, in accordance with policy JP-G9;</u>“</del></p> <p>Delete criterion 10 of Policy JPA15 in its entirety.</p> <p>Modify criterion 11 of Policy JPA15, as follows:  <del>“Ensure that development does not have an adverse impact on the integrity of the nearby Special Protection Area (SPA) and Special Area of Conservation (SAC). The recommendations from the Habitat Regulations Assessment must be considered; <u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7( c );</u>”</del></p> <p>Modify criterion 12 of Policy JPA15, as follows:  <del>“Be designed to relate positively to Chew Brook <u>along the northern boundary</u>, and other watercourses running through the site, integrating them as part of a <u>the</u> multi-functional green infrastructure network, creating a <u>green routes</u> along the <u>river / brook watercourses</u>, ensuring that development is set back to allow ecological movement, <u>and providing opportunities to improve the existing water quality;</u>”</del></p> <p>Delete criterion 13 of Policy JPA15 in its entirety.</p> <p>Modify criterion 14 of Policy JPA15, as follows:  <del>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; <u>Define and/or strengthen the</u></del></p>

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			<p><u>boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent.”</u></p> <p>Modify criterion 15 of Policy JPA15, as follows:  <del>“Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</del></p> <p>Delete criterion 16 of Policy JPA15 in its entirety.</p> <p>Modify criterion 17 of Policy JPA15, as follows:  <del>“Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;”</del></p> <p>Delete criterion 18 of Policy JPA15 in its entirety.</p> <p>Modify criterion 19 of Policy JPA15, as follows:  <del>“Be informed by the findings and recommendations of the Historic Environment Assessment (2020) and addendum (2021) in the Plan’s evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; Have regard to the setting of heritage assets in close proximity to the site, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed</del></p>

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			<p><u>Buildings, and be informed by a Heritage Statement which identifies those buildings and structures on the site that are considered to be non-designated assets and should be retained as part of development proposals. The alteration, extension or demolition of any buildings contributing to the landscape or heritage interest of the site will require clear justification in relation to the significance and setting of the asset within and/or in close proximity to the site; and“</u></p> <p>Delete criterion 20 of Policy JPA15 in its entirety.</p> <p>Modify criterion 21 of Policy JPA15, as follows:  “Be informed by an appropriate flood risk assessment, which takes account of any recommendations from the Level 2 Strategic Flood Risk Assessment Site Summary Report, and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. <u>Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere.</u> The strategy should include details of full surface water management throughout the site <u>which should be integrated into as part of the proposed multi-functional green and blue infrastructure and include the de-culverting of Fletcher’s Brook and the creation of an open channel watercourse running through, and discharging downstream, of the site.</u> <del>Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere.</del> Natural sustainable drainage systems should be integrated to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and opportunities to use natural flood management and highway SUDs features should be explored.”</p>
MMO10	JPA15	292-294	<p>Modify paragraph 11.171 of the reasoned justification, as follows:  “The site is in a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester. <u>As such, there may be an</u></p>



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	Chew Brook Vale (Robert Fletchers)  Reasoned Justification		<p><del>opportunity to deliver to achieve complementary tourism and leisure development as part of a mix of uses on the site where these are in accordance with relevant local plan requirements, such as a small convenience retail or café that may benefit the visitor economy given its proximity to Dove Stone Reservoir. to enhance the sub-region's visitor and destination offer. The development of the site for leisure and tourism uses will also capture leisure spend in the local economy due to its proximity to the RSPB reserve, Dove Stone Reservoir and the Saddleworth villages, and create employment opportunities. The Any tourism and leisure offer provided on the site should capitalise on, and complement, its location in a way that is sensitive to its unique setting.</del></p> <p>Modify the first sentence of paragraph 11.172 of the reasoned justification, as follows:  “<del>The site provides the potential to provide a range of dwellings, including high-quality family and executive homes,</del> in an attractive and desirable rural location.”</p> <p>Modify paragraph 11.175 of the reasoned justification for Policy JPA15, as follows:  “<del>The policy seeks multi-functional green and blue infrastructure and high levels of landscaping as part of the comprehensive development of the site. This includes the retention and enhancement of existing public rights of way and recreation routes to improve linkages to and from the site to Greenfield, Dove Stone Reservoir, the Peak District National Park and the wider surrounding countryside. It will also be important to ensure that any development is designed to relate positively to Chew Brook which runs along the northern boundary and any other watercourses running through the site so as to allow for ecological movement.</del>”</p> <p>Modify paragraph 11.176 of the reasoned justification, as follows:  “<del>Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. Given the proximity of the site any development will need to have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act 1995. This will be addressed through policies elsewhere in the Plan, such as policy JP-C7 in relation to the requirements for transport</del></p>

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			<p><u>assessments, and criteria above addressing matters such as landscape and green infrastructure.</u></p> <p>Modify paragraph 11.177 of the reasoned justification, as follows:  <del>“Development must follow the legal and policy requirements of protecting irreplaceable habitats and the mitigation hierarchy of doing everything possible to avoid and then minimise the impact on biodiversity, and only then after taking all measures compensate for losses that cannot be avoided. Meaningful biodiversity net gain is then applied on top of this approach. The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland adjoining the site.”</del></p> <p>Insert three new paragraphs after paragraph 11.177 of Policy JPA15 reasoned justification, as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p> <p><u>“There is a need to define and/or strengthen the boundaries of the Green Belt around the whole site utilising existing landscape features and incorporating high quality boundary</u></p>

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			<p><u>treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.</u></p> <p>Delete paragraph 11.178 in its entirety.</p> <p>Modify paragraph 11.179 of the reasoned justification, as follows:  <del>“These would need to be provided in line with local planning policy requirements and in liaison with the local authority. It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.”</del></p> <p>Modify the third and fourth sentences of paragraph 11.180 of the reasoned justification, as follows:  <del>“Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment and having regard to the Historic Environment Assessment (2020) and addendum (2021). Any development proposals should also have regard to the findings and recommendations of the Oldham Mill Strategy. Development should conserve heritage assets and their setting in accordance with policy JP-P2 and relevant local plan requirements.”</del></p> <p>Modify third, fourth and fifth sentences of paragraph 11.181 of the reasoned justification, as follows:  <del>“A comprehensive drainage strategy, including a maintenance plan, for the whole site would be required as part of the more detailed masterplanning stage to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and</del></p>

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			<p><del>uncoordinated development. As part of the strategy for surface water management across the site Fletcher's Brook should be de-culverted and an open space channel watercourse created that runs through, and discharges downstream of, the site. When preparing the strategy, regard</del> <u>Regard should also be had to the SUDS guidance set out in the Greater Manchester Level 1 Strategic Flood Risk Assessment and other National Standards (such as CIRIA, Water UK Design and Construction Guidance).</u>"</p>
MMO11	JPA16 Cowlshaw  Policy	295- 296	<p>Modify criterion 2 of Policy JPA16, as follows:</p> <p><u>"Deliver around 460 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs, including the delivery of a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;"</u></p> <p>Delete criterion 3 of Policy JPA16, in its entirety.</p> <p>Modify criterion 4 of Policy JPA16, as follows:  <del>"Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be Cocker Mill Lane to the southern part of the site, with an emergency/controlled secondary access to Cowlshaw,, Kings Road to the west where any access arrangements will need to take account of the nearby priority habitats and children's play area central part of the site that lies to the north of Cowlshaw Farm and Denbigh Drive to the north where, with access will be limited to the small parcel at the north only. An emergency / controlled secondary access to the site should be provided via Cowlshaw;"</del></p> <p>Modify criterion 5 of Policy JPA16, as follows:  <del>"Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality</del></p>

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			<p><del>walking and cycling infrastructure and public transport facilities; <u>Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></del></p> <p>Modify criterion 6 of Policy JPA16, as follows:  <del>“<u>Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site and around the main development areas. This is to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.</u> <u>Make provision for green infrastructure (incorporating the retention and enhancement of existing public rights of way where appropriate), landscaping and biodiversity, including taking appropriate account of Cowlshaw Ponds SBI, the areas of priority habitat near to Kings Road, areas of woodland and other features on the site, so as to mitigate its environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;</u>”</del></p> <p>Modify criterion 7 of Policy JPA16, as follows:  <del>“<u>Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;</u></u>”</del></p> <p>Delete criterion 8 and 9 of Policy JPA16 in their entirety.</p> <p>Add new criterion to Policy JPA16 between criteria 9 and 10, as follows:  <del>“<u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c); and</u>”</del></p>

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			<p>Modify criterion 10 of Policy JPA16, as follows:  <del>“Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the retention, or relocation to elsewhere in the site, of the existing play area off Kings Road, commensurate with the demand generated and local surpluses and deficiencies, in accordance with relevant local planning policy requirements. This includes the retention or relocation if required, and improvement of, the existing play area off Kings Road within the site”</del></p> <p>Modify criterion 11 of Policy JPA16, as follows:  <del>“Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority; Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5.”</del></p> <p>Delete criterion 12, 13 and 14 of Policy JPA16 in their entirety.</p>
MMO12	JPA16 Cowlshaw  Reasoned Justification	297- 298	<p>Add new paragraph between paragraphs 11.187 and 11.188, as follows:  <u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p> <p>Delete paragraph 11.188 in its entirety.</p> <p>Modify paragraphs 11.189 and 11.190 of the reasoned justification for Policy JPA16, as follows:</p>

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			<p>“It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and takes account of the increased demand it may place on existing provision. As such, any development would need to provide: <del>for</del></p> <p>a. <del>new and/or improved</del> <u>ment of</u> existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. <del>additional school places through the expansion of existing facilities or provision of new school facilities;</del> and</p> <p>c. <del>provide for appropriate health and community facilities</del> <u>in accordance with policies JP-P5 and JP-P6 and</u></p> <p><del>These would need to be provided in line with relevant local planning policy requirements and in liaison with the local authority.”</del></p> <p>Delete paragraph 11.191 in its entirety.</p>
MMO13	JPA17 Land south of Coal Pit Lane (Ashton Road)  Policy	298-300	<p>Add second sentence to criterion 1 of Policy JPA17, as follows:  <u>“ This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;”</u></p> <p>Modify criterion 2 of Policy JPA17, as follows:  “Deliver around 175 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing <u>and affordable homes in accordance with relevant local plan requirements;”</u></p> <p>Delete criterion 3 of Policy JPA17 in its entirety.</p> <p>Modify criterion 4 of Policy JPA17, as follows:  <del>“Provide for appropriate access points to and from the site in liaison with the local highway authority. As part of this, provision should be made to safeguard a route from the north</del></p>

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			<p><del>western edge of the site through to Coal Pit Lane, linked to the internal infrastructure of the site Provide for appropriate access points to and from the site in liaison with the local highway authority, with the main point of access being from Ashton Road. In addition, ensure that vehicular access from the western edge of the site is safeguarded so as to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane (Limeside) and that the layout of development and design of roads within the site are capable of accommodating the said link road;</del></p> <p>Modify criterion 5 of Policy JPA17, as follows:  <del>“Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site; Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</del></p> <p>Modify criterion 6 of Policy JPA17, as follows:  <del>“Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; Make provision for green infrastructure, landscaping and biodiversity, including taking appropriate account of areas of priority habitat, including Deciduous Woodland, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;”</del></p> <p>Modify criterion 7 of Policy JPA17, as follows:</p>



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			<p><del>“Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;</u>”</del></p> <p>Delete criterion 8, 9 and 10 of Policy JPA17 in their entirety.</p> <p>Modify criterion 11 of Policy JPA17, as follows:  <del>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. <u>Define and/or strengthen the boundaries of the Green Belt to the south and west of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u>”</del></p> <p>Modify criterion 12 of Policy JPA17, as follows: <del>“Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u>”</del></p> <p>Modify criterion 13 of Policy JPA17, as follows:  <del>“Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through expansion of existing facilities or through the provision of new school facilities, in liaison with the local education authority <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;</u>”</del></p> <p>Delete criterion 14, 15, 16 and 17 of Policy JPA17 in their entirety.</p>

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			<p>Modify criterion 18 of Policy JPA17, as follows:            “Incorporate necessary remediation measures in areas which are affected by <u>previous coal mining contamination</u> and <del>have been previously worked for landfill on the site purposes;</del>”</p> <p>Add in new criterion to end of policy JPA17 after criterion 18, as follows:  <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO14	JPA17 Land south of Coal Pit Lane (Ashton Road)  Reasoned Justification	301	<p>Amend paragraph 11.196 of the reasoned justification, as follows:  <del>“The development will need to provide for suitable access to the site, in liaison with the local highway authority with the main point of access being from. Potential access points to the site may be from Coal Pit Lane and Ashton Road. The allocation provides an opportunity to consider As part of bringing this site forward consideration should be given as to how movement and connectivity along Coal Pit Lane can be enhanced to improve highway safety; for vehicles, pedestrians, and cyclists and vehicles. As such, any development will be required to safeguard a vehicular access from the western edge of the site to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane, Limeside. To facilitate this the layout of development and design of roads within the site will need to be capable of accommodating the future link road. provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, with appropriate links through the site to an appropriate access onto Ashton Road.”</del></p> <p>Modify paragraphs 11.197 and 11.198 of the reasoned justification, as follows:            “It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide: <u>for</u></p>

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			<p>a. new and/or improved<del>ment</del> of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. <del>additional school places through the expansion of existing facilities or provision of new school facilities;</del> and</p> <p>c. <del>provide for appropriate health and community facilities</del> <u>in accordance with policies JP-P5 and JP-P6 and</u></p> <p><del>These would need to be provided in line with relevant local planning policy requirements and in liaison with the local authority."</del></p> <p>Modify paragraph 11.199 of the reasoned justification, as follows:  <u>"The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland located throughout the site."</u></p> <p>Modify paragraph 11.200 of the reasoned justification, as follows:  <del>Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The allocation is contained by permanent, physical boundaries, to the north and east. However, there is a need to define and/or strengthen the boundaries of the Green Belt to the south and west of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.</del></p> <p>Add new paragraph to reasoned justification after paragraph 11.200, as follows:  <u>"Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester</u></p>

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			<p><u>Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p> <p>Delete paragraph 11.201 of the reasoned justification in its entirety.</p> <p>Modify paragraph 11.203 of the reasoned justification, as follows:  <del>“There has been previous coal mining and are a number of historic landfill on the sites, as such there will need to be liaison with the Coal Authority and the necessary within the allocation. Necessary remediation measures in areas affected by contamination and previously worked for landfill purposes should be undertaken.”</del></p> <p>Add new paragraph to the end of the reasoned justification after paragraph 11.203, as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.4% of the site); and surface coal (96.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMO15	Picture 11.28 JPA18 South of Rosary Road	302	<p>Modify “Picture 11.28 JPA18 South of Rosary Road”  See Annex 3, Map MMO15</p>
MMO16	JPA18 South of Rosary Road Policy	302-303	<p>Modify criterion 2 of Policy JPA18, as follows:  “The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, <del>with the potential for a secondary emergency only access from St Cuthbert’s Fold;</del>”</p> <p>Modify criterion 3 of Policy JPA18, as follows:</p>

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			<p><del>“Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding areas, including off site highway improvements, high quality walking and cycling infrastructure and public transport facilities; Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</del></p> <p>Modify criterion 4 of Policy JPA18, as follows:  <del>“Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features; Make provision for green infrastructure and biodiversity net gain across the site, incorporating a suitable landscaping buffer between the proposed houses and the adjoining Bankfield Clough SBI and Deciduous Woodland priority habitat, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;”</del></p> <p>Modify criterion 5 of Policy JPA18, as follows:  <del>“Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys; Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;”</del></p> <p>Delete criterion 6 and 7 of Policy JPA18 in their entirety.</p> <p>Modify criterion 8 of Policy JPA18, as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; Define and/or strengthen the boundary of the Green Belt to the south of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;”</del></p> <p>Modify criterion 9 of Policy JPA18, as follows:  <del>“Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</del></p> <p>Delete criterion 10 of Policy JPA18 in its entirety.</p> <p>Modify criterion 11 of Policy JPA18, as follows:  <del>“Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;”</del></p> <p>Delete criterion 12 of Policy JPA18 in its entirety.</p> <p>Modify criterion 13 of Policy JPA18, as follows:  <del>“Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Take appropriate account of relevant heritage assets, and their settings, including Enhancements between the</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>development and Bank Top Farmhouse (Grade II listed building) to the south of the site, in accordance with policy JP-P2 should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development; and “</del></p> <p>Delete criterion 14 and 15 of Policy JPA18 in their entirety.</p> <p>Add in new criterion to end of policy JPA18 after criterion 18, as follows:  <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO17	JPA18 South of Rosary Road  Reasoned Justification	304- 305	<p>Modify paragraphs 11.207 and 11.208 of the reasoned justification, as follows:            “It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide: <u>for</u></p> <ul style="list-style-type: none"> <li>a. <u>new and/or improved</u>ment of existing open space, sport and recreation facilities; <u>as well as</u></li> <li>b. <del>additional school places through the expansion of existing facilities or provision of new school facilities;</del> and</li> <li>c. <del>provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant</del></li> </ul> <p><del>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.”</del></p> <p>Modify paragraph 11.209 of the reasoned justification, as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“Bankfield Clough SBI and an area of <u>Deciduous Woodland</u> priority habitat sit just outside the eastern and southern boundary fall within the site along the eastern boundary. Any development should incorporate a landscaping buffer between the proposed houses and adjoining SBI and priority habitat as part of the wider green infrastructure network for the site. This area should form part of the wider landscaping and green infrastructure network for the site and be retained and enhanced as part of the biodiversity hierarchy within the site.”</del></p> <p>Modify paragraph 11.210 of the reasoned justification, as follows:  <del>“Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The allocation is contained by permanent, physical boundaries, to the north, east and west. However, there is a need to define and/or strengthen the Green Belt boundary to the south utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</del></p> <p>Add new paragraph after paragraph 11.210 of the reasoned justification, as follows:  <del>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</del></p> <p>Add new paragraph to the end of the reasoned justification after paragraph 11.212, as follows:  <del>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (98.1% of the site); and surface coal (98.1%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure</del></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<u>that specific mineral resources of local or national importance are not unnecessarily sterilised.</u> "

## Chapter Eleven - Strategic Allocations in Rochdale Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMR1	Picture 11.29 Rochdale District Overview	306	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMR1
MMR2	JPA19 Bamford and Norden  Policy	307 - 308	<p>Modify criterion 1 as follows:  <del>“1. Deliver around 450 new homes predominantly in the western and southern parts of the site, with a focus on larger, higher value family housing to balance out the current offer within the borough and</del> <u>including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots, to reflect the grain and density of the surrounding residential areas, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;”</u></p> <p>Modify criterion 2 as follows:            “2. Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. <u>The residential development on the site will provide contributions towards the improvement of the facilities which will create a high quality recreational and sports ‘hub’ serving the local area and the borough as a whole. The development should incorporate existing public rights of way along with new routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site;”</u></p> <p>Modify criterion 3 to add additional sentence as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>3....<u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1</u></p> <p>Modify criterion 6 as follows:  <del>Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Delete criterion 7 in its entirety.</p> <p>Delete criterion 8 in its entirety.</p> <p>Modify criterion 9 as follows:  <u>9. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1. This should take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area and ensure there are high quality links/routes to the wider countryside;</u></p> <p>Modify to add new criterion after criterion 9 as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2.</u></p> <p>Modify criterion 10 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>10. Ensure that the design of the scheme preserves or enhances the setting of the listed Bamford United Reform Church immediately to the south of the site. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process; <u>Take appropriate account of relevant heritage assets and their settings, including the listed Bamford United Reform Church, in accordance with Policy JP-P2</u></del></p> <p>Modify criterion 11 as follows:  <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and</u></p> <p>Delete criterion 12 in its entirety.</p> <p>Modify to add new criterion after criterion 12 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR3	JPA19 Bamford and Norden	308 - 309	<p>Modify paragraph 11.213 as follows:  "11.213. Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for <u>housinghomes</u> within the area. It is one of the most significant areas of larger, higher value <u>housinghomes</u> within the sub-region and is considered to be a desirable and aspirational place to live. ... <u>Rochdale currently has a</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p><u>relatively small proportion of properties in Council Tax bands E and above and the conurbation as a whole. Properties in these bands are situated in well-landscaped settings, with spacious plot sizes and larger internal floorspaces.</u> The provision of such housing is important to ensure that a good range of housing is available across the plan area to support economic growth and will help to achieve the spatial objective of boosting northern competitiveness. <u>This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.</u>”</p> <p>Modify paragraph 11.214 as follows:  “11.214 ... Any proposal should seek to ensure that these pitches and the other sporting facilities are retained and significantly enhanced as part of a high quality, integrated development, <u>and the residential development on the site should contribute towards the delivery of these improvements.</u> ...</p> <p>Modify paragraph 11.217 as follows:  “11.217....It is important that any development does not have a negative impact on <u>Ashworth Valley this natural asset</u> and where practical historic field boundaries as identified in the Bamford /Norden Heritage Assessment should be retained and incorporated into the masterplan...”</p> <p>...The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. This requirement offers an opportunity to improve existing routes along with other identified improvements. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)...”</u></p> <p>Modify to add new paragraph after 11.219 as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.9% of the site); sand and gravel (10.6%); sandstone (22.0%) and surface coal (99.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR4	JPA20 Castleton Sidings  Policy	310 - 311	<p>Modify criterion 1 as follows:  1. <u>Deliver around 125 high-quality homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority higher value family housing, and affordable housing in accordance with relevant local plan requirements;</u>  Modify criterion 2 as follows:  2. <u>Create an area of accessible open space on the part of the site to be retained as Green Belt as part of a multi-functional green and blue infrastructure network. This will include defining a new Green Belt boundary to the west of the residential development that will comprise physical features that are readily recognisable and likely to be permanent and mitigation of the visual and noise impacts of the nearby railway. Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site being redeveloped as an area of open space or nature conservation area and retained within the Green Belt;</u>   Modify criterion 3 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>3. <del>The north east of the site will accommodate a temporary rail halt and associated parking</del>  <u>Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a provision of tram-train infrastructure trial project if progressed in this location;</u></p> <p>Delete criterion 5 in its entirety.</p> <p>Delete criterion 6 in its entirety.</p> <p>Modify criterion 7 of JPA20 as follows:  7. <del>Provide</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include the provision of good quality pedestrian and cycling routes through the site to Heywood Road/Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course in order to facilitate safe and convenient links access to the centre of Castleton and the Castleton Bee Network scheme, the nearby railway Castleton station, bus stops and westwards to employment locations around Heywood;</u></p> <p>Delete criterion 8 in its entirety.</p> <p>Delete criterion 9 in its entirety.</p> <p>Modify Criterion 10 of JPA20 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>10. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 50 dwellings or more;</p> <p>Delete criterion 11 in its entirety.</p> <p>Addition of new criterion after criterion 11 as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify criterion 12 as follows:  12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and</u></p> <p>Modify to add new criterion after criterion 12 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMR5	JPA20 Castleton Sidings  Reasoned Justification	311 - 312	<p>Modify paragraph 11.220 as follows:  <u>11.220. "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan...."</u></p> <p>Modify paragraph 11.222 as follows:  11.222 ...<u>"The redevelopment of the site as a whole does offer the opportunity to create a high-quality area of accessible open space or an area for nature conservation on the western part of the site to be retained as Green Belt" ....</u></p> <p><u>"...Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, this area also provides an opportunity to provide compensatory improvements to retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p><del>In addition to this, t</del><u>The proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents..."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to delete part of paragraph 11.222 as follows:  <del>“...Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to and from the assets and ensure the new development avoids being overly dominant...”</del></p> <p>Modify paragraph 11.223 as follows:  <del>11.223 A designated National and European site is located close to the site. Therefore, any impact from the new development and any associated traffic generated will need to be taken into account. The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.</del></p> <p>Modify to add new paragraph after 11.224 as follows:  <del>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (72.8% of the site); sand and gravel (57.8%); and surface coal (72.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMR6	JPA21 Crimble Mill Policy	313 - 314	<p>Modify criterion 1 as follows:</p> <p>1. Deliver around 250 new homes, including <del>higher value family housing</del> <u>provision of larger (4, 5 and 6 bedroom) houses</u>, or similar types of larger homes as agreed with the Local Planning Authority, <u>and affordable housing in accordance with relevant local plan requirements</u>, within an attractive riverside setting. <del>This includes</del> <u>the provision of new homes within the converted Grade II* Listed Crimble Mill and on adjoining parts of the allocation retained in the Green Belt, in accordance with national policy relating to the partial or complete redevelopment of previously developed land in the Green Belt.;</u></p> <p>Modify to re-order criterion 4 to become criterion 2 and to the wording as follows: <del>2. 4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;</del> <u>Secure the conversion and long term future of the listed mill buildings as part of a comprehensive, high quality development through masterplanning, design codes and a phasing and delivery strategy;</u></p> <p>Modify to re-order Criterion 2 to become Criterion 3 and to wording as follows: <del>3. 2. Protect and enhance the character and significance of the mill complex in order to secure the long term future of these nationally significant Listed Buildings. This will include detailed masterplanning to be informed by the Crimble Mill Historic Environment Assessment 2020;</del> <u>Protect and enhance the significance of the listed mill buildings and their setting, having regard to the Crimble Mill Historic Environment Assessment 2020;</u></p> <p>Modify to re-order criterion 5 to become criterion 4, and to wording as follows: <del>4. 5. The detailed layout of any scheme should respect the setting of the Listed mill complex and</del> <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1 having regard to the adjacent Queens Park, the River Roch and the wider river valley setting, including the incorporation of high-quality green and blue infrastructure;</u></p> <p>Modify to add additional criterion after criterion 5 as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 6 in its entirety.</p> <p>Modify criterion 7 as follows:  <del>7. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access from an improved Crimble Lane access from the A58 as well as from Mutual Street and/or Woodland Road. This should also include retaining and enhancing existing rights of way and general access through and around the site including:</u>  <u>New and improved walking and cycling access to the adjacent Queens Park;</u>  <u>Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and</u>  <u>Facilitating a route adjacent to the River Roch to support the wider Roch Valley Way;</u></p> <p>Delete criterion 9 in its entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 10 in its entirety.</p> <p>Modify criterion 11 as follows:            11. Any proposal should provide <del>some</del> land adjacent to the existing <u>primary</u> school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to <del>serve</del><u>meet</u> the <u>needs generated by the development in accordance with policy JP-P5; and</u></p> <p>Modify to add additional criterion after criterion 11 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR7	JPA21 Crimble Mill  Reasoned Justification	313 - 314	<p>Modify to add section to paragraph 11.226 as follows:            11.226 <u>"...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan</u></p> <p>Modify to add new paragraph after 11.227 as follows:  <u>"Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p>Modify to add new paragraph after paragraph 11.229 as follows:  <u>"The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.8% of the site); sand and gravel (52.8%); and surface coal (96.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMR8	JPA22 Land north of Smithy Bridge  Policy	315 - 317	<p>Modify criterion 1 as follows:</p> <p>1. Deliver around 300 new homes, including <u>provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements; higher value family housing, to meet needs within the local area and to attract and retain higher income households, taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal;</u></p> <p>Modification to criterion 3 as follows:</p> <p>3. Deliver a landscape-led development, <u>incorporating high-quality green and blue infrastructure, which maximises that takes advantage of the site's attractive setting next to Hollingworth Lake and the Rochdale Canal and reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1 its Pennine fringe setting and takes account of views from and into the site, including the incorporation of high-quality green and blue infrastructure;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 4 in its entirety.</p> <p>Delete criterion 5 in its entirety.</p> <p>Delete criterion 7 in its entirety.</p> <p>Modify criterion 8 as follows:  <del>Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;</u></p> <p>Modify to add new criterion between criteria 8 and 9 as follows:  <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify criterion 9 as follows:            9. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 50 dwellings or more;</p> <p>Modify to add additional criterion after criterion 9 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);</u></p> <p>Modify criterion 10 as follows:  10. Facilitate the delivery of a new primary school and associated outdoor playing space. <del>at the southern end of the site.</del> <u>Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5 and contribute to additional primary and secondary places to meet demand arising from the new development; and</u></p> <p>Modify criterion 11 as follows:  11. <del>Deliver the provision of replacement visitor car parking to replace the existing spaces lost on the car park at the southern end of the site.</del> <u>Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost; and</u></p> <p>Modify to add new criterion after criterion 11 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR9	JPA22 Land north of Smithy Bridge	316 - 317	<p>Modify to add section to paragraph 11.230 as follows:  11.230 “...<u>Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern</u></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p><u>competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.”</u></p> <p>Modify to add additional sentence to end of paragraph 11.231 as follows:  “...Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. <u>Given these important linkages, the masterplanning of the site should have regard to the proposed residential development to the north.”</u></p> <p>Modify to add new paragraph after 11.231 as follows:  “<u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p> <p>Modify paragraph 11.232 as follows:  “<del>Designated National and European sites are located immediately adjacent to the site and in the wider landscape area. Therefore, any impact from the new development and any associated traffic generated will need to be taken into account. The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.</del> <u>to ensure that development close to the canal is designed sensitively to the protected habitat.”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add section to paragraph 11.232 as follows:  <u>“...The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).”</u></p> <p>Modify paragraph 11.235 as follows:  “The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. <u>Any spaces lost as a result of the development</u> This will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets...”</p> <p>Modify to add additional paragraph after 11.235 as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sandstone (34.7%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR10	JPA23 Newhey Quarry  Policy	317 - 318	<p>Modify criterion 1 as follows:  1. <u>Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and higher value family-affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 2 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>2. ... The northern and eastern parts of the site could include larger, <del>higher value</del> housing to diversify housing choice in the local area;</p> <p>Modify criterion 4 as follows:</p> <p>4. Create a unique, high quality development including attractive and interesting open spaces and landscaping <u>incorporating water features and safeguarding and enhancing biodiversity. This should include by carrying out any necessary re-profiling of the quarry face, which is retained within the Green Belt.</u> <del>incorporating water features and safeguarding and enhancing biodiversity;</del></p> <p>Modify to add new criterion after criterion 4 as follows: <u>Define and/or strengthen the Green Belt boundaries around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Modify to add new criterion before criterion 5 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 5 in its entirety.</p> <p>Modify criterion 6 as follows:</p> <p><del>6. Ensure that the design of the scheme preserves and enhances the setting of the listed St Thomas Church immediately to the west of the site, provides a buffer zone to the east of Bradley Farmhouse and avoids the use of Bradley Lane for vehicular access;</del> <u>Take appropriate</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>account of relevant heritage assets, and their settings, including the listed St Thomas Church and Bradley’s Farmhouse, in accordance with Policy JP-P2;</u></p> <p>Modify criterion 7 as follows:  7. Provide publicly available car parking to serve the Metrolink stop in Newhey and, <u>if necessary,</u> the residents on Huddersfield Road <del>to alleviate on-street parking issues;</del></p> <p>Delete criterion 8 in its entirety.</p> <p>Delete criterion 9 in its entirety.</p> <p>Modify criterion 10 as follows:  10. <del>Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This will include retaining and enhancing existing rights of way and creating a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycling / walking network;</u></p> <p>Modify criterion 11 as follows:  11. <del>Provide safe and appropriate vehicular access to serve the proposed residential development and car parking via the existing access</del> <u>entefrom Huddersfield Road; and</u></p> <p>Modify criterion 12 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5-Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities;</u></p> <p>Modify to add additional criterion after criterion 12 as follows:  <u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and</u></p> <p>Modify to add new criterion after the final criterion as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR11	JPA23 Newhey Quarry  Reasoned Justification	318 - 319	<p>Modify paragraph 11.236 as follows:  <u>11.236 "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."</u></p> <p>Modify paragraph 11.237 as follows:  <u>"11.237... In addition to parking to serve the Metrolink stop, the development should, if necessary, also provide parking for residents on Huddersfield Road....."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add section to paragraph 11.238 as follows:  <u>11.238 "...Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The retained Green Belt within the allocation provides some opportunities for improvements. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p><u>"...The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."</u></p> <p>Modify to add additional paragraph after paragraph 11.238 as follows:  <u>"The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sand and gravel (0.9%); sandstone (10.4%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMR12	JPA24 Roch Valley Policy	320-321	<p>Modify criterion 1 as follows:  <u>1. Deliver around 200 homes including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements, higher value family homes, on</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>the northern half of the site adjacent to existing residential areas, <del>to be accessed primarily from Smithy Bridge Road to the east;</del></p> <p>Modify criterion 3 as follows:</p> <p>3. Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. <del>This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS);</del></p> <p>Modify criterion 4 as follows:</p> <p>4. <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1</u> <del>Have regard to the river valley setting in terms of the design and layout,</del> particularly in relation to the materials used, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site;</p> <p>Modify criterion 5 as follows:</p> <p>5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation for areas specified in the Roch Valley Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ. <del>Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application;</del></p> <p>Delete criterion 6 in its entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 7 in its entirety.</p> <p>Modify criterion 8 as follows:  <del>8. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include maintaining and enhancing pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south;</u></p> <p>Modify criterion 9 as follows:  <del>9. The layout of the <u>schemedevelopment</u> should be designed in a way so as not to preclude the <u>to future delivery of the eastern section of a proposed potential residential-relief road between Smithy Bridge Road and Albert Royds Street.</u></del> This proposed new road will need to incorporate <u>attractive, high quality pedestrian and cycle routes between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site;</u> and</p> <p>Modify criterion 10 of as follows:  <del>10. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5</u>Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.;</del></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add new criterion after criterion 10 as follows:  <u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and</u></p> <p>Modify to add new criterion at the end of JPA24 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR13	JPA24 Roch Valley  Reasoned Justification	322 - 323	<p>Modify to add section to paragraph 11.239 as follows:  <u>11.239 "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."</u></p> <p>Modify paragraph 11.243 as follows:  "11.243 The river valley setting of the site, <u>as part of the Pennine Foothills (West/South Pennines) landscape character type</u>, means that the impact of any development must be taken into account in terms of any design and layout. ...."</p> <p>Modify paragraph 11.244 as follows:  "11.244 .... This site provides an opportunity to <del>deliver</del><u>accommodate</u> the eastern section of this road as part of a high-quality residential layout. ...."</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add new paragraph after paragraph 11.244 as follows:  <u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).”</u></p> <p>Modify to add new final paragraph to reasoned justification for JPA24 as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.3% of the site); sandstone (94.5%) and surface coal (99.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR14	JPA25 Trows Farm Policy	322 - 323	<p>Modify criterion 1 as follows:  <u>1. Deliver around 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, incorporating a good mix of house types including higher value family housing and provision for affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 2 to add additional sentence as follows:  <u>2....This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1</u></p> <p>Modify criterion 3 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p data-bbox="701 312 2036 512">3. <del>Provide access to the site primarily via Cowm Top Lane to the north</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access to the site from Cowm Top Lane, as well as facilitating safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;</u></p> <p data-bbox="701 568 1137 596">Delete criterion 4 in its entirety.</p> <p data-bbox="701 652 1137 681">Delete criterion 5 in its entirety.</p> <p data-bbox="701 737 1102 766">Modify criterion 6 as follows:</p> <p data-bbox="701 780 2036 1023">6. <del>Use the topography and contours within the site to d</del><u>Deliver a well-designed scheme which incorporates good quality green and blue infrastructure that reflects and responds to the special qualities and sensitivities of the key characteristics of the Urban Fringe Farmland landscape character type in accordance with policy JP-G1 having regard to the topography of the site, its prominent location adjacent to the M62 and A627(M) motorways, and existing biodiversity and greenspace corridors;</u></p> <p data-bbox="701 1078 1137 1107">Delete criterion 7 in its entirety.</p> <p data-bbox="701 1163 1137 1192">Delete criterion 9 in its entirety.</p> <p data-bbox="701 1248 1155 1275">Delete criterion 10 in its entirety.</p> <p data-bbox="701 1331 1122 1359">Modify criterion 12 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and</u></p> <p>Modify to add additional criterion after criterion 12 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR15	JPA25 Trows Farm  Reasoned Justification	323 - 324	<p>Modify paragraph 11.245 as follows:  <u>11.245 "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."</u></p> <p>Modify paragraph 11.246 as follows:  "11.246 ... High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be <del>provided</del> <u>facilitated</u> as part of the development.... "</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete paragraph 11.249 in its entirety.</p> <p>Modify to add additional paragraph after paragraph 11.250 as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (100% of the site); sand and gravel (99.5%); and surface coal (100%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

## Chapter Eleven - Strategic Allocations in Salford Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMS1	Picture 11.37 Salford District Overview	325	Modify picture to reflect modifications elsewhere in the plan, such as the land supply, the Green Belt boundary, the change to the JPA26 allocation boundary and the removal of JPA28. See Annex 3, Map MMS1
MMS2	Picture 11.38 JPA26 Hazlehurst Farm	326	Modify Picture 11.38 See Annex 3, Map MMS2
MMS3	JPA26 Hazlehurst Farm  Policy	326-327	<p>Modify criterion 1 of policy JPA26 as follows:</p> <p><del>“1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;”</del></p> <p>Modify criterion 2 of policy JPA26 as follows:</p> <p><del>“2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed towards off-site provision;”</del></p> <p>Add new criterion below criterion 2 of policy JPA26 and modify criteria 3 and 4 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including:</u></p> <p>3. a) <u>Being</u> designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;</p> <p>4. b) <u>Incorporating</u> attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;”</p> <p>Add new criterion below criterion 5 in policy JPA26 as follows:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 10 of policy JPA26 as follows:</p> <p><u>“Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies and avoid harm to protected species;”</u></p> <p>Add new criterion below criterion 10 in policy JPA26 as follows:</p> <p><u>“Make provision for biodiversity in accordance with policy JP-G9;”</u></p> <p>Delete criterion 11 of policy JPA26 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“11. Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site;”</del></p> <p>Modify criterion 12 of policy JPA26 as follows:</p> <p><del>“12. Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements;”</del></p> <p>Modify criterion 13 of policy JPA26, as follows:</p> <p>“13. Provide mitigation to address noise <u>and air</u> pollution from nearby roads;”</p> <p>Delete criterion 14 of policy JPA26 as follows:</p> <p><del>“14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and”</del></p> <p>Add new criterion below criterion 14 in policy JPA26 as follows:</p> <p><u>“Contribute to the achievement of recreation space standards in accordance with local planning policies;”</u></p> <p>Add new criterion below criterion 15 in policy JPA26 as follows:</p> <p><u>“Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and”</u></p> <p>Add second new criterion below criterion 15 in policy JPA26 as follows:</p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMS4	<p>JPA26 Hazelhurst Farm</p> <p>Reasoned Justification</p>	327	<p>Delete the last sentence of paragraph 11.251 in the reasoned justification to policy JPA26:</p> <p><del>“A desk-based assessment of the site’s archaeological interest will be required.”</del></p> <p>Add new paragraph to the reasoned justification to policy JPA26 (below paragraph 11.251) to read as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add a second new paragraph to the reasoned justification to policy JPA26 (below paragraph 11.251) to read as follows:</p> <p><u>“The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMS5	JPA27 East of Boothstown	328-329	Modify criterion 1 of policy JPA27 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p><del>“1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;”</del></p> <p>Modify criterion 2 of policy JPA27 as follows:</p> <p><del>“2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed to off-site provision;”</del></p> <p>Add new criterion below criterion 2 in policy JPA27 as follows:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 9 of policy JPA27 as follows:</p> <p><u>“Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies and avoid harm to protected species;”</u></p> <p>Add a new criterion below criterion 9 in policy JPA27 as follows:</p> <p><u>“Make provision for biodiversity in accordance with policy JP-G9;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add a second new criterion below criterion 9 in policy JPA27 as follows:</p> <p><u>“Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the southern part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided;”</u></p> <p>Add a third new criterion below criterion 9 of policy JPA27 and modify criteria 10 and 11 as follows:</p> <p><u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including:</u></p> <p>40. a) <u>Ensuring</u> good quality access by walking and cycling for all residents to services and facilities in Boothstown and the local area, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south, including through the provision of a high quality network of pedestrian and cycle routes throughout the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road;</p> <p>44. b) <u>Securing</u> further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route to RHS Garden Bridgewater, Worsley Village and Boothsbank Park;</p> <p>Modify criterion 12 of policy JPA27 as follows:</p> <p><u>“12. Include a new neighbourhood equipped area of play and contribute to the achievement of recreation space standards in accordance with local planning policies;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new criterion below criterion 12 in policy JPA27 as follows:</p> <p><u>“Make financial contributions for offsite additional primary and/or secondary provision to meet needs generated by the development, in accordance with JP-P5;”</u></p> <p>Delete criterion 13 of policy JPA27 as follows:</p> <p><del>“13. Retain or replace existing playing fields;”</del></p> <p>Delete criterion 14 of policy JPA27 as follows:</p> <p><del>“14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;”</del></p> <p>Modify criterion 17 of policy JPA27 as follows:</p> <p>“17. Incorporate mitigation to address noise <u>and air</u> pollution from nearby roads.”</p> <p>Modify criterion 18 of policy JPA27 as follows:</p> <p><u>“18. Take appropriate account of relevant heritage assets, and their settings, including Worsley Hall Garden Cottage; the Bothy; and Worsley Park, in accordance with policy JP-P2; Conserve and enhance the setting of nearby heritage assets and, informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan’s evidence base and any Heritage Impact Assessment submitted as part of the planning application process; and”</u></p> <p>Add new criterion below criterion 19 in policy JPA27 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMS6	<p>JPA27 East of Boothstown</p> <p>Reasoned Justification</p>	329-330	<p>Add new paragraph to the reasoned justification to policy JPA27 (below paragraph 11.252) to read as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Delete the first sentence of paragraph 11.253 as follows:</p> <p><del>“Water vole and bird surveys will be required prior to any development, as will a desk-based archaeological assessment of the whole site and an historic building assessment of Boothsbank Farm.”</del></p> <p>Add new paragraph to the reasoned justification (below paragraph 11.253) to read as follows:</p> <p><u>“The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p> <p>Add a second new paragraph below paragraph 11.253 of the reasoned justification to read as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“The Natural England/Defra ‘Peaty Soils Location (England)’ layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the southern part of the site to the north of the Bridgewater Canal. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.”</u></p>
MMS7	JPA28 North of Irlam Station	330-333	Delete policy JPA28 along with the supporting text and picture 11.40, in its entirety. Remove the allocation from the policies map as a consequential change.
MMS8	JPA29 Port Salford Extension  Policy	334-336	<p>Modify the last sentence of paragraph 1 to policy JPA29 as follows:</p> <p>“This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities <u>(Use Class B8)</u> but also incorporating high quality manufacturing floorspace <u>(Use Classes E(g)(iii) and B2).</u>”</p> <p>Modify criterion 1 of policy JPA29 as follows:</p> <p><u>“Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council. Central to the masterplan shall be the consideration of opportunities to restore</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site;”</u></p> <p>Delete criterion 2 of policy JPA29 in it’s entirety.</p> <p>Add new criterion below criterion 4 of policy JPA29 and modify criteria 5, 6, 7 and 8 as follows:</p> <p><u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including:</u></p> <p><del>5.</del> a) <u>Delivering</u> necessary highway improvements of a strategic and local nature to cater for the additional traffic created by the expansion of Port Salford in a way that is compatible with any proposals for the enhancement of the wider motorway network and ensures the safe and efficient operation of the local road network;</p> <p><del>6.</del> b) <u>Incorporating</u> suitable HGV parking provision to cater for the area’s anticipated use, including as appropriate stop over provision, and amenity facilities to serve the needs of HGV drivers;</p> <p><del>7.</del> c) <u>Providing</u> high quality walking and cycling routes from across the site to the bus stops on the A57 and the wider pedestrian and cycling network including Port Salford Greenway;</p> <p><del>8.</del> d) <u>Maximising</u> links to existing public transport services and support new routes and enhanced services as appropriate, including accommodating a potential extension of the Trafford Park Metrolink line to serve Port Salford;</p> <p>Delete criterion 10 of policy JPA29 and replace with a new criterion as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Take appropriate account of relevant heritage assets, and their settings, including Barton Aerodrome and the listed buildings within it, in accordance with policy JP-P2;”</u></p> <p>Add a second new criterion below criterion 10 of policy JPA29 as follows:</p> <p><u>“Define and/or strengthen the boundaries of the Green Belt to the north and south of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;”</u></p> <p>Add a third new criterion below criterion 10 of policy JPA29 as follows:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 11 of policy JPA29 as follows:</p> <p><del>“11. Justify and provide full compensation for the loss of the golf course in accordance with paragraph 97 of the NPPF (February 2019) or any subsequent revision of national planning policy</del> <u>Manage the loss of recreation land and facilities in accordance with local planning policies;”</u></p> <p>Add new criterion under criterion 11 as follows:</p> <p><u>“Make provision for biodiversity in accordance with policy JP-G9. Where appropriate and necessary, the priority for any off-site nature conservation enhancements will be the Foxhill Glen Site of Biological Importance and ecological enhancements to remaining areas of Green Belt to the site’s south-western and north-eastern boundaries;”</u></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 12 of policy JPA29 as follows:</p> <p>“12. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam), <del>achieve a minimum 10% net gain in biodiversity</del> and mitigate the environmental impacts of development including noise;”</p> <p>Modify criterion 13 of policy JPA29 as follows:</p> <p>“13. Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> <del>and avoid harm to protected species;</del></p> <p>Modify criterion 14 of policy JPA29 as follows:</p> <p>14. <del>Be supported by breeding and winter bird surveys to understand and m</del>Minimise any adverse impact on bird species in this area. <del>Surveys of potential compensation areas should also be undertaken to</del> <u>and demonstrate</u> that displacement is possible into the wider landscape;</p> <p>Delete criterion 15 of policy JPA29 as follows:</p> <p>“15. <del>Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;</del>”</p> <p>Delete criterion 16 of policy JPA29 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>“16. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;”</del></p> <p>Modify criterion 18 as follows:</p> <p><del>“Minimise the loss of the carbon storage function of the peat and avoid any adverse impacts on the hydrology of surrounding areas of peat/mossland, whilst ensuring that there is no potential for future problems of land stability or subsidence; Undertake hydrological and ground investigations to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats either within the site and/or in other parts of Chat Moss;”</del></p> <p>Delete criterion 23 of policy JPA29 as follows:</p> <p><del>“23. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and”</del></p> <p>Add new criterion below criterion 24 of policy JPA29 as follows:</p> <p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMS9	JPA29	337-338	Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.264) to read as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	<p>Port Salford Extension</p> <p>Reasoned Justification</p>		<p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add a new paragraph above paragraph 11.266 of the reasoned justification to policy JPA29 to read as follows:</p> <p><u>“The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.”</u></p> <p>Delete the second part of paragraph 11.266 of the reasoned justification to policy JPA29, as follows:</p> <p>Delete the last two sentences of paragraph 11.266 of the reasoned justification to policy JPA29 as follows:  <del>“11.266... For any planning applications within the boundary of the allocation involving a floorspace of over 1,000 sqm, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.”</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.267) to read as follows:</p> <p><u>“The allocation is identified as containing a Mineral Safeguarding Area for brick and clay (4.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

## Chapter Eleven - Strategic Allocations in Tameside Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTa1	Picture 11.42 Tameside District Overview	339	Modify picture to reflect modifications elsewhere in the plan, such as the land supply, the Green Belt boundary and the boundary modification of JPA32. See Annex 3, Map MMTa1
MMTa2	JPA30 Ashton Moss West  Policy	340-341	<p>Modify criterion 1 of policy JPA30 as follows:            “1. Deliver around 160,000 square metres of employment floorspace, primarily within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes;”</p> <p>Modify criterion 2 of policy JPA30 as follows:            “...developed through engagement with the local community, Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Delete criterion 3 of policy in it’s entirety.</p> <p>Modify criterion 4 of policy JPA30 as follows:            “4. <del>Be informed by an assessment of</del> <u>Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;</u>”</p> <p>Delete criteria 5 of policy JPA30 in it’s entirety.</p> <p>Delete criteria 6 of policy JPA30 in it’s entirety.</p> <p>Delete criteria 8 of policy JPA30 in it’s entirety.</p> <p>Delete criterion 9 of policy JPA30 in it’s entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criteria 10 of policy JPA30 in it's entirety.</p> <p>After criteria 10 of policy JPA30 insert the following new criteria:            New <u>"Make provision for vehicular access into the site from the A6140 Lord Sheldon Way and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"</u></p> <p>Replacement of criterion 11 of policy JPA30 with a new criterion as follows:  <del>"11. Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station;"</del></p> <p>New <u>"Ensure the masterplan layout is designed so as not to preclude highway access to the rail line to the northern boundary and land is set aside in that location to accommodate provision for a potential future rail station;"</u></p> <p>Delete criteria 12 of policy JPA30 in it's entirety.</p> <p>Delete criteria 13 of policy JPA30 in it's entirety.</p> <p>Replacement of criterion 14 of policy JPA30 with a new criterion as follows:  <del>"14. Protect and enhance key landscape and ecological features, including trees, watercourses and ponds;"</del></p> <p>New <u>"Make provision for biodiversity, including taking appropriate account of priority species and ecological features in accordance with policy JP-G9;"</u></p> <p>Delete criterion 15 of policy JPA30 in it's entirety</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 16 of policy JPA30 as follows:  <u>“16. Incorporate and enhance as attractive and desirable routes existing public rights of way including that between the community of Littlemoss to the north and the Metrolink stop at Ashton Moss to the south and the active travel route along the site's western edge;”</u></p> <p>Delete criterion 17 of policy JPA30 in it's entirety.</p> <p>Delete criterion 18 of policy JPA30 in it's entirety.</p> <p>After criteria 18, insert the following three new criterion into policy JPA30 as follows:  New <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>New <u>“Use suitable construction techniques to ensure that any impact on the carbon storage function of deep peat is minimised; and”</u></p> <p>New <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMTa3	JPA30 Ashton Moss West  Reasoned Justification	341 - 344	<p>Modify paragraph 11.268 of policy JPA30 as follows:  “...This should <del>primarily</del> fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key <del>growth</del> <u>economic</u> sectors within Tameside...”</p> <p>Modify paragraph 11.274 of policy JPA30 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“11.274 One of the principle challenges to developing Ashton Moss West is the <u>underlying peat overlain with a volume of placed material...</u>”</p> <p>After paragraph 11.283, insert two new paragraphs to the reasoned justification to policy JPA30 as follows:            New <u>“Where land is to be removed from the Green Belt, national planning policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects related to this site have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>New <u>“The allocation is identified as containing Mineral Safeguarding Areas for brick clay (92.4% of the site) and surface coal (92.4% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMTa4	JPA31 Godley Green Garden Village  Policy	344-346	<p>Delete criteria 1 and 2 of policy JPA31 and replace with a new criterion, after criteria 2 as follows:  <del>“1. Construct around 2,350 new homes;”</del></p> <p><del>“2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;”</del></p> <p>New <u>“Make provision for around 2,350 new homes across a range of types and tenures having regard to the Council’s most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council’s affordable housing requirements;”</u></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 4 of policy JPA31 as follows:  “...Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Modify criterion 5 of policy JPA31 as follows:  “5. <del>Be informed by an assessment of</del> <u>Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;</u>”</p> <p>Delete criteria 6 of policy JPA31 in it’s entirety.</p> <p>Delete criteria 7 of policy JPA31 in it’s entirety.</p> <p>Replace criterion 9 of policy JPA31 with a new criterion as follows:  “<del>9. Establish two connected villages, each with their own distinct identity and served by a local hub offering flexible workspace opportunities and a range of community, retail, cultural and leisure uses, separated by Godley Brook as a central landscape feature;</del>”</p> <p>New “<u>Establish two connected villages, each with their own distinct identity and separated by Godley Brook as a central landscape feature. Each village should be served by a local hub offering flexible workspace opportunities and a range of appropriate community, retail, cultural and leisure uses required to serve local needs;</u>”</p> <p>Modify criterion 10 of policy JPA31 as follows:  “10. Deliver higher density residential development around Hattersley train station <u>in accordance with JP-H4, and around</u> the village hubs;”</p> <p>After criteria 10 insert the following new criteria into policy JPA31 as follows:  New “<u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, set aside land</u>”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>within the allocation to facilitate the expansion of Alder High School in accordance with policy JP-P5, to be completed in an early phase of development;</u></p> <p>Delete criteria 11 of policy JPA31 in it's entirety.</p> <p>Delete criterion 12 of policy JPA31 in it's entirety.</p> <p>Delete criteria 13 of policy JPA31 in it's entirety.</p> <p>Delete criteria 14 of policy JPA31 in it's entirety.</p> <p>Insert, after criteria 14, the following new criterion: New <u>"Make provision for vehicular access into the site from the A560 Mottram Old Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"</u></p> <p>Delete criteria 15 of policy JPA31 in it's entirety.</p> <p>Modify criterion 16 of policy JPA31 as follows: "16. Provide, in <del>the</del><u>an</u> early phase of development..."</p> <p>Delete criteria 17 of policy JPA31 in it's entirety.</p> <p>Delete criteria 18 of policy JPA31 in it's entirety.</p> <p>Modify criterion 19 of policy JPA31 as follows: <u>"19. Incorporate and enhance as attractive and desirable routes, existing public rights of way and, the Trans Pennine Trail, and linkages to local assets such as Hyde town centre, schools, public transport services and Werneth Low Country Park;"</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 20 of policy JPA31 in it's entirety .</p> <p>Delete criteria 21 of policy JPA31 in it's entirety.</p> <p>After criteria 21, insert a new criterion to policy JPA31 as follows:  <u>New "Make provision for biodiversity, including taking appropriate account of the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood, priority species and ecological features in accordance with policy JP-G9;"</u></p> <p>Delete criteria 22 of policy JPA31 in it's entirety.</p> <p>Delete criteria 23 of policy JPA31 in it's entirety.</p> <p>Delete criteria 24 of policy JPA31 in it's entirety .</p> <p>Insert the following four new criterion, after criteria 24, into policy JPA31 as follows:  <u>New "Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);"</u></p> <p><u>New "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the vicinity of the site in accordance with policy JP-G2; and"</u></p> <p><u>New "Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTa5	JPA31 Godley Green Garden Village  Reasoned Justification	346 – 349	<p>Within paragraph 11.284 delete footnote reference 131, as follows: “...enshrined in Garden City principles<sup>(434)</sup> and is a logical sustainable extension to the existing urban area.”</p> <p>And delete footnote itself, as follows: “<del>434-Understanding Garden Villages</del>”</p> <p>Insert the following new paragraphs, into the reasoned justification for policy JPA31, after paragraph 11.284 as follows: New <u>“The Garden City principles, as set out by the Town and Country Planning Association, are a distillation of the key elements that have made the Garden City model of development so successful. Together, these principles form an indivisible and interlocking framework for the delivery of high-quality places. The Garden City principles are:</u> <u>Land value capture for the benefit of the community.</u> <u>Strong vision, leadership and community engagement.</u> <u>Community ownership of land and long-term stewardship of assets.</u> <u>Mixed-tenure homes and housing types that are genuinely affordable.</u> <u>A wide range of local jobs in the Garden City within easy commuting distance of homes.</u> <u>Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.</u> <u>Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.</u></p> <p><u>Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.</u></p> <p><u>National policy states delivering new homes can often be best achieved through planning for larger scale development, such as by following Garden City principles. These principles are an overarching concept that should be considered as appropriate at all stages of the development process, in particular during the masterplanning and design code phase.</u></p> <p>Modify paragraph 11.286 of the reasoned justification to policy JPA31 as follows:  <del>“...diversity of housing opportunities. This could include the provision of older persons housing and plots for custom and self-build. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy positive technology (i.e. producing more energy than is consumed).”</del></p> <p>Modify paragraph 11.287 of the reasoned justification to policy JPA31 as follows:  <del>“11.287 Older persons housing and plots for custom and self build will also feature as important elements of the housing mix in the Garden Village and some should be affordable to those on lower and middle incomes seeking this type of opportunity. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).”</del></p> <p>Insert, after paragraph 11.299, a new paragraph into the reasoned justification for policy JPA31 as follows:  New <u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>sites. Consequently, development on site that is within 7km of the SAC and SPAs should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G 5, criterion 7 (c)."</u></p> <p>Insert, after paragraph 11.300, the following three new paragraphs into the reasoned justification for policy JPA31, as follows:</p> <p>New <u>"Strengthening the Green Belt boundary is an important requirement for the proposed southern boundary along the A560. For example, strengthening the boundary could be through additional woodland planting. This will increase the future distinction between retained Green Belt land and the allocation."</u></p> <p>New <u>"Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p>New <u>"The allocation is identified as containing Mineral Safeguarding Areas for brick clay (22.5% of the site), sand and gravel (29.0% of the site) and sandstone (1.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMTa6	Picture 11.45 JPA32 South of Hyde	349	Modify Picture 11.45. See Annex 3, Map MMTa6

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTa7	JPA32 South of Hyde  Policy	349 – 351	<p>Delete criteria 1 and 2 of policy JPA32 and replace with a new criterion, after criteria 2 as follows:</p> <p><del>“1. Construct around 440 new homes;”</del></p> <p><del>“2. Deliver homes across a range of types and tenures in accordance with the Council’s most up to date Housing Needs Assessment;”</del></p> <p>New <u>“Make provision for around 440 new homes, across a range of types and tenures having regard to the Council’s most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council’s affordable housing requirement;”</u></p> <p>Delete criterion 3 of policy JPA32 in it’s entirety.</p> <p>Modify criterion 4 of policy JPA32 as follows: “...Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Delete criterion 5 of policy JPA32 in it’s entirety.</p> <p>Delete criterion 6 of policy JPA32 in it’s entirety.</p> <p>Modify criterion 9 of policy JPA32 as follows: “9. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road, <u>having regard to the Landscape Character and Sensitivity Assessment within the plan’s evidence base, and the guidance and opportunities identified within the Pennine Foothills (Dark Peak) character type;</u>”</p> <p>Modify criterion 10 of policy JPA32 as follows: <del>“10. Sustain and enhance both designated and non-designated</del> <u>Take appropriate account of relevant heritage assets, and their settings, including the Grade II* listed Apethorn Farmhouse</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>and Grade II Pole Bank Hall, <u>in accordance with policy JP-P2. This shall include delivery of the sensitive restoration and long-term future use of the Grade II* listed Apethorn Farmhouse within an early phase of development so as to facilitate its removal from the Heritage at Risk Register;</u></p> <p>Modify criterion 11 of policy JPA32 as follows:  “11. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan’s evidence base <del>and any updated Historic Impact Assessment(s) submitted as part of the planning application process;</del>”</p> <p>Delete criterion 12 of policy JPA32 in it’s entirety.</p> <p>Modify criterion 13 of policy JPA32 as follows:  “13. <del>Make financial</del> <u>Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate for offsite additional primary and/or secondary provision to meet needs generated by the development in accordance with JP-P5;</u>”</p> <p>Delete criterion 14 of policy JPA32 in it’s entirety.</p> <p>Insert the following new criteria into policy JPA32 after policy criteria 14, as follows:  New “<u>Make provision for vehicular access into the east and west parcels from the A560 Stockport Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u>”</p> <p>Delete criteria 15 of policy JPA32 in it’s entirety.</p> <p>Delete criteria 16 of policy JPA32 in it’s entirety.</p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criteria 17 of policy JPA32 in it's entirety.</p> <p>Modify criterion 18 of policy JPA32 as follows:  <u>“18. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way and linkages to other recreational assets, including the Peak Forest Canal, Trans Pennine Trail and Werneth Low Country Park;”</u></p> <p>Delete criteria 19 of policy JPA32 in it's entirety.</p> <p>Delete criteria 20 of policy JPA32 in it's entirety.</p> <p>Insert the following new criteria to policy JPA32, after criteria 20, as follows:  <u>New “Make provision for biodiversity, including taking appropriate account of the designated Pole Bank Site of Biological Importance, priority species and ecological features in accordance with policy JP-G 9;”</u></p> <p>Delete criteria 21 of policy JPA32 in it's entirety.</p> <p>Delete criterion 22 of policy JPA32 in it's entirety.</p> <p>Delete criterion 23 of policy JPA32 in it's entirety.</p> <p>Insert the following four new policy criterion into policy JPA32, after criteria 23, as follows:  <u>New “Define and strengthen the boundaries of the Green Belt between the eastern development parcel and the adjoining retained Green Belt to the south such that they will comprise physical features that are readily recognisable and likely to be permanent;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>New <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>New <u>“Make provision for flood risk and drainage having regard to the findings of, and indicative mitigation identified in the Strategic Flood Risk Assessment within the plan’s evidence base and prepare a site-wide drainage strategy; and”</u></p> <p>New <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMTa8	JPA32 South of Hyde  Reasoned Justification	351-354	<p>Modify paragraph 11.301 of the reasoned justification to policy JPA32 as follows: “...high quality and accessible neighbourhood that <del>enshrines Garden City principles and is a</del> logical, sustainable, extension to the suburb of Gee Cross.”</p> <p>Modify paragraph 11.305 of the reasoned justification to policy JPA32 as follows: “11.305 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. <u>This could include older persons housing and plots for custom and self-build. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy positive technology (i.e. producing more energy than is consumed).</u>”</p> <p>Modify paragraph 11.306 of the reasoned justification to policy JPA32 as follows: “11.306 <del>Older persons housing and plots for custom and self build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity. There is potential to deliver innovative and creative</del> <u>development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).</u>”</p>

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			<p>After paragraph 11.312, insert the following two new paragraphs to the reasoned justification of policy JPA32 as follows:</p> <p>New <u>“Strengthening the Green Belt boundary is an important requirement for the proposed eastern part of the allocation and the retained Green Belt land to the south. For example, strengthening the boundary could be through additional woodland planting. This will help to increase the future distinction and permanence between the retained Green Belt land and the allocation.”</u></p> <p>New <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify paragraph 11.313 of the reasoned justification to policy JPA32 as follows:  “...should be used to guide the masterplanning and development, <del>alongside Garden City principles,</del> as an attractive, functional...”</p> <p>Modify paragraph 11.314 of the reasoned justification to policy JPA32 as follows:  “11.314 Neighbourhoods will be linked via safe walking and cycling routes, <u>including existing public rights of way such as the Cown Edge Way, and public open spaces...</u>”</p> <p>Modify paragraph 11.319 of the reasoned justification to policy JPA32 as follows:  “11.319 Open space and recreation areas comprise an essential element of <del>both Garden City and Building for a Healthy Life</del> principles...”</p> <p>Insert, after paragraph 11.319, a new paragraph to the reasoned justification to policy JPA32 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			New <u>“The allocation is identified as containing Mineral Safeguarding Areas for brick clay (66.4% of the site), surface coal (66.4% of the site) and sandstone (13.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u>

## Chapter Eleven - Strategic Allocations in Trafford Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTr1	Picture 11.46 Trafford District Overview	355	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary – See Annex 3, Map MMTr1
MMTr2	Picture 11.48 JPA33 New Carrington	357	<p>Modify picture 11.48 to clarify that picture 11.48 is indicative only. Amend title of Picture 11.48 to:</p> <p><i>Picture 11.48 New Carrington <u>Indicative</u> Allocation Policy Plan</i></p> <p>Modify picture 11.48 to label the area identified as ‘Local Plan’ to ‘Mixed Residential and Employment Use’. Also to add the ‘Character Areas’ to the plan. See Annex 3, Map MMTr2</p>
MMTr3	JPA33 New Carrington Policy	356 - 363	<p>Modify Criterion 1 as follows:</p> <p>1. Be in accordance with a masterplan or <del>Supplementary Planning Document (SPD)</del> that has been <u>developed in consultation with the local community, and approved by the Local Planning Authority. The masterplan must include a phasing and delivery strategy as required by policy JP-D1. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on parts of the site. It should also have regard to the anticipated Hynet North West Hydrogen pipeline (as relevant). The masterplan will be prepared in partnership with key stakeholders to ensure the site <u>whole allocation</u> is planned and delivered in a coordinated and comprehensive manner, <u>with proportionate contributions to fund necessary infrastructure;</u></u></p> <p>Add new criterion under Criterion 1 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Have regard to the relevant Health and Safety Executive's consultation zones and Land Use Planning advice;</u></p> <p>Modify Criterion 2, as follows:  2. Deliver around 5,000 units, <del>of which 4,300 will be delivered in the plan period at Carrington / Partington and Sale West; , in the following distinct character areas, as set out on the Allocation Policy Plan:-</del></p> <ul style="list-style-type: none"> <li><del>• Carrington Village – approximately 600 units–</del></li> <li><del>• Sale West – approximately 1,450 units–</del></li> <li><del>• East Partington – approximately 2,600 units–</del></li> <li><del>• Warburton Lane – approximately 420 units–</del></li> </ul> <p>Delete Criteria 3 - 5 in their entirety.</p> <p>Modify Criterion 6 as follows:  6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area (<u>as set out on the Indicative Allocation Plan (Picture 11.48)</u>):</p> <ul style="list-style-type: none"> <li>• <u>Central Carrington Village</u> – average 35 dph</li> <li>• Sale West – average 40 dph</li> <li>• <u>East Partington East</u> – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55 dph will be appropriate close to the local centre;</li> <li>• Warburton Lane – average 25 dph</li> </ul> <p>Modify Criterion 7 as follows:  <del>7. Provide</del> <u>Make provision for</u> a minimum of 15% affordable housing across the <del>New Carrington</del> <u>allocation to be provided in accordance with local policy requirements in relation</u></p>

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			<p><del>to type and tenure. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas</del></p> <p>Modify Criterion 8 as follows: 8. Make <u>appropriate</u> specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;</p> <p>Modify Criterion 9 as follows: Deliver around 350,000 sqm (gross) of employment opportunities for <u>B2 / B8 uses</u>; <del>industry and warehousing as set out on the Allocation Policy Plan</del></p> <p>Delete Criteria 10 -13 in their entirety.</p> <p>Modify Criterion 14 as follows: <del>14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;</del> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify Criterion 15 as follows: Deliver a network of safe cycling and walking routes through the allocation <u>and linking to surrounding areas, including</u> utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;</p> <p>Modify Criterion 16 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook <u>and the disused railway line between Timperley and Irlam</u>, to successfully integrate development;</p> <p>Modify Criterion 17 as follows:  17. <u>Provide an east / west</u> <del>Utilise the route of the disused railway line through the site as a strategic sustainable transport corridor across the site from the Manchester Ship Canal to Sale to link with</del> <u>providing links from New Carrington to the wider area as part of the Carrington Greenway scheme which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west public transport linkages;</u></p> <p>Modify Criterion 18 as follows:  18. <u>Contribute to new / enhanced bus services and</u> <del>Deliver</del> bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;</p> <p>Modify Criterion 19 as follows:  19. <u>Facilitate delivery of</u> <del>Deliver and directly contribute to</del> the Carrington Relief Road to provide an alternative route to the A6144 <del>and a strategic link through Carrington,</del> incorporating provision for pedestrians, cyclists and bus priority measures.</p> <p>Delete Criterion 19, i-iii in its entirety.</p> <p>Delete Criterion 20 in its entirety.</p> <p>Modify Criterion 21 as follows:  21. <u>Provide</u> <del>Create a new local centre comprising a range of small shops with convenience shopping facilities and services providing up to in the region of 2,500 sqm of retail floorspace,</del> within the East-Partington <u>East</u> development area at a scale to serve the needs</p>



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			<p>of the proposed communities and improve the sustainability of the wider Partington and Carrington area</p> <p>Modify Criterion 22 as follows: Provide <del>a new</del> Neighbourhood Centres at <u>in the Central Carrington Village and Sale West character areas</u> to provide local services and community facilities <u>to meet local needs</u></p> <p>Modify Criterion 23 as follows: <del>23. Provide and contribute to the provision of</del> <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, make provision for a new primary school on site, in accordance with JP-P5; places. Extensions will be required to primary and secondary schools in Partington and Sale West;</u></p> <p>Delete Criterion 24 in its entirety.</p> <p>Modify Criterion 25 as follows: 25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, <u>publicly accessible green infrastructure;</u></p> <p>Modify Criterion 26 as follows: <del>26. Create defensible</del> <u>Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent; boundaries utilising, where appropriate, existing landscape features;</u></p> <p>Modify Criterion 27 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>27. <u>Make provision for compensatory improvements to</u> <del>Mitigate any impact and improve</del> the environmental quality and accessibility of remaining Green Belt land <u>within and/or in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify Criterion 28 as follows:            28. Provide significant areas of open and <u>publicly</u> accessible green space throughout the allocation as part of the wider strategic green infrastructure network. <u>Creating These will</u> <del>provide</del> important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;</p> <p>Delete Criterion 29 in its entirety.</p> <p>Modify Criterion 30 as follows:            Provide a range of types and sizes of open space <del>within the allocation boundary in</del> accordance with <u>local planning policy requirements</u> <del>the Council's open space and outdoor sports policies</del>, including local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long-term maintenance;</p> <p>Modify Criterion 31 as follows:            31. <del>Protect the</del> <u>Provide</u> strategic green spaces at <del>Salway West identified</del> <u>broadly in the locations identified on the Indicative Allocation Policy Plan (Picture 11.48) and promote their use as an accessible green infrastructure area.</u> These areas <u>will be</u> protected from development and <del>proposals will need to demonstrate how they and</del> will deliver improved green infrastructure and access (including new <del>or</del> improved public rights of way), <del>to these parcels to mitigate the impacts</del> of development</p> <p>Modify Criterion 32 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>Protect and enhance natural environment assets within the site and the surrounding area, Make provision for biodiversity, including taking appropriate account of including Brookheys Covert Site of Special Scientific Interest (SSSI), eight local Sites of Biological Importance (SBIs), and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation, in accordance with Policy JP-G9;</del></p> <p>Add new criterion after Criterion 32 as follows:  <u>Undertake hydrological and ground investigations as necessary to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats elsewhere within the site;</u></p> <p>Modify Criterion 33 as follows:  33. Achieve enhanced delivery of ecosystem services through the restoration and creation of <u>wildlife corridors, steppingstone habitats and</u> areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester and, <u>in accordance with policy JP-G2. These areas will seek to deliver the objectives of the Great Manchester Wetlands Nature Improvement Area;</u></p> <p>Modify Criterion 35 as follows:  35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and <del>seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);</del></p> <p>Delete Criterion 36 in its entirety.</p>

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			<p>Modify Criterion 37 as follows: Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at <u>New Carrington</u></p> <p>Modify Criterion 38 as follows: 38. <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Mossland and Lowland Farmland landscape character type in accordance with Policy JP-G1, Conserve and enhance local landscape character, including particularly as regards layout and design that respects the settings of the Dunham Massey estate, Warburton Village and Warburton Deer Park;</u></p> <p>Modify Criterion 39 as follows: Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area</p> <p>Modify Criterion 40 as follows: Ensure new development is place-led, <del>creative and contextual in its response,</del> respecting the local character, <u>heritage</u> and positive local design features of the area;</p> <p>Delete Criterion 41 in its entirety.</p> <p>Modify Criterion 43 as follows: 43. <del>Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted as part of the planning application process</del> <u>Take appropriate account of relevant heritage assets and their settings, including the Warburton</u></p>

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			<p><u>Deer Park, listed buildings and areas of high archaeological potential in the south west of the site, in accordance with Policy JP – P2;</u></p> <p>Delete Criteria 44 - 48 in their entirety.</p> <p>Modify criterion 49 as follows:  49. Mitigate flood risk and surface water management issues, both within and beyond the site, <del>including provision of SUDS through the design and layout of development and in accordance with an allocation wide</del> a flood risk, foul and surface water management strategy, <u>which will form part of the Masterplan/delivery strategy (Criterion 1); The allocation wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;</u></p> <p>Delete Criteria 50-51 in their entirety.</p> <p>Modify Criterion 53 as follows:  Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, <del>including HS2,</del> and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;</p> <p>Modify Criterion 54 as follows:  Improvements to the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements-; <u>and</u></p>

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			<p>Add new Criterion after Criterion 54 as follows:  <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMTr4	JPA33 New Carrington  Reasoned Justification	363 - 368	<p>Modify paragraph 11.320 as follows:  11.320 The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site. <u>As set out on the Indicative Allocation Plan (Picture 11.48) the allocation includes areas identified for residential use, employment use and mixed residential and employment use. This is alongside areas of retained Green Belt, Strategic Green Spaces and strategic transport improvements.</u></p> <p>Modify paragraph 11.321, second sentence, as follows:  Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan <del>/SPD</del> which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West.</p> <p>Add the following sentence at the end of paragraph 11.321:  <u>All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.</u></p> <p>Add a new paragraph under paragraph 11.321 as follows:  <u>The masterplan will need to have regard to the presence of peat on parts of the site and identify opportunities to restore habitats and minimise the loss of carbon as part of the</u></p>

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			<p><u>development. The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.</u></p> <p>Add a new paragraph under paragraph 11.321 as follows:  <u>Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.</u></p> <p>Delete paragraph 11.322 in its entirety.</p> <p>Modify by inserting a new paragraph after paragraph 11.322:  <u>In determining any planning application up to date advice from the Health and Safety Executive (HSE) will be needed to understand the full extent of the HSE consultation zone constraints in relation to existing uses and the Hynet North West Hydrogen pipeline.</u></p> <p>Modify by inserting a new paragraph after paragraph 11.323 as follows:  <u>Picture 11.48 identifies four distinct residential character areas across the allocation: Central Carrington, Partington East, Sale West and Warburton Lane. The approximate number of units expected in each character area is set out below. These are not policy requirements but they reflect the average density which is considered to be appropriate in each area (Criterion 6):</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<ul style="list-style-type: none"> <li>• <u>Central Carrington – approx. 600 units</u></li> <li>• <u>Partington East – approx. 2,600 units</u></li> <li>• <u>Sale West – approx. 1,450 units</u></li> <li>• <u>Warburton Lane – approx. 400 units</u></li> </ul> <p>Delete paragraph 11.324 in its entirety.</p> <p>Modify paragraph 11.326 of as follows:  Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. <u>Reflecting the PfE Viability Assessment, the policy requires a minimum of 15% affordable housing to be delivered across the whole allocation. To achieve this, it is possible that some parts of the allocation will need to deliver a higher proportion of affordable housing than others. This should be considered as part of the preparation of the masterplan, the delivery strategy and through individual planning applications. The Council will monitor affordable housing provision across the allocation to ensure the 15% overall requirement is met. The type and tenure of any affordable housing provision should be delivered in accordance with the Trafford Local Plan. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.</u></p> <p>Modify paragraph 11.327 first and second sentence, as follows:  11.327 Employment development <u>for B2 / B8 uses</u> will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing <del>Control of Major Accidents Hazards (COMAH)</del> HSE consultation zone constraints.</p>



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			<p>Delete paragraph 11.328 – 11.330 in their entirety.</p> <p>Modify paragraph 11.331, as follows:  A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles.  <u>Development will also need to be connected to existing communities and, where required, overcome any physical barriers to ensure it is integrated.</u> The development should have regard to the Greater Manchester Transport Strategy 2040 refresh, providing improved links to the city centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the <u>Cadishead viaduct disused rail route</u>. This route will <u>form part of the wider deliver the Carrington Greenway scheme providing an important sustainable transport active travel link to Irlam Station, and improved east/west connections through the New Carrington site and linking to surrounding communities.</u> <del>as well as a potential future public transport corridor.</del></p> <p>Modify paragraph 11.334, as follows  The New Carrington Transport Locality Assessment also identified key highway junctions which <u>may</u> <del>will</del> require intervention to mitigate the impact of development, as well as other link roads which will be required to access development parcels within the site. The detailed design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.</p> <p>Modify paragraph 11.336 first and second sentence as follows:  11.336 A new local centre, located in the <del>east</del> Partington <u>East</u> character area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs <u>in the</u> at Sale West and <u>Central Carrington Village character areas.</u></p>

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			<p>Modify paragraph 11.337 final sentence, as follows: Development will also be required to provide new and improved health facilities to support the new community, <u>as required by Policy JP-P6.</u></p> <p>Modify by inserting a new paragraph under paragraph 11.338, as follows: <u>The new Green Belt boundary is defined by existing features such as hedgerows, roads and field boundaries, although in some locations there is a need to strengthen the boundary as part of the development. This includes the southern boundary of the employment land, which is not currently identifiable, as well as the boundary to the east of the Manchester United Football Club training facilities. The new Green Belt boundary to the east of the Altrincham Waste Water Treatment Works should also be strengthened.</u></p> <p>Modify paragraph 11.339, third sentence as follows: Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the <u>strategic green spaces</u> identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail.</p> <p>Modify paragraph 11.340, second sentence as follows: This includes <u>the eight SBIs within the site boundary and the habitats and green corridors</u> along Sinderland Brook and Red Brook.</p> <p>Modify paragraph 11.341 as follows: Parts of the allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area <u>potentially particularly suitable for peat restoration or to important wetland habitats.</u> Much of the area which <del>may be is</del> <u>is suitable for peatland restoration or wetland habitats restoration</u> is within</p>

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			<p>the identified Green Belt gap and it will therefore be protected from development. <u>Other other locations within the proposed development area across the site will require ground investigations to establish the depth and quality of peat and to consider the potential for restoration, alongside development also be considered in relation to their wetlands potential. Regard should also be had to the hydrology of development parcels and surrounding areas in assessing the impact on peat.</u></p> <p>The Carrington area is included in the <u>locally determined</u> Great Manchester Wetlands Nature Improvement Area whose objectives seek to deliver a living landscape between Greater Manchester and Merseyside through identified wildlife corridors and through the <u>complementary creation of, or restoration of, wetland habitat. and has been identified as New Carrington has the potentially to be an important part of a developing this Wetlands Ecological Network through the creation and restoration of wetland habitats and their designation in the Local Plan, where appropriate.</u> In addition, the conservation of organic soils will help to reduce carbon emissions.</p> <p>Delete paragraph 11.342 in its entirety.</p> <p>Modify paragraph 11.343 as follows:  11.343 Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside. <u>Development should haveing regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features important to the Mossland and Lowland Farmland landscape character type of the area in particular hedgerows, ditches, rides and small pockets of woodland</u> and the introduction of additional tree planting and vegetation to soften new development. Areas of the site <u>and surrounding area</u>, such as Warburton Deer Park, <u>Warburton Village Conservation Area</u> and Carrington Moss, have particularly high landscape sensitivity <u>as regards views south to Warrington and Cheshire and therefore</u></p>

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			<p>development proposals <del>in these areas</del> will need to <u>have regard to these sensitivities (where relevant) and demonstrate</u> how any landscape impact can be appropriately mitigated.</p> <p>Modify paragraph 11.344 as follows:  11.344 The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in <del>the Council's adopted</del> <u>relevant Design Guides / Codes</u>. Specific parameters for the development of the site will be set out in the Masterplan <del>/ SPD</del>.</p> <p>Modify paragraph 11.345, final sentence as follows:  Issues such as design and linkages <u>to existing communities and</u> through the site should be carefully considered.</p> <p>Modify paragraph 11.346 of Policy JPA33 as follows:  The New Carrington Historic Environment Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. <u>The Assessment makes recommendations for mitigation and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.</u> The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. <del>Other areas of the Carrington site which are of potentially high value include areas of peat where assessments to establish the depth and condition of any remaining peat will be required.</del> For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.</p>

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			<p>Delete paragraph 11.347 in its entirety.</p> <p>Modify paragraph 11.348 as follows:  11.348 A high-quality coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for the area – <u>this is required as part of the overall Delivery Strategy (Criterion 1)</u>. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, <del>the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases.</del> Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.</p> <p>Modify paragraph 11.349 as follows:  11.349 Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. <del>The brook currently has a rating of ‘moderate’ under the EU Water Framework Directive, and the development should seek opportunities to improve this to ‘good’.</del></p> <p>Insert new paragraph under paragraph 11.351 as follows:  <u>The allocation is identified as containing a Mineral Safeguarding Area for sand and gravel (26.5%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>



## Chapter Eleven - Strategic Allocations in Wigan Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMW1	Picture 11.49 Wigan District Overview	369	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMW1
MMW2	JPA34 M6 Junction 25 Policy	370-371	<p>Modify Policy JPA34 (criterion 1), as follows:  <del>“Be in accordance with a comprehensive masterplan that is agreed with by the Council, and is effectively informed by detailed site investigations and other constraints. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;”</del></p> <p>Modify Policy JPA34 (after criterion 2) by adding a new criterion, as follows:  <u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;”</u></p> <p>Delete Criterion 4 in its entirety.</p> <p>Modify Policy JPA34 (criterion 5), as follows:            “Incorporate high quality landscaping within the site and along sensitive site boundaries to minimise its visual impact on the wider area, including the A49 road frontage, the remaining Green Belt to the north, and around each building within the site, in accordance with Policy JP-G2;”</p> <p>Modify Policy JPA34 (after criterion 6) by adding a new criterion, as follows:  <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site, in accordance with Policy JP-G2;”</u></p> <p>Modify Policy JPA34 (criterion 7), as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Ensure that the site layout will not preclude the provision of a future Provide an internal road connection with Wheatlea Industrial Estate;”</u></p> <p>Delete criterion 8 in its entirety.</p> <p>Modify Policy JPA34 (criterion 9), as follows:  <u>“Safeguard land within the allocation Allow for the provision of an all-ways junction at M6 Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.; and”</u></p> <p>Modify Policy JPA34 (after criterion 9) by adding a new criterion, as follows:  <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMW3	JPA34 M6 Junction 25  Reasoned Justification	371-372	<p>Modify paragraph 11.356, as follows:  “Land to the south of the Winstanley residential area has been retained within the Green Belt and will provide a robust green infrastructure corridor. In addition to safeguarding residential amenity, this green corridor will open up the site for wider public access, including suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway. It will also provide enhanced walking and cycling opportunities for local residents to the Wigan Flashes to the east, which are a major environmental and recreation resource in the borough. <u>As part of the delivery of necessary new and improved road infrastructure, as set out in Appendix D, a safe crossing of the A49 Warrington Road will need to be provided.</u>”</p> <p>Modify paragraph 11.357, as follows:  <u>“In accordance with Policy JP-C7, it is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling</u></p>



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			<p>and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area.”</p> <p>Modify paragraph 11.358, as follows:            “In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north. <del>The development must also provide easements for the significant utilities infrastructure that runs through the site.</del>”</p> <p>Modify by adding a new paragraph after paragraph 11.358, as follows:  <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify by adding a new paragraph after paragraph 11.358, as follows:  <u>“The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMW4	JPA35 North of Mosley Common	373 - 375	<p>Modify Policy JPA35 (criterion 1), as follows:            “Be in accordance with a <u>comprehensive</u> masterplan that is agreed by the Council, <del>and is effectively informed by detailed site investigations, an archaeological assessment, the</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p><del>presence of priority habitats and other constraints</del> <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;</u></p> <p>Modify Policy JPA35 (criterion 2), as follows:  “Deliver around 1,100 new homes, <u>including affordable housing in accordance with local policy requirements,</u> with higher densities close to existing and new bus stops on the Leigh-Salford-Manchester (LSM) Guided Busway, as applicable;”</p> <p>Modify Policy JPA35 (criterion 3), as follows:  “<u>Make provision for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7. This includes</u> <del>Provide an additional stop on the busway and/or new/improved pedestrian and cycle links to existing busway stops,</del> <u>and proportionate contributionse proportionally and meaningfully to increaseding passenger capacity on the busway at peak times, subject to full detailed busway service analysis being undertaken in conjunction with Transport for Greater Manchester;</u>”</p> <p>Modify Policy JPA35 (criterion 4), as follows:  “Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road, <u>City Road</u> and Silk Mill Street, <u>Any access arrangements from Silk Mill Street should ensure good quality pedestrian and cycle linkages into the rest of the site</u> <del>with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate;</del>”</p> <p>Delete criteria 5 of Policy JPA35 in it's entirety.</p> <p>Delete criteria 6 of Policy JPA35 in it's entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify Policy JPA35 (criterion 7), as follows:  <del>“Provide new community and health facilities on-site, potentially in a suitably accessible location close to a future additional stop on the guided busway as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development;”</del></p> <p>Modify Policy JPA35 (criterion 8), as follows:  “Provide new primary education facilities on-site, as a new school and/or as an expansion to St John’s Mosley Common Primary School, unless it is determined by the council that it is not needed; and <u>make provide a financial contributions for off-site additional secondary school provision to meet needs the demand generated by secondary school pupils the development, in accordance with Policy JP-P5;</u>”</p> <p>Modify Policy JPA35 (after criterion 8) by adding a new criterion, as follows:  <u>“Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include watercourses, ponds, hedgerows and areas of woodland on and/or around the site, in accordance with Policy JP-G9;”</u></p> <p>Modify Policy JPA35 (after criterion 10) by adding a new criterion, as follows:  <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and”</u></p> <p>Delete criteria 11 of Policy JPA35 in it’s entirety.</p> <p>Modify Policy JPA35 (after criterion 11) by adding a new criterion, as follows:  <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>

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MMW5	JPA35 North of Mosley Common  Reasoned Justification	374-375	<p>Modify paragraph 11.362, as follows:  “... However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable, <u>in accordance with Policy JP-C7</u>. Good quality road access will need to be provided into the site from the local highway network.”</p> <p>Modify paragraph 11.363, as follows:  “... They will benefit the development and complement associated community facilities provided <u>in a suitably accessible location within-on the site, which could be developed as part of a new local centre close to a future additional stop on the guided busway</u>. Alternatively financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site.”</p> <p>Modify paragraph 11.366, as follows:  “... The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. <u>In accordance with Policy JP-G1, aA robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt. The development will also be required to provide easements for the gas pipeline that crosses the western part of the site.</u></p> <p>Modify by adding a new paragraph after paragraph 11.366, as follows:  “<u>Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify by adding a new paragraph after paragraph 11.366, as follows:  <u>“The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMW6	JPA36 Pocket Nook  Policy	376 - 377	<p>Modify Policy JPA36 (criterion 1), as follows:  <u>“Be in accordance with a comprehensive masterplan that is agreed with by the Council and is effectively informed by an archaeological assessment and other constraints. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;”</u></p> <p>Modify Policy JPA36 (criterion 2), as follows:  “Safeguard a north-south corridor towards the west of the site allocation for the <u>potential</u> construction of High Speed 2 Rail;” and add a footnote to read:  <u>“It should be noted that Government has not yet withdrawn the HS2 Safeguarding Directions”</u></p> <p>Modify Policy JPA36 (criterion 3), as follows:  “Deliver around 600 homes; <u>including affordable housing in accordance with local policy requirements. including a</u> <u>Around 75 of these homes should be</u> to the west of the <del>proposed</del> <u>safeguarded</u> HS2 route on land accessed from Rowan Avenue;”</p> <p>Modify Policy JPA36 (criterion 4), as follows:  “Deliver around 15,000 sqm of <u>E(g), B2 and/or B8</u> employment floorspace on land to the west of the <del>proposed-safeguarded</del> <u>HS2 route</u> accessed from Newton Road;”</p> <p>Modify Policy JPA36 (criterion 5), as follows:</p>

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			<p><del>“Deliver or contribute effectively to the delivery of a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line as if necessary, that is of a design quality to accommodate bus services, safeguarding the route for future construction where applicable;”</del></p> <p>Modify Policy JPA36 (after criterion 5) by adding a new criterion, as follows:  <u>“Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5.”</u></p> <p>Modify Policy JPA36 (criterion 6), as follows:  <del>“Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site</del> <u>Make provision for new and improved sustainable transport infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</u></p> <p>Modify Policy JPA36 (criterion 7), as follows:  “Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor, <u>in accordance with Policy JP-G2;”</u></p> <p>Modify Policy JPA36 (after criteria 7) by adding a new criterion, as follows:  <u>“Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include ponds, hedgerows and areas of broad-leaved woodland on and/or around the site, in accordance with policy JP-G9;”</u></p> <p>Modify Policy JPA36 (criterion 9), as follows:  <u>“Take appropriate account of heritage assets and their settings, including Ensure that the heritage setting of the Grade II Listed Fair House Farmhouse on Pocket Nook Lane, in accordance with Policy JP-P2 is retained or enhanced. Proposals should be informed by the</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment(s) submitted as part of the planning application process."
MMW7	JPA36 Pocket Nook  Reasoned Justification	377-378	<p>Modify paragraphs 11.369, as follows:            "There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton and Golborne area for employment and other services in Leigh and the city centre, consequently reducing car dependency in this area; and, with possible connections to LSM Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site, <u>in accordance with Policy JP-C7.</u> "</p> <p>Modify paragraph 11.370, as follows (including a footnote which provides a weblink to safeguarding information and maps for HS2 Phase 2B):  <u>"A north-south corridor in the west of the allocation has been safeguarded by the Government for the potential delivery of HS2 Phase 2B<sup>1</sup>. This safeguarded zone needs to be kept free from development to enable access and for servicing. If delivered, The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site. HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing"</u></p> <p>Modify paragraph 11.371, as follows:            "The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west and, <u>if necessary,</u> will need to bridge the <del>proposed</del> HS2 route. The new road will connect into Newton Road on land close to its existing junction with Enterprise Way, <u>and serve both new housing and employment development.</u> The road will <u>enable the development to be properly integrated with the existing communities of Lowton and Golborne, provide local residents with an alternative route to the A580, and enable</u></p>

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			<del>the delivery of enhanced bus services in the area. serve both new housing and employment development and will be able to accommodate bus services."</del>
MMW8	JPA37 West of Gibfield  Policy	379 - 380	<p>Modify Policy JPA37 (criterion 1), as follows:  "Be in accordance with a <u>comprehensive</u> masterplan that is agreed by the Council, <del>and is effectively informed by detailed site investigations, an archaeological assessment and other constraints.</del> <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1.</u>"</p> <p>Modify Policy JPA37 (criterion 2), as follows:  "Deliver around 500 new homes, <u>including affordable housing in accordance with local policy requirements.</u>"</p> <p>Modify Policy JPA37 (criterion 3), as follows:  "Deliver around 45,500 sqm of <u>E(g), B2 and/or B8</u> employment floorspace <del>in the south east of the allocation on land in the southern part of the site, as a logical extension to the existing Gibfield Park Industrial Area.</del>"</p> <p>Modify Policy JPA37 (criterion 4), as follows:  "Ensure good quality road access is provided into the site, including through an extension of Gibfield Park Way northwards. A route for the continuation of Gibfield Park Way further northwards <u>towards</u> the rail line should be safeguarded <u>within the site</u>, to connect into potential future road infrastructure to be provided in Bolton;"</p> <p>Modify Policy JPA37 (criterion 5), as follows:  "<del>Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development.</del> <u>Make provision for new and improved sustainable transport and highways</u></p>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify Policy JPA37 (criterion 6), as follows:  “Ensure convenient and safe access for pedestrians and cyclists <u>within the site towards</u> local bus services and to Daisy Hill and Hag Fold rail stations, <del>and contribute appropriately to improved passenger facilities at those rail stations, as applicable;</del>”</p> <p>Modify Policy JPA37 (after criterion 6) by adding a new criterion, as follows:  <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;</u></p> <p>Modify Policy JPA37 (criterion 7), as follows:  “Provide a high quality, landscaped corridor along Gibfield Park Way, <u>including its extension northwards within the allocation,</u> through the planting of street trees and other strategic landscaping;”</p> <p>Modify Policy JPA37 (criterion 8), as follows:  “Provide a <del>substantive</del> <u>substantial</u> accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangement for its maintenance, agreed with the Council;”</p> <p>Modify Policy JPA37 (criterion 9), as follows:  “<del>Make</del> <u>Ensure</u> appropriate provision <u>is made to sufficiently mitigate the impact of development on</u> for great crested newts <del>sufficient to mitigate the development;</del>”</p> <p>Modify Policy JPA37 (after criterion 9) by adding a new criterion, as follows:  “<u>Make provision for biodiversity, including taking appropriate account of Sites of Biological Importance and areas of priority habitat, which include ponds, watercourses, dry heath/acid</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>grassland, hedgerows and areas of woodland on and/or around the site in accordance with Policy JP-G9;</u></p> <p>Modify Policy JPA37 by deleting criterion 10 in it's entirety.</p> <p>Modify Policy JPA37 (after criterion 10) by adding a new criterion, as follows:  <u>"Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and"</u></p> <p>Modify Policy JPA37 by deleting criterion 11 in it's entirety.</p> <p>Modify Policy JPA37 (after criterion 11) by adding a new criterion, as follows:  <u>"Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."</u></p>
MMW9	JPA37 West of Gibfield  Reasoned Justification	380-381	<p>Modify paragraph 11.377, as follows:          "The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will <u>be on land in the southern part of the site</u> <del>extend the existing Gibfield Park Industrial Area</del> and is considered suitable for E(g), B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton."</p> <p>Modify paragraph 11.379, as follows:  <u>"In accordance with Policy JP-C7, h</u>Highway improvement measures will be needed to mitigate the impact of the development, notably at the junction of the A577 and Gibfield Park Way and between the site and the A6 and Junction 5 of the M61 in Bolton. The development will be required to make an effective contribution to the provision of these measures."</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify paragraph 11.380, as follows:            “There is also a need for strategic improvements to services along the Atherton railway line between Wigan and Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent, <u>in accordance with Policy JP-C7</u>. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services. This development is required to ensure <u>good convenient and safe access within the site towards</u> Daisy Hill and Hag Fold stations for pedestrians and cyclists <del>and contribute appropriately to passenger improvements at these stations.</del>”</p> <p>Modify paragraph 11.381, as follows:            “The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space. Appropriate provision should be made to <u>sufficiently</u> mitigate the impact of the development on great crested newts that are present in the area, <u>as well as the presence of priority habitats in accordance with Policy JP-G9</u>. The ongoing maintenance of the country park will need to be agreed with the Council.”</p> <p>Modify by adding a new paragraph after paragraph 11.382, as follows:  <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify paragraph 11.383, as follows:            “To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>opportunities provided by the site. <del>The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.</del></p> <p>Modify by adding a new paragraph after paragraph 11.383, as follows:  <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sandstone (18.1%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

## Chapter Twelve Delivering the Plan Proposed Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM12.1	JP-D1 Infrastructure Implementation  Policy	385 - 386	<p>Modify first paragraph as follows:  <del>“To make this happen we will: To ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan: support the delivery of the vision and objectives set out in this document: ”</del></p> <p>Modify by including new sub-headings before criteria 1 and 2 as follows:</p> <p><u>“We will:</u></p> <p>Take a long term...</p> <p><u>We will work with infrastructure providers to:</u></p> <p>Promote collaboration and synchronisation of investment plans <del>between ourselves and the main infrastructure providers:</del> <u>Key infrastructure providers include the NHS Greater Manchester Integrated Care Partnership (formerly Clinical Commissioning Groups), the NHS, Highways England, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers;</u></p> <p>Modify criterion 3 as follows:  <del>Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to e</del><u>Ensure that future investment plans are consistent with have regard to this Plan;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard;</u></p> <p>Delete criterion 4 as follows:  <del>“4.— Establish a new long term funding mechanism for transport and site specific infrastructure to ensure timely delivery and capture of developer contributions;”</del></p> <p>Add two new criteria after criterion 3 as follows:</p> <p><u>Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and</u></p> <p><u>Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.</u></p> <p>Modify by including new sub-heading before criterion 5 as follows:</p> <p><u>“We will, through local plans, other local planning documents and development management decisions:”</u></p> <p>Modify criteria 6 and 7 as follows:  Require applicants to prepare an infrastructure phasing and delivery strategy for <del>strategic sites, and major sites</del> <u>to be agreed by the local planning authority for sites</u> where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it; <u>and</u></p> <p>Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility <del>infrastructure</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><del>capacity to support the delivery and occupation of their proposed development, from first occupation until development completion. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements where this would be necessary to mitigate the impact of development. As a minimum, applicants should identify and plan for:</del></p> <p><del>Minimising the demand for energy, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development and conversions where practicable;</del></p> <p><del>Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;</del></p> <p><del>Reasonable gas and water supply, considering the need to conserve natural resources;</del></p> <p><del>The provision of multiple ducting to support full fibre digital connections from different providers;</del></p> <p><del>Heating and cooling demand and the viability of its provision via decentralised energy networks. Designs must incorporate access to existing networks where feasible and viable; and</del></p> <p><del>Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements.”</del></p> <p><del>Delete criteria 8 and 9 as follows:</del></p> <p><del>Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and</del></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<del>Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption."</del>
MM12.2	JP-D2 Developer Contributions  Reasoned Justification	388	Modify paragraph 12.16 as follows: "...These methods include: Section 106 planning obligations, the Community Infrastructure Levy, <u>and</u> agreements made under Section 278 of the Highways Act 1990 (as amended), <del>or the potential introduction of a Strategic Infrastructure Tariff."</del>
MM12.3	JP-D2 Developer Contributions  Policy	390	Modify first paragraph as follows: "...These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, <del>legal contracts</del> <u>Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime)."</u>  <del>Delete second paragraph and replace with revised text, as follows: "Applicants should take account of policies in development plans and other relevant documents when developing proposals and acquiring land. It is expected that viability assessments should only be undertaken where there are clear circumstances creating barriers to delivery. If an applicant wishes to make the case that viability should be considered, they should provide clear evidence at the planning application submission stage, demonstrating the specific issues that would create barriers to delivery in a transparent manner and reflecting national guidance.</del>  <u>If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance."</u>



Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM12.4	Para. 12.23 Monitoring	390	<p>Modify paragraph 12.23 as follows:  <del>“The table below sets out the proposed monitoring framework for the Plan. It focuses on the key priorities of the plan. It sets out the indicators which will be used and the geographical areas each will be applied to. In order to monitor the Vision, Objectives and Strategy effectively, the data for the indicators will be collected across varying geographical areas of the plan. The analysis will have a particular focus on the Core Growth Area (JP-Strat 1), the Inner Areas (JP-Strat 5), the Northern Areas (JP-Strat 6) and the Southern areas (JP-Strat 9). The spatial strategy geographical areas referred to in table 12.1 reflect the Strategic Policies set out in Chapter 4 of the Plan. Until such time that the detailed boundaries of these areas are established in district local plans, the authority monitoring report will illustrate the geographical boundaries to which the data refers.”</del></p> <p>Insert new paragraphs after paragraph 12.23 as follows:  <u>“12.24 The Allocations will be monitored by districts but where a PfE indicator will form part of this monitoring it is noted in the ‘Allocation’ column of table 12.1.</u></p> <p><u>12.25The outcomes of PfE monitoring will form part of each of the districts own Local Plan Authority Monitoring Reports.”</u></p>
MM12.5	Table 12.1 Places for Everyone Monitoring Framework	391-394	Modify Table 12.1 as set out in Annex 1 attached to this schedule.

## Appendix A Replaced District Local Plan Policies Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxA.1	Para. A2	400	Modify paragraph A2 as follows: <del>Upon adoption of this Plan a number of policies in district local plans will be partially replaced by policies in this Plan (see tables below)</del> <u>The following policies have been wholly or partially replaced.</u>
MMApxA.2	Bolton Council Table A.1 in Appendix A	400	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.1, attached to this schedule.
MMApxA.3	Bury Council Table A.2 in Appendix A	401-402	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.2, attached to this schedule.
MMApxA.4	Manchester City Council Table A.3 in Appendix A	402-403	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.3, attached to this schedule.
MMApxA.5	Oldham Council Table A.4	403-404	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.4, attached to this schedule.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	in Appendix A		
MMApxA.6	Rochdale Council Table A.5 in Appendix A	404	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.5, attached to this schedule.
MMApxA.7	Salford Council Table A.6 in Appendix A	404-405	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.6, attached to this schedule.
MMApxA.8	Tameside Council Table A.7 in Appendix A	405	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.7, attached to this schedule.
MMApxA.9	Trafford Council Table A.8 in Appendix A	405-406	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.8, attached to this schedule.
MMApxA.10	Wigan Council	406	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.9, attached to this schedule.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Table A.9 in Appendix A		

## Appendix B Additions to the Green Belt Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxB.1	Para. B.1	410	<p>Modify paragraph B.1 of Appendix B as follows:</p> <p>“In certain locations land which was not previously in the Green Belt has now been designated as such. <del>because it is assessed to meet one or more of the five purposes, for example to prevent settlements merging, and necessary to keep it permanently open.</del> These proposed additions to the Green Belt are shown on the index map below and identified on the Policies Map.”</p>
MMApxB.2	Picture B.2	410	<p>Modify Picture B.2 to reflect the consequential changes that are required resulting from proposed changes to Green Belt Addition boundaries. See Annex 3, Map MMApxB.2</p>
MMApxB.3	Table B.1	412	<p>Modify Table B.1 as set out in Annex 4</p>
MMApxB.4	Various pictures	414-464	<p>Consequential modifications to delete Pictures B.3, B.5, B.6, B.8, B.9, B.10, B.11, B.12, B.13, B.15, B.17, B.18, B.19, B.20, B.22, B.23, B.24, B.25, B.26, B.29, B.32, B.35, B.38, B.39, B.44, B.47, B.48, B.49, B.50 and B.51.</p>
MMApxB.5	Picture B.4	415	<p>Modify Picture B.4 GBA2 to revise boundary. See Annex 3, Map MMApxB.5</p>

### Appendix C Places for Everyone Policies Map Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxC.1	Appendix C Policies Map	466	Modify Picture C2 to reflect, as necessary, changes to the policies map as a result of main modifications elsewhere in the Plan. See Annex 3, Map MMApxC.1

### New Appendix Indicative Transport Mitigation Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxD.1	N/A	N/A	Include a new Appendix “D” entitled Indicative Transport Mitigation which lists in Table 1 indicative transport mitigations associated with the allocations. This is shown in Annex 5 attached to this schedule.

## Annex 1 of the PfE Main Modifications Schedule

### MM12.1 Proposed modifications to Table 12.1 (Monitoring)

<b>PfE KPI/Target</b> <b>Baseline at 2020 unless</b> <b>otherwise stated</b> <b>Policy Outcome</b>	<b>Places for</b> <b>Everyone</b> <b>Strategic</b> <b>Objective</b>	<b>Relevant PfE</b> <b>policy</b>	<b>Policy</b> <b>Outcome/Indicators</b>	<b>Geographical level to which indicator is monitored</b>			
				<b>Full PfE</b> <b>Area</b>	<b>District</b>	<b>Spatial Strategy</b> <b>Areas set out in</b> <b>Policies JP-Strat</b> <b>1, 5, 6 and 9</b>	<b>Allocations</b>
<b>Strategy</b>							
Significant growth in employment and housing in the Core Growth Area	1, 2, 3, 4, 5, 6, 9		Total employment and housing growth				
Significant increase in growth employment and housing in north of conurbation	1, 2, 3, 4, 5, 9		Total employment and housing growth				
Sustain the competitiveness of the employment and housing offer in our part of the south of conurbation	1, 2, 3, 4, 5, 9		Total employment and housing growth				
Improve productivity	3,5,10		% increase in GVA per job				
Increased number of jobs	3,5,10		Proportion of our residents in employment				
Secure main town centres as local economic drivers	1,2,3,5,6,7,9		% increase in residential development in main town centres				

Pfe KPI/Target <del>Baseline at 2020 unless otherwise stated</del> Policy Outcome	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
			% vacancy rate in main town-centres				
<b>Sustainable &amp; Resilient</b>							
Reduce carbon emissions from new development	2,5,7,8,10	JP-S 1 2, 3 and 7 JP-P 1	% of new development meeting the net carbon standard <u>% of net additional residential development completed with an Energy Performance Certificate rating of A and B</u>	✓	✓		
<u>Prioritise</u> Maximise the use of suitable previously developed (brownfield) land for development	2,3,5,7,8,9	JP-Strat 1 to 6, JP-Strat 9, JP Strat 12, JP-S 1, JP-J 2, J 3, J 4 and JP-H 1 and H 4	% of residential development on brownfield land	✓	✓	1,5,6,9	
			% of gross employment development on brownfield land	✓	✓	1,5,6,9	



Pfe KPI/Target <u>Baseline at 2020 unless otherwise stated</u> <u>Policy Outcome</u>	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
No increase in number of <u>new</u> homes and <u>employment</u> commercial premises at risk of flooding	2,8	<u>JP-S 1, and 5</u> <u>JP-P 1</u>	% of homes at risk of flooding <u>No. of planning permissions approved against EA advice</u>	✓	✓		<u>All allocations with housing development</u>
		<u>JP-S 1 and 5</u> <u>JP-P 1</u>	% of commercial premises at risk of flooding <u>No. of planning permissions approved against EA advice</u>	✓	✓		<u>All allocations with employment development</u>
Improve air quality	2,5,7,8,10	<u>JP-S 1, S 2 and S 6</u>	Number of EV charging points				
			% of development within 800m of transport hubs				
			Number of controlled parking zones around schools and early years' settings				
			<u>Exceedance of the legal level of NO2 (as an Annual Mean) in local AQMA and Clean Air Plan Monitoring</u>	✓	✓		

Pfe KPI/Target <del>Baseline at 2020 unless otherwise stated</del> Policy Outcome	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
<b>Jobs</b>							
<u>Improve productivity</u>	<u>3,5,10</u>	<u>JP-Strat 1 to 12, JP-J 1</u>	<u>% increase in GVA per job</u>	✓	✓	<u>1,5,6,9</u>	
<u>Increased number of jobs</u>	<u>3,5,10</u>	<u>JP-Strat 1 to 12 JP-J 1 and 2</u>	<u>Proportion of our residents (working age) in employment</u>	✓	✓	<u>1,5,6,9</u>	
<u>Improve access to jobs</u>	<u>4,5</u>	<u>JP-Strat 1 to 12 JP-J 1</u>	<u>Number of local labour agreements</u>	✓	✓		
<u>Increase overall employment and office floorspace by 2 million sq.m by 2039</u>	<u>3,5</u>	<u>JP-Strat 1 to 12 JP-J 1 to 3</u>	<u>Deliver 3.3 million sq. m. industry and warehousing by 2037 Increase in office floorspace (gross)</u>	✓	✓	<u>1,5,6,9</u>	<u>All allocations with office development</u>
<u>Increase overall industry and warehousing floorspace by 3.5 million sq. m by 2039</u>	<u>3,5</u>	<u>JP-Strat 1 and 4 to 11, JP-J 1, 2 and 4</u>	<u>Increase in industry and warehousing floorspace (gross)</u>	✓	✓	<u>1,5,6,9</u>	<u>All allocations with industry or warehousing development</u>
<u>Secure main town centres as local economic drivers</u>	<u>1,2,3,5,6,7,9</u>	<u>JP-Strat 1, 6, 9 and 12 JP-P 4</u>	<u>No of residential units (net) delivered in main town centres</u>	✓	✓		
			<u>GVA in and within 800m of the main town centres</u>	✓	✓		

Pfe KPI/Target <del>Baseline at 2020 unless otherwise stated</del> <u>Policy Outcome</u>	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	<u>Geographical level to which indicator is monitored</u>			
				<u>Full Pfe Area</u>	<u>District</u>	<u>Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9</u>	<u>Allocations</u>
<b>Homes</b>							
Deliver net increase in <u>no</u> of new homes	1,2,3,5,7,10	JP-Strat 1 to 3, 5 to 9, 11 and 12, JP-H 1	Deliver approx. <del>8,700</del> <u>9,063</u> annually by 2025	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
			Deliver approx. <del>10,300</del> <u>10,305</u> annually by 2030	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
			Deliver approx. <del>11,200</del> <u>10,719</u> annually by 2037	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
Increase <del>no</del> of additional affordable homes <u>Maximise delivery of additional affordable homes</u>	1,2,5,10	JP-H 1 and H2	Deliver our share of 50,000 additional affordable homes by 2037 <u>No. of new affordable homes completed</u>	✓	✓		<u>All allocations with housing development</u>
			<u>Number of people removed from the waiting list</u>				
Increase the number of homes meeting <u>Nationally Described Space Standard (NDSS)</u>	1,2,5,10	JP-H 3	% new homes meeting <u>Nationally Described Space Standard (NDSS)</u>	✓	✓		
Increase the number of new homes meeting <u>Accessible &amp; Adaptable (A&amp;A) standard</u>	1,2,5,10	JP-H 3	% new homes meeting <u>Accessible &amp; Adaptable (A&amp;A) standard</u>	✓	✓		
<b>Greener</b>							

PFE KPI/Target <del>Baseline at 2020 unless otherwise stated</del> Policy Outcome	Places for Everyone Strategic Objective	Relevant PFE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PFE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Enhance the green infrastructure network	2,5,7,8,9,10	<u>JP-Strat 2, 3, 5, 12 and 13</u> <u>JP-G 1 to 6, 9 and 10</u> <u>JP-P 1</u>	Number of developments delivering a 10% gain in biodiversity Gross area of new habitat created from the application of biodiversity net gain	✓	✓	<u>1,5,6,9</u>	<u>All allocations</u>
		<u>JP-Strat 13</u> <u>JP-G 1 to 5, 9 and 10</u> <u>JP-P 1</u>	Number, area and condition of sites of biological importance (SBIs)	✓	✓		<u>All allocations</u>
Increase tree planting	2,5,7,8,9,10	<u>JP-G 7</u>	Number of trees planted annually (metric to be determined with respect to tree planting programmes and on site delivery as a result of planning decisions where available)	✓	✓		
Increase access to green infrastructure	2,5,7,8,9,10	<u>JP-Strat 2, 3, 5, 12 and 13</u> <u>JP-G 2 to 6, 9 and 10</u> <u>JP-P 6</u>	Number of hectares of new green infrastructure (metric will consider publicly accessible GI where information is available)	✓	✓	<u>1,5,6,9</u>	

Pfe KPI/Target <del>Baseline at 2020 unless otherwise stated</del> Policy Outcome	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
<b>People</b>							
High quality design:	2		Increase % of new buildings consistent with National Design Guide				
Conserve, sustain and enhance our historic environment and heritage assets	2,4	<u>JP-Strat 1 to 3, 6 and 12,</u> <u>JP-P 1, 2 and 3</u>	Increase % of buildings on the “at risk register” with a strategy for their repair and re-use	✓	✓		
Improve the cultural offer:	2,4		Number of new cultural facilities				
Provision of additional school places to support new development	2,9	<u>JP-Strat 1, 2 and 9</u> <u>JP-P 1 and 5</u>	Increase in Numbers of school places (Annual School Capacity survey). Consideration of ‘headroom’ statistics where available.	✓	✓		
Increase the % of working age population with Higher Level (4+) qualification(s) and reduce the % of working age population with sub Level 2 qualification(s) <u>Workforce is ready to benefit from new employment opportunities</u>	3,5	<u>JP-Strat 5, 6, 9, 11 and 12</u> <u>JP-P 5</u>	Workforce is ready to benefit from new employment opportunities % of working age population with Higher Level (4+) qualification(s) and % of working age population with sub Level 2 qualification	✓	✓	5,6	

Pfe KPI/Target <del>Baseline at 2020 unless otherwise stated</del> Policy Outcome	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
<b>Connected</b>							
Increased proportion of daily trips by modes other than the car	2,5,6,7,10	<u>JP-Strat 1 to 12</u> <u>JP-Strat 14</u> <u>JP-C 1, 3, 4, 5 and 7</u>	% of daily trips made by <u>active travel</u> , public transport, <u>walking and cycling</u> car & other (monitoring subject to further analysis of data collection methods – TRADS monitor undertaken by TfGM)  % of development within 800m of transport hubs	✓	✓		
<u>Increased proportion of new development in an accessible location</u>	<u>2,5,6,7,10</u>	<u>JP-Strat 14</u> <u>JP-S 1, 2 and 6</u> <u>JP-C 1, 3, 4, 6 and 7</u>	% of new housing (net) within 800m of good public transport accessibility and % of new employment floorspace within 800m of good public transport accessibility <u>*definition of good public transport accessibility to be agreed with TfGM</u>	✓	✓	<u>1,5,6,9</u>	

Pfe KPI/Target <del>Baseline at 2020 unless otherwise stated</del> <u>Policy Outcome</u>	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	<u>Geographical level to which indicator is monitored</u>			
				<u>Full Pfe Area</u>	<u>District</u>	<u>Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9</u>	<u>Allocations</u>
Digital connectivity	2,3,4,5,6	<u>JP-C 2</u>	Number of premises with full fibre connectivity	✓	✓		
			Number of locations with free, secure, high-speed public wi-fi connections				
Increasing EV charging infrastructure	2,6,7	<u>JP-S 2 and C 7</u>	Number of EV charging points ( <u>% change can be monitored year to year or over longer time series</u> )	✓	✓		
<b>Delivering the Plan</b>							

<b>PfE KPI/Target</b> <b>Baseline at 2020 unless</b> <b>otherwise stated</b> <b>Policy Outcome</b>	<b>Places for</b> <b>Everyone</b> <b>Strategic</b> <b>Objective</b>	<b>Relevant PfE</b> <b>policy</b>	<b>Policy</b> <b>Outcome/Indicators</b>	<b>Geographical level to which indicator is monitored</b>			
				<b>Full PfE</b> <b>Area</b>	<b>District</b>	<b>Spatial Strategy</b> <b>Areas set out in</b> <b>Policies JP-Strat</b> <b>1, 5, 6 and 9</b>	<b>Allocations</b>
Ensuring the right infrastructure is delivered at the right time <u>(broken down by different types of contribution)</u>	1,2,3,4,5,6,7,8,9,10	<u>JP S 1, JP S 2, JP J 1, JP H 2, JP G 2, JP G 3, JP G 4, JP G 5, JP G 6, JP G 7, JP G 9, JP P 1, JP P 2, JP P 3, JP P 5, JP P 6, JP P 7, JP C 1, JP C 2, JP C 3, JP C 4, JP C 5, JP C 6, JP C 7, Allocations (where mitigation is identified)</u>	Delivery of necessary new infrastructure Links provided to each District's Infrastructure Funding Statement/ Annual section 106 monitoring report	✓	✓		
Secure appropriate S106 contributions <u>for affordable housing</u>	1,2,3,4,5,6,7,8,9,10	<u>JP-H 1 and H 2</u> <u>JP-D 2</u>	Developer contributions for the delivery of infrastructure  Developer contributions for the delivery of affordable housing	✓	✓		



## Annex 2 of the PfE Main Modifications Schedule

Proposed main modifications to Appendix A (Replaced District Local Plan Policies) of the PfE Plan

MMApxA.2

**Bolton Council**

Table A.1 Replaced Bolton Local Plan Policies

<b>Bolton Core Strategy (2011) - Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
H1 Healthy Bolton	JP-P6	<u>All</u>
A1 Achieving Bolton	JP-P5	<u>All</u>
P1 Employment land	JP-J2, JP-J3 and JP-J4	<u>All</u>
P3.1 Waste hierarchy	JP-S7	<u>All</u>
P5.1 Accessibility by different types of transport	JP-C1	<u>All</u>
P5.2 Accessibility by public transport	JP-C3	<u>All</u>
P5.3 Freight movement	JP-C6	<u>All</u>
P5.4 Servicing arrangements	JP-C7	<u>All</u>
P5.6 Transport needs of people with disabilities	JP-C4	<u>All</u>
P5.7 Transport assessments and travel plans	JP-C7	<u>All</u>
S1 Safe Bolton	JP-C7 and JP-P1	<u>All</u>
CG1.1 Green infrastructure in rural areas	JP-G1, JP-G2, JP-G3, JP-G4, JP-G5 and JP-G7	<u>All</u>
CG1.2 Urban Biodiversity	JP-G2	<u>All</u>
CG1.3 Open space	JP-G6	<u>All</u>
CG1.5 Flooding	JP-S5	<u>All</u>
CGH1.6 Energy requirements	JP-S2	<u>All</u>
CG1.7 Renewable energy	JP-S2	<u>All</u>
CG2 except CG2.2(c) Sustainable development	JP-S2	<u>All</u>
CG3 Built environment	<del>JP-S4</del> , JP-G1, JP-P1 and JP-P2	<u>All</u>
SC1.1 Housing requirement	JP-H1	<u>All</u>

SC1.5 Housing Density	JP-H4	<u>All</u>
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MMApxA.3

**Bury Council**

*Table A.2 Replaced Bury Local Plan Policies*

<b>Bury Unitary Development Plan (1997) - Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
EC1 Employment Land Provision	JP-J1	<u>All</u>
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4	<u>All</u>
EC3 Improvement of Older Industrial Areas and Premises	JP-J2	<u>All</u>
EC3/1 Measures to Improve Industrial Areas	JP-J2	<u>All</u>
EC5 Offices	JP-J3	<u>All</u>
H1 Housing Land Provision	JP-H1	<u>All</u>
H2 Housing Environment and Design	JP-H3	<u>All</u>
H4 Housing Need	JP-H3	<u>All</u>
EN1 Environment	JP-P1	<u>All</u>
EN1/1 Visual Amenity	JP-P1	<u>All</u>
EN1/3 Landscaping Provision	JP-P1	<u>All</u>
EN1/11 Public Utility Infrastructure	JP-P1	<u>All</u>
EN2 Conservation and Listed Buildings	JP-P2	<u>All</u>
EN4 Energy Conservation	JP-S2 and JP-S3	<u>All</u>
EN4/1 Renewable Energy	JP-S2 and JP-S3	<u>All</u>
EN4/2 Energy Efficiency	JP-S2 and JP-S3	<u>All</u>
EN5 Flood Protection and Defence	JP-S5	<u>All</u>
EN5/1 New Development and Flood Risk	JP-S5	<u>All</u>
EN6 Conservation of the Natural Environment	JP-G9	<u>All</u>
EN6/5 Sites of Geological Interest	JP-G9	<u>All</u>
EN7 Pollution Control	JP-P1	<u>All</u>
EN7/1 Atmospheric Pollution	JP-S6	<u>All</u>
EN8 Woodland and Trees	JP-G7	<u>All</u>
EN9 Landscape	JP-G1	<u>All</u>
EN9/1 Special Landscape Area	JP-G1	<u>All</u>
OL1 Green Belt	JP-G10	<u>All</u>

OL1/1 Designation of Green Belt	JP-G10	<u>All</u>
OL3 Urban Open Space	JP-G6	<u>All</u>
OL3/1 Protection of Urban Open Space	JP-G6	<u>All</u>
OL5 River Valleys	<u>JP-G2 and JP-G3</u>	<u>All</u>
<b><u>RT1 – Existing Provision for Recreation in the Urban Area</u></b>	<u>JP-P7</u>	<u>All</u>
RT2/3 Education Recreation Facilities	JP-P7	<u>All</u>
RT2/4 Dual-Use of Education Facilities	JP-P7	<u>All</u>
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5	<u>All</u>
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C4	<u>All</u>
HT2/6 – Replacement Car Parking	JP-C7	<u>All</u>
HT2/10 – Development Affecting Trunk Roads	JP-C7	<u>All</u>
HT3 Public Transport	JP-C1 and JP-C3	<u>All</u>
HT4 New Development	JP-C7	<u>All</u>
HT6 Pedestrians and Cyclists	JP-C1, JP-C4 and JP-C5	<u>All</u>
HT6/2 – Pedestrian/Vehicular Conflict	JP-C4 and JP-C5	<u>All</u>
HT7 Freight	JP-C6	<u>All</u>
CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3	<u>All</u>
CF2 Education Land and Buildings	JP-P5	<u>All</u>
CF4 Healthcare Facilities	JP-P6	<u>All</u>
CF5 Childcare Facilities	JP-P5	<u>All</u>
MW1 Protection Of Mineral Resources	JP-S7	<u>All</u>
MW2 Environmental Considerations For Mineral Workings	JP-S7	<u>All</u>
MW3 Waste Disposal Facilities	JP-S7	<u>All</u>
MW3/1 Derelict or Degraded Land (Waste)	JP-S7	<u>All</u>
MW3/2 Waste Recycling and Bulk Reduction	JP-S7	<u>All</u>

MMApxA.4

**Manchester City Council**

*Table A.3 Replaced Manchester Local Plan Policies*

<b><u>Manchester Core Strategy (2012) – Existing Policy</u></b>	<b><u>Replaced by PFE policy/policies</u></b>	<b><u>Sections of policy to be superseded</u></b>
SP1 Spatial Principles (Partially)	JP-S1	<ul style="list-style-type: none"> <li>• <u>Last but one bullet</u></li> </ul>
EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4	<ul style="list-style-type: none"> <li>• <u>1<sup>st</sup> paragraph including ‘Offices (B1a) – 140ha Research and Development and Industry (B1b, B1c and B2) – 25 ha Distribution and Warehousing (B8) – 35ha ‘</u></li> <li>• <u>distribution figures in key location bullet points</u></li> </ul>
H1 Overall Housing Provision (Partially)	JP-H1	<ul style="list-style-type: none"> <li>• <u>first paragraph</u></li> <li>• <u>trajectory</u></li> <li>• <u>sentence in brackets in 2<sup>nd</sup> paragraph</u></li> <li>• <u>1<sup>st</sup> sentence of 5<sup>th</sup> paragraph</u></li> </ul>
H2 Strategic Housing Location (Partially)	JP S1, JP S2 and JP S5 <u>JP-H4</u>	<ul style="list-style-type: none"> <li>• <u>‘40-50 dwellings per hectare’ from 1<sup>st</sup> bullet of 2<sup>nd</sup> paragraph</u></li> </ul>
H8 Affordable Housing (Partially)	JP-H2	<ul style="list-style-type: none"> <li>• <u>last sentence of bullet 1</u></li> </ul>
T1 Sustainable Transport (Partially)	JP-C1	<ul style="list-style-type: none"> <li>• <u>final bullet point</u></li> </ul>
EN3 Heritage (Partially)	JP-P2	<ul style="list-style-type: none"> <li>• <u>2<sup>nd</sup> paragraph</u></li> </ul>
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2	<ul style="list-style-type: none"> <li>• <u>1<sup>st</sup> bullet including indented bullets on Energy Hierarchy</u></li> </ul>
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2	<ul style="list-style-type: none"> <li>• <u>‘shown in Tables 12.1 or 12.2’ from 1<sup>st</sup> sentence of 1<sup>st</sup> paragraph</u></li> <li>• <u>2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> paragraphs</u></li> <li>• <u>tables 12.1 and 12.2</u></li> </ul>

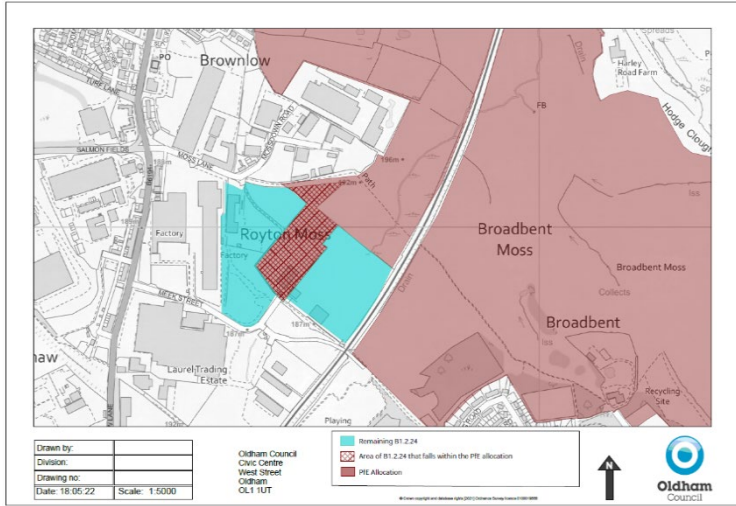
EN8 Adaption to Climate Change (Partially)	JP-S2, JP-S5 and JP-G9 and JP-S4	<ul style="list-style-type: none"> <li>• <u>1<sup>st</sup> and 4<sup>th</sup> bullet points</u></li> </ul>
EN14 Flood Risk (Partially)	JP-S5 JP-G9	<ul style="list-style-type: none"> <li>• <u>3<sup>rd</sup> bullet point except final sentence</u></li> </ul>
EN15 Biodiversity and Geological Conservation (Partially)	JP-G9	<ul style="list-style-type: none"> <li>• <u>'either on-site or adjacent to the site' in second paragraph</u></li> <li>• <u>last sentence</u></li> </ul>
EN16 Air Quality (Partially)	JP-S6	<ul style="list-style-type: none"> <li>• <u>' , and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport' from 1<sup>st</sup> sentence.</u></li> </ul>
EN17 Water Quality (Partially)	JP-S5	<ul style="list-style-type: none"> <li>• <u>2<sup>nd</sup> bullet point</u></li> </ul>

MMApxA.5

Oldham Council

Table A.4 Replaced Oldham Local Plan Policies

<u>Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing Policy</u>	<b>Replaced by PFE policy/policies</b>	<b><u>Sections of policy to be superseded</u></b>
3 An Address of Choice (Partially)	JP-H1	<u>Section of policy on Distribution of Housing (including Table 5 - Current distribution of housing within District Partnership areas (based on the 2009 SHLAA))</u> <u>Paragraphs 5.41 to 5.45</u> <u>Table 6 – Current distribution of housing land types within District Partnership areas (based on the 2009 SHLAA findings)</u>
4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4	<u>Second and third paragraph of policy wording.</u> <u>Paragraphs 5.51 and 5.52 of the reasoned justification</u>
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C4, JP-C5 and JP-C7	<u>Policy requirements b) to j)</u> <u>Paragraphs 5.59 and 5.60 of the reasoned justification</u>
18 Energy (Partially)	JP-S2	<u>Section of policy on Carbon Dioxide Reduction Targets (including Table 8 – Energy Infrastructure Framework)</u> <u>Paragraphs 6.93 to 6.105 of the reasoned justification</u>
19 Flooding (Partially)	JP-S5, JP-G3 JP-D1	<u>Policy requirements a), b), c) and e) are superseded and replaced by policy JP-S5</u> <u>Policy requirement d) is superseded by Policy JP-G3</u> <u>Policy requirement f) is superseded by Policy JP-D1.</u> <u>Paragraphs 6.113 to 6.116 of the reasoned justification.</u>
20 Design	JP-P1	<u>The entirety of Policy 20 is superseded by Policy JP-P1</u>
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15 JPA16 and JP-G10 <u>JPA15 Chew Brook Vale</u>	<u>Policy wording ‘The 2006 UDP Policy OE1.8 ‘Major Developed Site in Green Belt ‘will be saved and will be assessed in the Site Allocations DPD’ and paragraph 6.140 from the reasoned justification.</u>

	<p><u>JPA12 Beal Valley</u>  <u>JPA14 Broadbent Moss</u>  <u>JPA16 Cowlshaw</u>  <u>JPA14 Broadbent Moss</u></p> <p><u>JP-G10</u></p>	<p>The following areas of Other Protected Open Land (OPOL) will be de-designated (and their reference removed from paragraph 6.141 of the reasoned justification) as they are included in the boundary of strategic allocations:  <u>OPOL 9 – Bullcote Lane, Royton</u>  <u>OPOL 10 – Shawside, Shaw (Moss Hey)</u>  <u>OPOL 22 – Cowlshaw, Shaw</u></p> <p>Policy wording ‘Development on LRFD will only be granted where it would be acceptable in the Green Belt and which would not prejudice the later development of LRFD beyond the life of the LDF’ and paragraph 6.143 from the reasoned justification.</p>
<p>25 Developer Contributions</p>	<p><u>JP-D2</u></p>	<p>The entirety of Policy 25 is superseded by Policy JP-D2</p>
<p><u>Saved UDP Policy D1.5 Protection of Trees on Development Sites</u></p>	<p><u>JP-G7</u></p>	<p>The entirety of Policy D1.5 is superseded by Policy JP-G7</p>
<p><u>Saved UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton</u></p>	<p><u>JPA14 Broadbent Moss</u></p>	<p>Part of policy B1.1.24 as shown on plan below</p>  <p>The map shows a plan view of the area around Royton Moss and Broadbent Moss. A red hatched area indicates the 'Area of B1.2.24 that falls within the PIE allocation'. A legend in the bottom right corner explains the symbols: a red hatched box for 'Area of B1.2.24 that falls within the PIE allocation' and a solid red box for 'PIE Allocation'. Other labels on the map include 'Brownlow', 'Royton Moss', 'Broadbent Moss', 'Laurel Trading Estate', and 'Recycling Site'. The Oldham Council logo is in the bottom right corner.</p>
<p><u>Saved UDP Policy H1.2.17 Housing Land Release Phase II</u></p>	<p><u>JPA17 Land south of Coal Pit Lane</u></p>	<p>The entirety of policy H1.2.17 is superseded by Policy JPA17</p>



<p><u>Saved</u> UDP Policy OE1.8 Major Developed Site in the Green Belt</p>	<p>JPA15 <u>Chew Brook Vale</u></p>	<p><u>The entirety of Policy OE1.8 is superseded by Policy JPA15</u></p>
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MMApxA.6

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

<b>Rochdale Core Strategy (2016) – Existing policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of the policy to be superseded</b>
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4	<u>'up to 210 ha' in first bullet point of policy</u>
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4	<u>All</u>
C1 Delivering the right amount of housing in the right places (Partially)	JP-H1	<ul style="list-style-type: none"> <li>• <u>'to deliver at least 460 net additional dwellings per year up to 2028' in the first sentence of the policy</u></li> <li>• <u>- '460' in first sentence of paragraph 8.6 of the supporting text</u></li> </ul>
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3	<u>All</u>
G2 Energy and new development	JP-S1, JP-S2 and JP-S3	<u>All</u>
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3	<u>Delete the first paragraph of policy G3. The general approach to renewable and low carbon energy developments is more up to date and provided in more detail within PFE policies</u>
G4 Protecting Green Belt land	JP-G10	<u>All</u>
G5 Managing protected open land (Partially)	JP-G10	<u>Need to remove the references to existing areas of POL in the policy that are changing as a result of allocations or land going into the Green Belt.</u>

MMApxA.7

**Salford Council**

*Table A.6 Replaced Salford Local Plan Policies*

<b>Policy</b>	<b>Replaced by PFE policy/policies</b>
ST1 Sustainable Urban Neighbourhoods	JP-S1
ST3 Employment Supply	JP-J1, JP-J3 and JP-J4
ST5 Transport Networks	JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7
ST12 Development Density	JP-H4
ST13 Natural Environment Assets	JP-G1, JP-G2, JP-G3, JP-G4, JP-G6, JP-G7, JP-G8, JP-G9 and JP-G10
ST14 Global Environment	JP-S2
ST15 Historic Environment	JP-P2
EN1 Development Affecting the Green Belt	JP-G10

Salford City Council adopted the Salford Local Plan: Development Management Policies and Designations (SLP:DMP) on 18 January 2023. None of the policies in the SLP:DMP will be superseded by those in Places for Everyone.

MMApxA.8

**Tameside Council**

*Table A.7 Replaced Tameside Local Plan Policies*

<b>The Tameside Unitary Development Plan (2004) – Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
H1 Housing Land Provision (Partially)	JP-H1	<ul style="list-style-type: none"> <li>• <u>First paragraph</u></li> <li>• <u>Second paragraph</u></li> <li>• <u>The words “and to inform the need for plan review” from end of fifth paragraph</u></li> <li>• <u>Sixth paragraph</u></li> </ul>
H7 Mixed Use and Density (Partially)	JP-H4	<u>Paragraph (b)</u>
OL1 Protection of the Green Belt	JP-G10	<u>All</u>
OL2 Existing Buildings in the Green Belt	JP-G10	<u>All</u>
OL3 Major Developed Sites in the Green Belt	JP-G10	<u>All</u>
T7 Cycling (Partially)	JP-C5 and JP-C7	<u>Fourth paragraph</u>
T8 Walking (Partially)	JP-C5 and JP-C7	<u>Fourth paragraph</u>
MW14 Air Quality (Partially)	JP-S6	<u>All</u>
U4 Flood Prevention (Partially)	JP-S5	<u>First paragraph</u>

MMApxA.9

**Trafford Council**

*Table A.8 Replaced Trafford Local Plan Policies*

<b><u>Trafford Core Strategy (2012) – existing policy</u></b>	<b><u>Replaced by PFE policy/policies</u></b>	<b><u>Sections of policy to be superseded</u></b>
SL1 Pomona Island (Partially)	JP-Strat 5	<u>SL1.1 only</u>
SL2 Trafford Wharfside (Partially)	JP-Strat1 JP-Strat3	<u>SL2.1 only</u>
SL5 Carrington (Partially)	JP-S9, JP-S11 and JPA33 JP-Strat 9 JP-Strat11 JP-Allocation33	<u>All</u>
L1 Land for New Homes (Partially)	JP-H1 JP-H4	<u>L1.2</u> <u>L1.3</u> <u>L1.5</u> <u>L1.6</u> <u>L1.7</u> <u>L1.8</u>
L2 Meeting Housing Needs (Partially)	JP-H2 and JP-H3	<u>All</u>
L3 Regeneration and Reducing Inequalities (Partially)	JP-S5 and JP-S11	<u>All</u>
L4 Sustainable Transport and Accessibility (Partially)	JP-Strat 14, JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7	<u>L4.1 parts (a), (b), (d)</u> <u>L4.2</u> <u>L4.3</u> <u>L4.4</u> <u>L4.5</u> <u>L4.13</u>
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S5 and JP-S6	<u>L5.2</u> <u>L5.3</u>

<u>Trafford Core Strategy (2012) – existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
		<u>L5.4</u> <u>L5.5</u> <u>L5.6</u> <u>L5.7</u> <u>L5.8</u> <u>L5.9</u> <u>L5.11</u> <u>L5.12</u> <u>L5.15</u> <u>L5.16</u> <u>L5.18</u>
<u>L6 Waste (Partially)</u>	<u>JP-S7</u>	<u>AH</u>
<u>L7 Design (Partially)</u>	<u>JP-P1</u>	<u>L7.1</u> <u>L7.3 bullet point 1</u> <u>L7.4</u> <u>L7.5</u>
<u>L8 Planning Obligations (Partially)</u>	<u>JP-D1 and JP-D2</u>	<u>L8.1</u> <u>L8.10</u>
<u>W1 Economy (Partially)</u>	<u>JP-Strat1, JP-Strat3, JP-Strat5, JP-Strat9, JP-Strat10, JP-Strat12</u> <u>JP-J1, JP-J2, JP-J3, JP-J4</u> <u>JPA 3.2</u> <u>JPA 33</u>	<u>W1.4</u> <u>W1.5</u> <u>W1.6</u> <u>W1.7</u> <u>W1.9</u> <u>W1.14</u>
<u>W2 Town Centres and Retail (Partially)</u>	<u>JP-S9, JP-S12 and JP-P4</u>	<u>AH</u>
<u>W3 Minerals</u>	<u>JP-S7</u>	<u>AH</u>
<u>R1 Historic Environment (Partially)</u>	<u>JP-P2</u>	<u>R1.2</u> <u>R1.8</u>

<u>Trafford Core Strategy (2012) – existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
R2 Natural Environment (Partially)	<del>JP-Strat13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and JP-G10</del> <u>JP-P2</u>	<u>All</u>
R3 Green Infrastructure (Partially)	<del>JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9</del>	<u>R3.1</u> <u>R3.2</u>
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-Strat 9, JP-S Strat 10, JP-Strat 11, <u>JP-G10</u> , <del>JP-G11, JP-G12</del> , JPA3.2 and JPA33	<u>R4.1</u> <u>R4.2</u> <u>R4.3</u> <u>R4.4</u> <u>R4.5</u> <u>R4.7</u> <u>R4.8</u>
R5 Open Space, Sport and Recreation (Partially)	<del>P-G6</del> and JP-P7	<u>All</u>
R6 Culture and Tourism (Partially)	JP-P3	<u>R6.2 only</u>

MMApxA.10

**Wigan Council**

*Table A.9 Replaced Wigan Local Plan Policies*

<b><u>Wigan Local Plan Core Strategy (2013) – existing policy</u></b>	<b><u>Replaced by PFE policy/policies</u></b>	<b><u>Sections of policy to be superseded</u></b>
SD1 Presumption in Favour of Sustainable Development	JP-S1	<u>All</u>
<u>SP1 Spatial Strategy (Partial)</u>	<u>JP-G10</u>	<u>The 10th paragraph which states: ‘The full extent of the Green Belt will be maintained.’</u>
CP1 Health and Wellbeing	JP-P6	<u>All</u>
CP4 Education and Learning	JP-P5	<u>All</u>
CP5 Economy and Environment	JP-J1 and JP-J2	<u>All</u>
CP6 Housing (Partial)	JP-H1	<u>Clause 1 only</u>
CP8 Green Belt and Safeguarded Land	JP-G10 and <del>JP-G11</del>	<u>All</u>
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2	<u>All</u>
CP12 Wildlife Habitats and Species	JP-G9	<u>All</u>
CP13 Low Carbon Development	JP-S2 and JP-S3	<u>All</u>
CP14 Waste	JP-S7	<u>All</u>
CP15 Minerals	JP-S2 and JP-S7	<u>All</u>



### Annex 3 - Proposed main modifications to the illustrative maps, pictures and diagrams compared to the PfE Plan SD1

The table below is an index of all the maps, pictures and diagrams contained within this annex, the main modification references correlate with those in the main modifications schedule.

#### Schedule of modifications to the illustrative maps, pictures and diagrams in Places for Everyone

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MM2.1	Figure 2.1 - The Places for Everyone boundary within the Greater Manchester context	24	Modification to Picture 2.1 to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan
MM3.1	Figure 3.1 Key Diagram	38	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.5	Figure 4.2 Core Growth Area	50	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.10	Figure 4.3 City Centre	53	Modify to clearly illustrate the strategy, clarifying that Salford Quays does not form part of the City Centre.
MM4.14	Figure 4.5 Port Salford	57	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.21	Picture 4.2 North-East Growth Corridor	63	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.24	Figure 4.6 Wigan-Bolton Growth Corridor	66	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MM4.28	Figure 4.7 Manchester Airport	72	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.30	Figure 4.8 New Carrington	74	Change label “Potential Multi Modal Corridor” to “Sustainable Transport Corridor”.
MM5.6	Figure 5.1 Heat and energy network opportunities	44	Modify the title of Figure 5.1 as follows: Figure 5.1 Heat and Energy Network Opportunities Opportunity Areas. Amend the boundaries of the Heat and Energy Network Opportunity Areas and clarify that all PfE allocations are Heat and Energy Network Opportunity Areas.
MM6.2	Figure 6.1 Strategic Locations	111	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM6.8	Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037	115	Modify title of Figure 6.2 as follows: "Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments <del>2021-2037</del> <u>2022-2039</u> "  Figure 6.2 to be updated with 2022 data
MM6.12	Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037	119	Modify title of Figure 6.3 as follows: "Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments <del>2020-2037</del> <u>2022-2039</u> "  Figure 6.3 to be updated with 2022 data.

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MM7.1	Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037	128	Modify title of Figure 7.1 as follows: “Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments <del>2020-2037</del> <u>2022-2039</u> ” Update Figure 7.1 to reflect 2022 land supply.
MM8.20	Figure 8.6 The Green Belt 2021	168	Modify Figure 8.6 as follows: Figure caption to be: “Figure 8.6 <del>The Green Belt 2021</del> <u>Places for Everyone Green Belt</u> ” Amend Green Belt boundaries to reflect modifications elsewhere in the plan.
MM11.2	Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020	218	Amend title of Figure 11.1: Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020 <u>2022</u> to and update the data to 2022
MM11.3	Picture 11.2 Places for Everyone Allocations 2021	220	Amend title as follows: Picture 11.2 Places for Everyone Allocations 2024; Modify Picture 11.2 to reflect modifications to site allocation boundaries; remove allocations JPA10 and JPA28 from the map.
MMCB1	Picture 11.3 JPA1 Northern Gateway	223	Modify Picture 11.3 to reflect the change to the site allocation boundary of JPA1.2 Northern Gateway Simister/ Bowlee.
MMCB4	Picture 11.5 JPA1.2 Simister and Bowlee (Northern Gateway)	231	Amendment to Picture 11.5 site allocation boundary to show a single site boundary

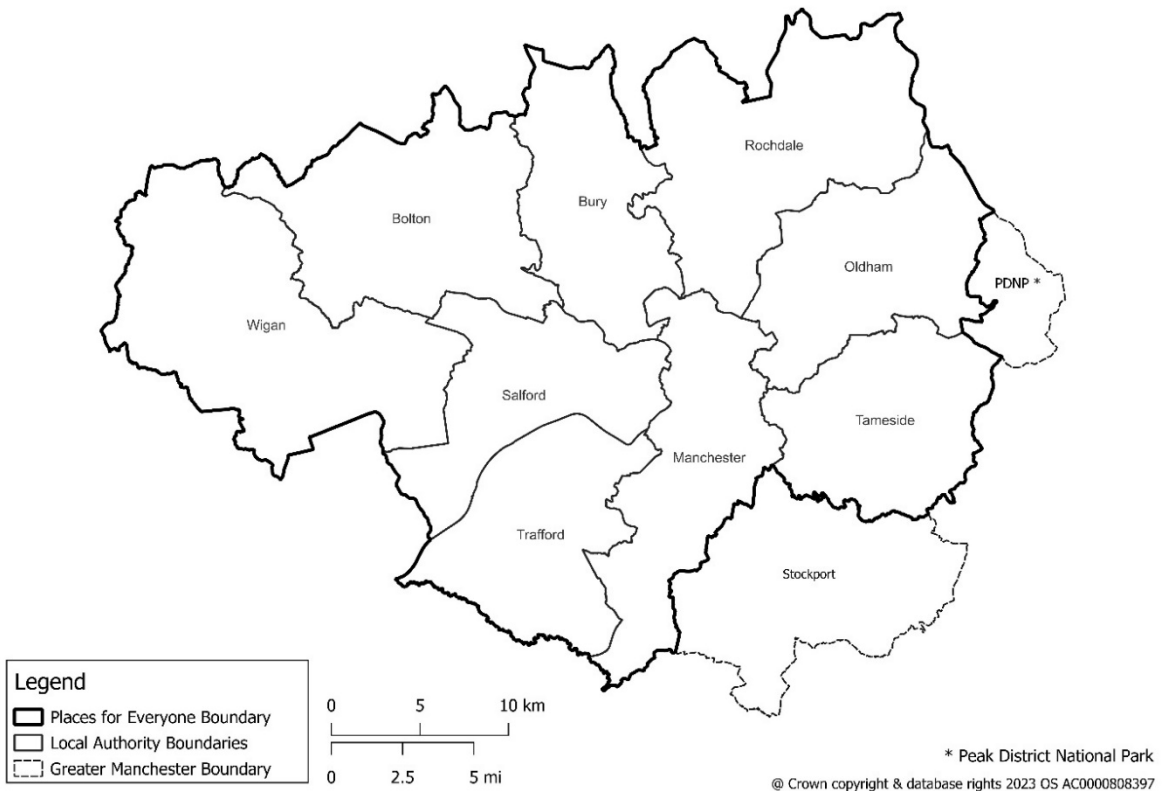
<b>Main Modification Ref</b>	<b>PfE Ref</b>	<b>PfE Page Number</b>	<b>Modification</b>
MMCB9	Picture 11.7 JPA 3 Medipark/Timperley Wedge	242	Modify picture 11.7 to illustrate modified Green Belt boundary at JPA3.2 Timperley Wedge
MMCB12	Picture 11.9 JPA3.2 Timperley Wedge	244	Modify Picture 11.9 to illustrate modified Green Belt Boundary
MMCB13	JPA3.2	245	Modify Picture 11.10 to reflect the modification to the Green Belt boundary and ensure accuracy and clarity in relation to the development area.
MMBo1	Picture 11.11 Bolton Overview	255	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMBu1	Picture 11.15 Bury Overview	260	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMBu2	Picture 11.16 JPA7 Elton Reservoir	261	Modify Picture 11.16 to reflect proposed change to the boundary of the retained Green Belt within the Elton Reservoir site.
MMM1	Picture 11.19 Manchester Overview	273	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMO1	Picture 11.21 Oldham Overview	276	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMO6	Picture 11.24 JPA14 Broadbent Moss	285	Modify 'Picture 11.24 JPA14 Broadbent Moss' to show amended allocation and Green Belt boundaries
MMO15	Picture 11.28 JPA18 South of Rosary Road	302	Modify "Picture 11.28 JPA18 South of Rosary Road" to show amended Green Belt boundary
MMR1	Picture 11.29 Rochdale Overview	306	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMS1	Picture 11.37 Salford Overview	325	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary

<b>Main Modification Ref</b>	<b>PfE Ref</b>	<b>PfE Page Number</b>	<b>Modification</b>
MMS2	Picture 11.38 JPA26 Hazlehurst Farm	326	Modify Picture 11.38 to show the amended allocation boundary
MMTa1	Picture 11.15 Tameside Overview	339	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMTa6	Picture 11.45 JPA32 South of Hyde	349	Modify Picture 11.45 to show amended allocation and Green Belt boundaries.
MMTr1	Picture 11.46 Trafford Overview	355	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMTr1	JPA33 New Carrington	357	Modify picture 11.48 to clarify that picture 11.48 is indicative only. Also modify picture 11.48 to label the area identified as 'Local Plan' as 'Mixed Residential and Employment Use' and to add the 'Character Areas' to the plan.
MMW1	Picture 11.49 Wigan Overview	369	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMApxB.2	Picture B.2	410	Modify Picture B.2 to reflect the consequential changes that are required resulting from proposed modifications to the Green Belt Additions
MMApxB.5	Picture B.4	415	Modify Picture B.4 GBA2 to revise boundary.
MMApxC.1	Appendix C Policies Map	466	Modify Picture C2 to reflect, as necessary, changes to the policies map consequential to main modifications elsewhere in the Plan.

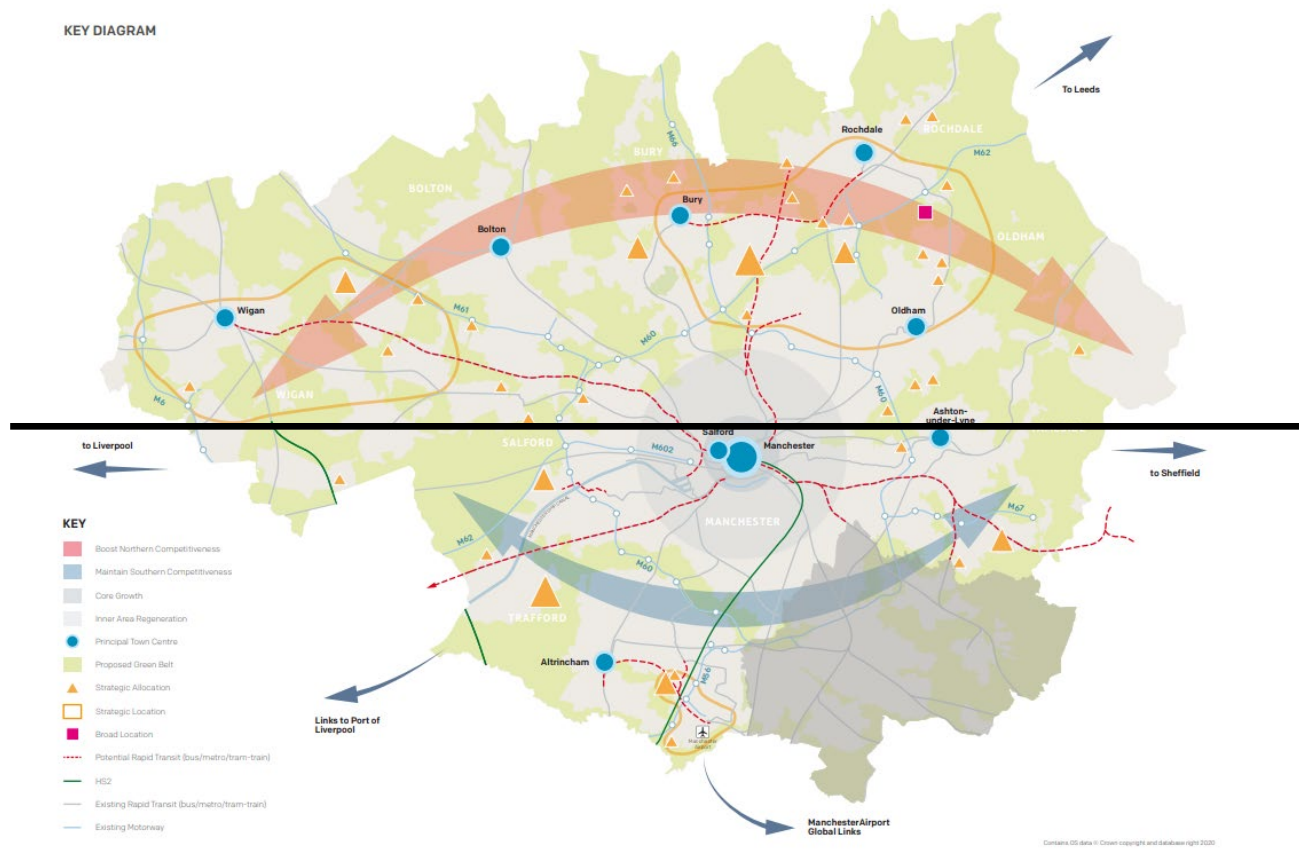
Map MM2.1  
 PfE 2021 Figure 2.1 The Places for Everyone boundary within the Greater Manchester context



Modified Figure 2.1 The Places for Everyone boundary within the Greater Manchester context

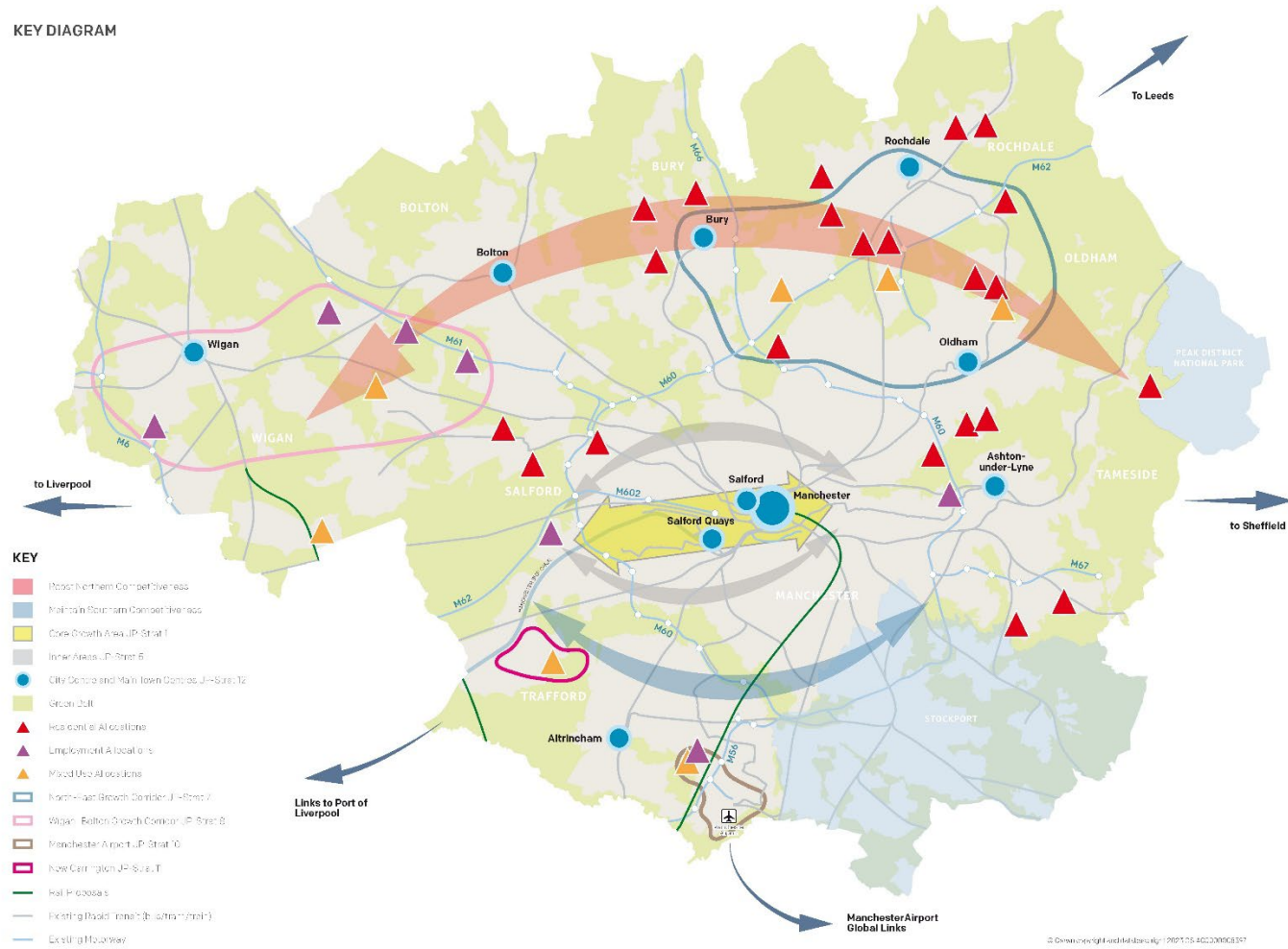


Map MM3.1  
PfE 2021 Figure 3.1 Key Diagram



Modified Figure 3.1 Key Diagram

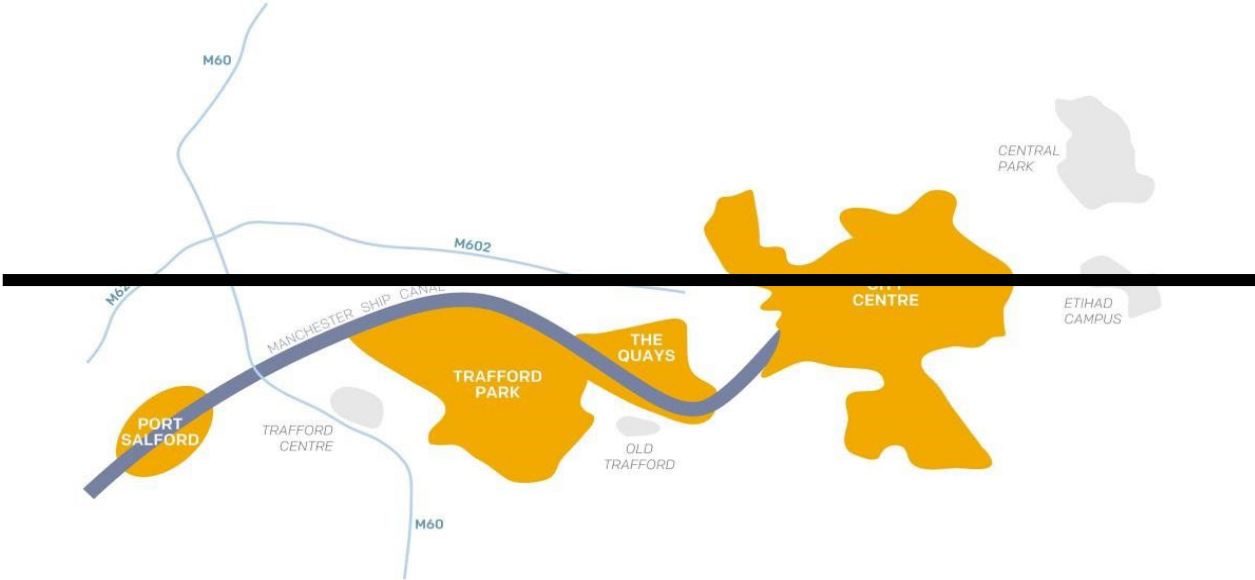
KEY DIAGRAM





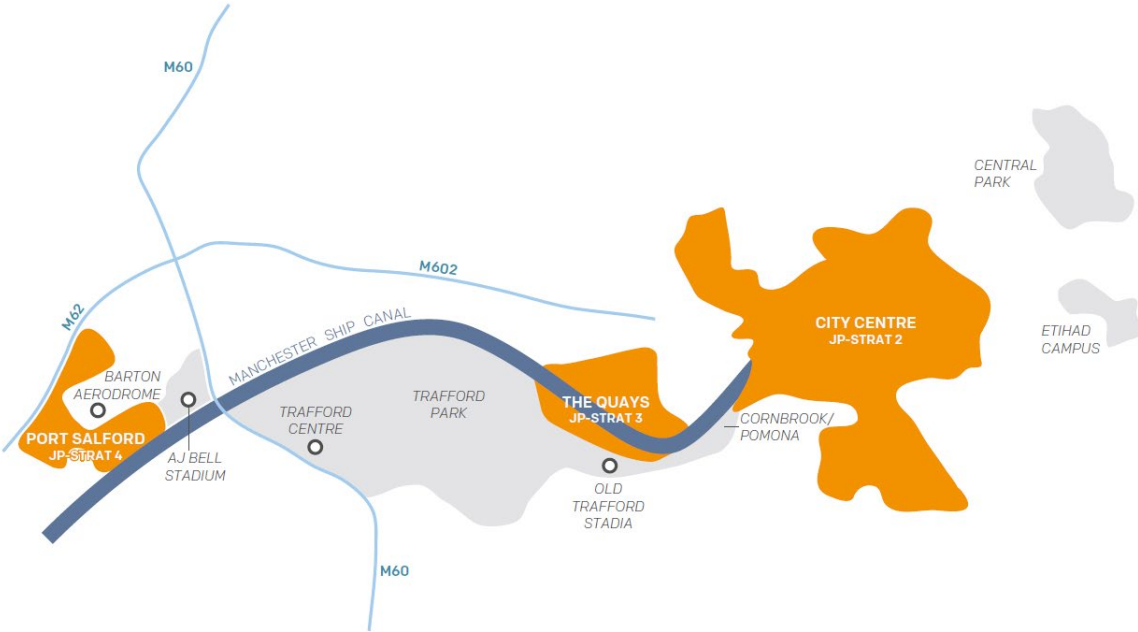
Map MM4.5  
PfE 2021 Figure 4.2 Core Growth Area

CORE GROWTH AREA



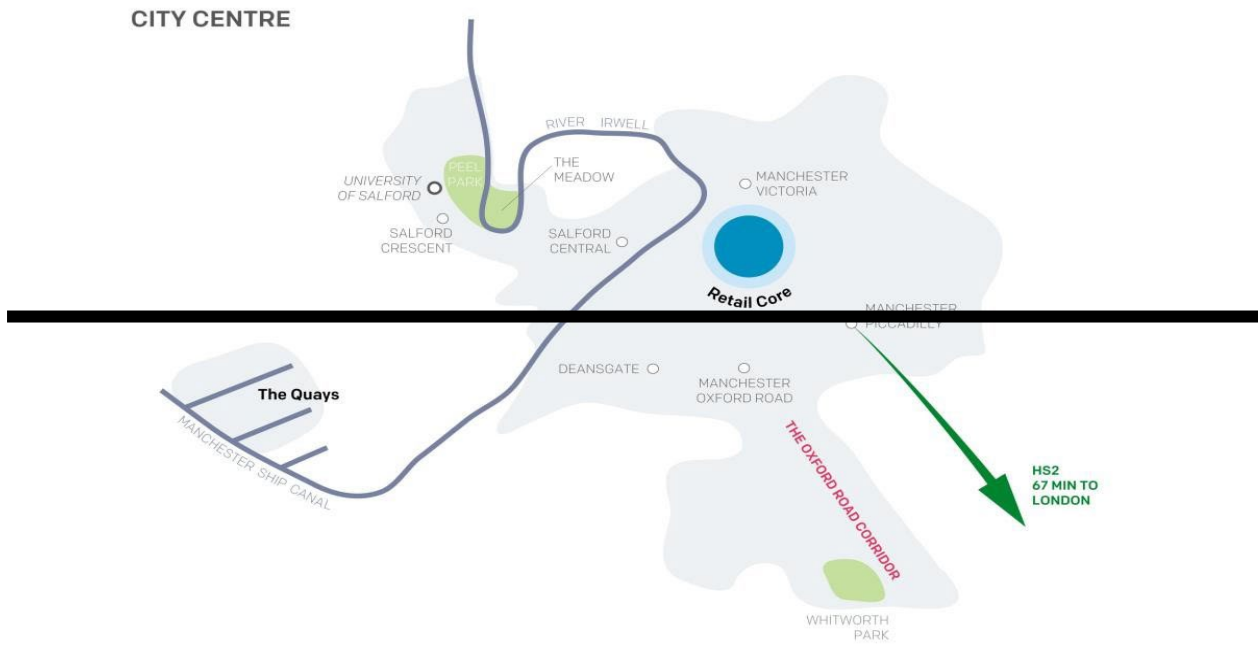
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CORE GROWTH AREA

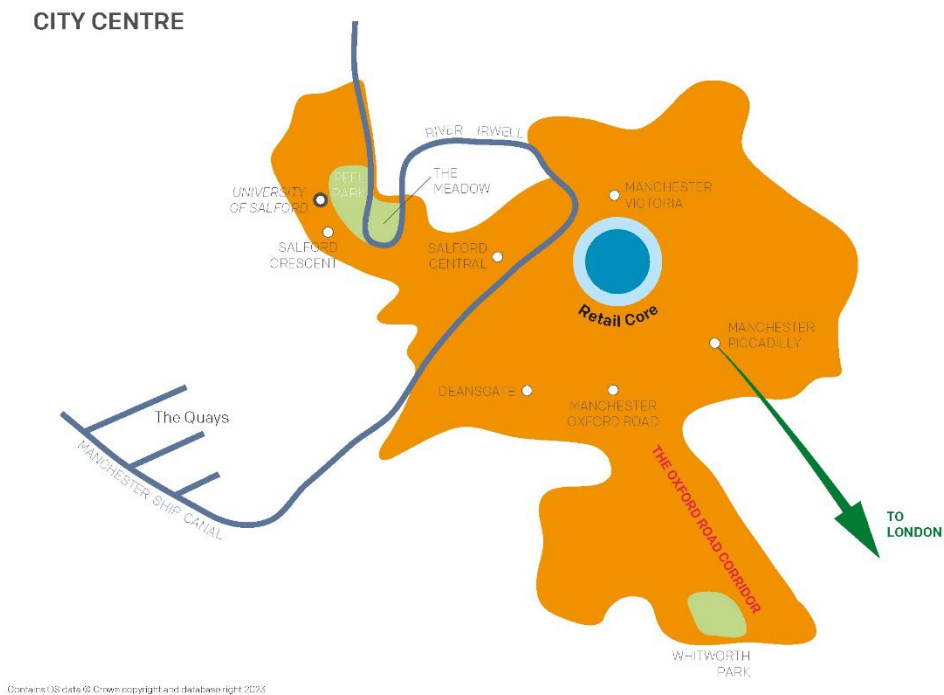


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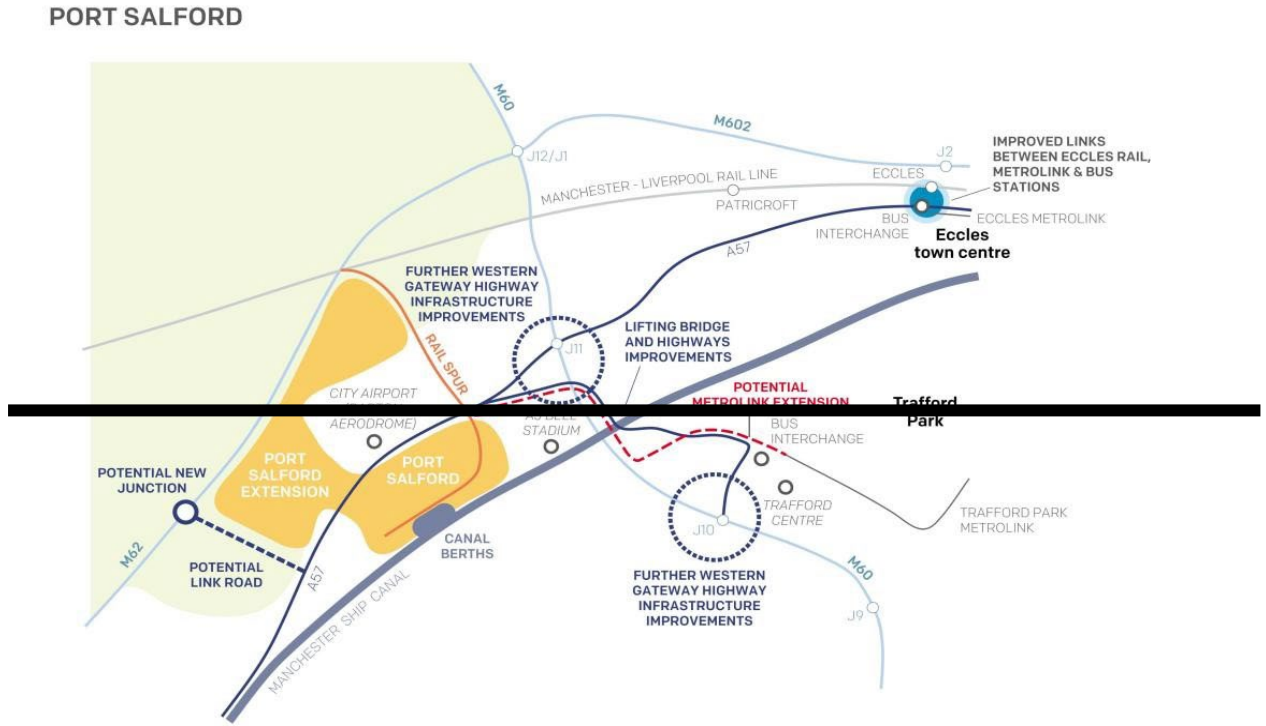
Map MM4.10  
PfE 2021 Figure 4.3 City Centre



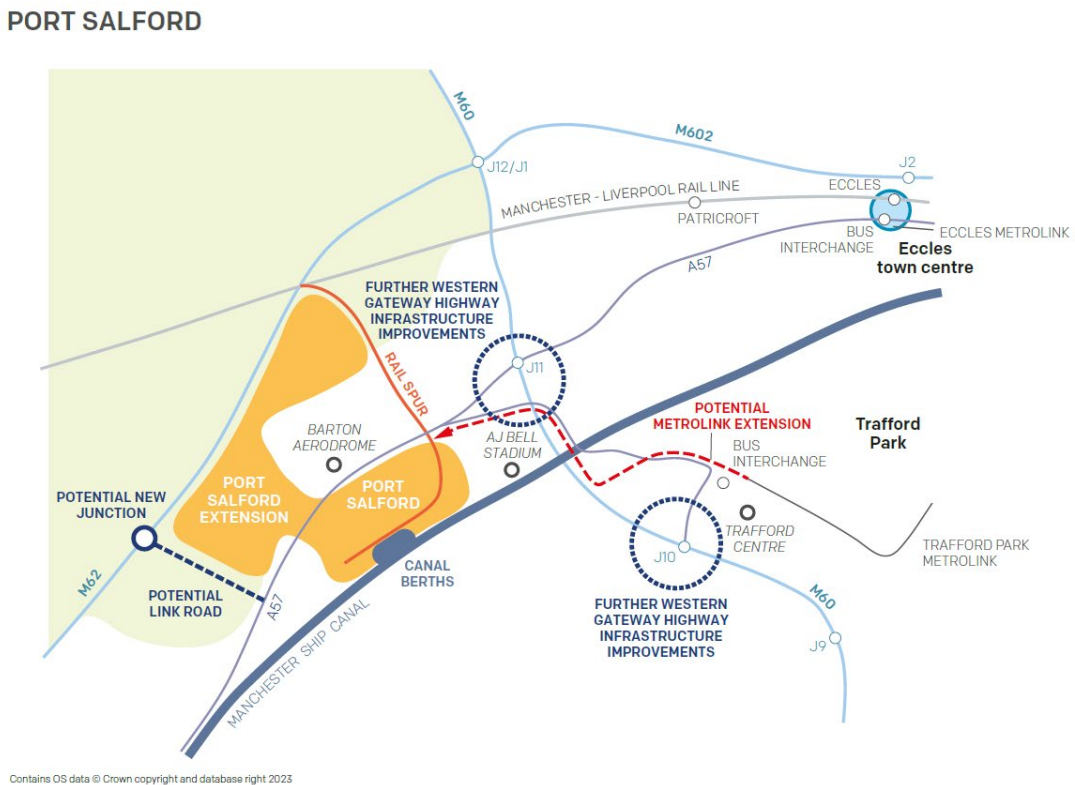
Modified Figure 4.3 City Centre



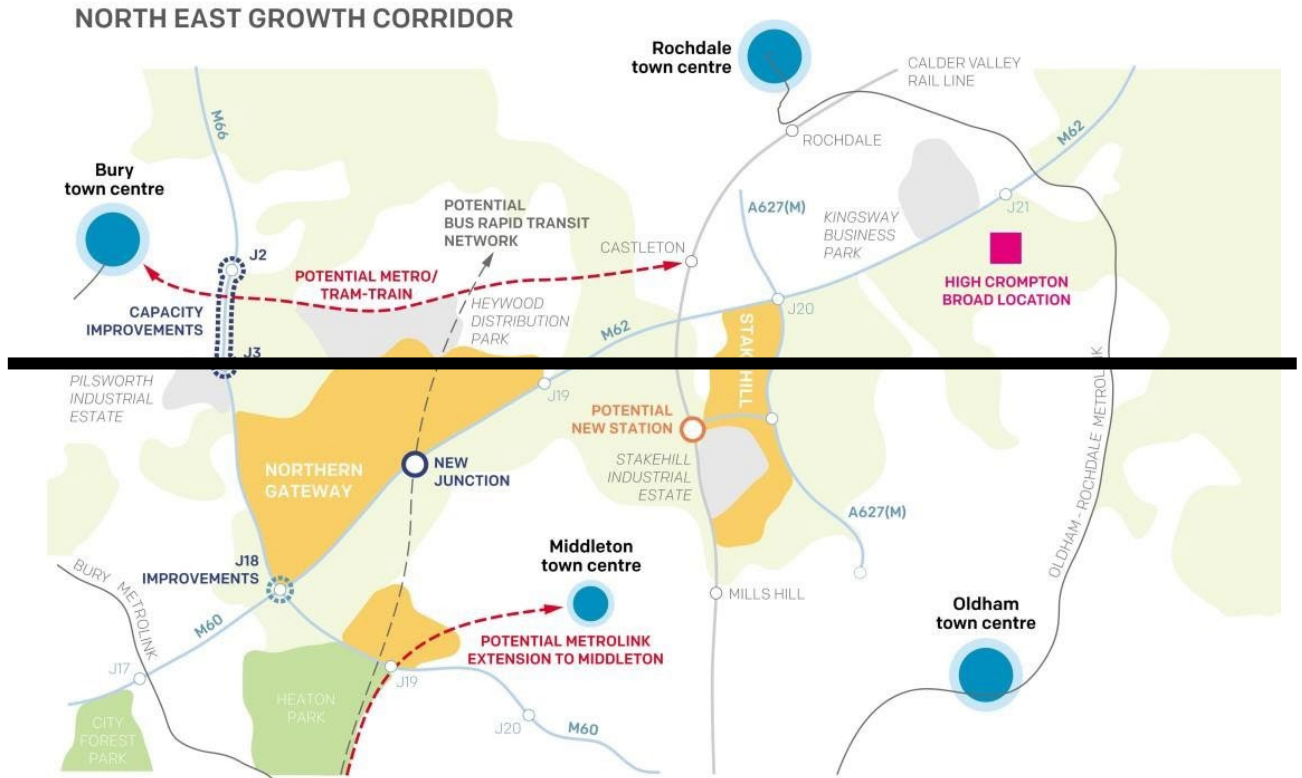
Map MM4.14  
PfE 2021 Figure 4.5 Port Salford



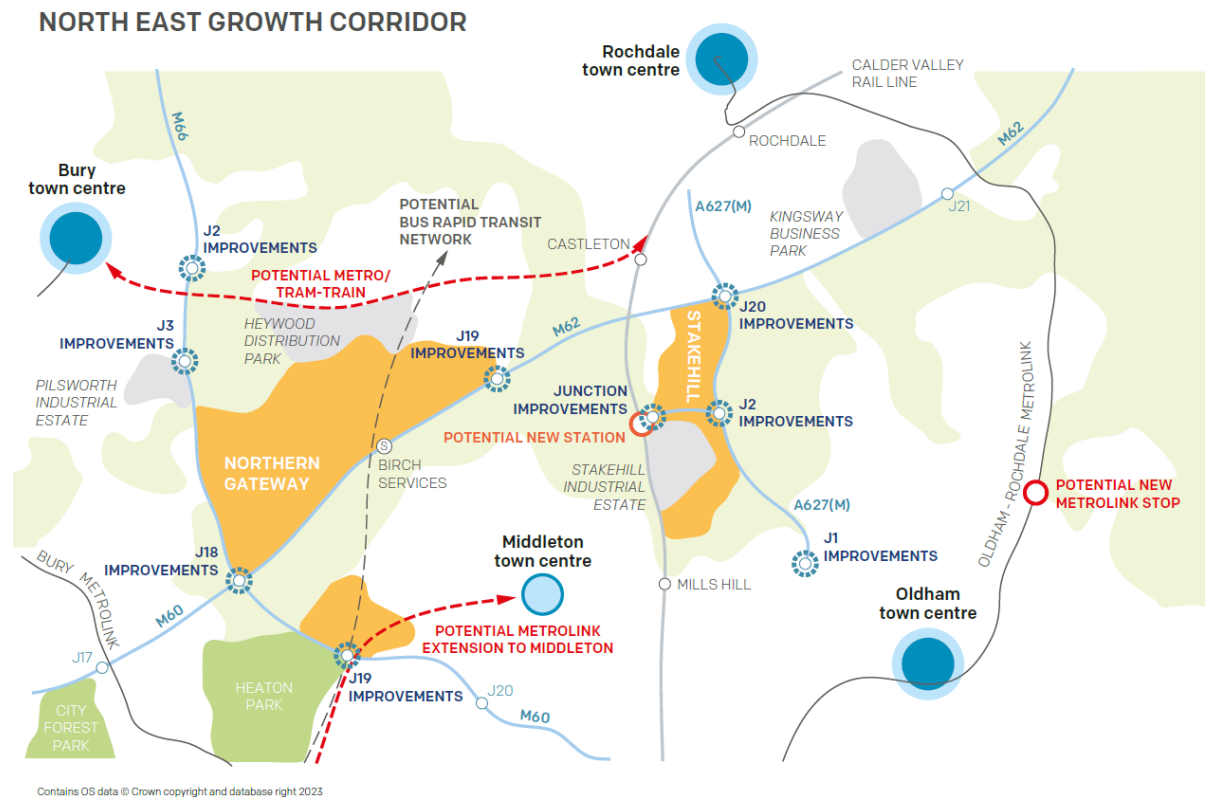
Modified Figure 4.5 Port Salford



Map MM4.21  
PfE 2021 Picture 4.2 North-East Growth Corridor

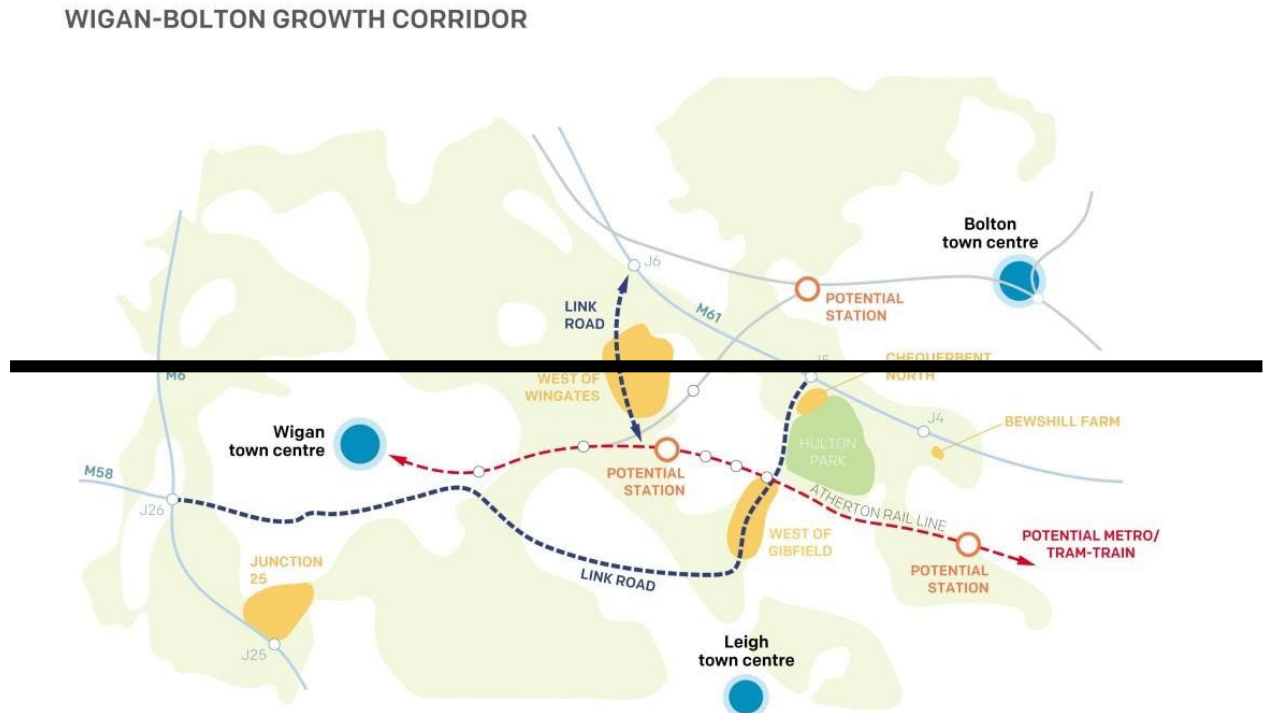


Modified Picture 4.2 North-East Growth Corridor

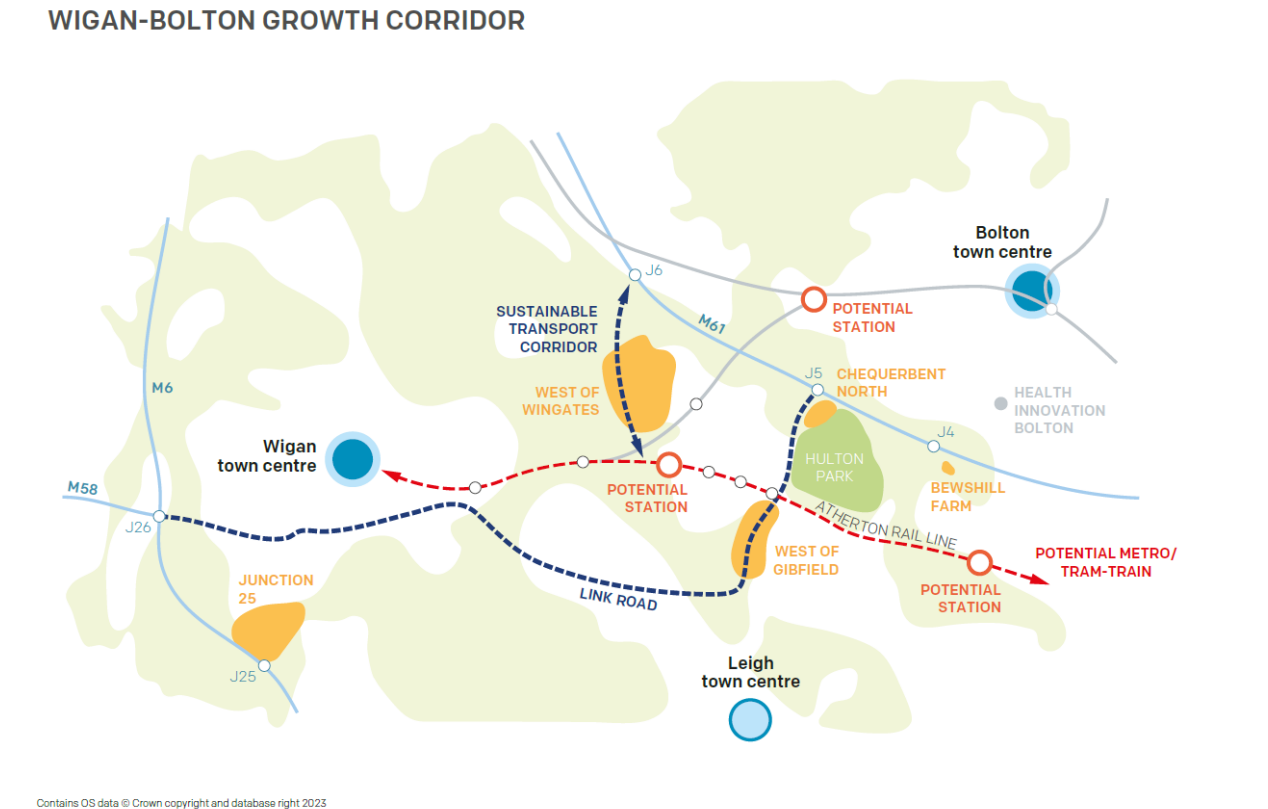


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Map MM4.24  
 PfE 2021 Figure 4.6 Wigan-Bolton Growth Corridor

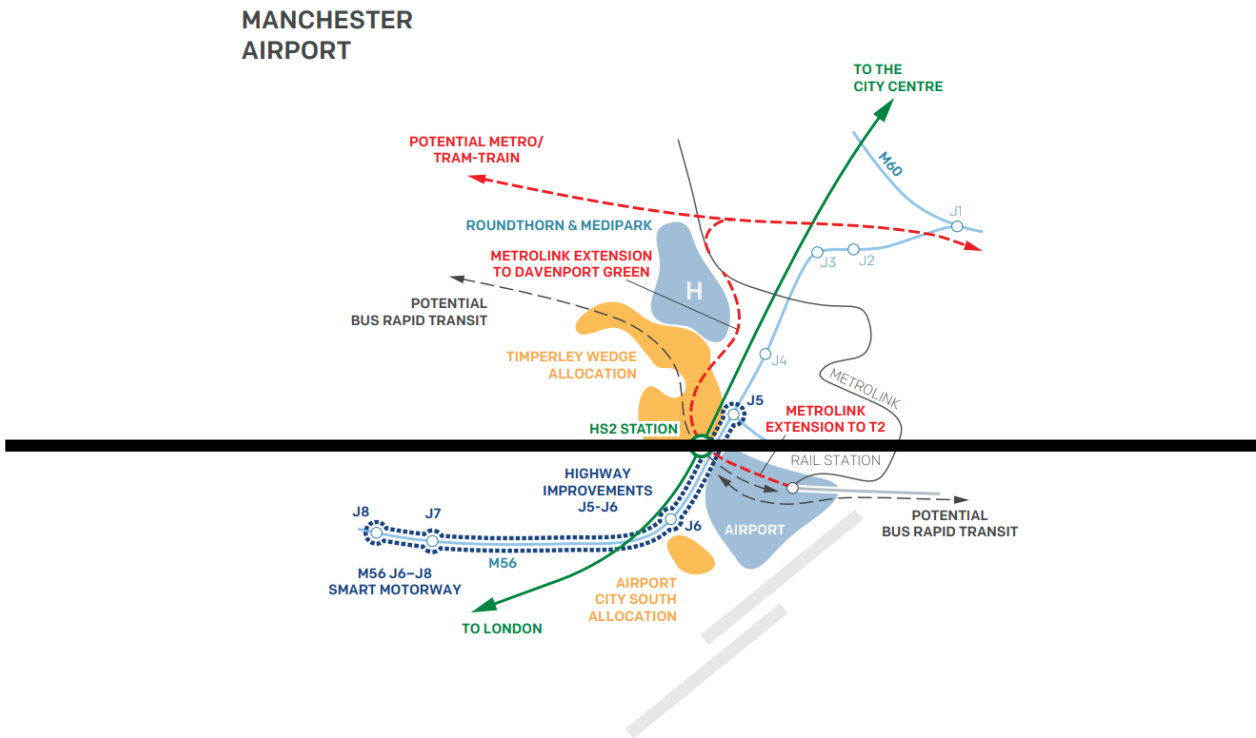


Modified Figure 4.6 Wigan-Bolton Growth Corridor



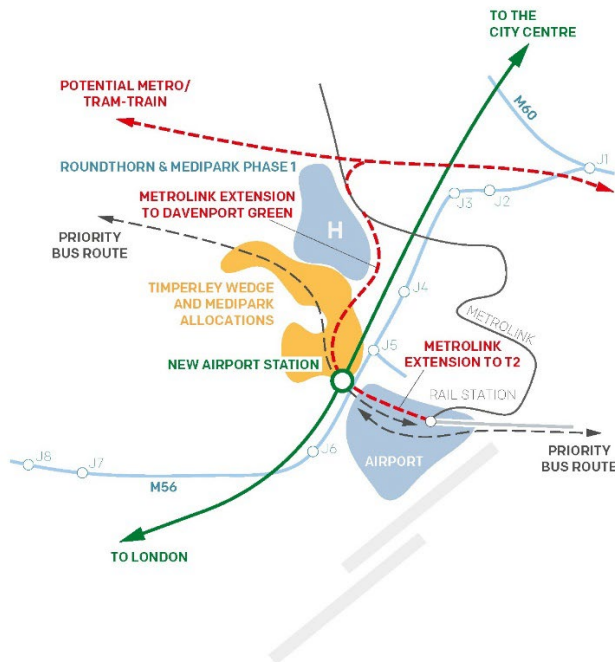
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Map MM4.28  
PfE 2021 Figure 4.7 Manchester Airport



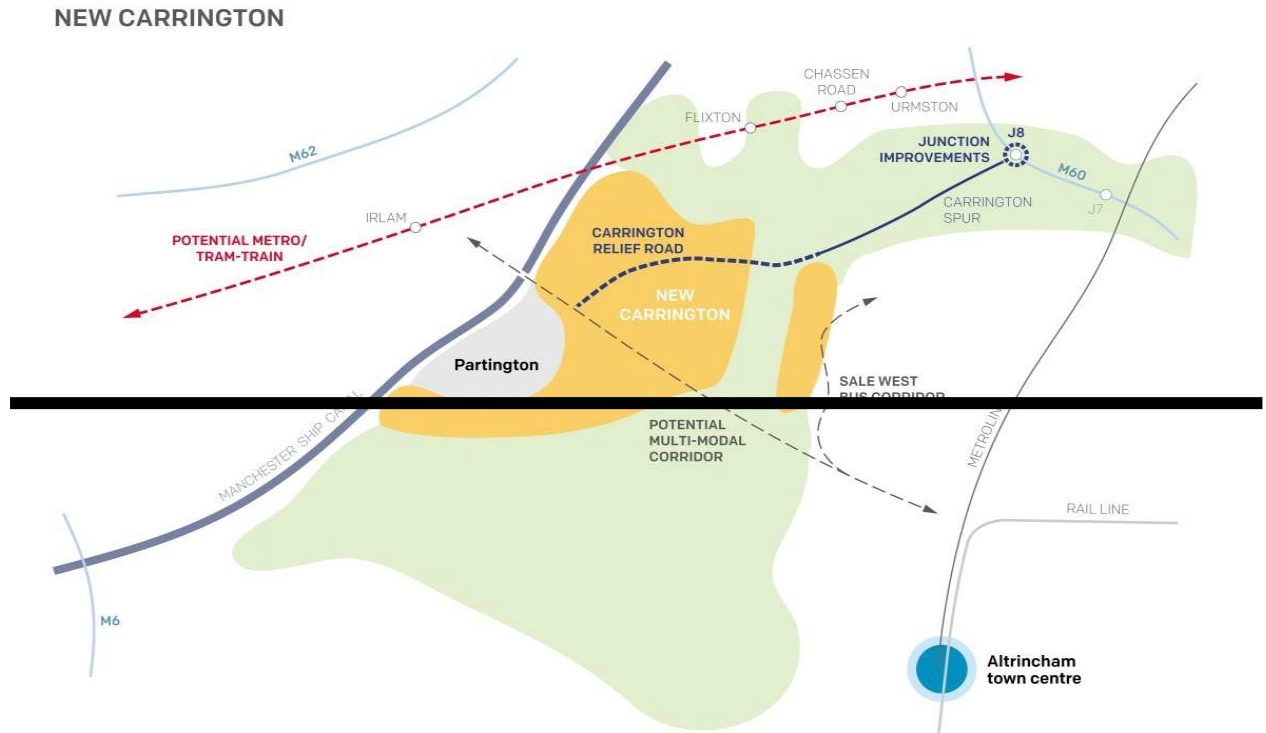
Modified Figure 4.7 Manchester Airport

MANCHESTER AIRPORT

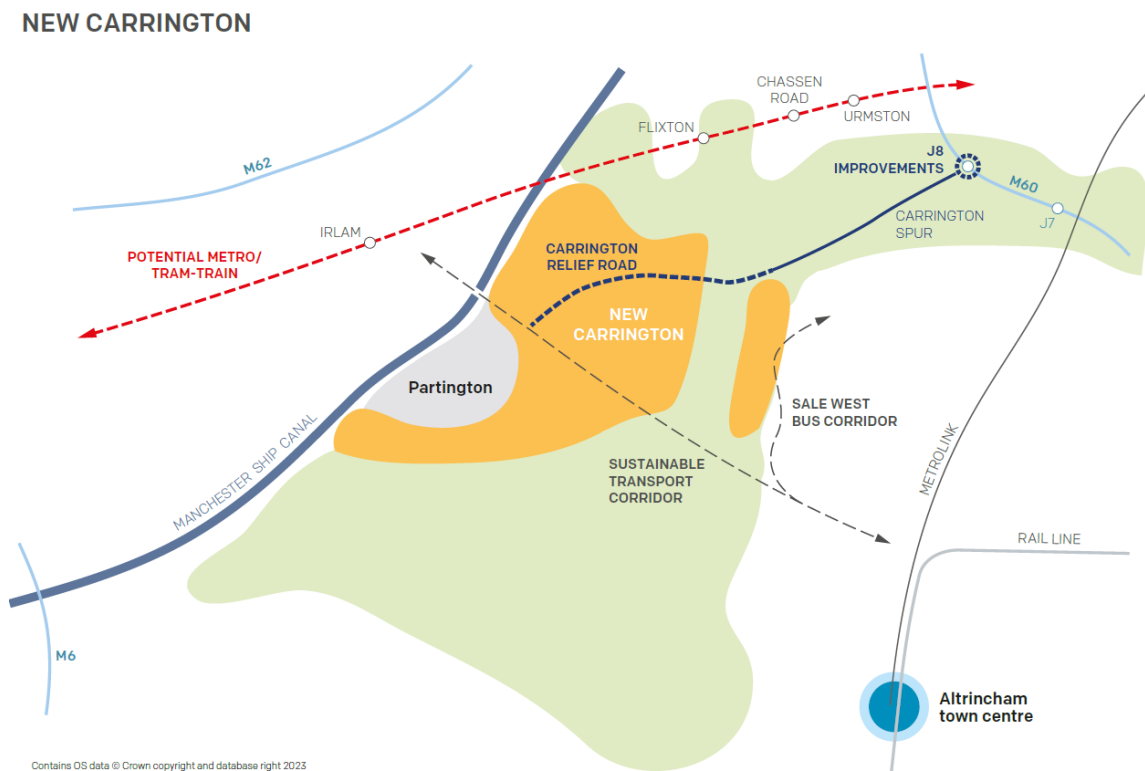


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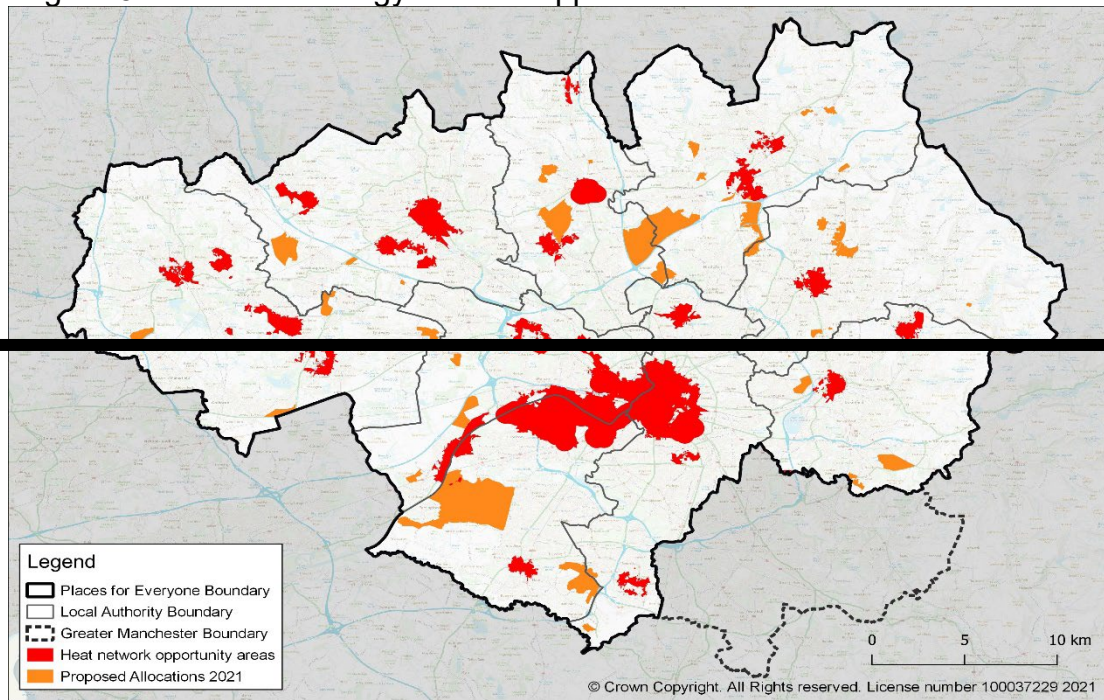
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PfE 2021 Figure 4.8 New Carrington



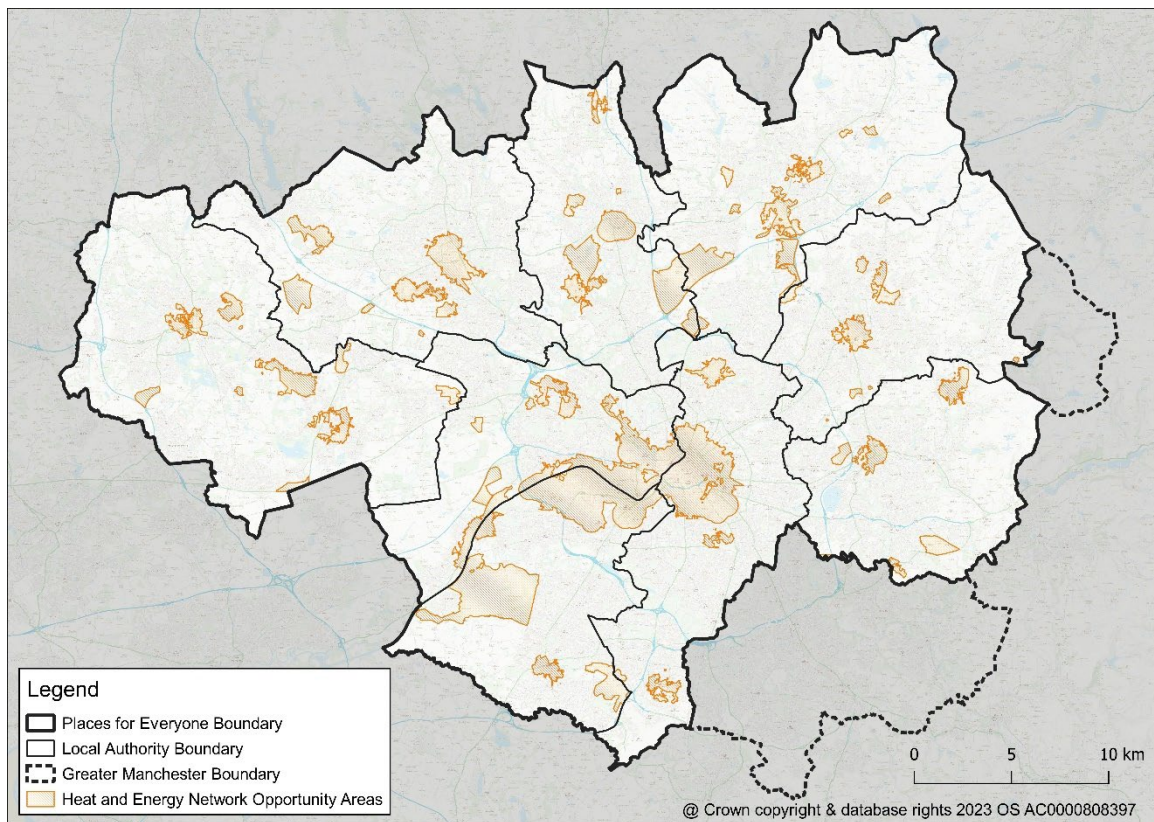
Modified Figure 4.8 New Carrington



Map MM5.6  
PfE Figure 5.1 Heat and energy network opportunities

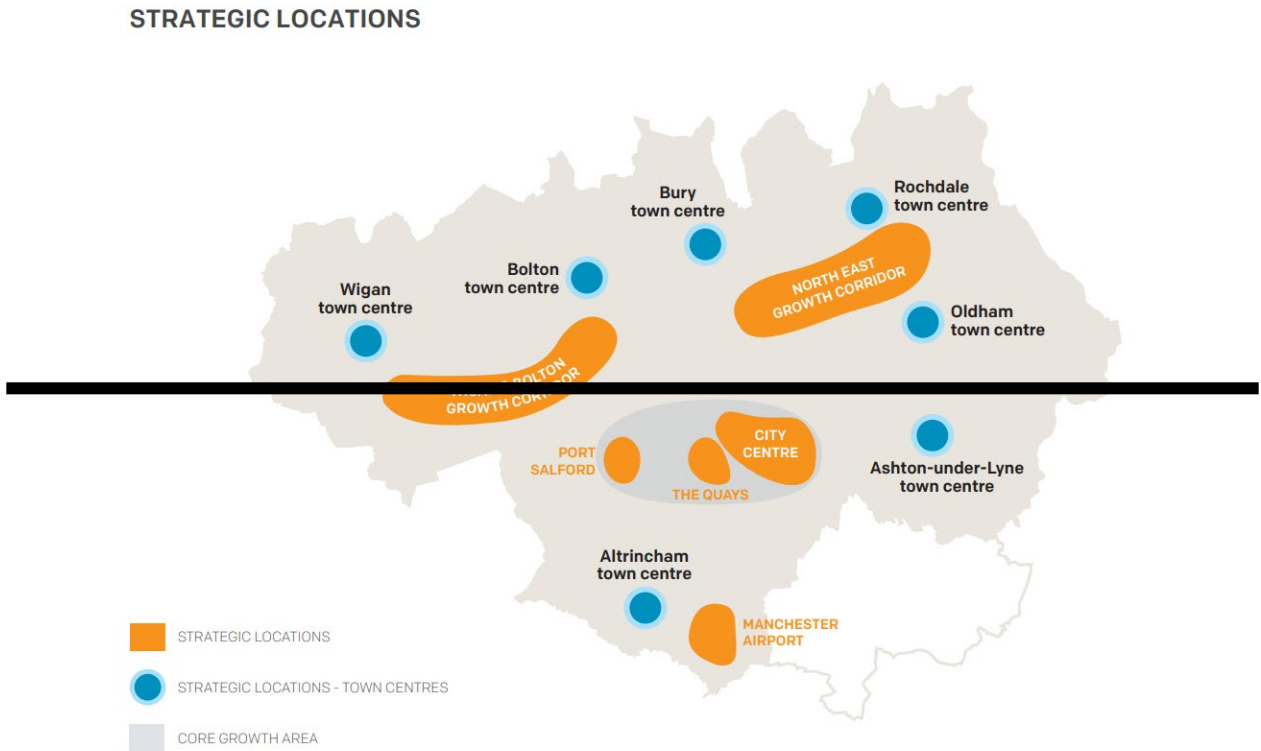


Modified Figure 5.1 Heat and Energy Network Opportunity Areas



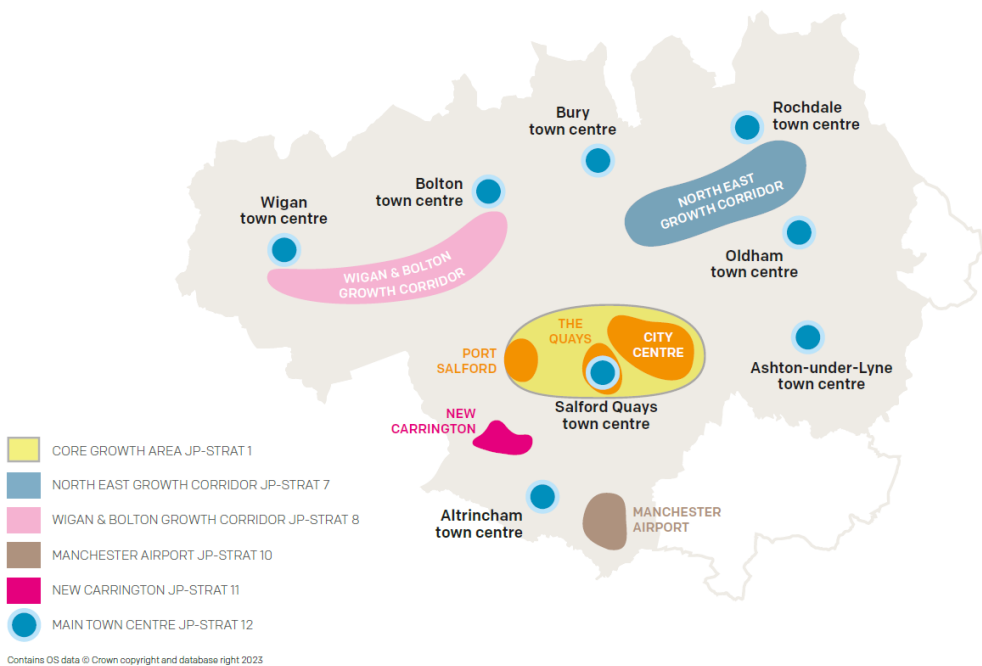


Map MM6.2  
PfE 2021 Figure 6.1 Strategic Locations



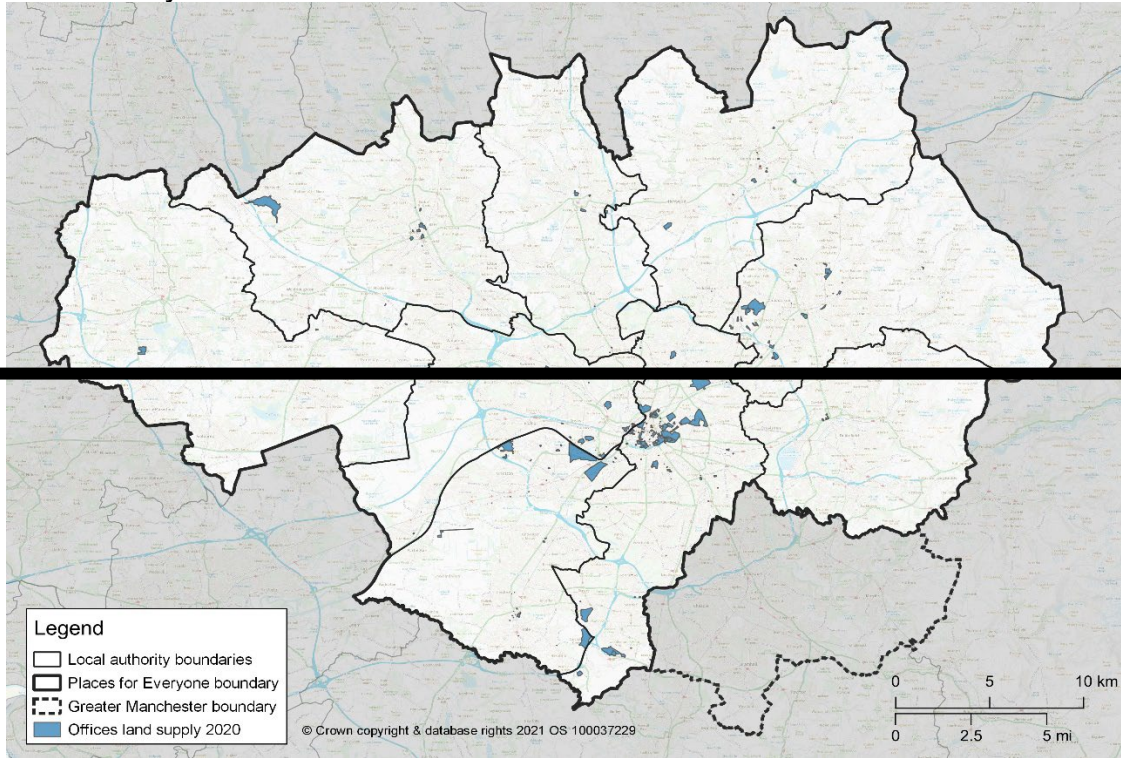
Modified Figure 6.1 Key Growth Locations

### KEY GROWTH LOCATIONS

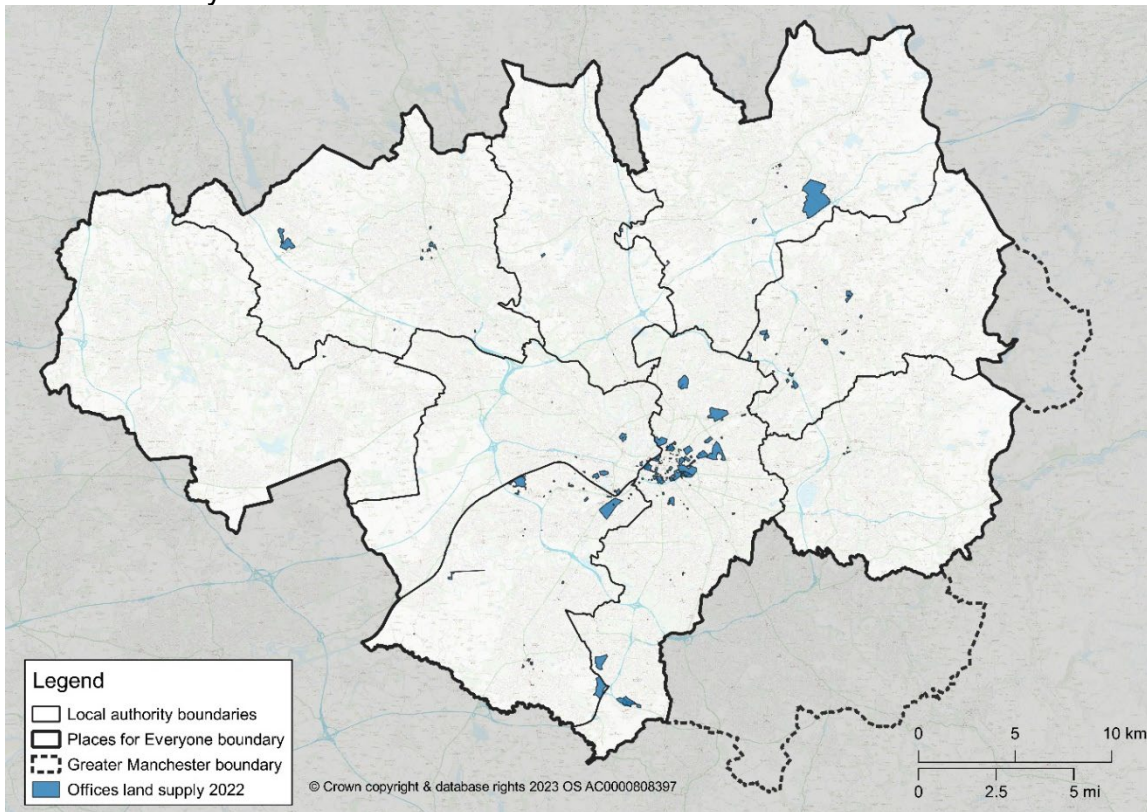


Map MM6.8

PfE 2021 Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037

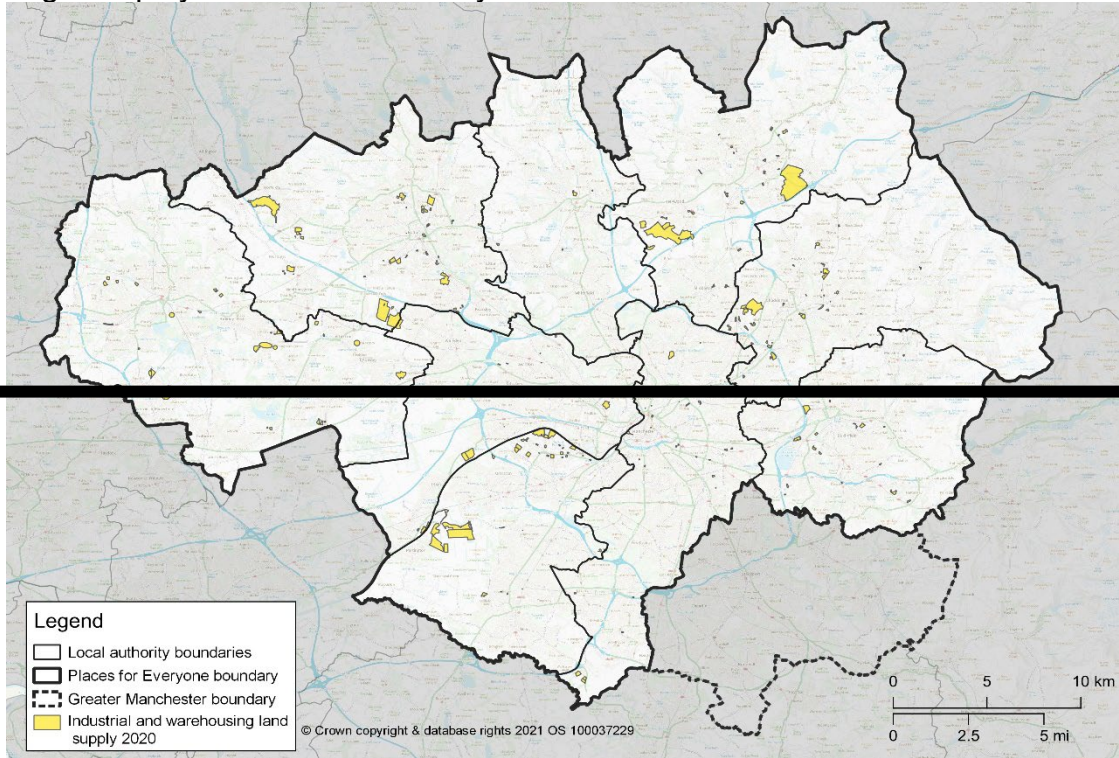


Modified Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2022-2039

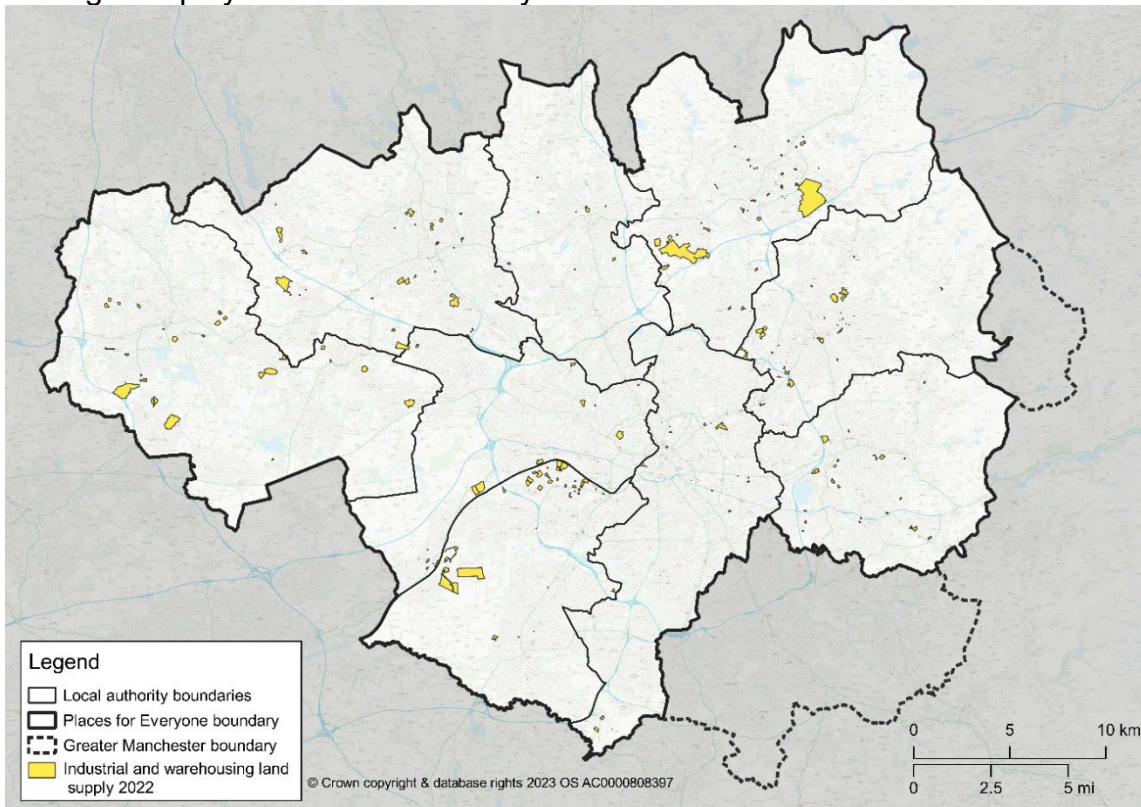


Map MM6.12

PfE 2021 Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037

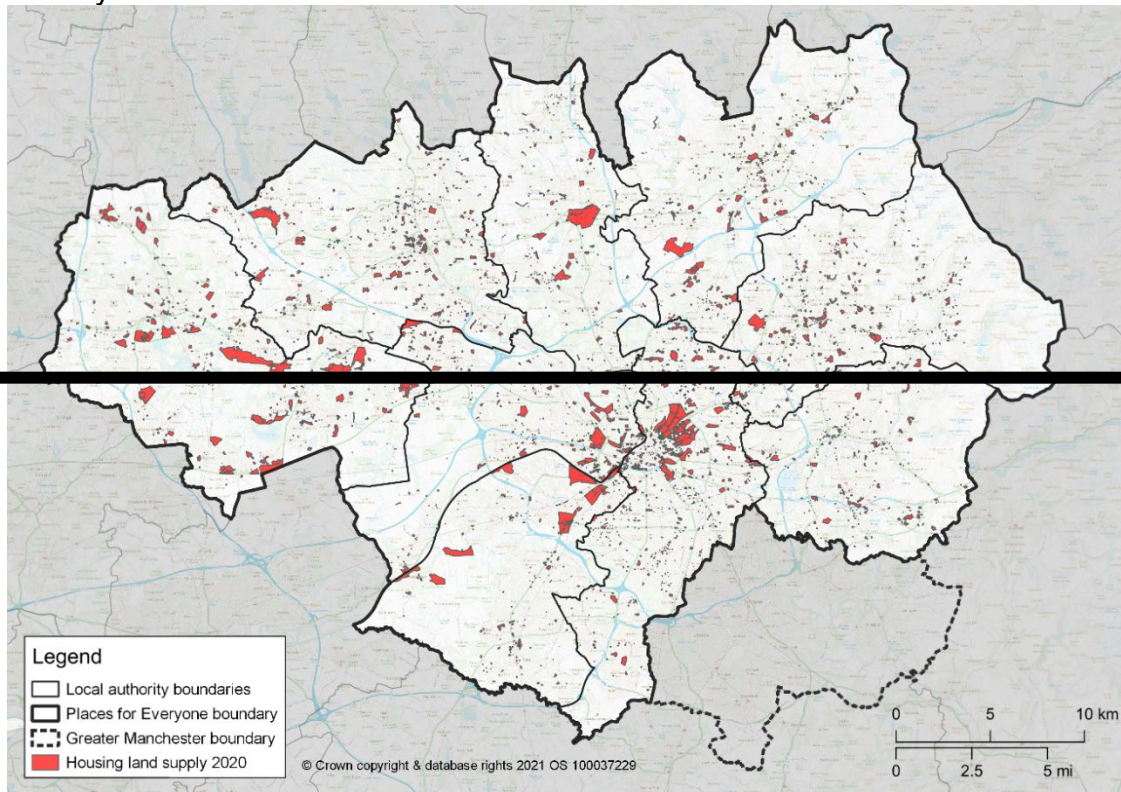


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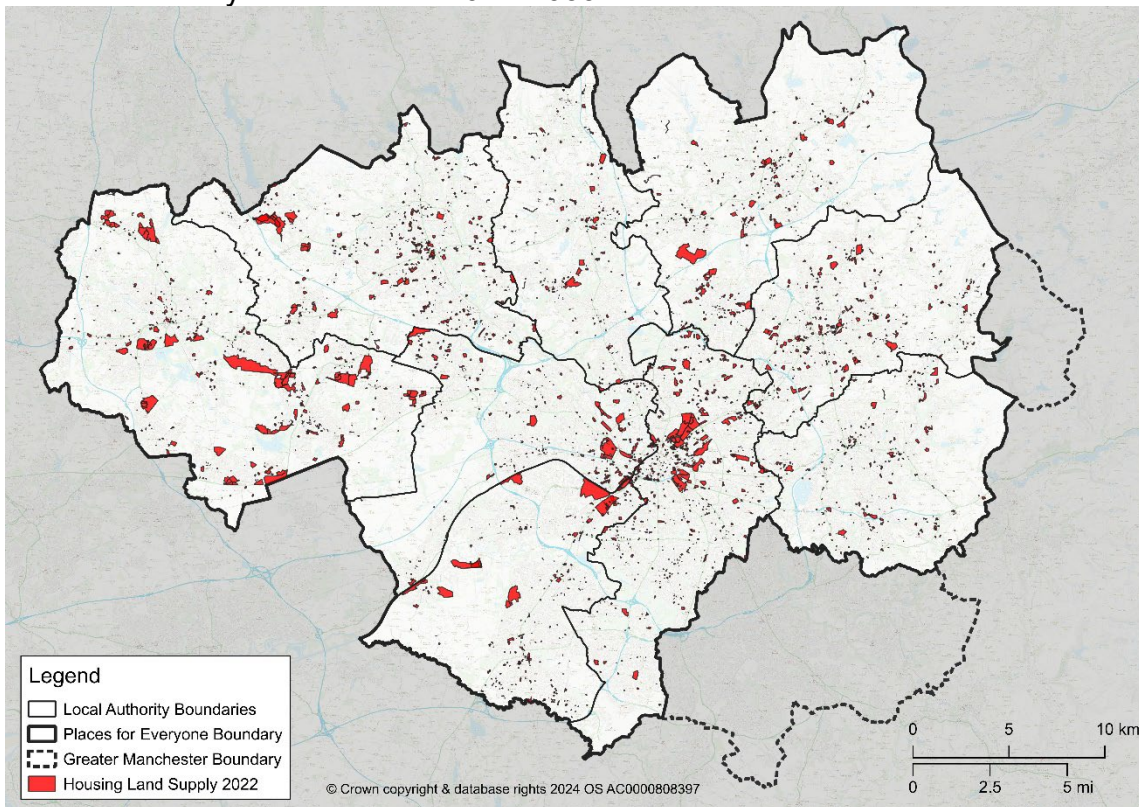


Map MM7.1

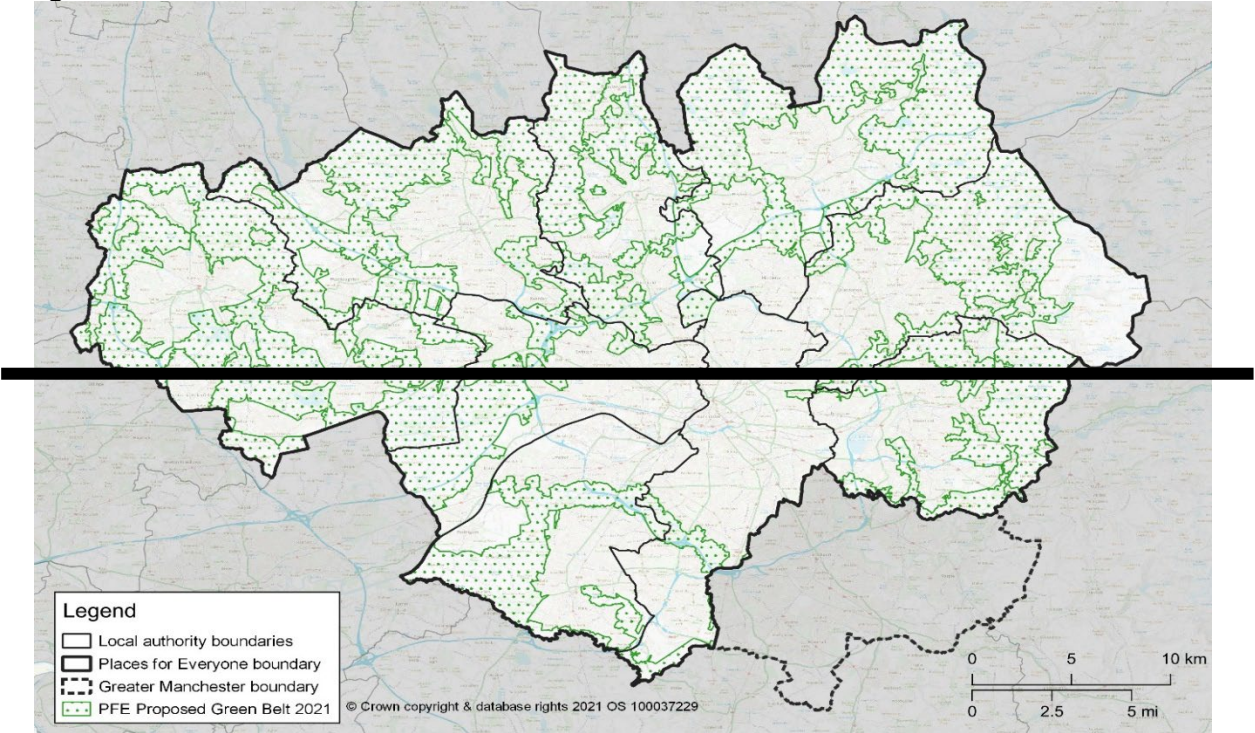
PfE 2021 Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037



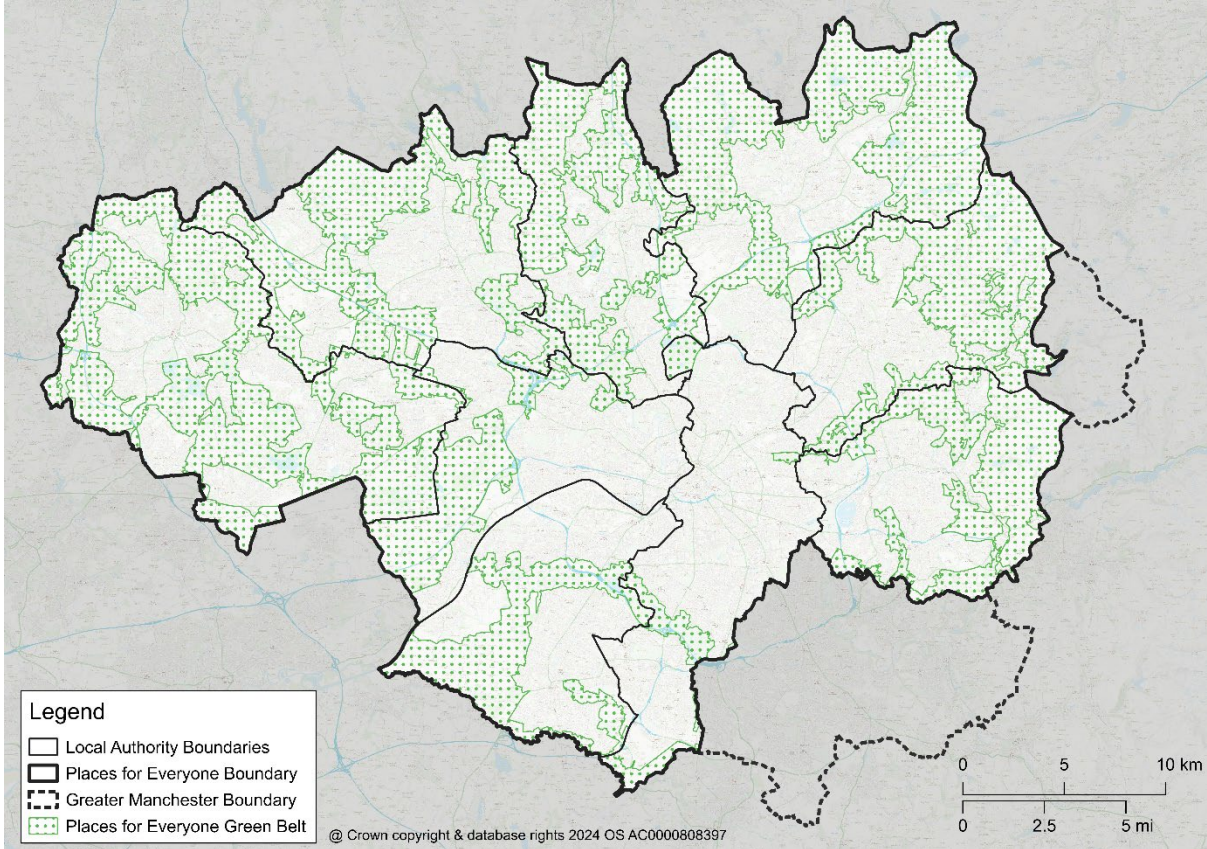
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Map MM8.20  
Figure 8.6 The Green Belt 2021

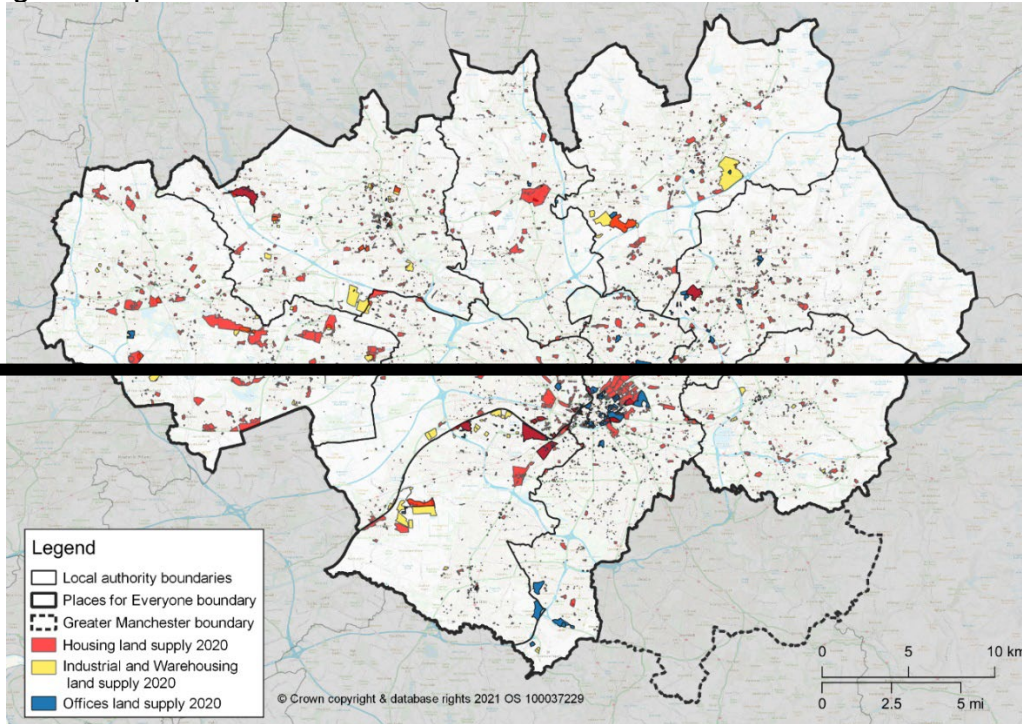


Modified Figure 8.6 The Green Belt

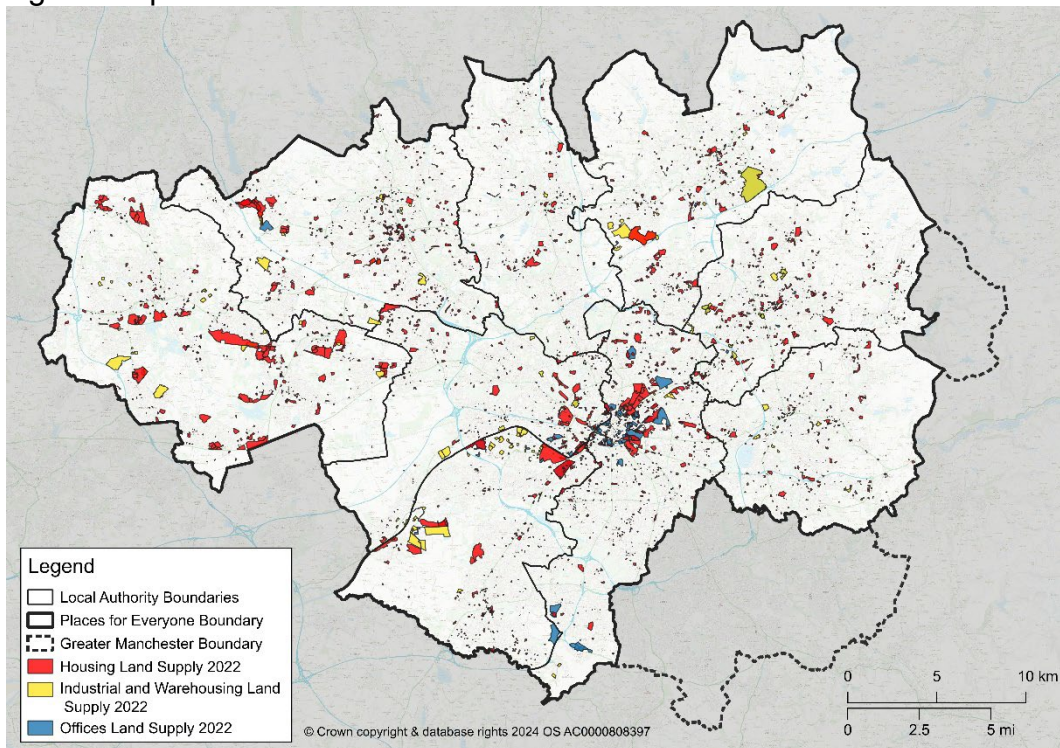


Map MM11.2

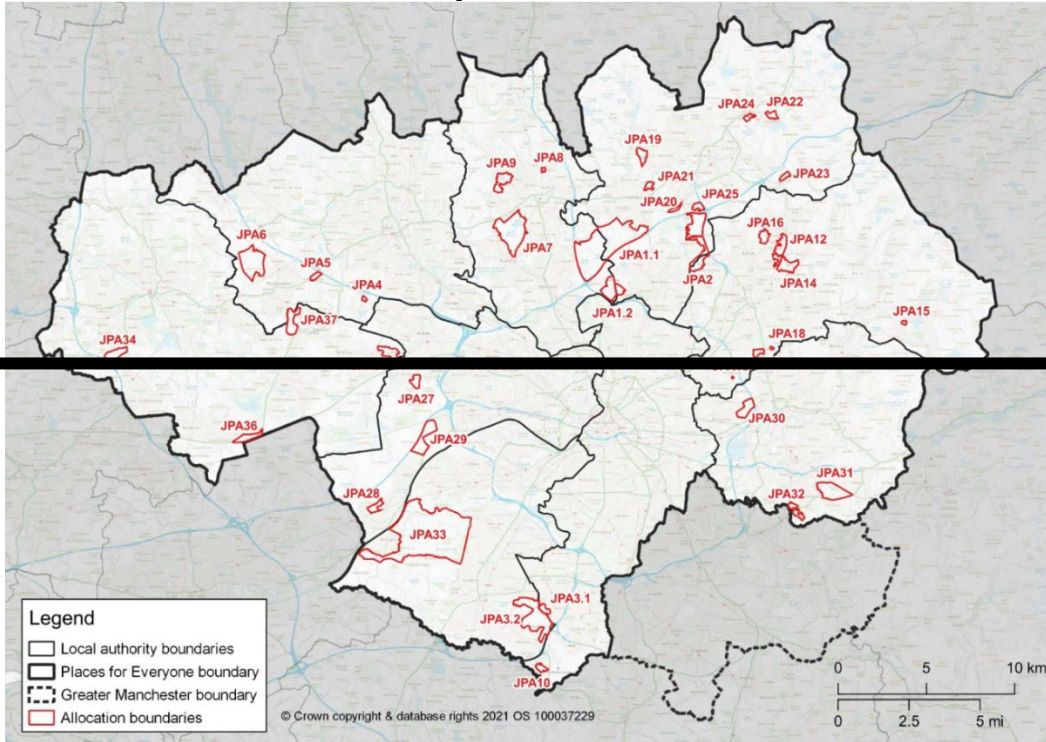
PfE 2021 Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020



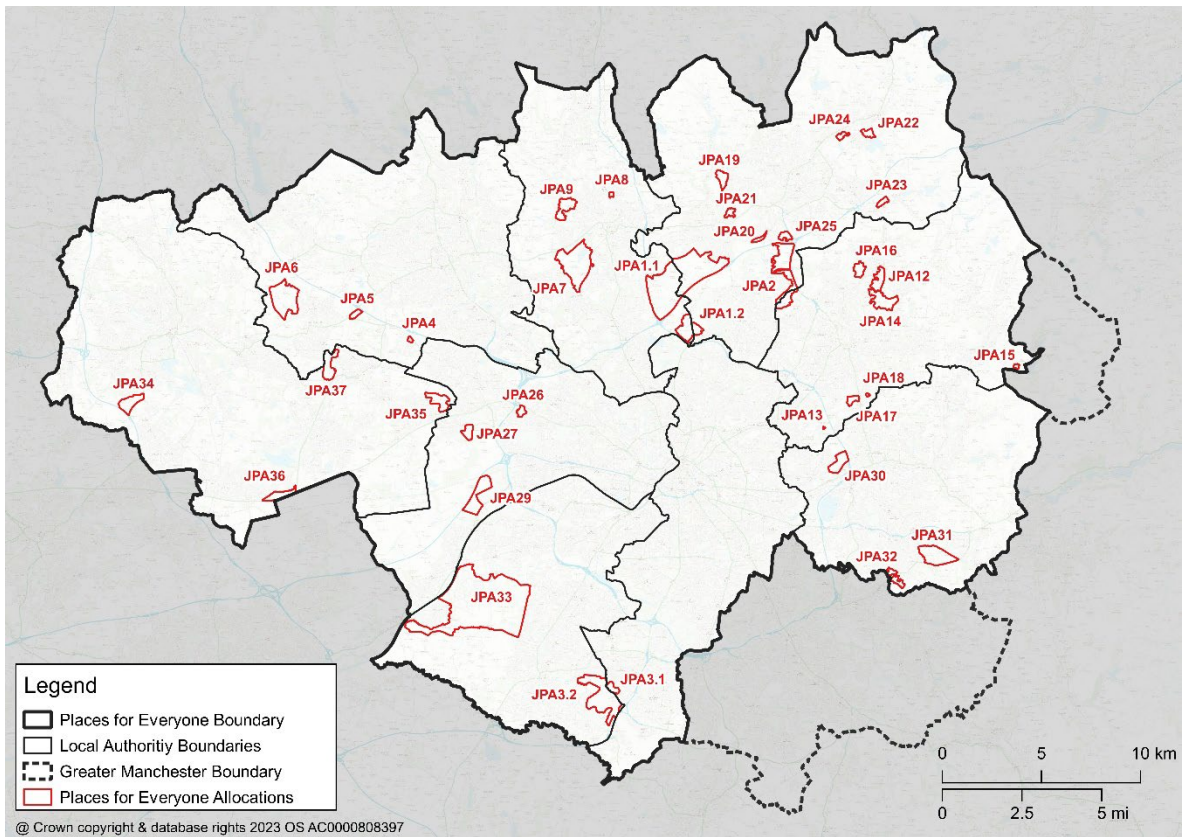
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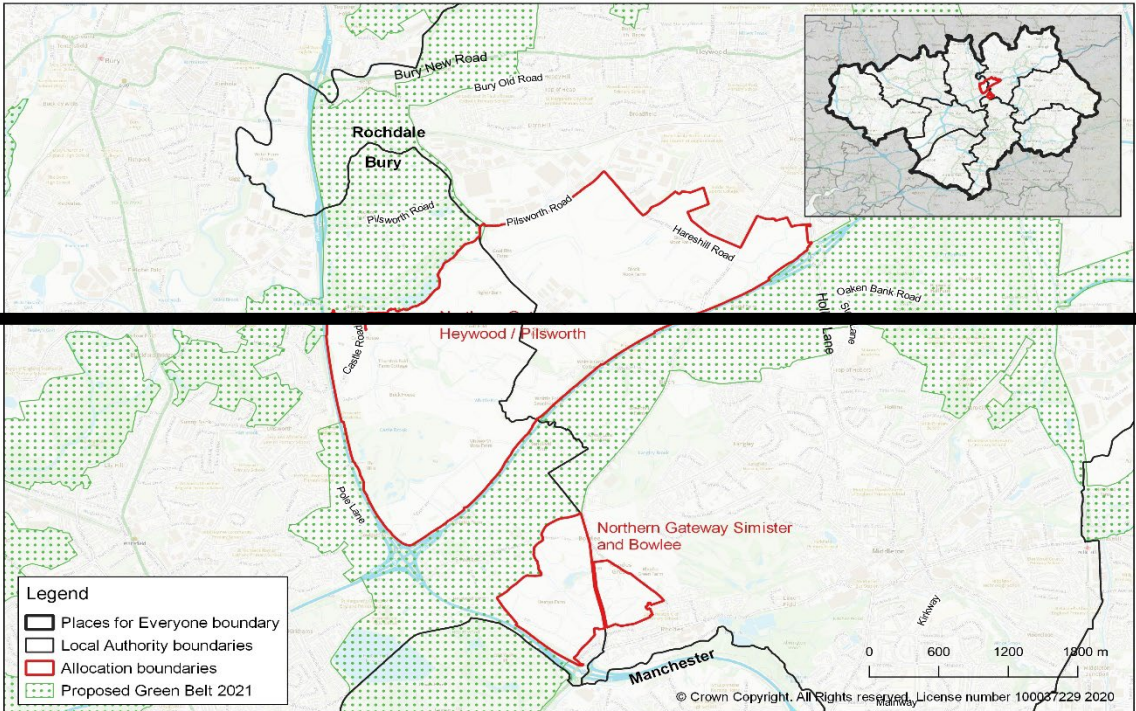
Map MM11.3  
 PfE 2021 Picture11.2 Places for Everyone Allocations 2021



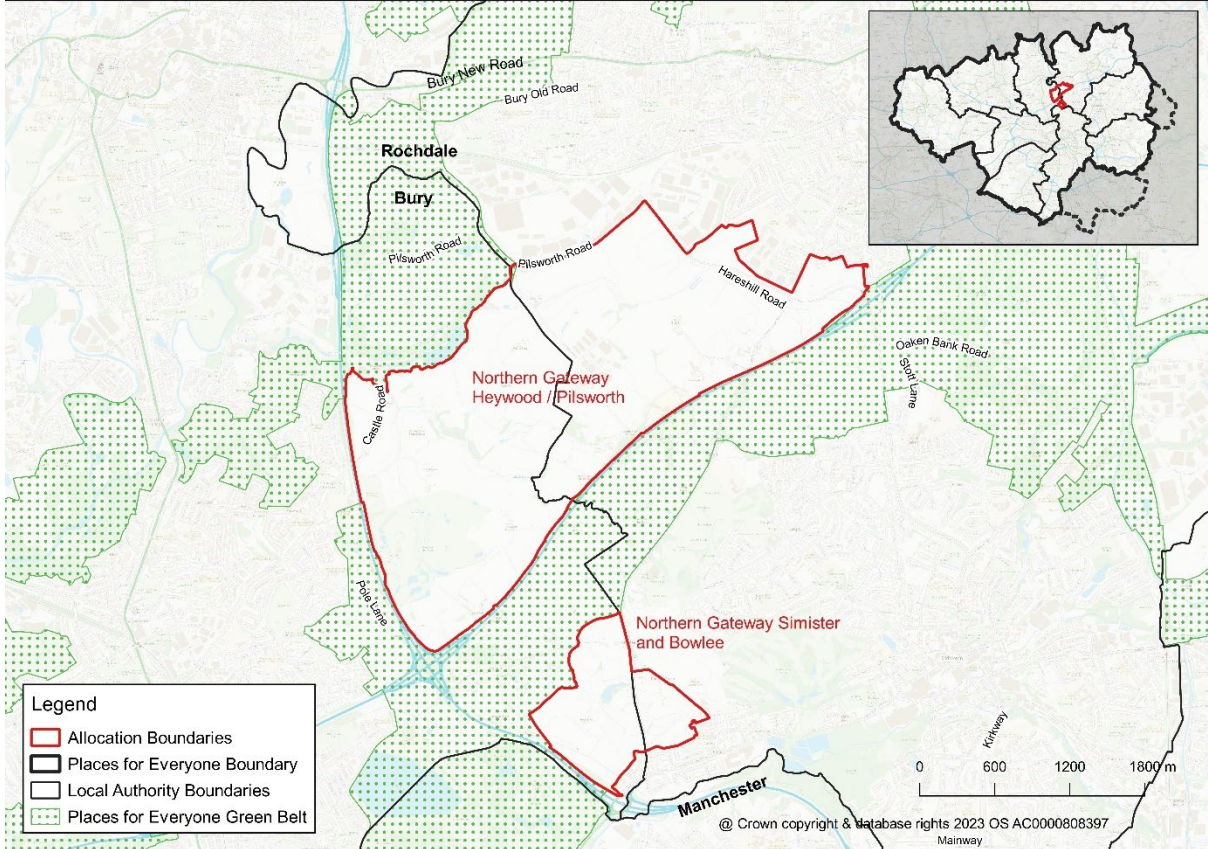
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Map MMCB1  
Picture 11.3 JPA 1 Northern Gateway

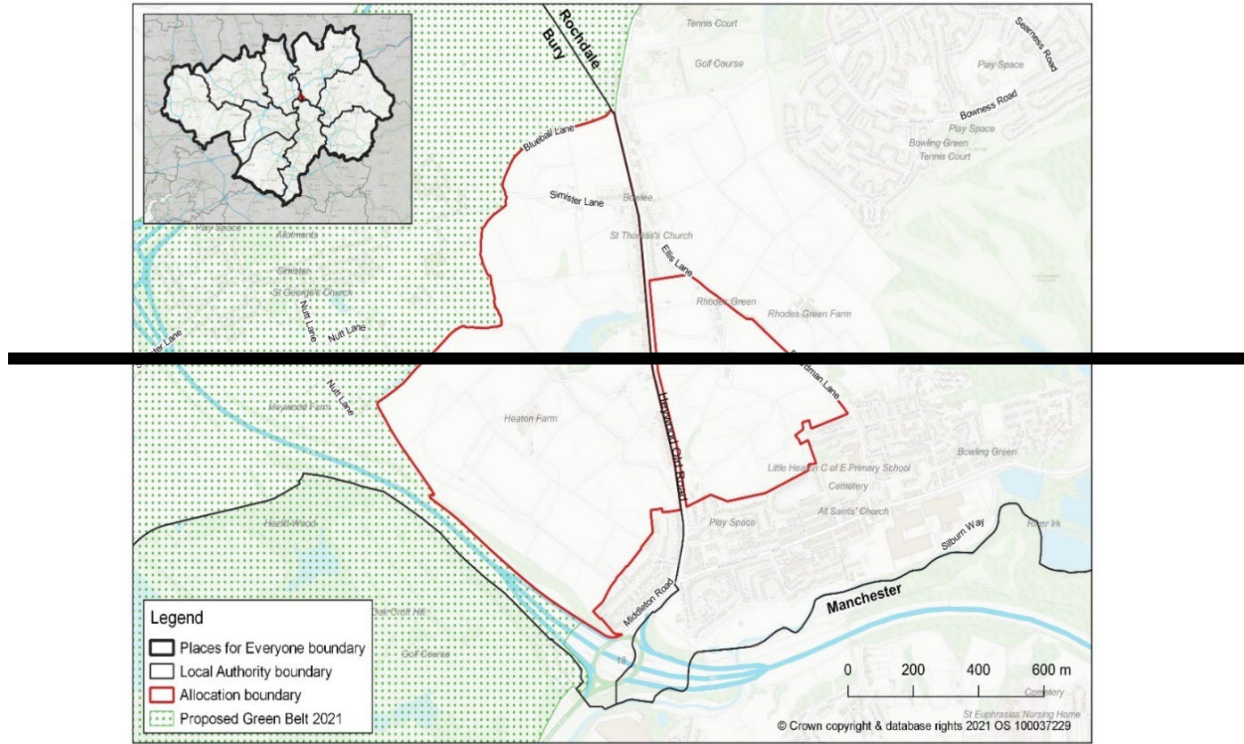


Modified Picture 11.3 JPA 1 Northern Gateway

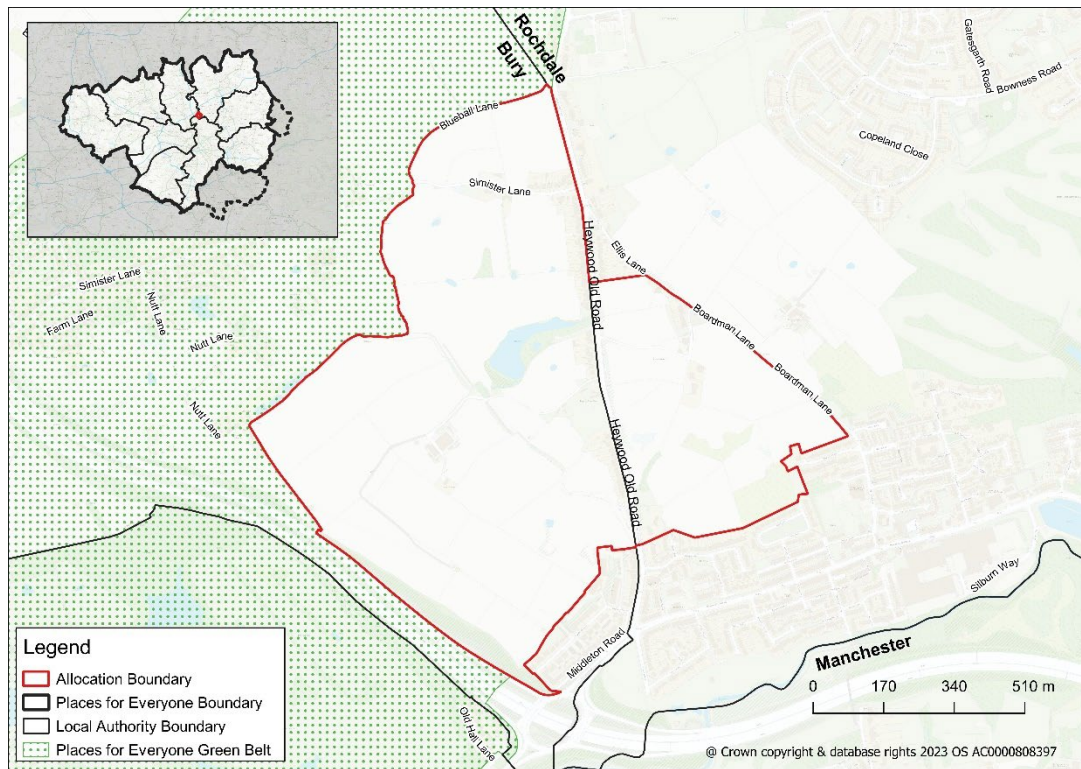




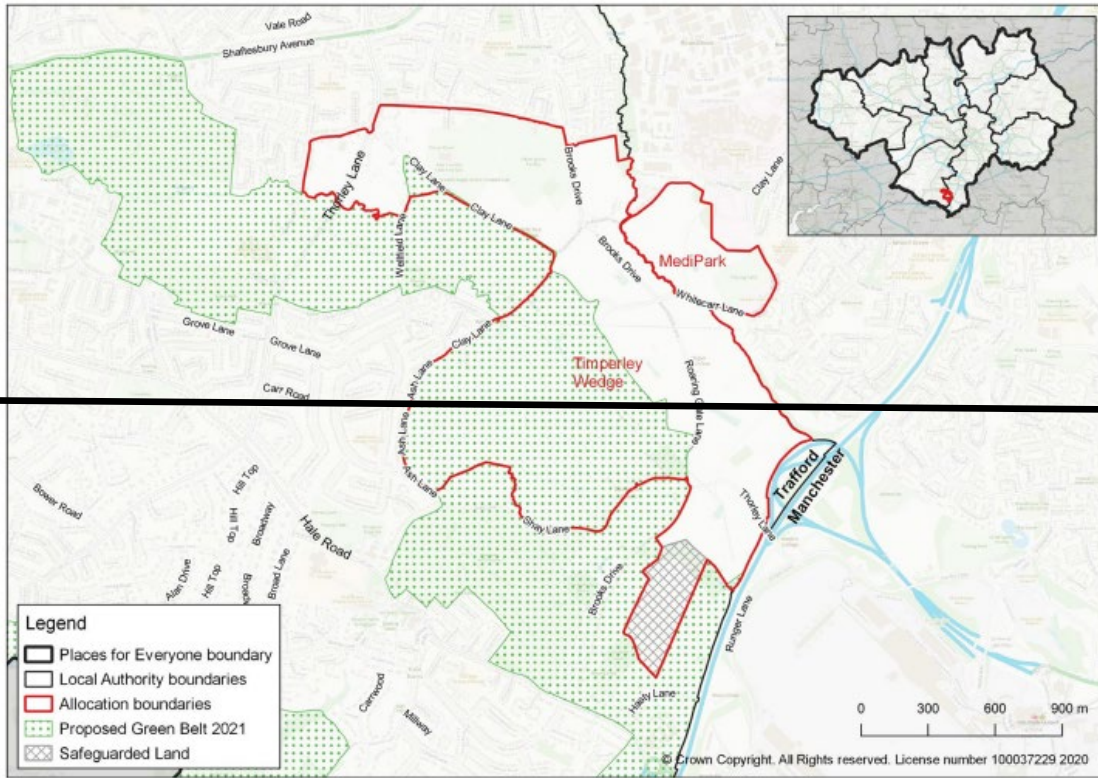
Map MMCB4  
 PfE 2021 Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



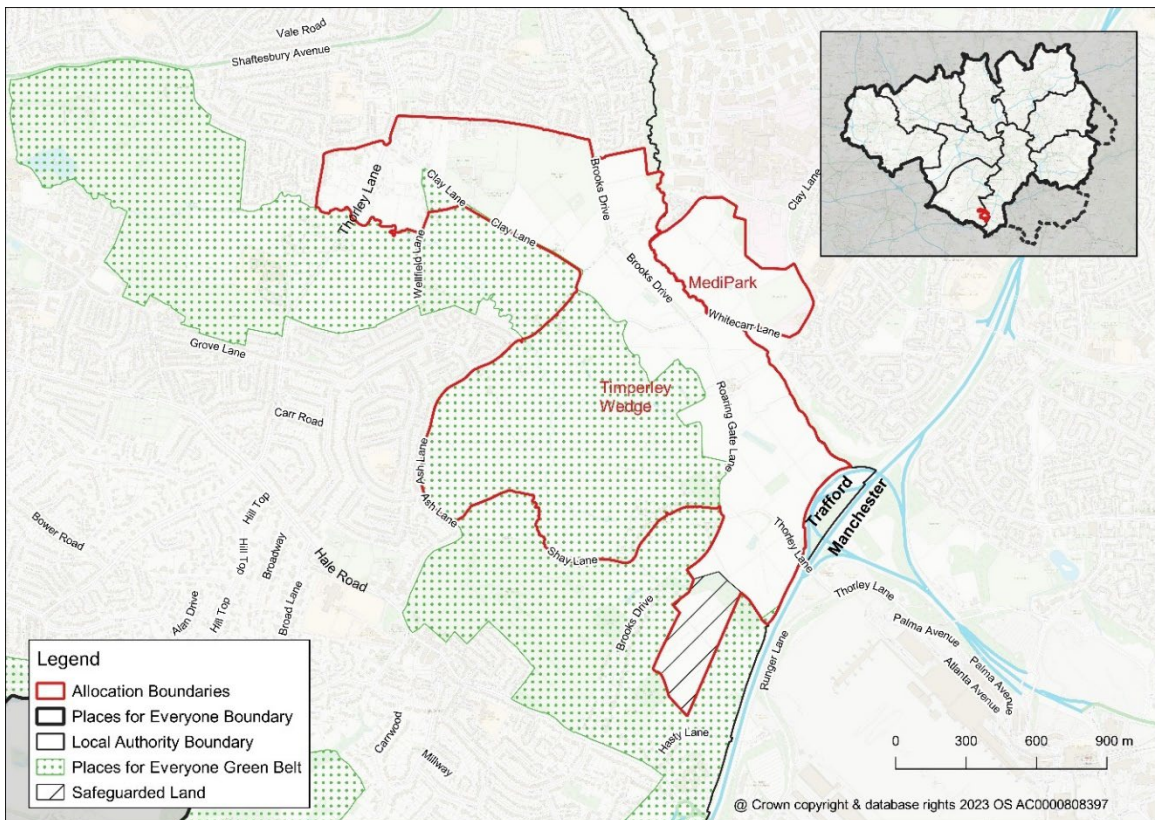
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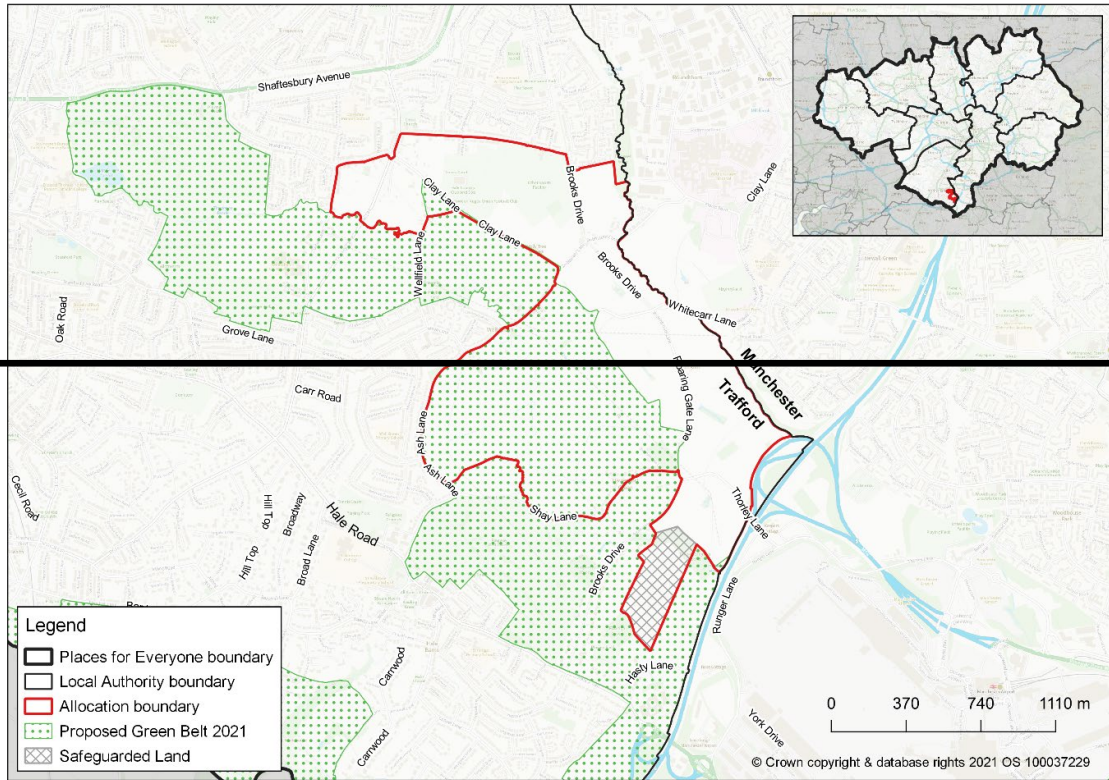
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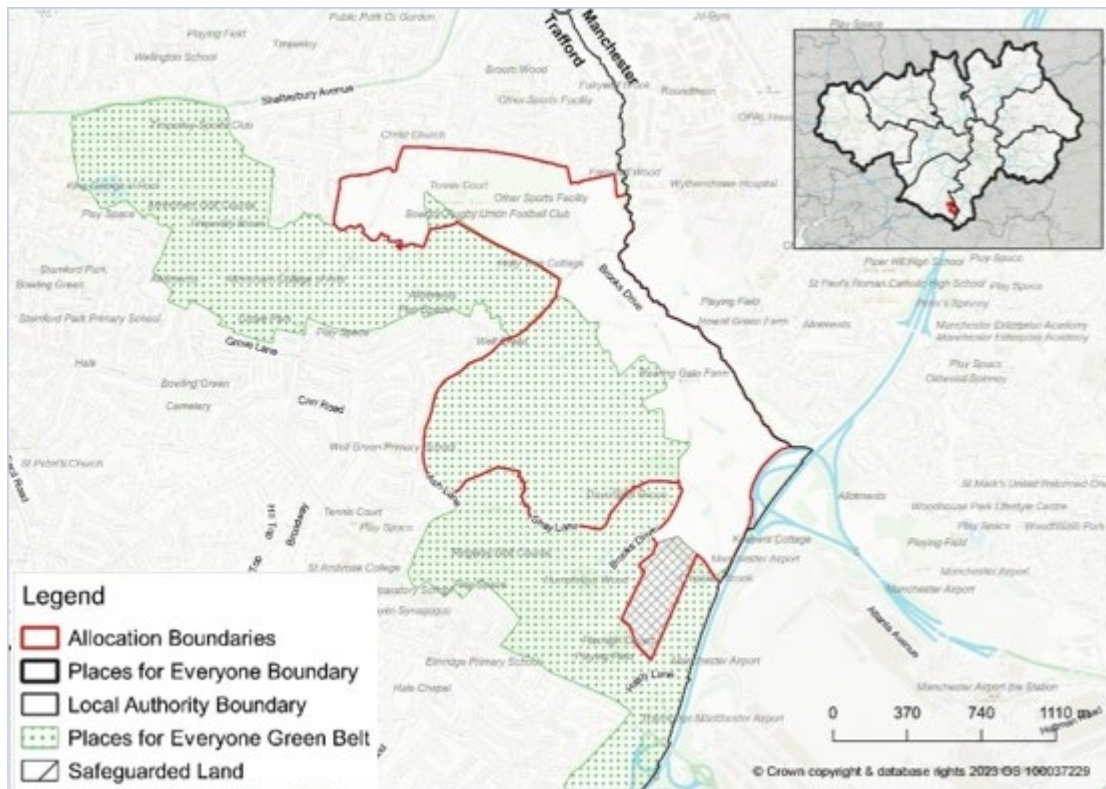
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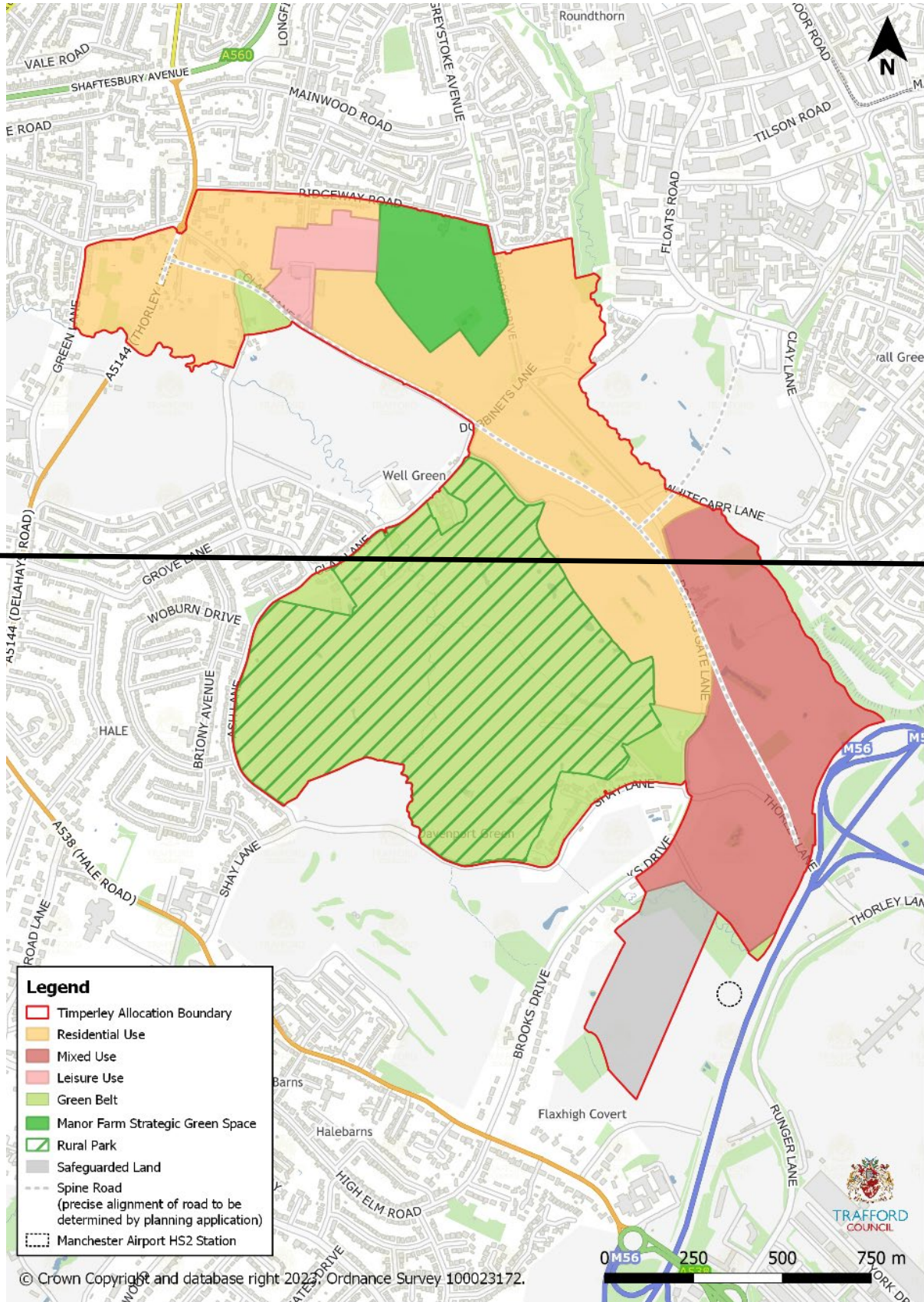
Map MMCB12  
 PfE 2021 Picture 11.9 JPA 3.2 Timperley Wedge



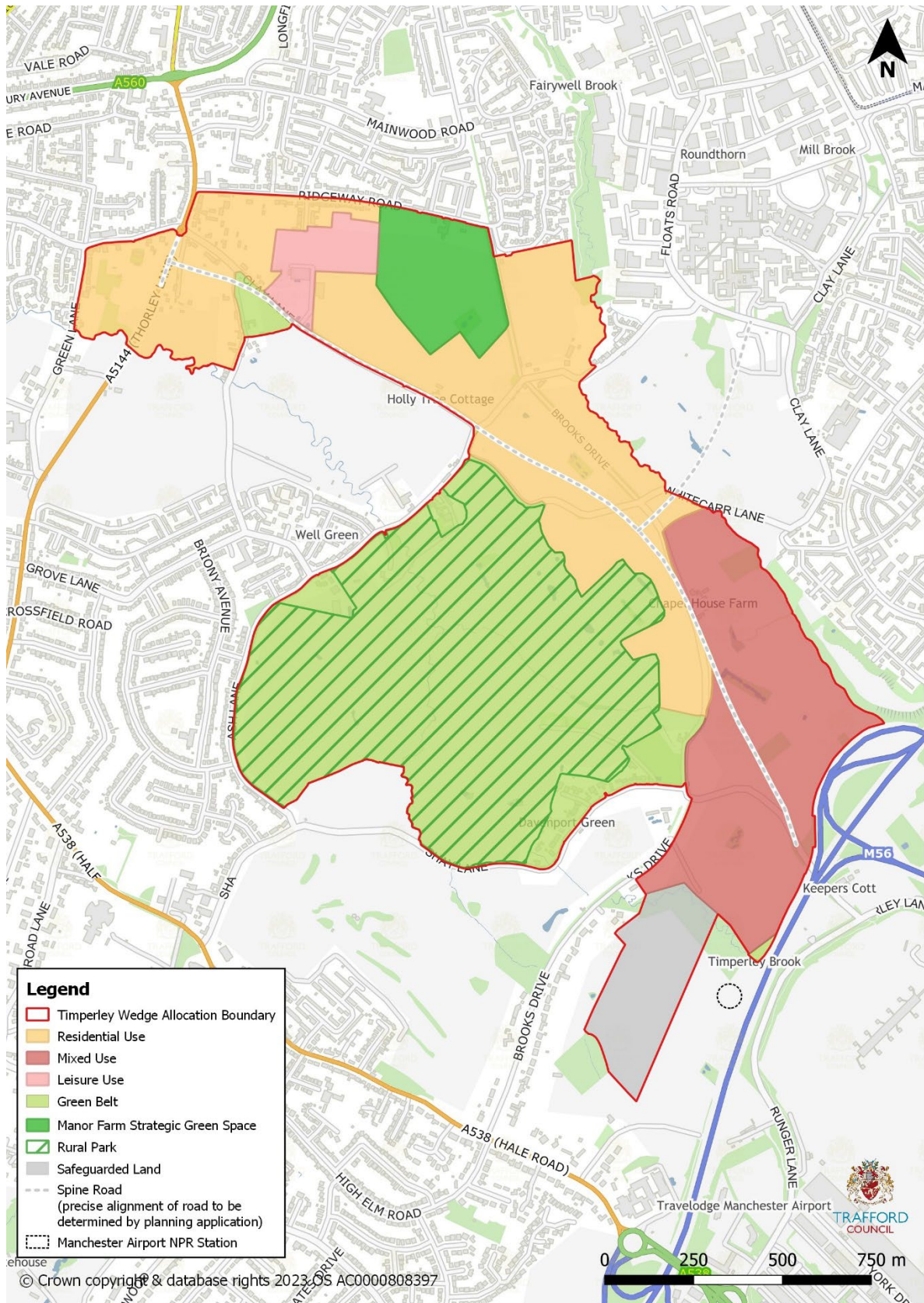
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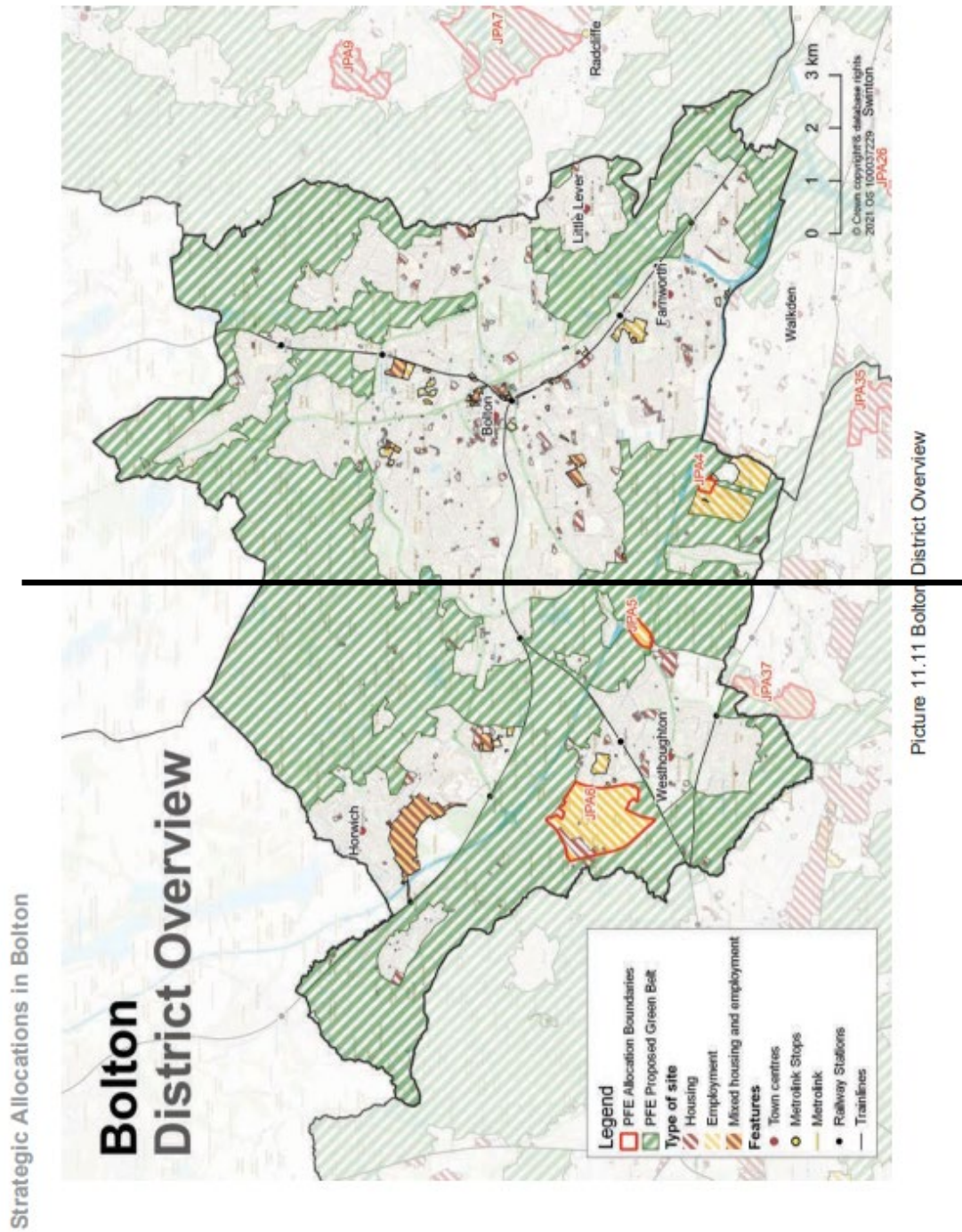
Map MMCB13  
 PfE 2021 Picture 11.10 Timperley Wedge Allocation Policy Plan



Modified Picture 11.10 Timperley Wedge Indicative Allocation Policy Plan

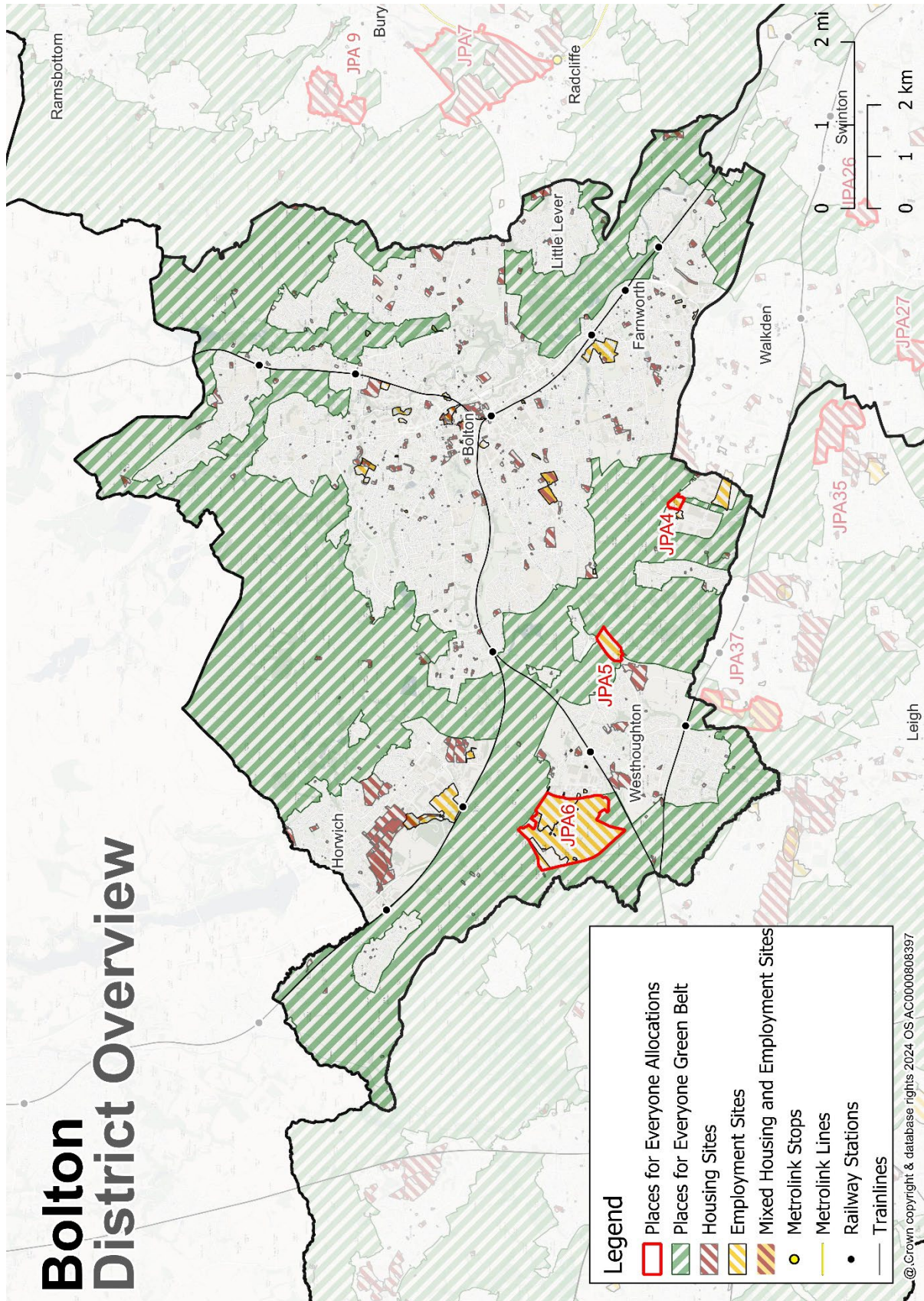


Map MMBo1  
PfE 2021 Picture 11.11 Bolton District Overview



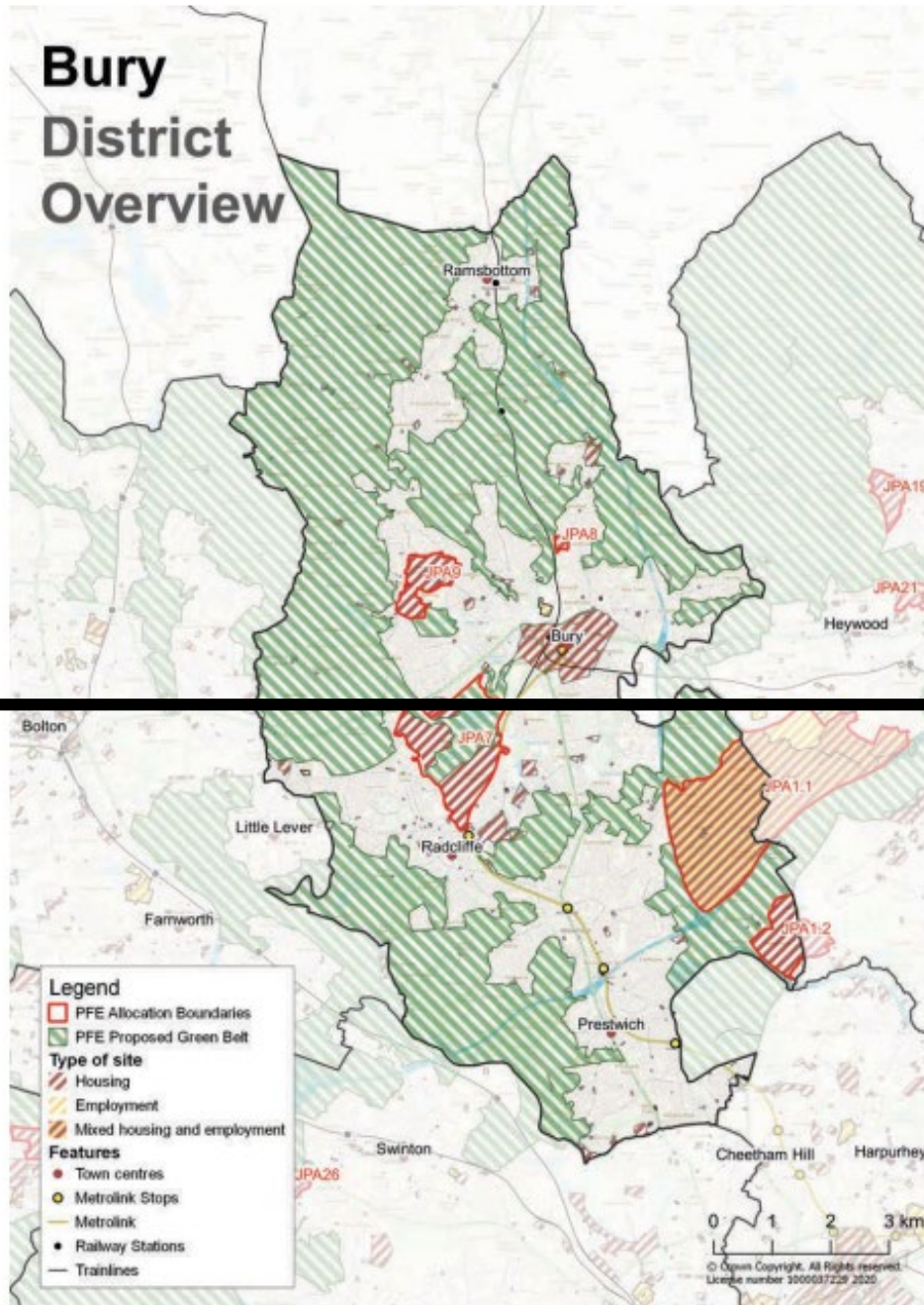
Picture 11.11 Bolton District Overview

Modified Picture 11.11 Bolton District Overview



Map MMBu1  
 PFE 2021 Picture 11.15 Bury District Overview

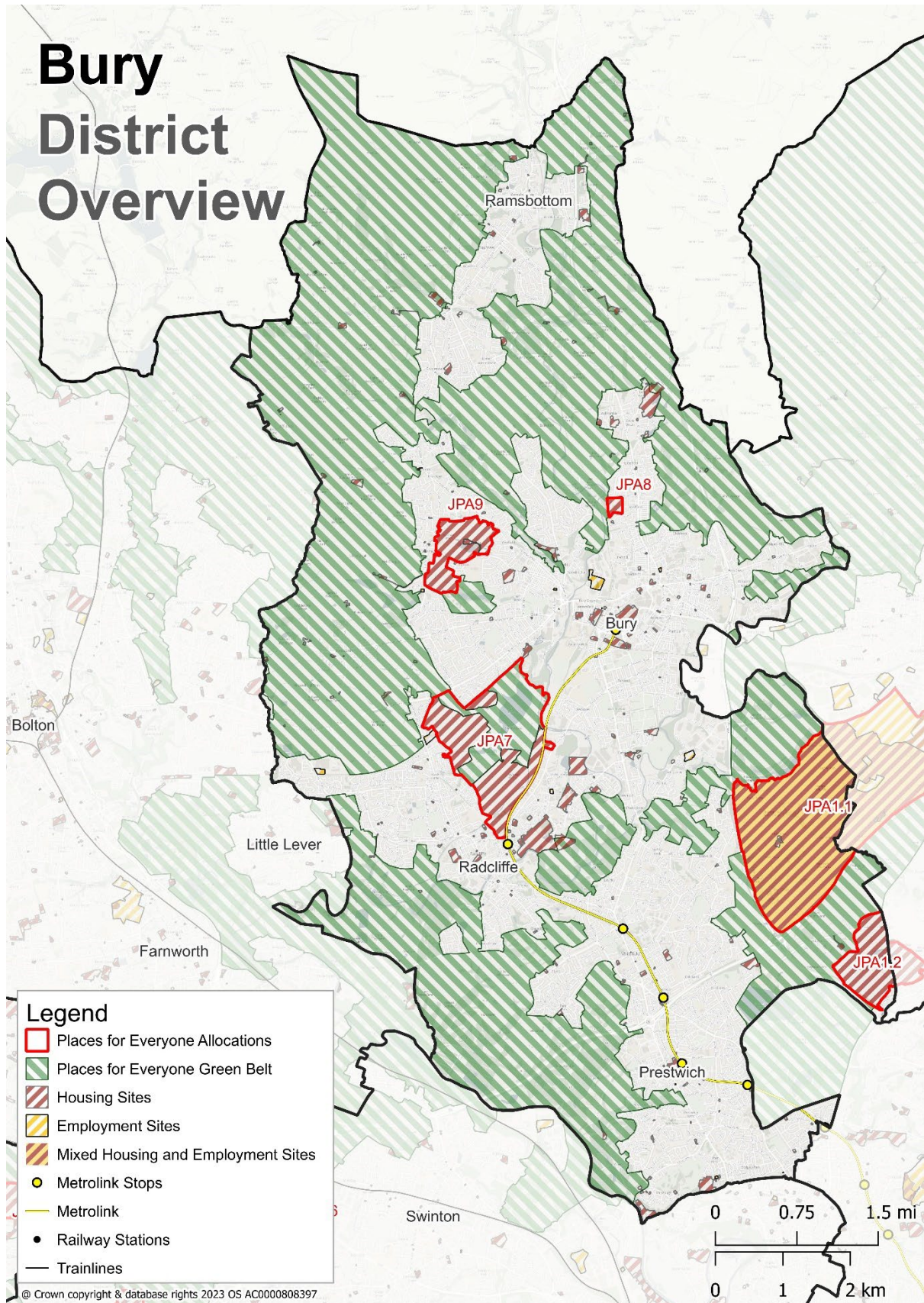
Strategic Allocations in Bury



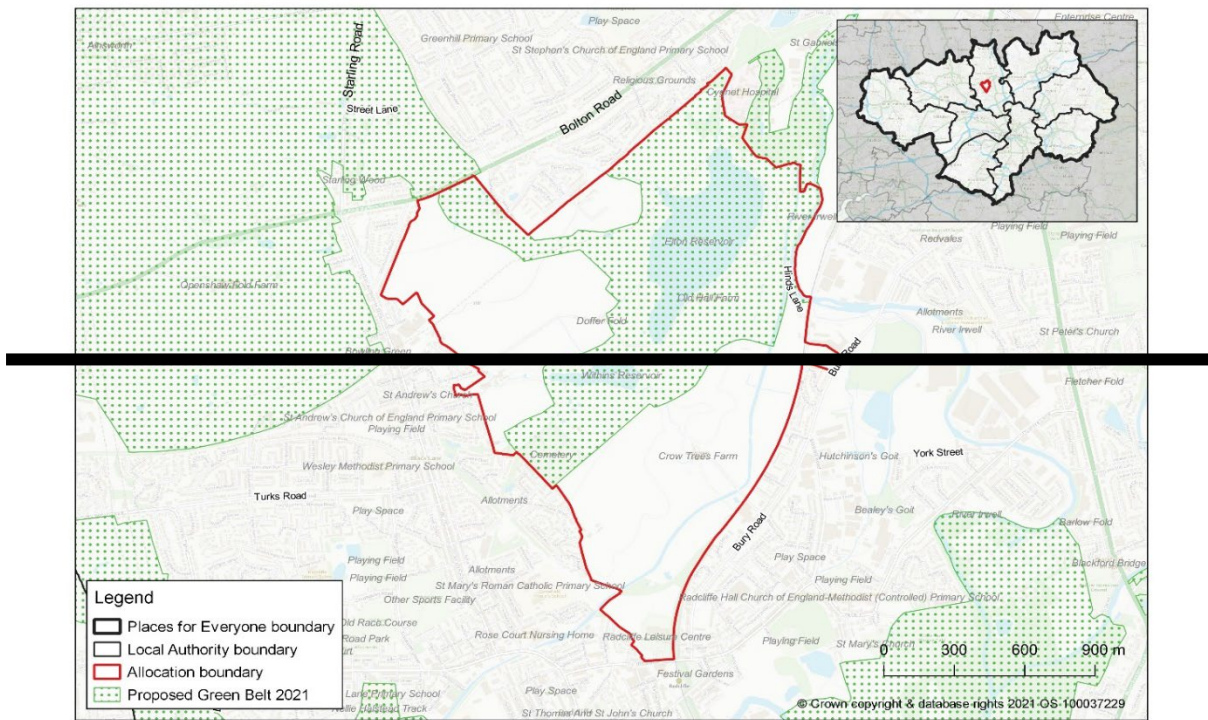
Picture 11.15 Bury District Overview



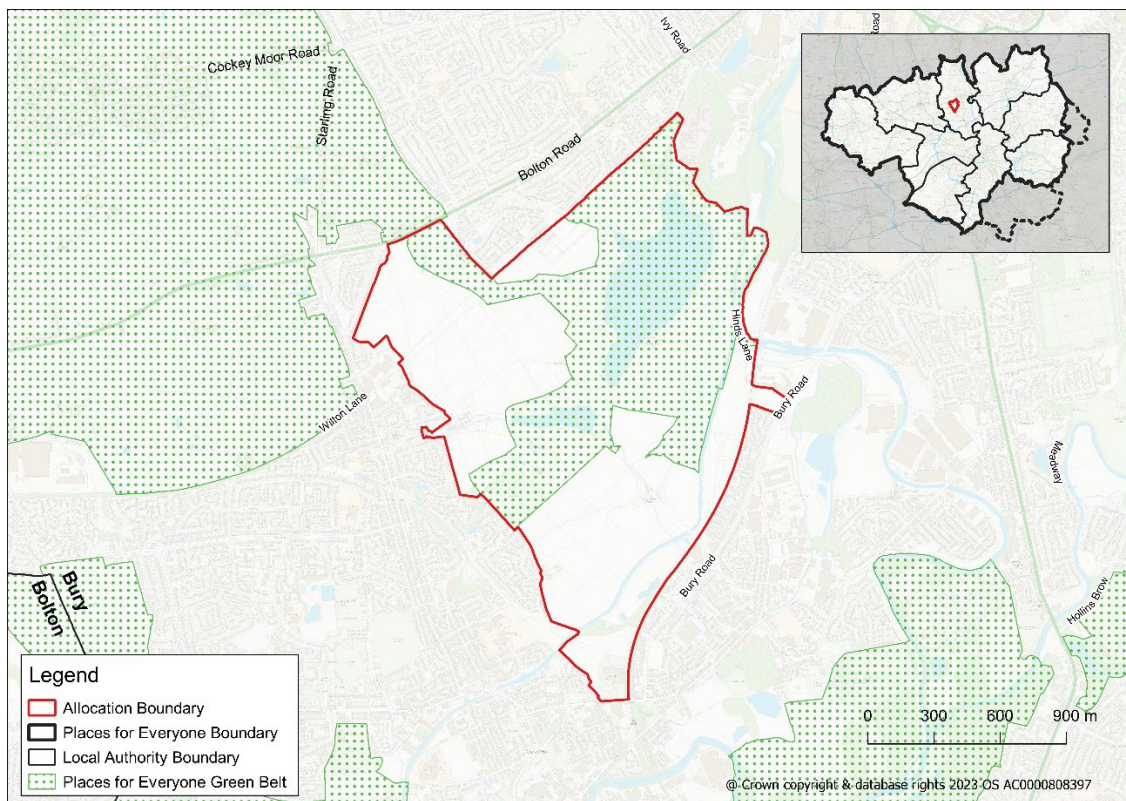
Modified Picture 11.15 Bury District Overview



Map MMBu2  
PfE 2021 Picture 11.16 JPA 7 Elton Reservoir

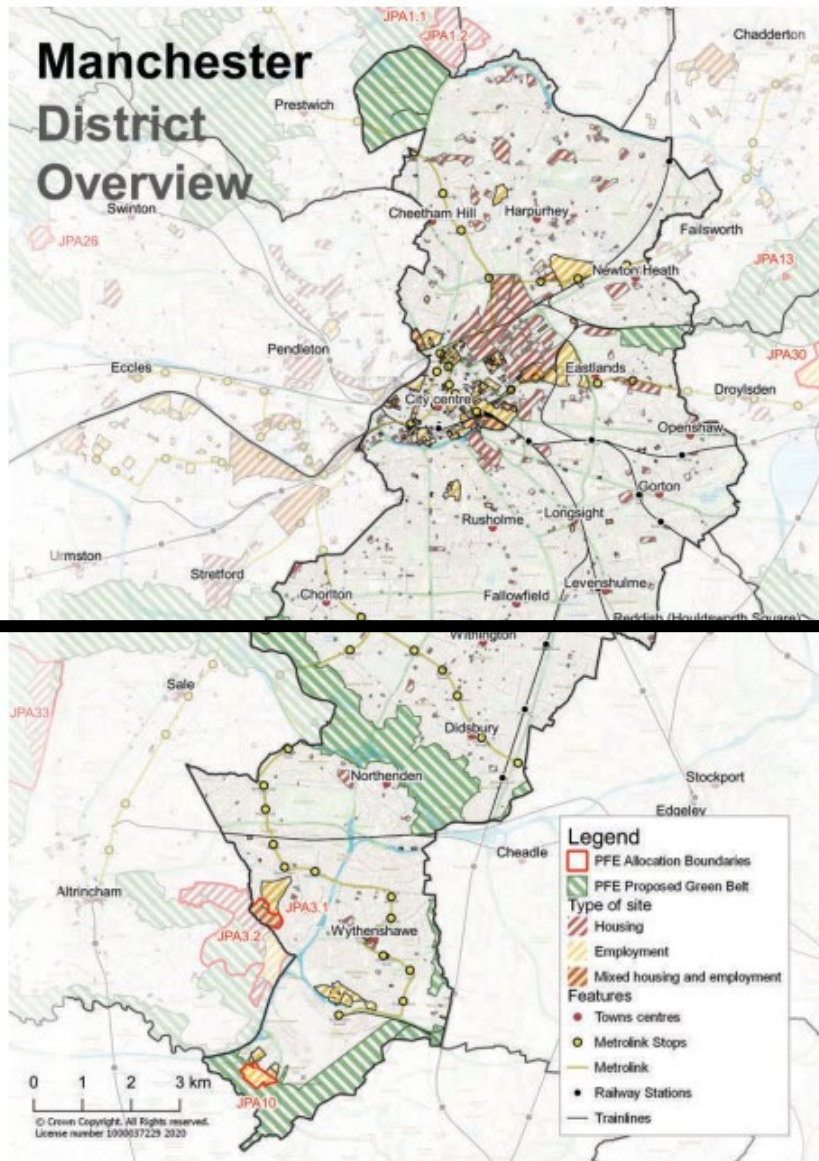


Modified Picture 11.16 JPA 7 Elton Reservoir



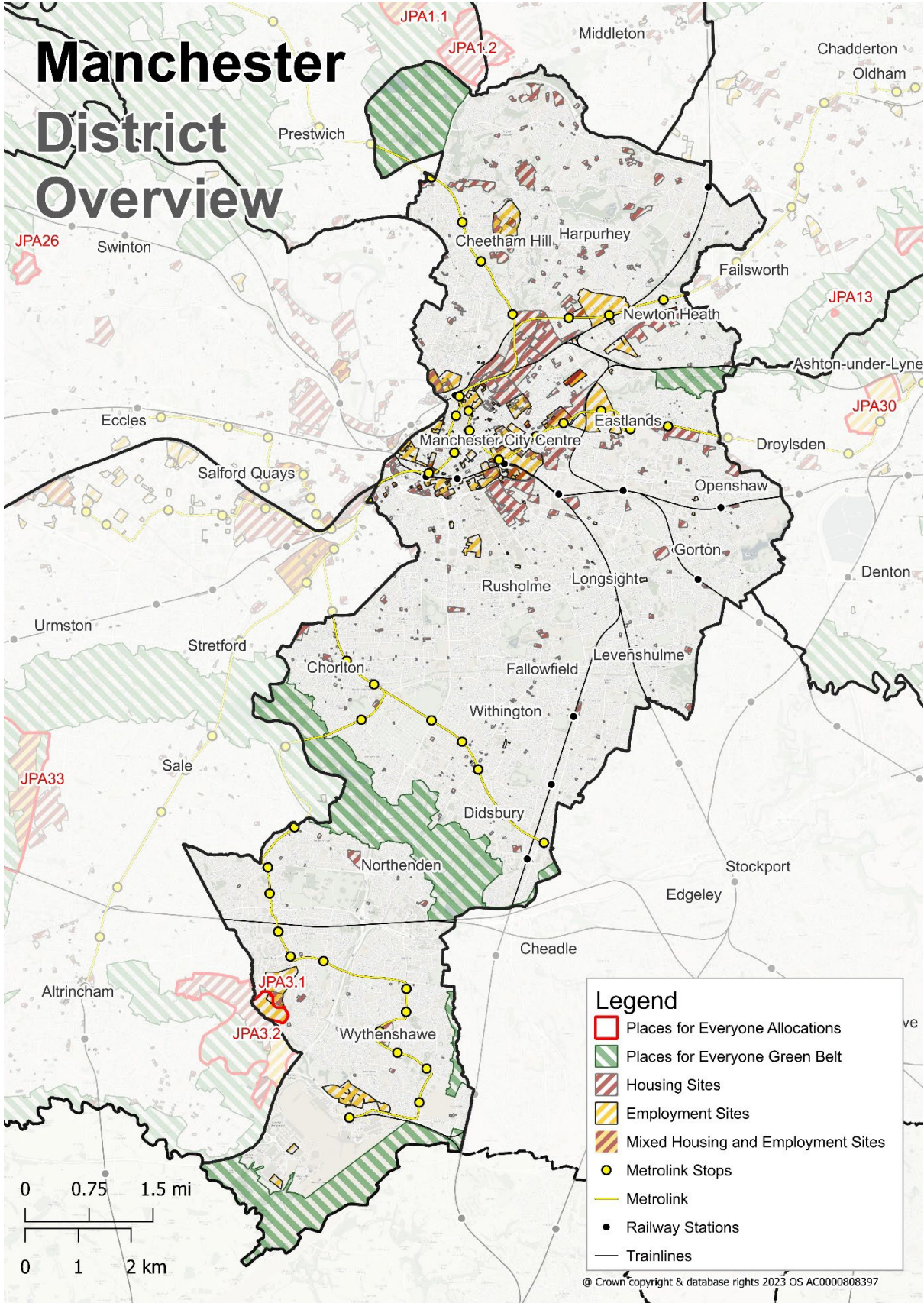
Map MMM1  
 PfE 2021 Picture 11.19 Manchester District Overview

Strategic Allocations in Manchester

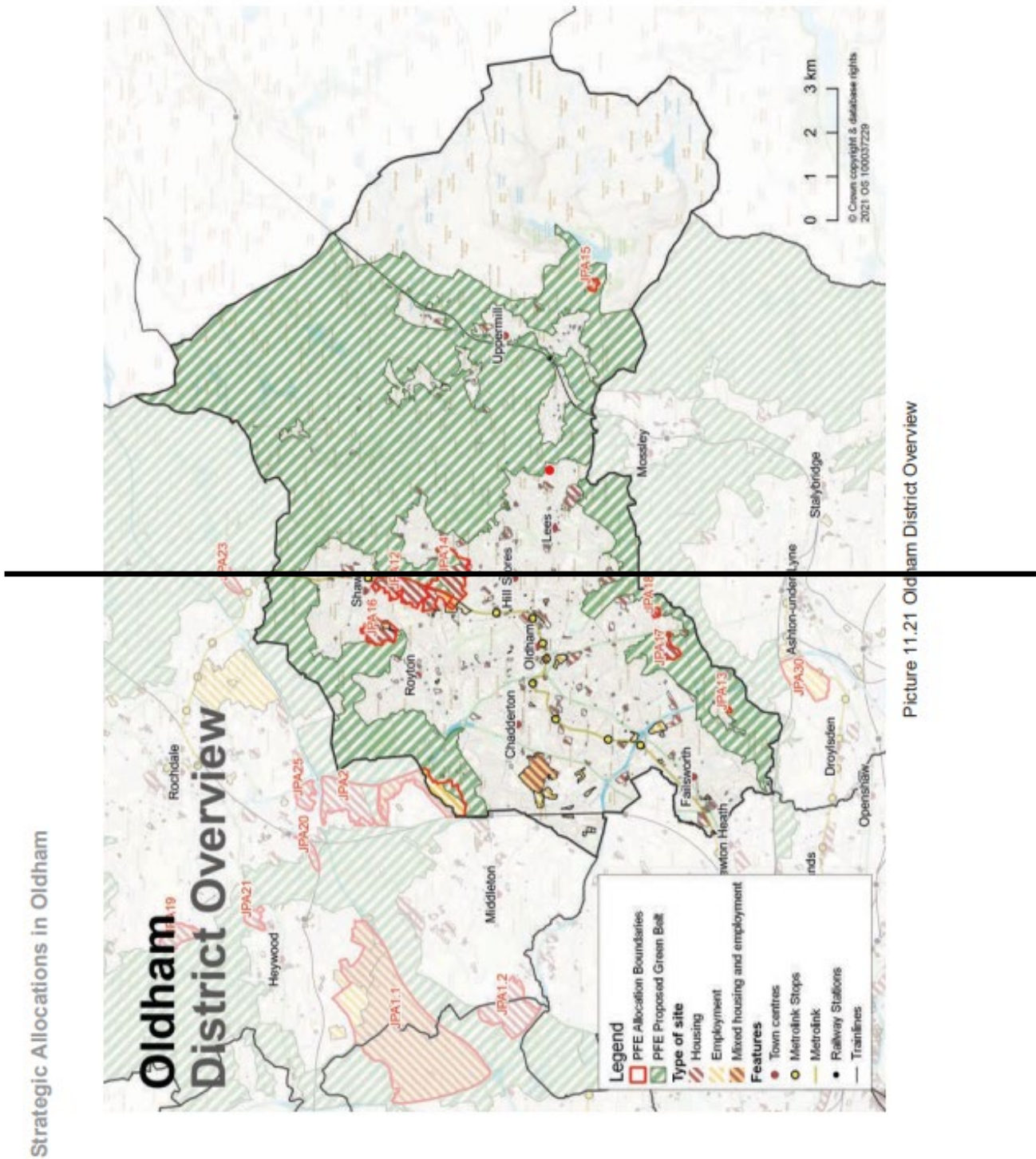


Picture 11.19 Manchester District Overview

Modified Picture 11.19 Manchester District Overview

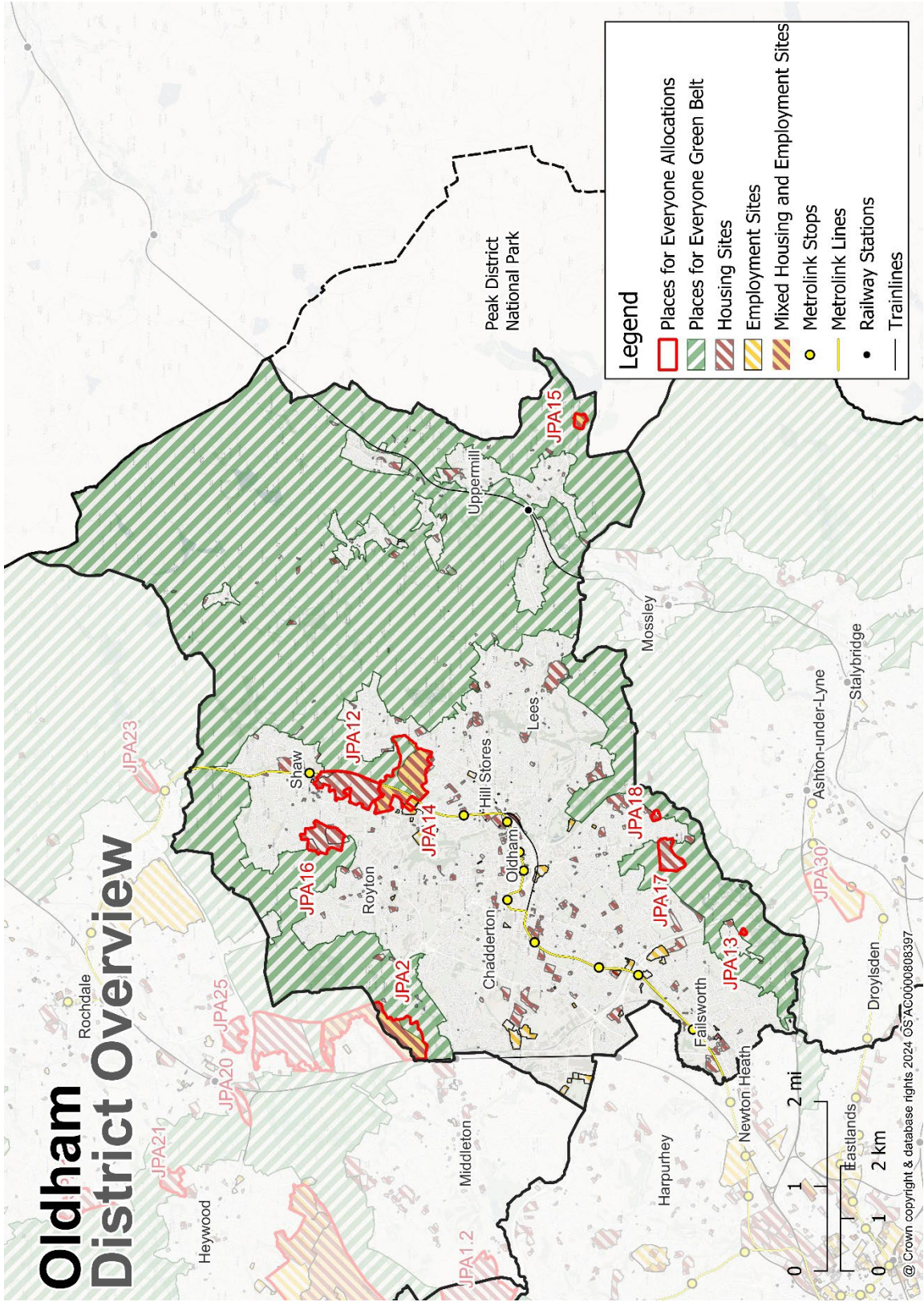


Map MMO1  
PfE 2021 Picture 11.21 Oldham District Overview

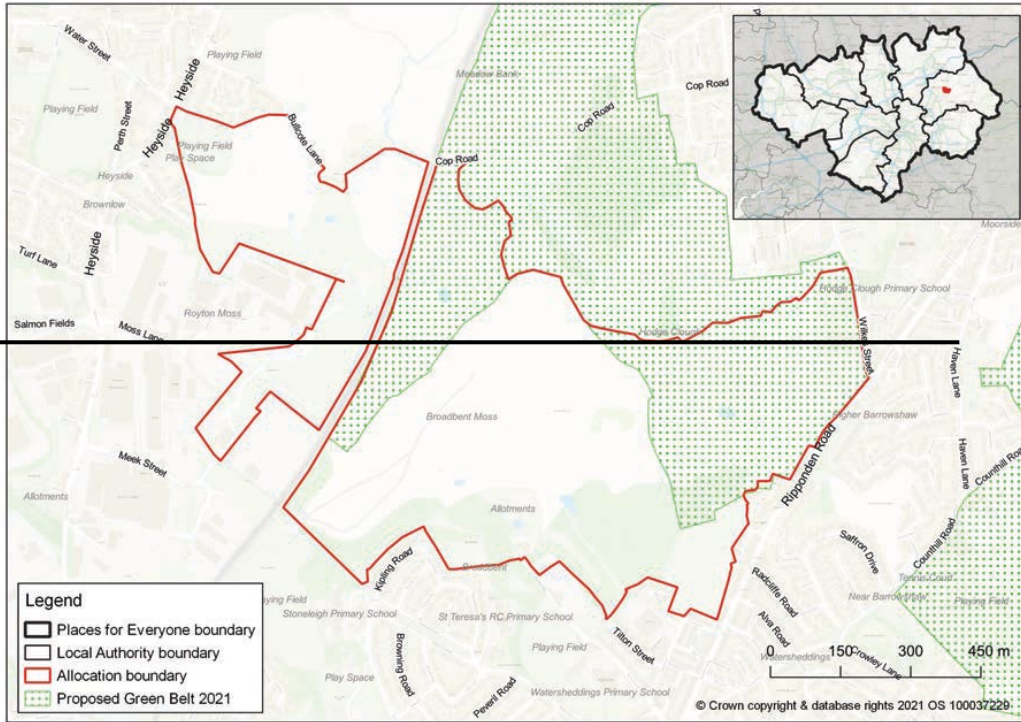


Picture 11.21 Oldham District Overview

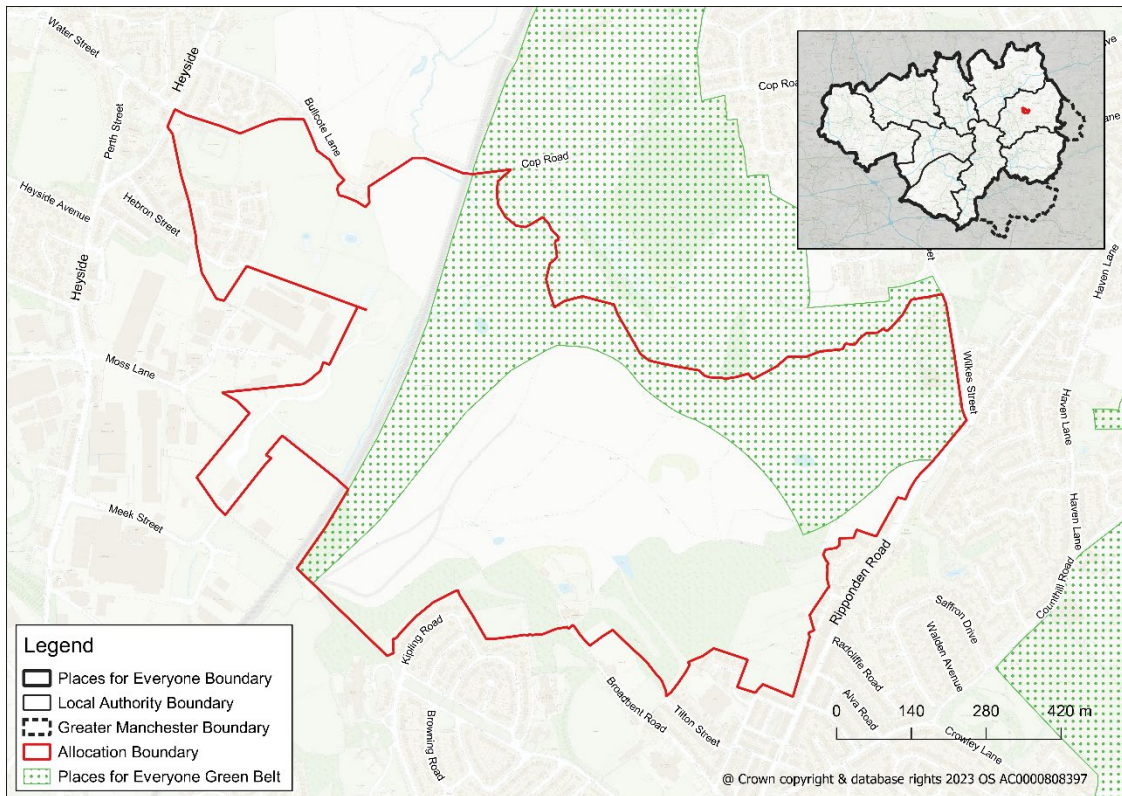
Modified Picture 11.21 Oldham District Overview



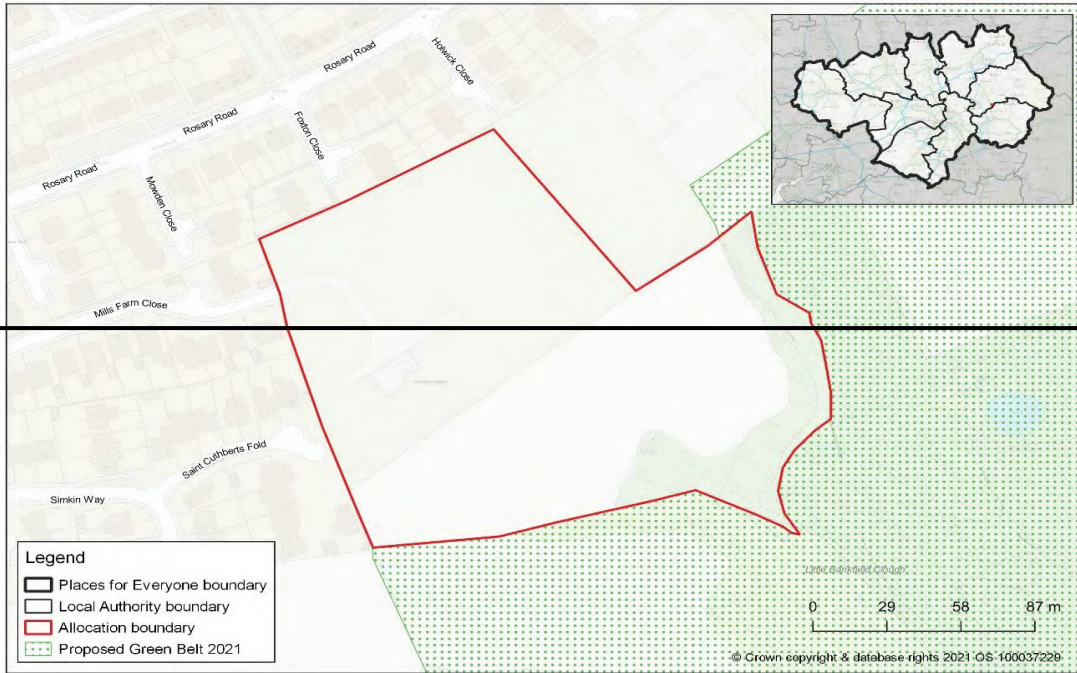
Map MMO6  
 PfE 2021 Picture 11.24 JPA 14 Broadbent Moss



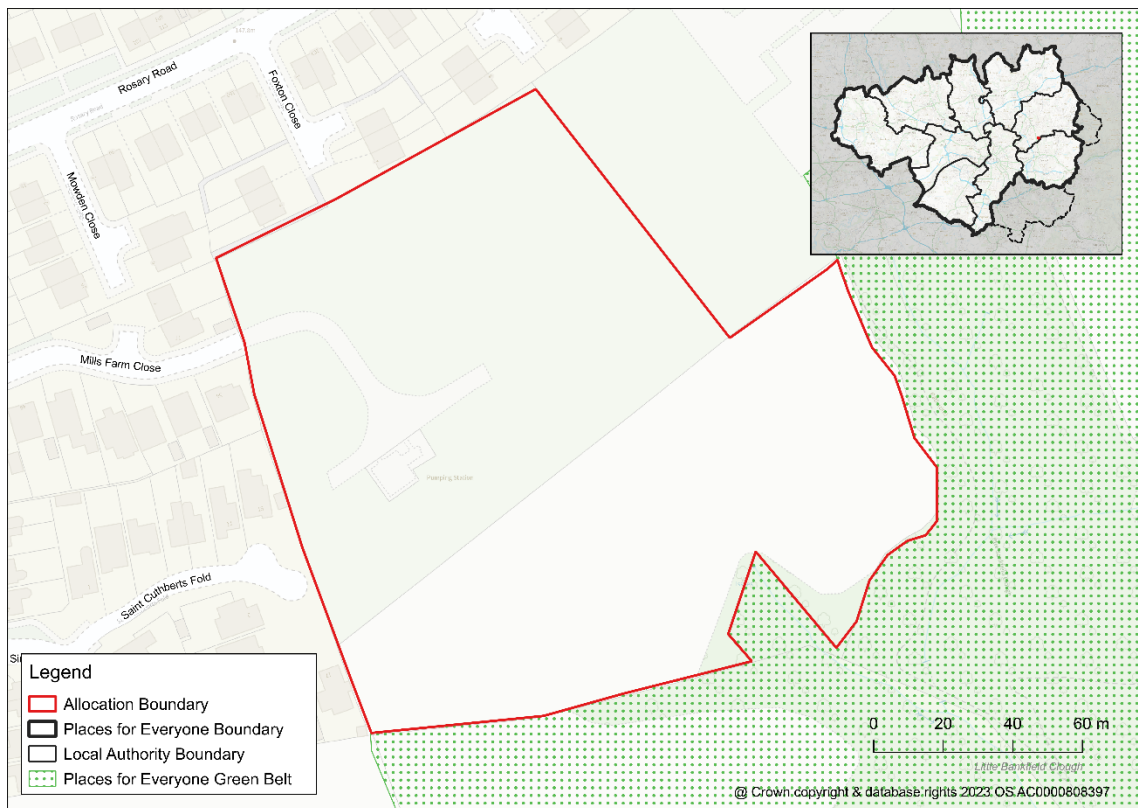
Modified Picture 11.24 JPA 14 Broadbent Moss



Map MMO15  
 PfE 2021 Picture 11.28 JPA 18 South of Rosary Road

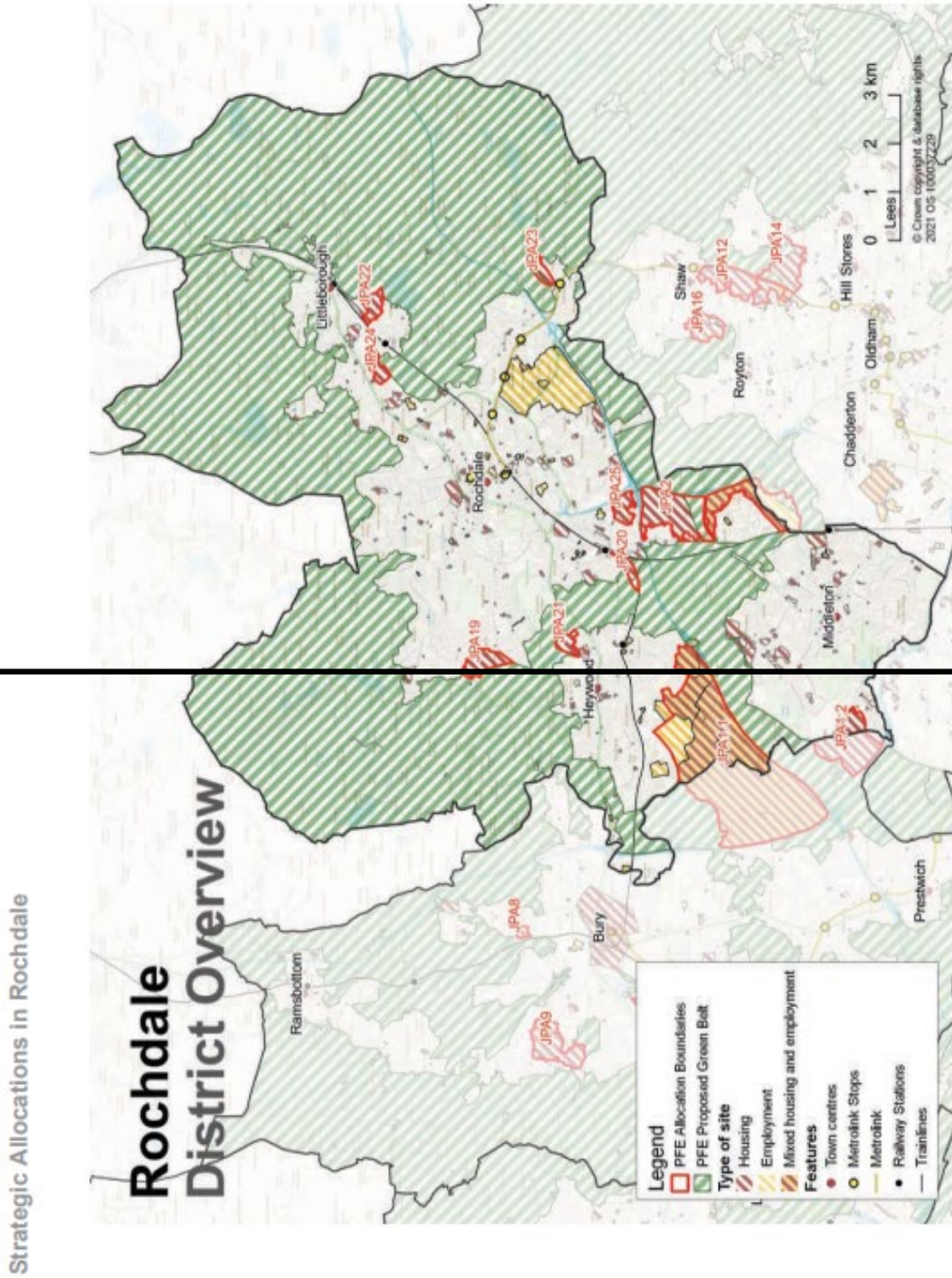


Modified Picture 11.28 JPA 18 South of Rosary Road



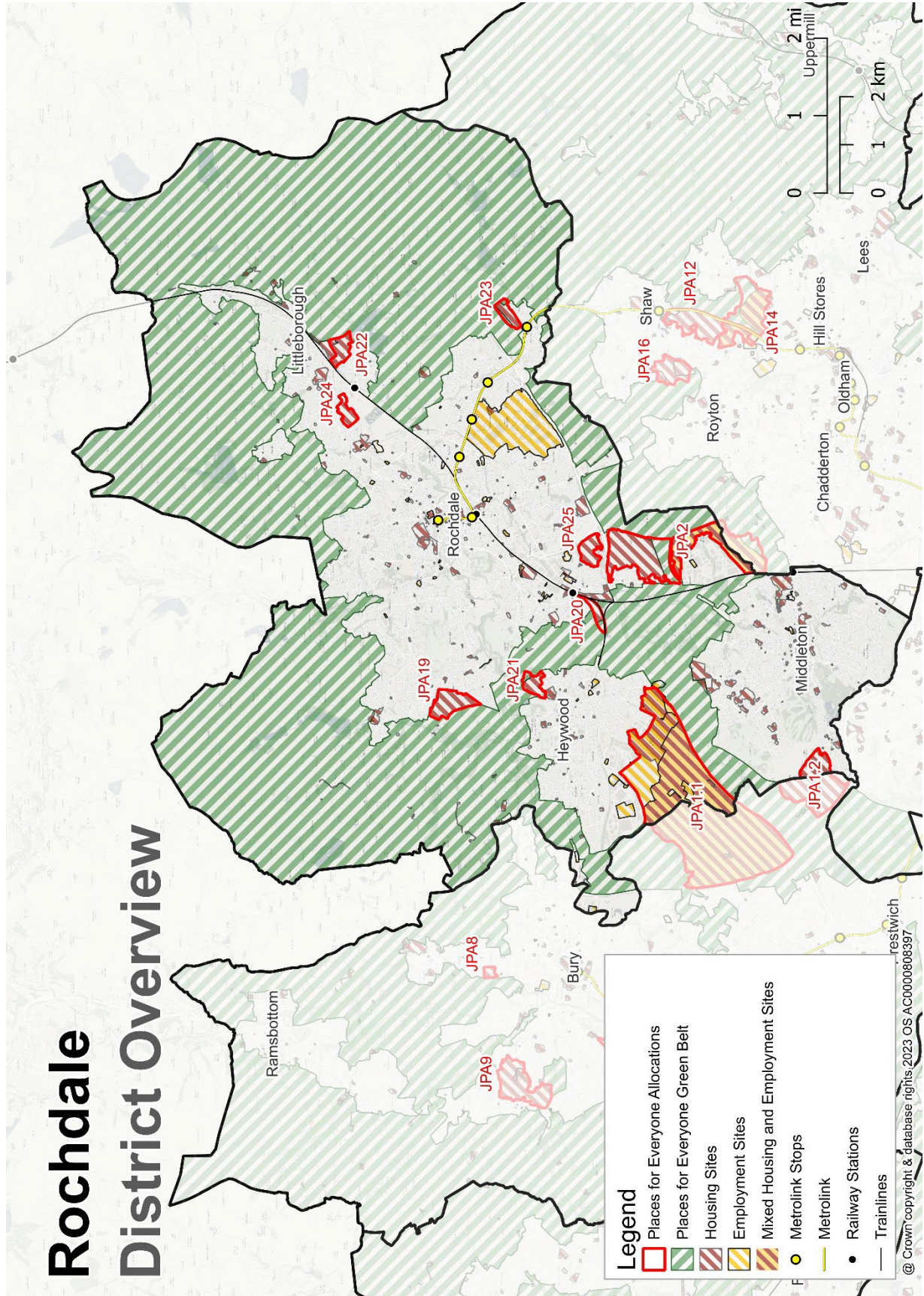


Map MMR1  
PfE 2021 Picture 11.2 Rochdale District Overview

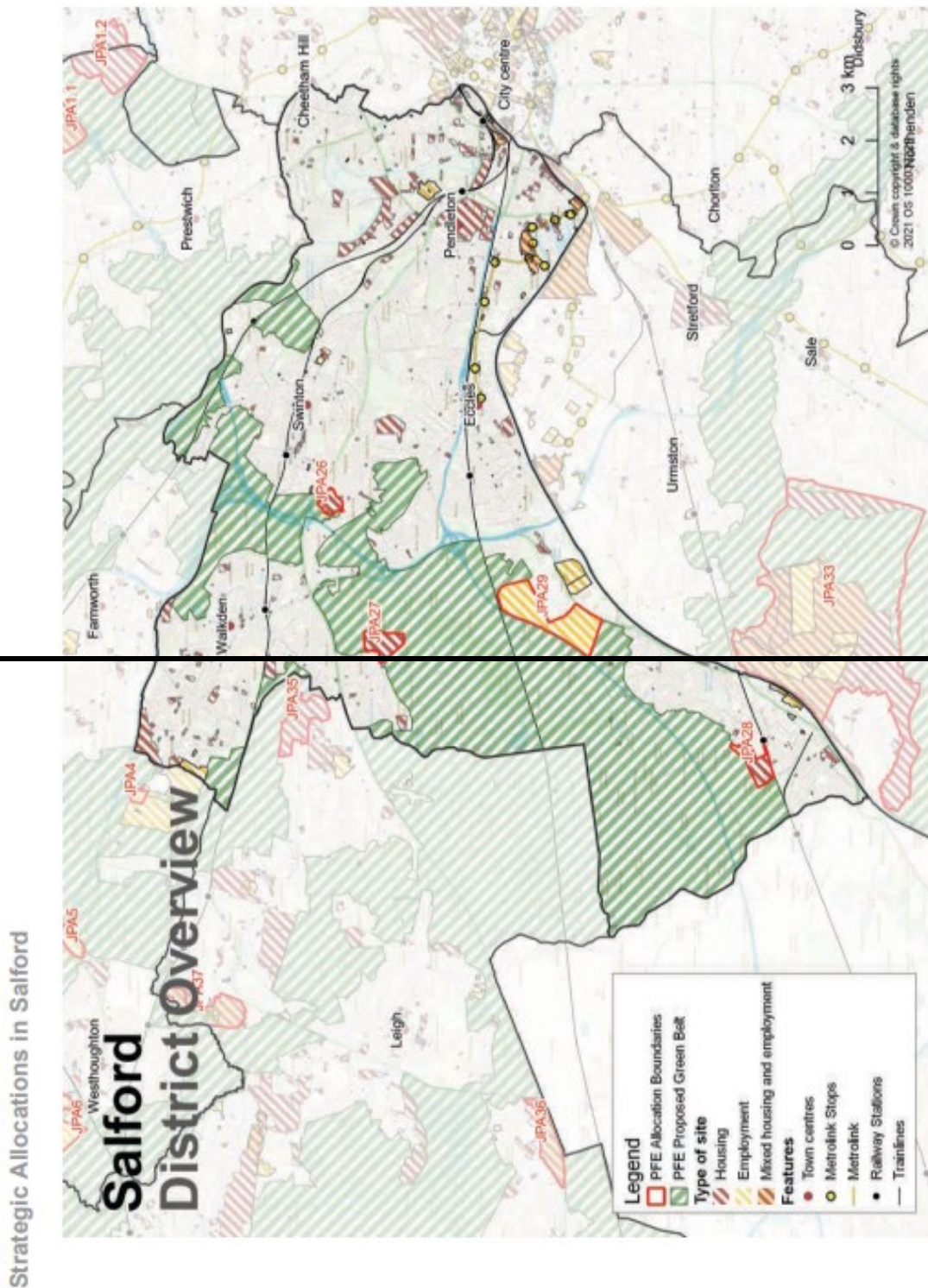


Picture 11.29 Rochdale District Overview

Modified Picture 11.2 Rochdale District Overview

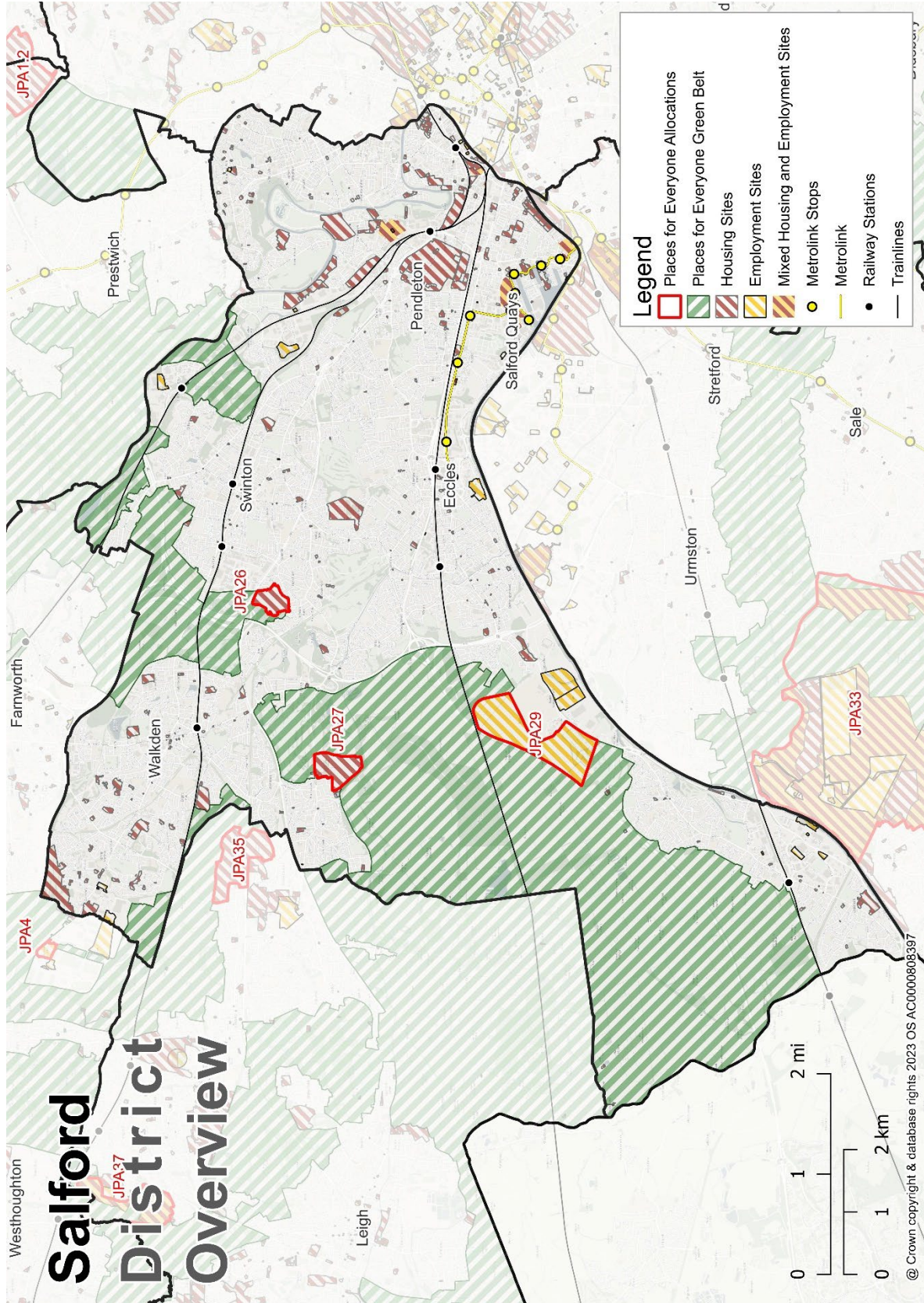


Map MMS1  
PfE 2021 Picture 11.37 Salford District Overview

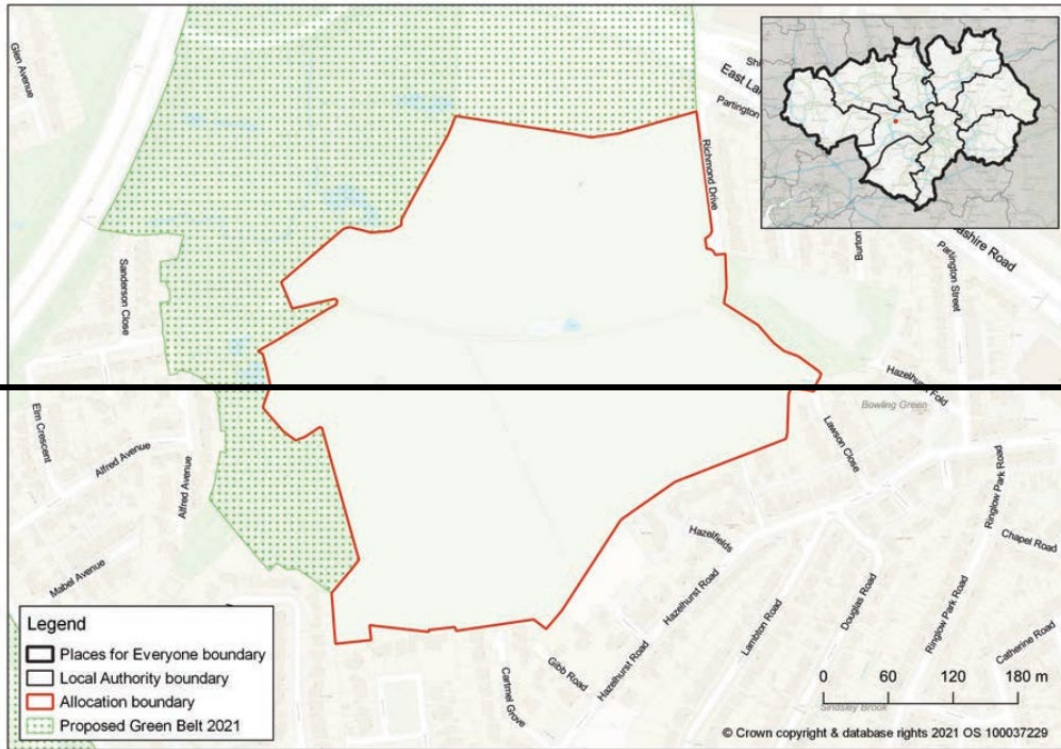


Picture 11.37 Salford District Overview

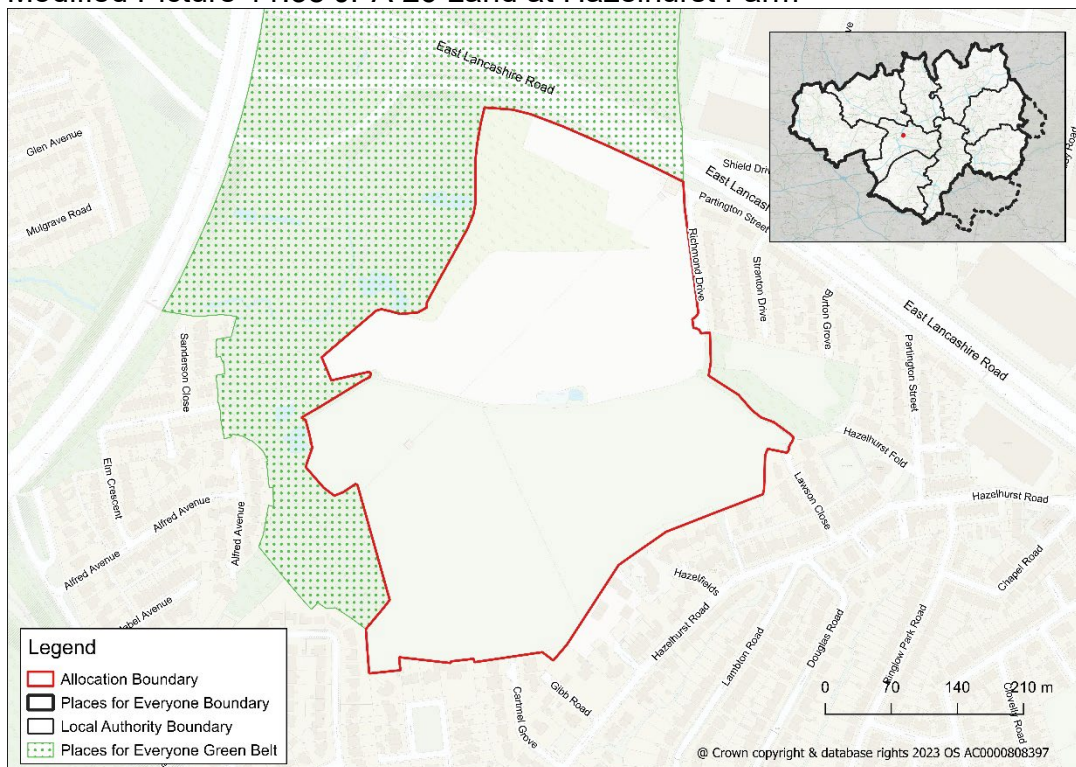
Modified Picture 11.37 Salford District Overview



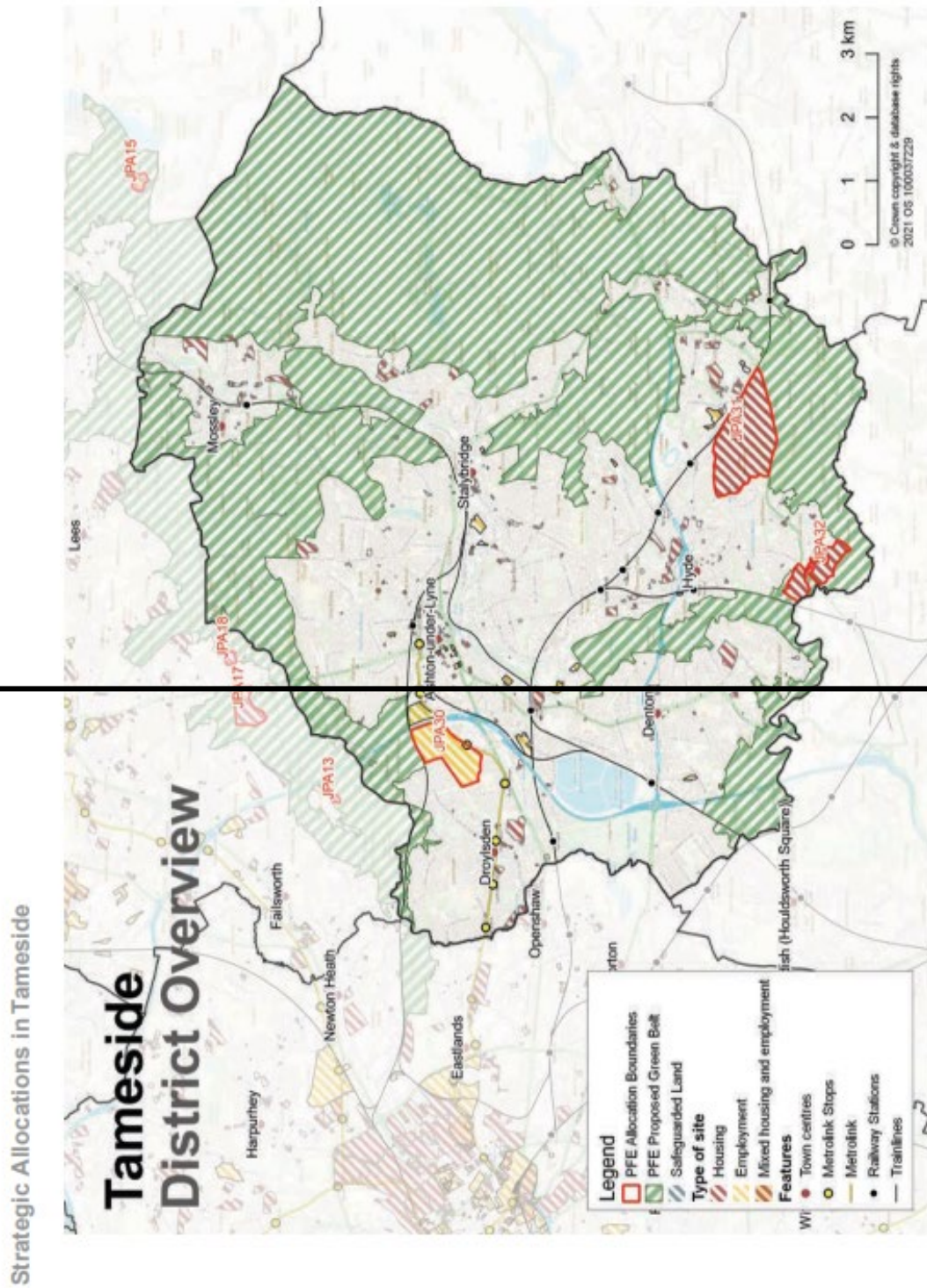
Map MMS2  
 PfE 2021 Picture 11.38 JPA 26 Land at Hazelhurst Farm



Modified Picture 11.38 JPA 26 Land at Hazelhurst Farm

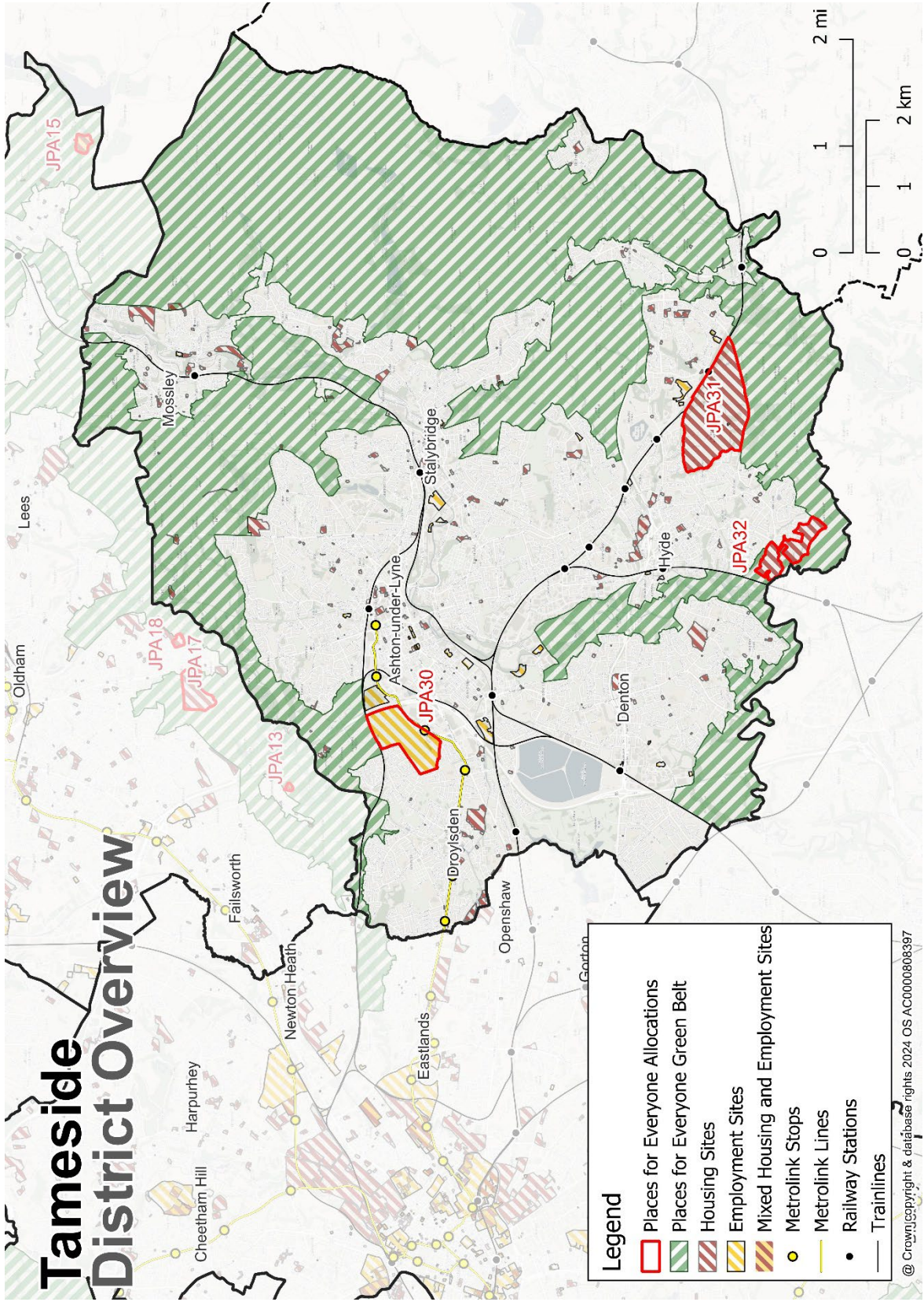


Map MMTa1  
 PFE 2021 Picture 11.42 Tameside District Overview

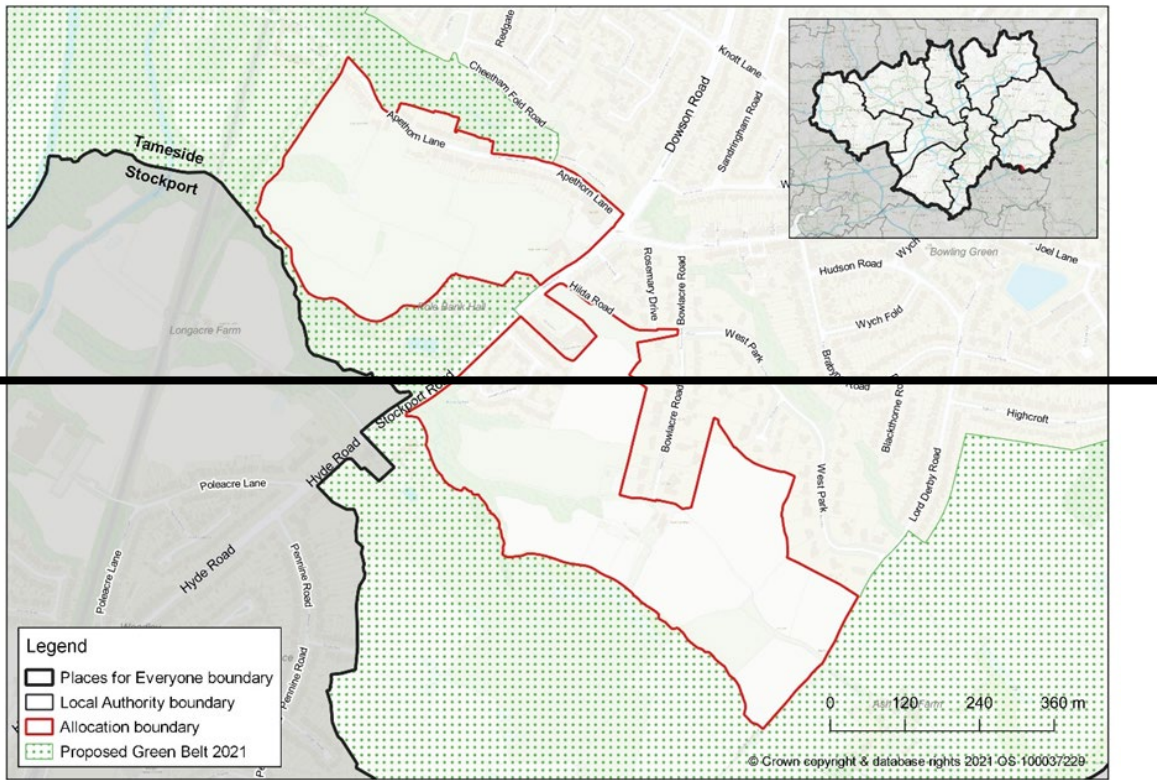


Picture 11.42 Tameside District Overview

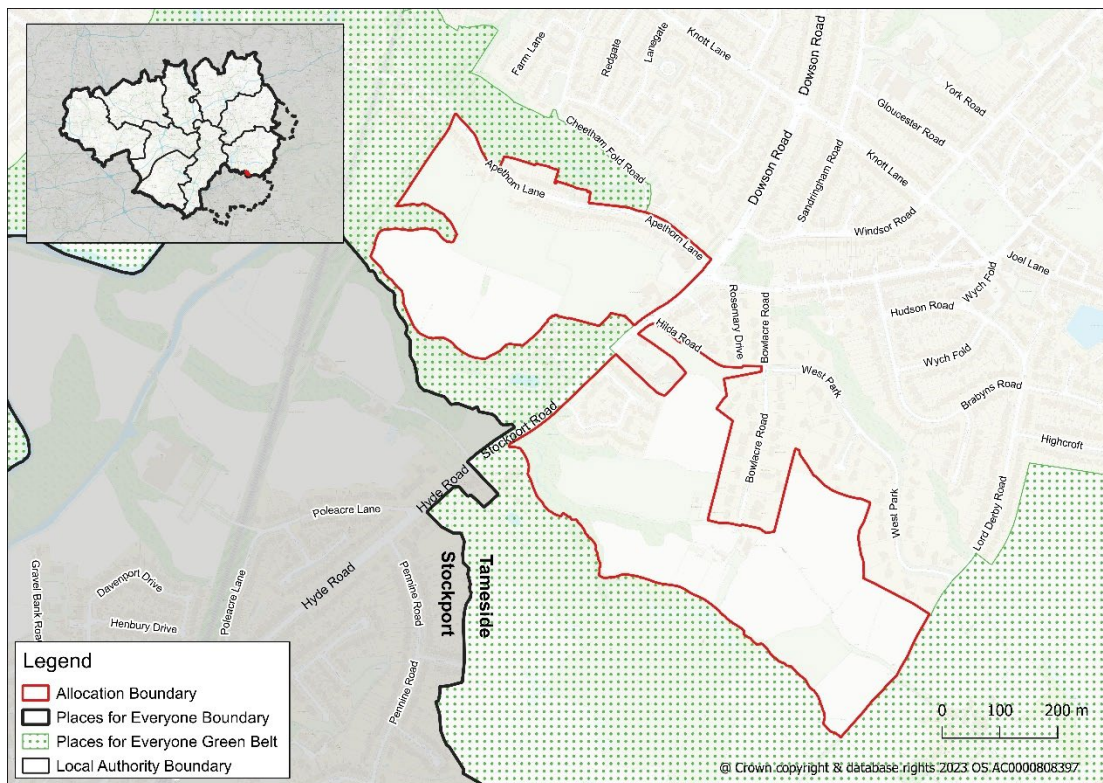
Modified Picture 11.42 Tameside District Overview



Map MMTa6  
PfE 2021 Picture 11.45 JPA 32 South of Hyde

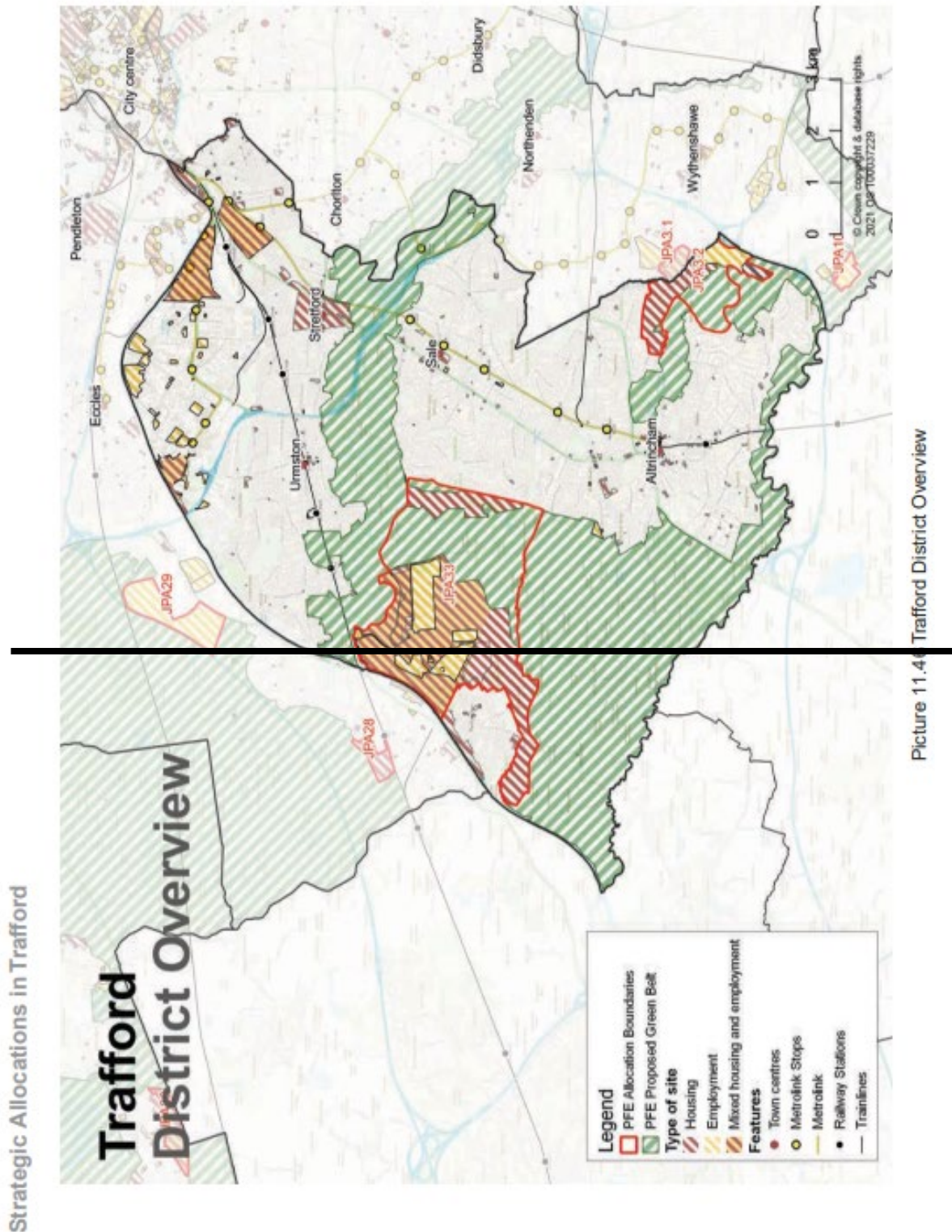


Modified Picture 11.45 JPA 32 South of Hyde



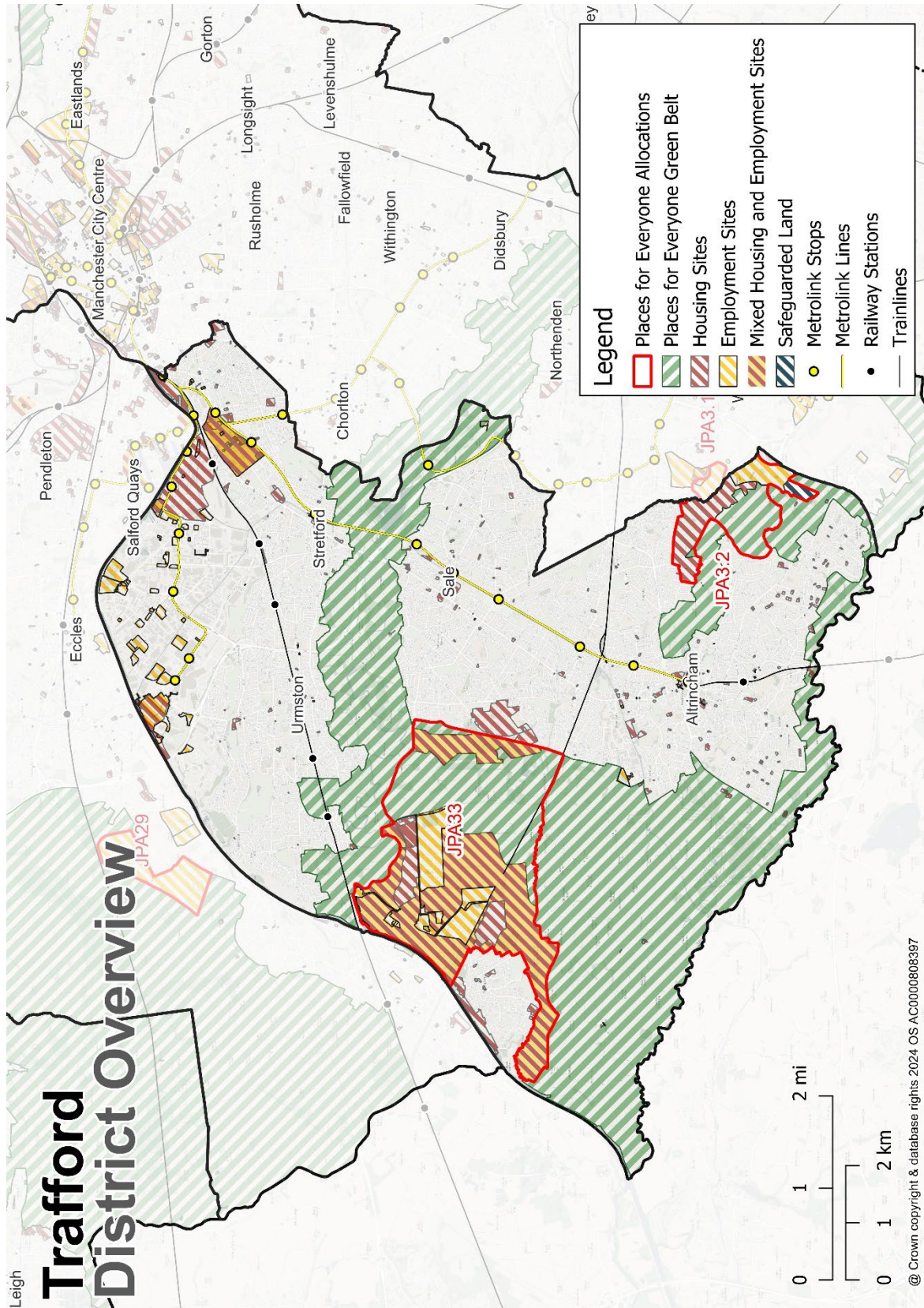


Map MMTTr1  
 PfE 2021 Picture 11.46 Trafford District Overview

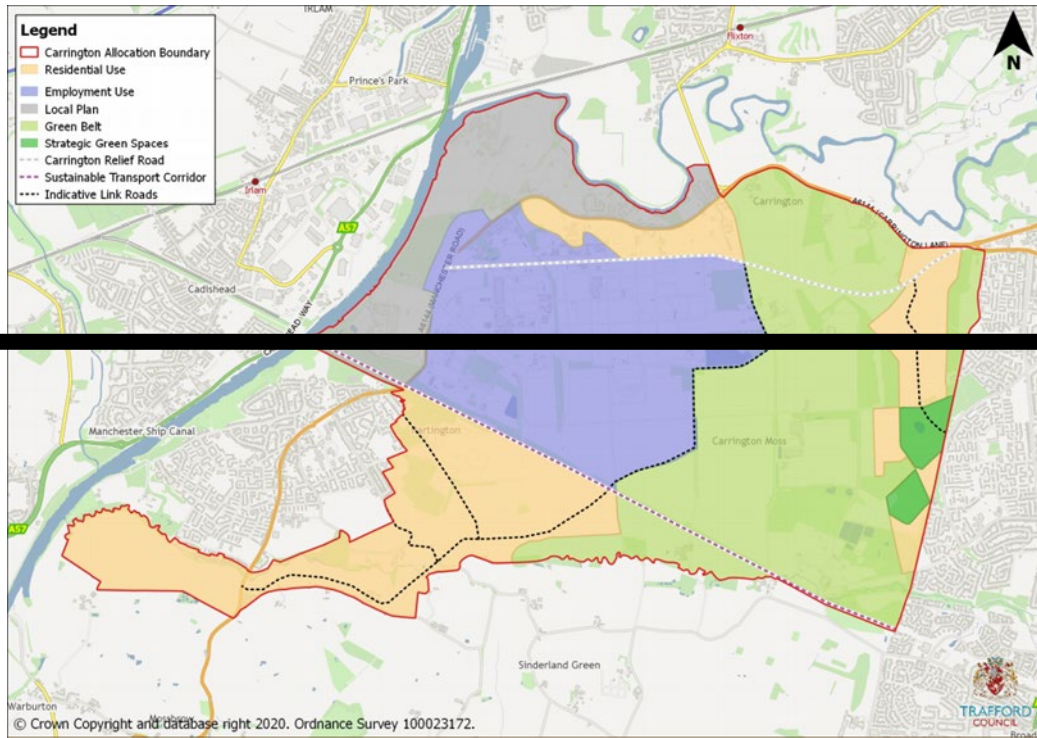


Picture 11.46 Trafford District Overview

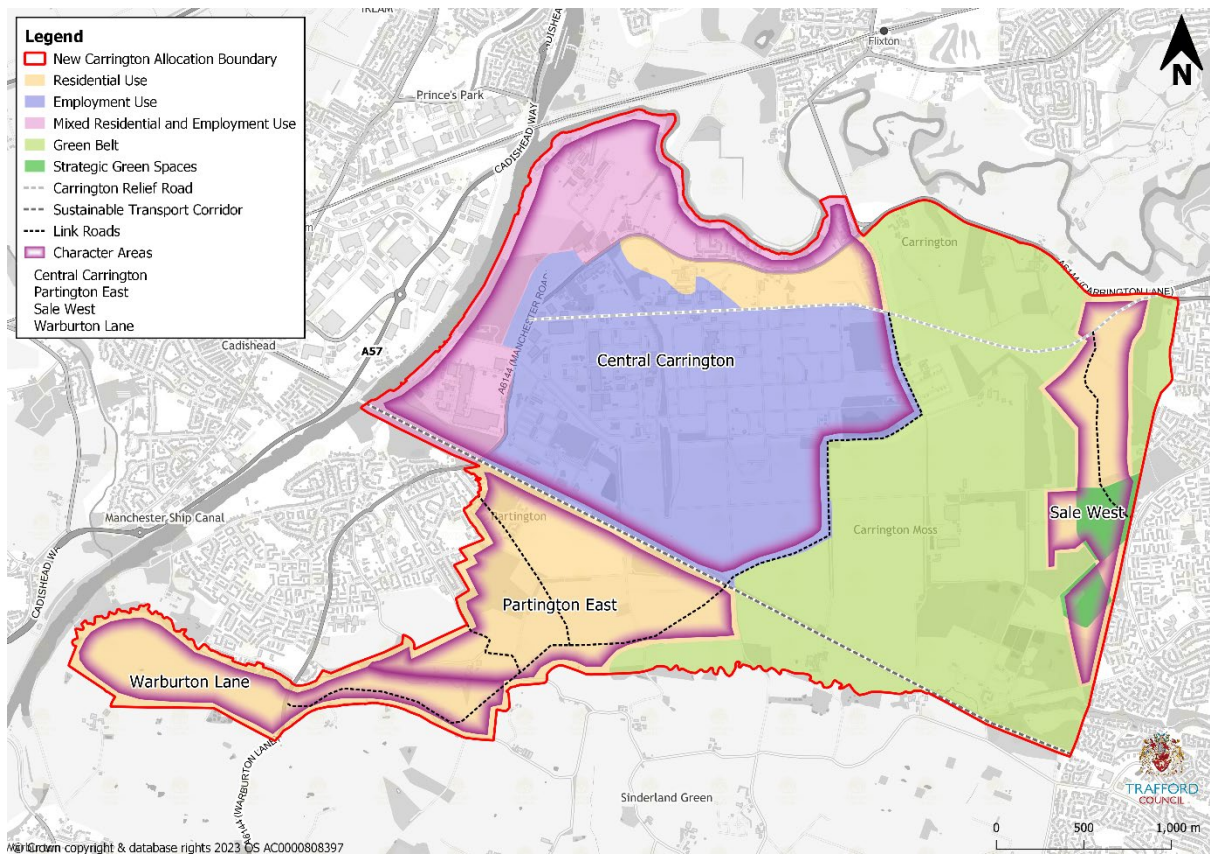
Modified Picture 11.46 Trafford District Overview



Map MMTr2  
 PfE 2021 Picture 11.48 New Carrington Allocation Policy Plan

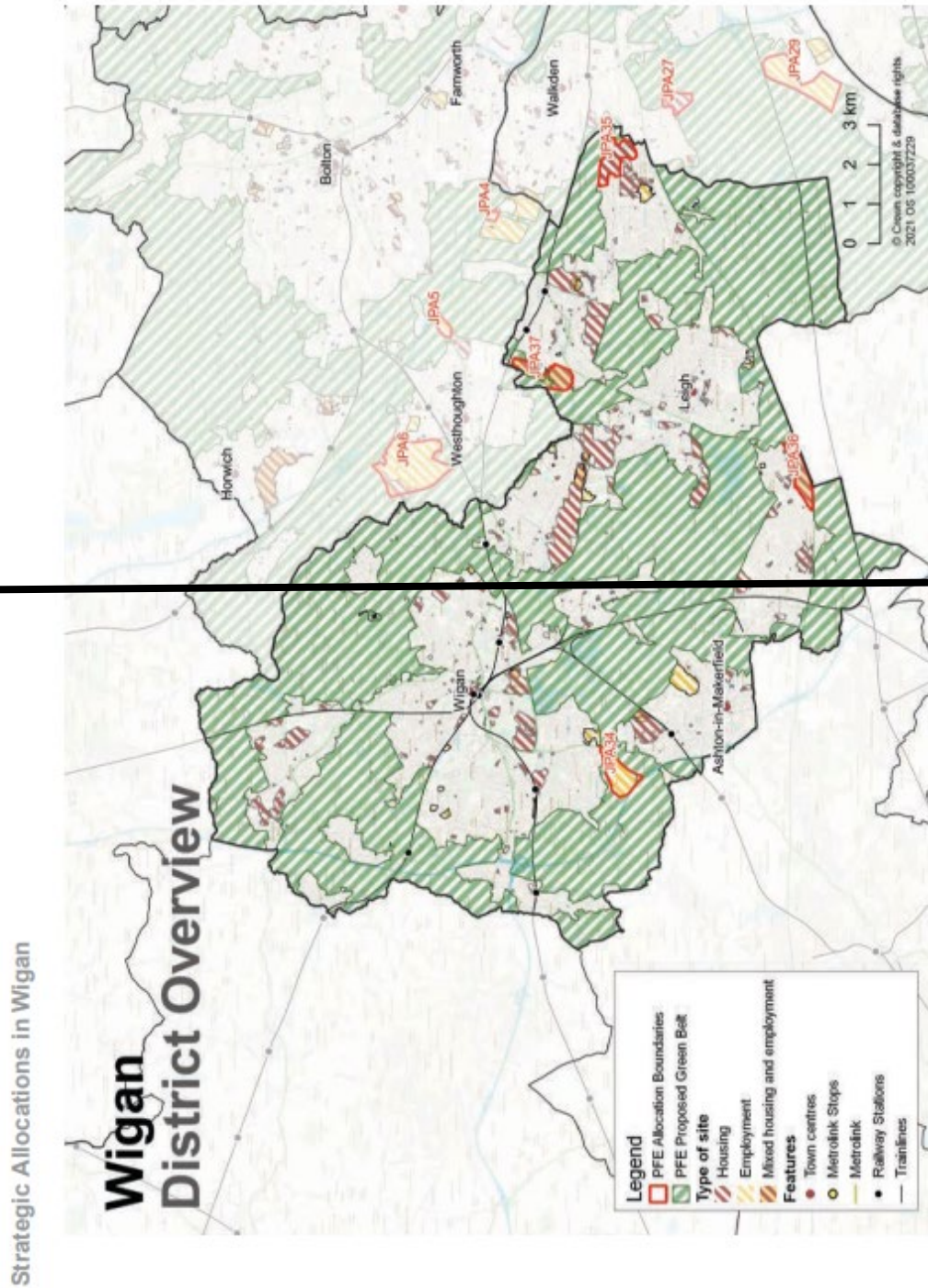


Modified Picture 11.48 New Carrington Indicative Allocation Policy Plan



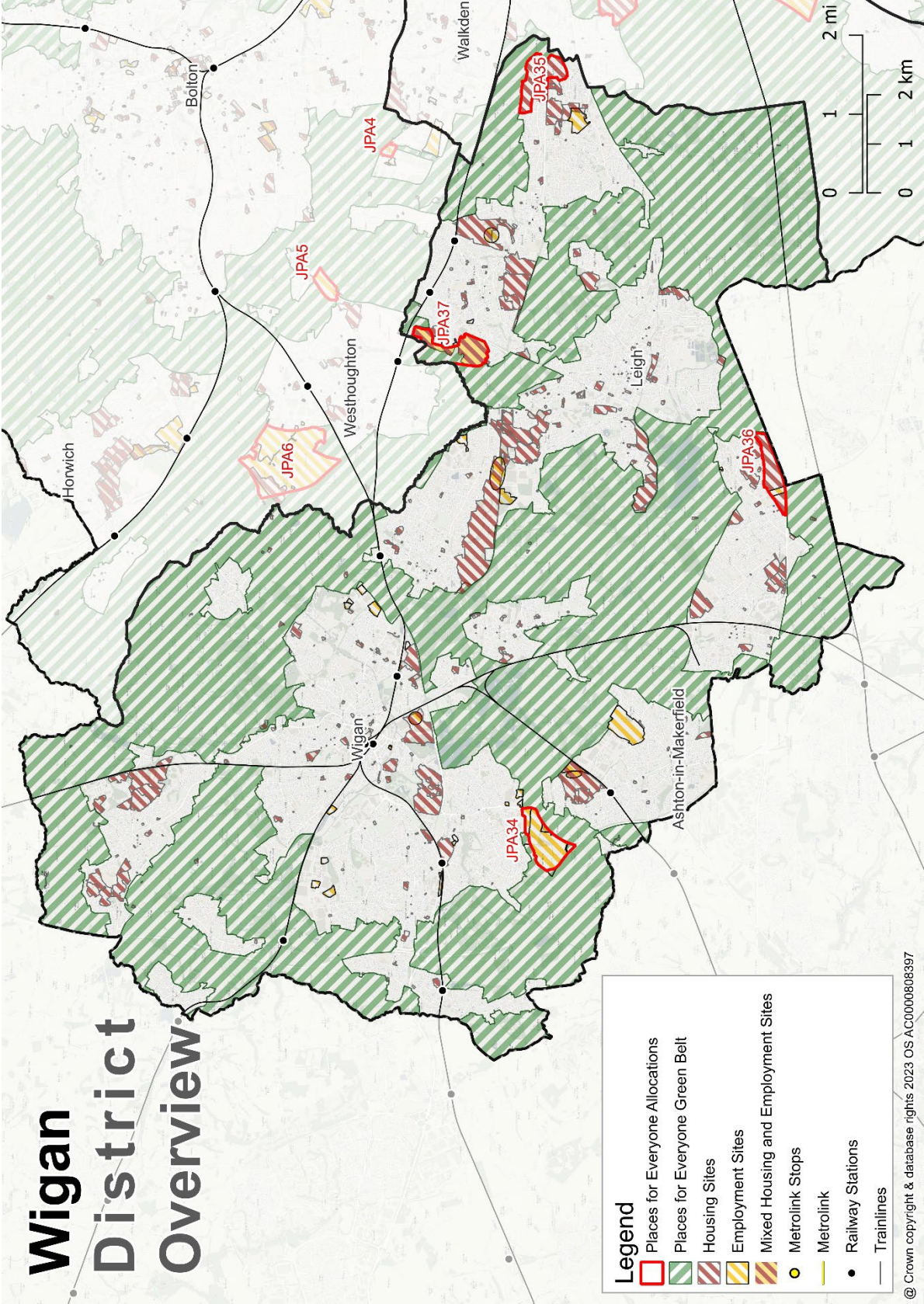
Schedule of Main Modifications to the Places for Everyone Plan

Map MMW1  
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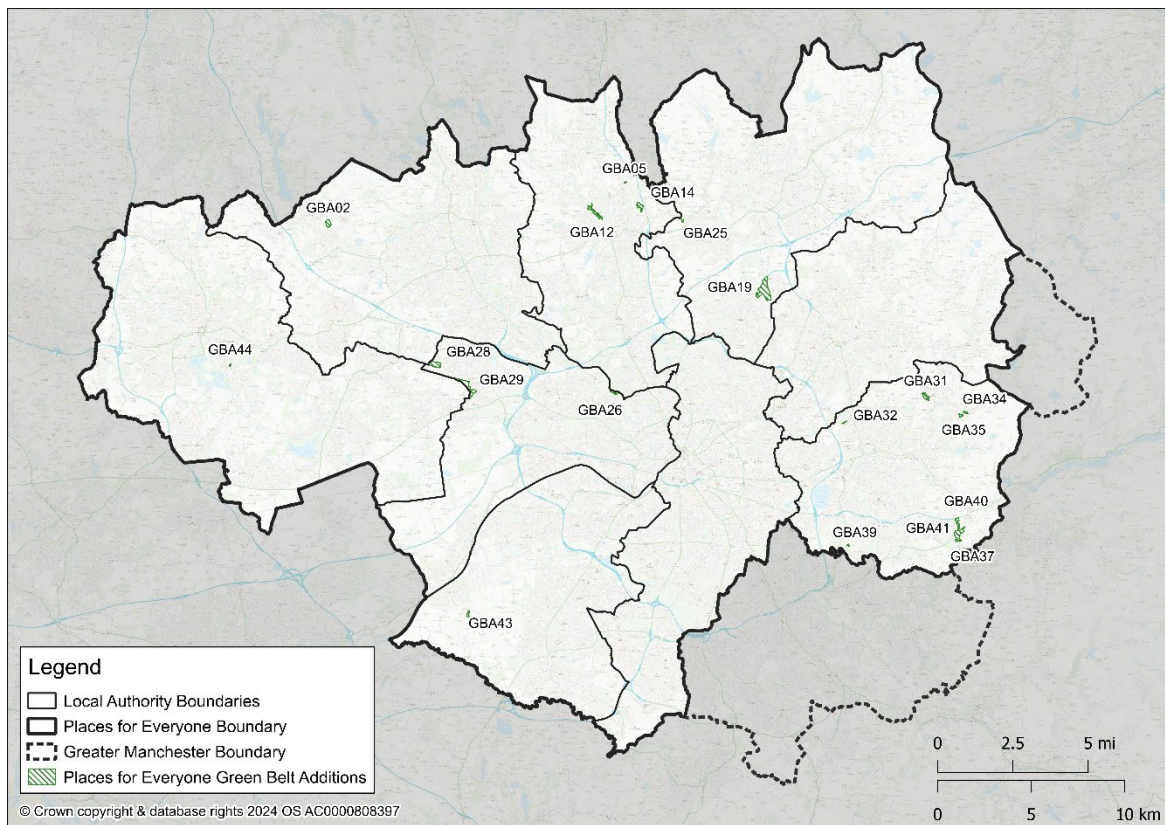
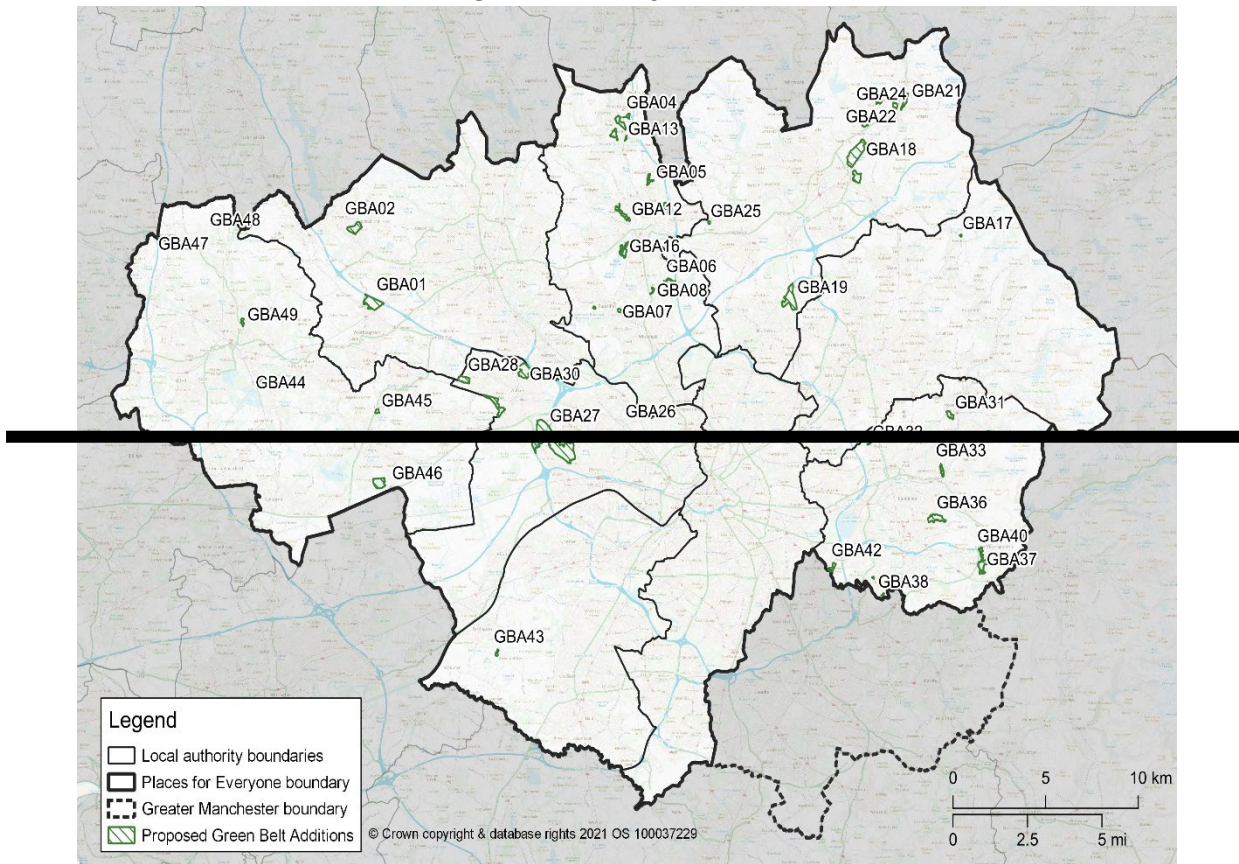


Picture 11.49 Wigan District Overview

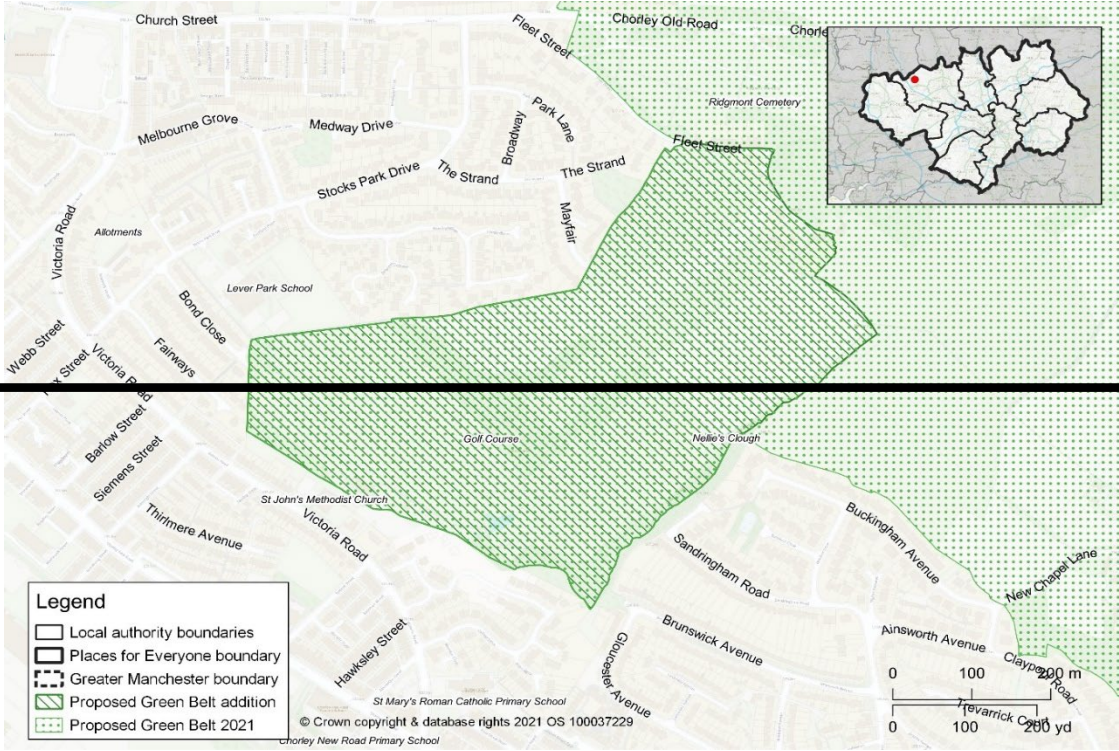
Modified Picture 11.49 Wigan District Overview



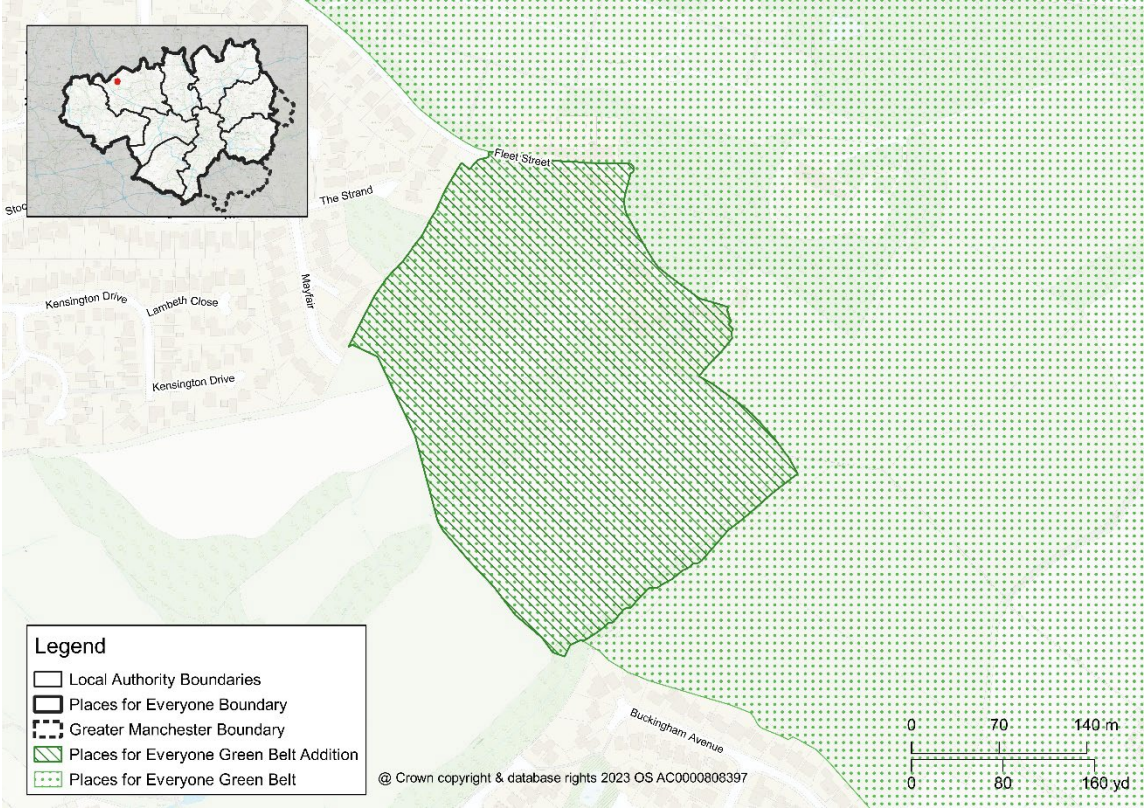
Map MMApxB.2  
Picture B.2 All Additions to the Green Belt 2021



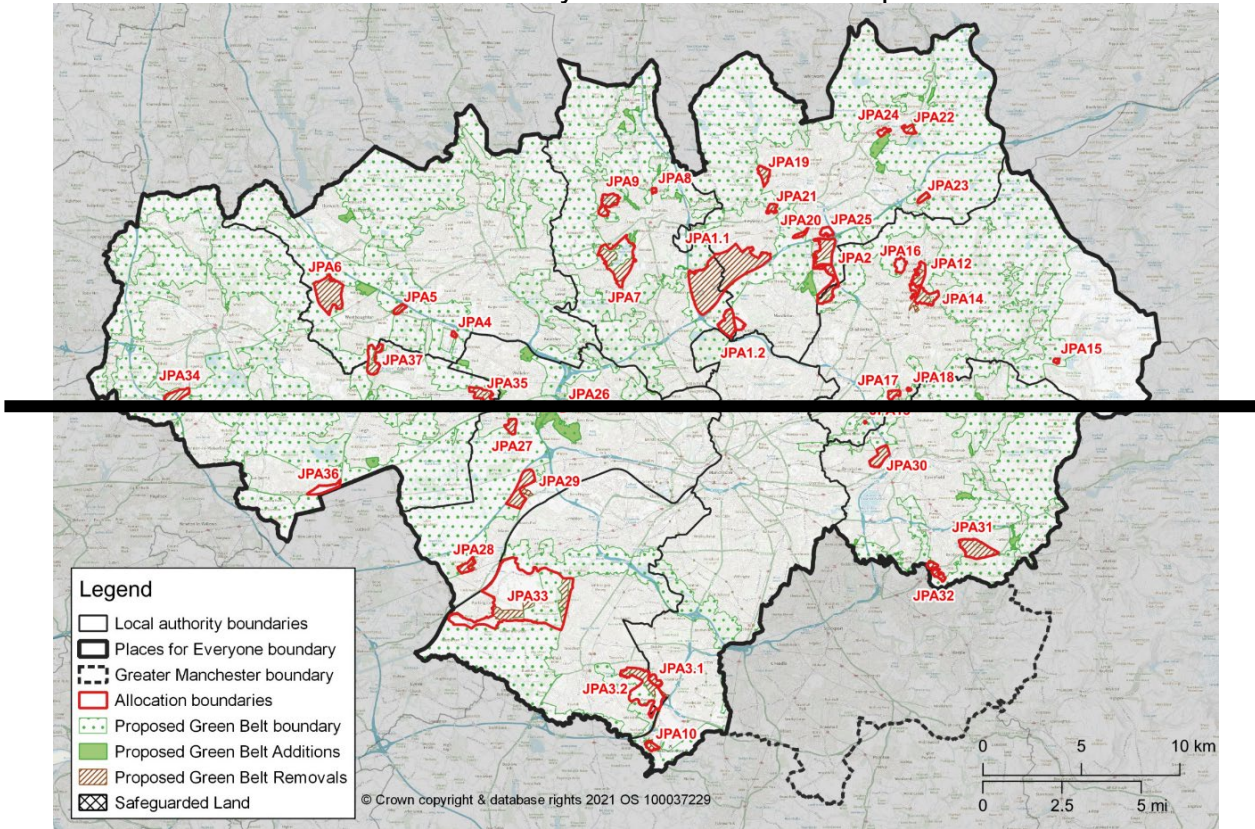
Map MMApxB.5  
PfE 2021 Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm



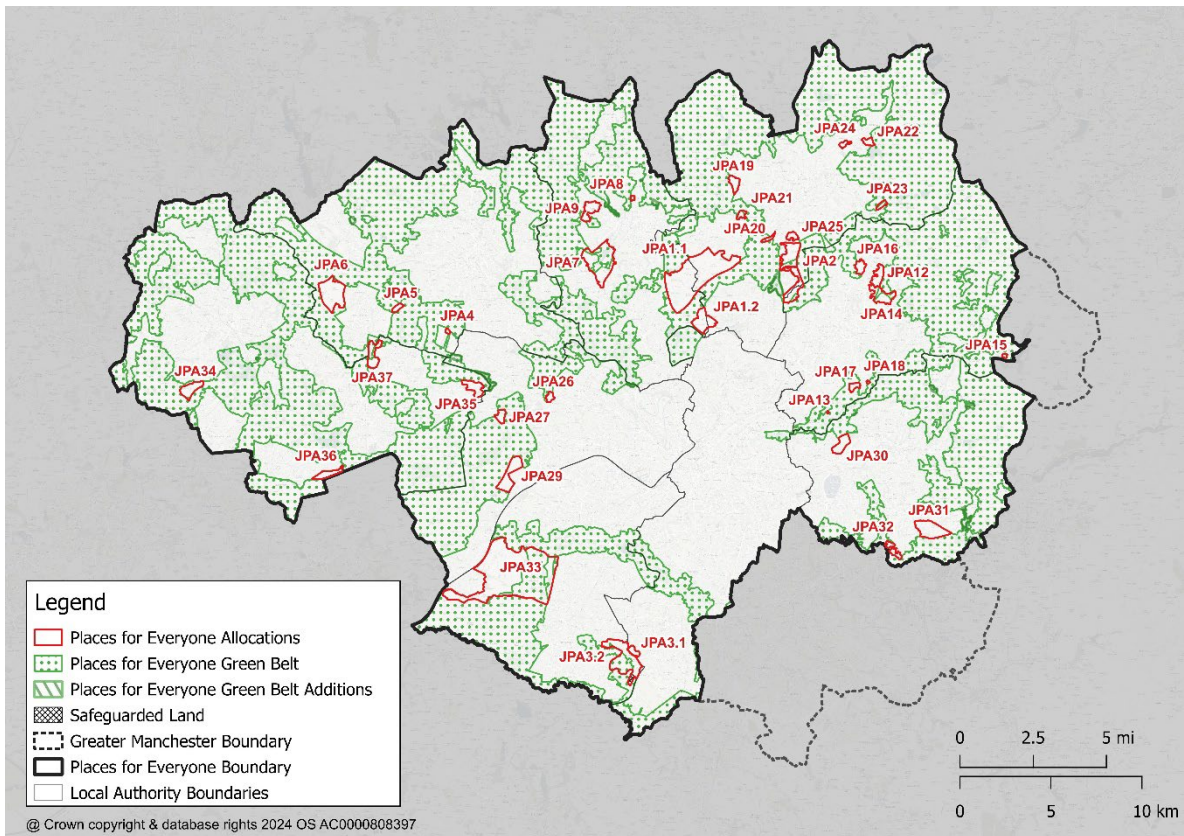
Modified Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm



Map MMApxC.1  
 PfE 2021 Picture C.2 Places for Everyone 2021 Policies Map



Modified Picture C.2 Places for Everyone Policies Map





## Annex 4 of the PfE Main Modifications Schedule - Green Belt Additions

MMApxB.3

Table B1 List of Places for Everyone Green Belt Additions

District	Green Belt Addition ID	Site Name	Area Ha
Bolton	GBA01	Ditchers Farm, Westhoughton	41.3
Bolton	GBA02	Horwich Golf Club / Knowles Farm	24.1 <u>8.3</u>
Bury	GBA03	Pigs Lea Brook 1	5.6
Bury	GBA04	North of Nuttall Park	3.0
Bury	GBA05	Pigs Lea Brook 2	0.6
Bury	GBA06	Hollins Brook	3.1
Bury	GBA07	Off New Road, Radcliffe	3.3
Bury	GBA08	Hollins Brow	2.3
Bury	GBA09	Hollybank Street, Radcliffe	1.2
Bury	GBA10	Crow Lumb Wood	13.7
Bury	GBA11	Nuttall West, Ramsbottom	0.4
Bury	GBA12	Woolfold, Bury	12.5
Bury	GBA13	Nuttall East, Ramsbottom	1.0
Bury	GBA14	Chesham, Bury	8.1

District	Green Belt Addition ID	Site Name	Area Ha
Bury	GBA15	Broad Hey Wood North	9.1
Bury	GBA16	Lower Hinds	14.5
Oldham	GBA17	Land behind Denshaw Village Hall	0.6
Rochdale	GBA18	Land within the Roch Valley, Smallbridge	62.0
Rochdale	GBA19	Land to west of Stakehill Business Park	46.7
Rochdale	GBA20	Land at Firgrove Playing Fields, Rochdale	17.7
Rochdale	GBA21	Land between railway line and Rochdale Canal, Littleborough	9.8
Rochdale	GBA22	Land north of St Andrew's Church, Dearnley	8.1
Rochdale	GBA23	Land at Townhouse Brook, Littleborough	4.7
Rochdale	GBA24	Land north of Shore, Littleborough	2.8
Rochdale	GBA25	Land at Summit, Heywood	1.4
Salford	GBA26	Land South East of Slack Brook Open Space	4.1
Salford	GBA27	West Salford Greenway	184.5
Salford	GBA28	Part of Logistics North Country Park	15.3
Salford	GBA29	Land West of Burgess Farm	25.2
Salford	GBA30	Blackleach Country Park	34.1
Tameside	GBA31	Fox Platt, Mossley	7.9
Tameside	GBA32	Manor Farm Close, Waterloo, Ashton-under-Lyne	0.8

District	Green Belt Addition ID	Site Name	Area Ha
Tameside	GBA33	Ridge Hill Lane, Ridge Hill, Stalybridge	6.8
Tameside	GBA34	Cowbury Green, Long Row, Carrbrook, Stalybridge	1.8
Tameside	GBA35	Woodview, South View, Carrbrook, Stalybridge	2.1
Tameside	GBA36	<del>Yew Tree Lane, Dukinfield</del>	<del>22.3</del>
Tameside	GBA37	Broadbottom Road, Broadbottom	18.9
Tameside	GBA38	<del>Ardenfield, Haughton Green, Denton</del>	<del>0.9</del>
Tameside	GBA39	Cemetery Road, Denton	0.8
Tameside	GBA40	Hyde Road, Mottram	4.9
Tameside	GBA41	Ashworth Lane, Mottram	1.1
Tameside	GBA42	<del>Horses Field, Danebank, Denton</del>	<del>6.9</del>
Trafford	GBA43	Midlands Farm, Moss Lane	2.7
Wigan	GBA44	Land off Fir Tree Street, Ince	0.8
Wigan	GBA45	<del>Pennington FC Pitches, Howe Bridge, Atherton</del>	<del>3.1</del>
Wigan	GBA46	<del>Hope Carr Nature Reserve, Leigh</del>	<del>26.1</del>
Wigan	GBA47	<del>Crow Orchard Road, Standish</del>	<del>1.8</del>
Wigan	GBA48	<del>North Bradley Lane, Standish</del>	<del>1.2</del>
Wigan	GBA49	Coppull Lane, Wigan	3.7

## Annex 5 of the Main Modifications Schedule

### MM10.14 Proposed main modifications to introduce a new Appendix D into the PfE Plan

## Appendix D: Indicative Transport Mitigation

Table 1: Indicative transport mitigation associated with PfE Allocations

Allocation Name	Transport Interventions
<p><u>JPA1.1 Northern Gateway (Heywood/Pilsworth)</u></p>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>M66 Junction 3 / Pilsworth Road junction upgrade</u></li> <li>• <u>M62 J19 / A6046 Heywood Interchange – intervention to be determined</u></li> <li>• <u>M66 Junction 2 / A58 – localised junction improvements</u></li> <li>• <u>M66 Link Road</u></li> <li>• <u>Active travel improvements</u></li> <li>• <u>Introduction of local bus services to/from/within the allocation</u></li> <li>• <u>Moss Hall Road / Pilsworth Road (South) junction upgrade</u></li> <li>• <u>A6045 Heywood Old Rd / Whittle Lane additional traffic management measures</u></li> <li>• <u>Moss Hall Road / Pilsworth Road (North) junction upgrade</u></li> <li>• <u>Hollins Brow / Hollins Lane junction upgrade</u></li> <li>• <u>Pilsworth Road (Between M66 Link Road and “3-Arrows” Junction) upgrade to dual carriageway standard</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road</u></li> <li>• <u>Potential tram-train on the East Lancashire rail line between Bury and Rochdale)</u></li> </ul>

<b>Allocation Name</b>	<b>Transport Interventions</b>
<p><u>JPA1.2 Northern Gateway (Simister and Bowlee)</u></p>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>M60 Junction 19 / A576 Middleton Road – localised junction improvements</u></li> <li>• <u>M62 J19 / A6046 Heywood Interchange –interventions to be determined</u></li> <li>• <u>Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 – interventions to be determined</u></li> <li>• <u>A6045 Heywood Old Road / A576 – junction improvements</u></li> <li>• <u>A6045 Heywood Old Road / Langley Lane – junction improvements</u></li> <li>• <u>Active travel improvements</u></li> <li>• <u>Introduction of local bus services to/from/within the allocation</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>New Metrolink stop on proposed line between Crumpsall and Middleton</u></li> <li>• <u>Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road</u></li> </ul>
<p><u>JPA2 Northern Gateway (Stakehill)</u></p>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>A627(M) / A664 Rochdale Road / Whitbrook Way / Bentley Avenue (Slattocks Roundabout) – localised junction improvements / roundabout improvements</u></li> <li>• <u>M62 J20 – major junction improvements</u></li> <li>• <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u></li> <li>• <u>Bus Improvements including new Rochdale-Oldham service</u></li> <li>• <u>Active travel improvements</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Potential New Rail Station at Slattocks</u></li> <li>• <u>M62 J19 improvements/ A6046 Middleton Road Heywood Interchange</u></li> <li>• <u>Localised improvements - Resurfacing of Thornham Lane</u></li> <li>• <u>Tactile kerb installation between the northern site and Castleton Station</u></li> <li>• <u>Extension of Local Link services</u></li> </ul>

<b>Allocation Name</b>	<b>Transport Interventions</b>
<p><u>JPA3.1 &amp; JPA3.2 Roundthorn MediPark Extension &amp; Timperley Wedge</u></p>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>Timperley Wedge Spine Road (including new North Roundabout with existing A5144 Thorley Lane and Southern connection with existing Thorley Lane [near M56 J5])</u></li> <li>• <u>Roundthorn Medipark Spine Road (including new signalised junction with Floats Road and signalised junction with Timperley Wedge Spine Road)</u></li> <li>• <u>M56 Junction 3 – localised junction improvements</u></li> <li>• <u>M56 Junction 6 – localised junction improvements (pedestrian and cycle facilities)</u></li> <li>• <u>Stopping up Whitecarr Lane at its junction with Newell Road</u></li> <li>• <u>Stopping up Clay Lane/Barnacre Avenue from north of Capenhurst Close</u></li> <li>• <u>Stopping up Clay Lane arm of the existing A5144 Thorley Lane / Wood Lane / Clay Lane roundabout</u></li> <li>• <u>Dobbinetts Lane/Floats Road junction upgrade</u></li> <li>• <u>Upgrade Dobbinetts Lane to standard width along its length</u></li> <li>• <u>Thorley Lane/ Runger Lane – localised junction improvements</u></li> <li>• <u>Terminal 2 Roundabout – convert to a signalised roundabout</u></li> <li>• <u>Public transport improvements including:</u> <ul style="list-style-type: none"> <li>• <u>Bus service improvements</u></li> <li>• <u>Clay Lane bus gate and provision of bus priority and bus stops, where appropriate, along the Timperley Wedge Spine Road</u></li> <li>• <u>Metrolink Western Leg Extension stop at Timperley Wedge</u></li> </ul> </li> <li>• <u>Active travel improvements including:</u> <ul style="list-style-type: none"> <li>• <u>Timperley Wedge Spine Road Beeway</u></li> <li>• <u>Beeway link to Timperley Wedge Spine Road</u></li> <li>• <u>Spine Road crossing points</u></li> <li>• <u>Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green</u></li> </ul> </li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• <u>Metrolink Western Leg Extension</u></li> <li>• <u>Airport to Altrincham Bus Rapid Transit (BRT) / Bus Priority</u></li> <li>• <u>M56 J5 and wider corridor improvement (improvement to be determined)</u></li> </ul>
<p><u>JPA4 Bewshill Farm</u></p>	<p><b>Necessary</b></p>

<b>Allocation Name</b>	<b>Transport Interventions</b>
	<ul style="list-style-type: none"> <li>• <u>Active travel improvements including pedestrian and cycle facilities and connection to the existing network</u></li> <li>• <u>Contribution to the operation of any demand responsive transport service, public transport service or other sustainable travel initiative at Logistics North</u></li> </ul> <p><b>Supporting</b> N/A</p>
<u>JPA5 Chequerbent North</u>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>Chequerbent roundabout Link Road or junction improvement</u></li> <li>• <u>M61 J5 Chequerbent Roundabout – localised junction improvements</u></li> <li>• <u>Active travel improvements including pedestrian and cycle facilities and connection to the existing network</u></li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• <u>Measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8</u></li> <li>• <u>Metro Tram-train improvements on the Wigan-Manchester railway line</u></li> <li>• <u>Implementation of the Westhoughton Bee Network scheme</u></li> </ul>
<u>JPA6 West of Wingates / M61 Junction 6</u>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>Public transport improvements – Local Link established, or increased bus service frequencies</u></li> <li>• <u>M61 J5 Chequerbent Roundabout mitigation – localised strategic improvements</u></li> <li>• <u>Blackrod Road/Manchester Road localised junction improvements</u></li> <li>• <u>A6 De Havilland Way/A6 Chorley Road – localised junction improvements</u></li> <li>• <u>Spine road and Dicconson Lane roundabout</u></li> <li>• <u>Hall Lane/Bolton Road localised junction improvements</u></li> <li>• <u>M61 Junction 6 improvements localised junction improvements</u></li> <li>• <u>Mansell Way / De Havilland Way localised junction improvements</u></li> <li>• <u>Active travel improvements including pedestrian and cycle enhancements</u></li> </ul> <p><b>Supporting</b> N/A</p>

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA7 Elton Reservoir Area</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Link Road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe and a strategic connection from the link road to Spring Lane, Radcliffe, via the former Coney Green High School site – designed to be suitable for buses and active travel with appropriate access junctions</u></li> <li>• <u>Elton Metrolink Stop and Park &amp; Ride facility</u></li> <li>• <u>Radcliffe Town Centre highways improvements</u></li> <li>• <u>New bus services and associated stops to/through/within the allocation</u></li> <li>• <u>Active travel improvements including delivery of missing section of the Bolton-Bury Cycleway</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>A56/Radcliffe Road – junction improvements</u></li> <li>• <u>A58/Ainsworth Road/ Starling Road - junction improvements</u></li> </ul>
<u>JPA8 Seedfield</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Improvements to local highway infrastructure to facilitate appropriate access to the allocation</u></li> <li>• <u>Active travel improvements</u></li> <li>• <u>Enhancements to public transport</u></li> </ul>
<u>JPA9 Walshaw</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road</u></li> <li>• <u>Crostones Road/ Tottington Road junction</u></li> <li>• <u>Tottington Road/Walshaw Road priority junction</u></li> <li>• <u>Cockey Moor Road junction</u></li> <li>• <u>A58 Bolton Road/Ainsworth Road junction improvement</u></li> <li>• <u>A58 Bolton &amp; Bury Road/Starling Road junction improvement</u></li> <li>• <u>Introduction of bus services through the allocation</u></li> <li>• <u>Active travel improvements</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Appropriate linkages to Elton Link Road</u></li> </ul>



<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA12 Beal Valley</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>New Metrolink Stop and Park and Ride facility south of Cop of Road</u></li> <li>• <u>Metrolink Overbridge</u></li> <li>• <u>Beal Valley Spine Road (part of internal highway network) including new junction with B6194 Oldham Road and connection to Broadbent Moss Spine Road</u></li> <li>• <u>A663 Shaw Road / A671 Oldham Road – junction improvements</u></li> <li>• <u>A663 Crompton Way / Rochdale Road / Beal Lane – junction improvements</u></li> <li>• <u>B6194 Heyside / Water Street / Bullcote Lane – junction improvements</u></li> <li>• <u>Improvement to and/or provision of new local bus services and facilities</u></li> <li>• <u>Active travel improvements including improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u></li> <li>• <u>A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange – junction improvements</u></li> <li>• <u>A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – junction improvements</u></li> </ul>
<u>JPA13 Bottom Field Farm (Woodhouses)</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Active travel improvements including cycling and walking improvements connecting to Failsworth Road or existing PROW</u></li> <li>• <u>Minor traffic management improvements</u></li> </ul> <p><b><u>Supporting</u></b> <u>N/A</u></p>
<u>JPA14 Broadbent Moss</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>New Metrolink Stop and Park and Ride facility south of Cop of Road</u></li> <li>• <u>Broadbent Moss Spine Road (part of internal highway network) including connection to Oldham Road via the Beal Valley spine road and A672 Ripponden Road at the eastern end</u></li> </ul>

<b>Allocation Name</b>	<b>Transport Interventions</b>
	<ul style="list-style-type: none"> <li>• <u>Metrolink Overbridge as part of Broadbent Moss Spine Road</u></li> <li>• <u>A663 Shaw Road / A671 Oldham Road junction improvements</u></li> <li>• <u>A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</u></li> <li>• <u>B6194 Heyside / Water Street / Bullcote Lane junction improvements</u></li> <li>• <u>Improvement to and/or provision of new local bus services and facilities</u></li> <li>• <u>Vulcan Street – traffic calming measures</u></li> <li>• <u>Active travel improvements including walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</u></li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u></li> <li>• <u>A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – junction improvements</u></li> <li>• <u>A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane junction improvements</u></li> </ul>
<u>JPA15 Chew Brook Vale (Robert Fletchers)</u>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>Active travel improvements including improvement to walking and cycling routes</u></li> <li>• <u>Access road and bridge over Chew Brook</u></li> <li>• <u>A635 Holmfirth Road access – junction improvements</u></li> </ul> <p><b>Supporting</b> N/A</p>
<u>JPA16 Cowlshaw</u>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>A663 Shaw Road / A671 Oldham Road – junction improvements</u></li> <li>• <u>A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</u></li> <li>• <u>Active travel improvements including upgrade of PRow to Low Crompton to Bee Network standard</u></li> </ul> <p><b>Supporting</b></p>

<b>Allocation Name</b>	<b>Transport Interventions</b>
	<ul style="list-style-type: none"> <li>• <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u></li> <li>• <u>A671 Rochdale Road / B6195 High Barn Street / A671 Oldham Road / B6195 Middleton Road junction improvements</u></li> </ul>
<u>JPA17 Land South of Coal Pit Lane (Ashton Road)</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Coal Pit Lane/A627 Ashton Road - junction improvements including localised improvement of Coal Pit Lane</u></li> <li>• <u>Active travel improvements including pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Rochdale-Oldham-Ashton Quality Bus Transit corridor</u></li> </ul>
<u>JPA18 South of Rosary Road</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Active travel improvements including PRow connections to Bardsey Bridleway</u></li> <li>• <u>Minor traffic management improvements to address local highway concerns</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Rochdale-Oldham-Ashton Quality Bus Transit corridor</u></li> </ul>
<u>JPA19 Bamford and Norden</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Norden Road / War Office Road – modifications to traffic circulation and local junction improvements</u></li> <li>• <u>Norden Road – new pedestrian crossing</u></li> <li>• <u>Bus stop upgrades at the Norden Road / War Office Road junction</u></li> <li>• <u>Active travel improvements including Furbarn Road improvements and North-South Greenway corridor through the site</u></li> </ul>

<b><u>Allocation Name</u></b>	<b><u>Transport Interventions</u></b>
	<p><b><u>Supporting</u></b> <u>N/A</u></p>
<u>JPA20 Castleton Sidings</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>A664 Manchester Road / Queensway – localised junction improvements</u></li> <li>• <u>Active travel improvements including links to key routes beyond the allocation boundary</u></li> </ul> <p><b><u>Supporting</u></b> <u>N/A</u></p>
<u>JPA21 Crimble Mill</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Public Transport improvements – bus stop upgrades on A58 Rochdale Road East</u></li> <li>• <u>Active travel improvements</u></li> <li>• <u>Crimble Lane improvements - widening, footway provision, traffic calming and junction improvements to A58/Crimble Lane to improve visibility splays</u></li> </ul> <p><b><u>Supporting</u></b> <u>N/A</u></p>
<u>JPA22 Land North of Smithy Bridge</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions</u></li> <li>• <u>A58 Wardle Road – localised junction improvements</u></li> <li>• <u>Hollingworth Lake car park - relocation</u></li> <li>• <u>Traffic calming and parking management measures along Hollingworth Road</u></li> <li>• <u>Active travel improvements including secure cycle parking at Littleborough Rail Station</u></li> <li>• <u>Bus stop upgrades along Hollingworth Road and Lake Bank</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>A58 Residential Relief Road</u></li> <li>• <u>A58 local improvements</u></li> </ul>

<b><u>Allocation Name</u></b>	<b><u>Transport Interventions</u></b>
<u>JPA23 Newhey Quarry</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – localised junction improvements</u></li> <li>• <u>Active travel improvements including pedestrian crossing on A640 Huddersfield Road</u></li> <li>• <u>Existing residents' car park</u></li> <li>• <u>Newhey public car park</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Improvements to existing bus services</u></li> </ul>
<u>JPA24 Roch Valley</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions</u></li> <li>• <u>A58 Wardle Road – localised junction improvements</u></li> <li>• <u>Active travel improvements including secure cycle parking at Smithy Bridge Rail Station</u></li> <li>• <u>Bus stop upgrades along Smithy Bridge Road and Halifax Road</u></li> <li>• <u>Toucan Crossing at Smithy Bridge Rail Station</u></li> <li>• <u>Toucan crossing at allocation entrance on Smithy Bridge Road</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>A58 Residential Relief Road</u></li> <li>• <u>Cycle improvements towards Smithy Bridge Rail Station</u></li> <li>• <u>Upgrade to level crossing on Smithy Bridge Road</u></li> <li>• <u>A58 local improvements</u></li> <li>• <u>Footway/cycleway to the south of the proposed access road</u></li> </ul>
<u>JPA25 Trows Farm</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Cowm Top Lane improvements – widening and footway provision</u></li> <li>• <u>A664 Queensway / Cowm Top Lane – localised junction improvements</u></li> <li>• <u>A664 Queensway / A664 Manchester Road localised junction improvements</u></li> <li>• <u>Active travel improvements including pedestrian and cycle improvements on Hillcrest Road</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>M62 Junction 20 – major junction improvements</u></li> </ul>

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA26 Land at Hazelhurst Farm</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Active travel improvements including:</u> <ul style="list-style-type: none"> <li>• <u>A580 East Lancashire Road/ Moorside Road crossing improvements</u></li> <li>• <u>Worsley Road crossing</u></li> <li>• <u>Ramped cycle &amp; disabled access from Greenleach Lane to NCN55</u></li> </ul> </li> <li>• <u>Public transport improvements</u></li> </ul> <p><b><u>Supporting</u></b> <u>N/A</u></p>
<u>JPA27 Land East of Boothstown</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Active travel improvements including:</u> <ul style="list-style-type: none"> <li>• <u>Footpath along A572 Leigh Road</u></li> <li>• <u>Footpath from canal to Occupation Road access with A572 Leigh Road</u></li> <li>• <u>A572 Leigh Road active travel crossing</u></li> <li>• <u>B5232 Newearth Road active travel crossing</u></li> </ul> </li> </ul> <p><b><u>Supporting</u></b> <u>N/A</u></p>
<u>JPA29 Port Salford Extension</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>WGIS infrastructure - major strategic junction improvements</u></li> <li>• <u>Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be require in combination with revised WGIS improvements - major strategic junction improvements</u></li> <li>• <u>Rail freight terminal to be in operation at Port Salford</u></li> <li>• <u>Canal berths &amp; container terminal to be in operation at Port Salford</u></li> <li>• <u>Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension</u></li> <li>• <u>M60 J11 improvements – (no specific scheme identified) major strategic junction improvements</u></li> <li>• <u>M60 J10 improvements – (no specific scheme identified) major strategic junction improvements</u></li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• <u>M60 J12 improvements – (no specific scheme identified) major strategic junction improvements</u></li> <li>• <u>A57 Liverpool Road/ Stadium Way - localised junction improvements</u></li> <li>• <u>Bus service improvement</u></li> <li>• <u>Active travel improvements including a link to the existing active travel network</u></li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• <u>CLC Rail line (Liverpool Central to Manchester stations) capacity improvements</u></li> <li>• <u>Metro/Tram-Train services on CLC line (Liverpool Central to Manchester stations)</u></li> <li>• <u>Metrolink extension to Port Salford</u></li> <li>• <u>Improvement at A57 Cadishead Way / B5311 Fairhills Road junction</u></li> <li>• <u>Improvements to Local Link services</u></li> <li>• <u>Walking &amp; cycling improvements: Cheshire Lines Connection / Trafford Greenway</u></li> </ul>
<u>JPA30 Ashton Moss West</u>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</u></li> <li>• <u>A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</u></li> <li>• <u>M60 J23 (North) / A635 Manchester Road – localised junction improvements</u></li> <li>• <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> <li>• <u>Direct connections to PRow either bounding or near the development</u></li> <li>• <u>Improvement of walking/cycling facilities on the A6140 Lord Sheldon Way and A635 Manchester Road</u></li> </ul> </li> <li>• <u>Enhancement of Bus Service 217</u></li> </ul> <p><b>Supporting</b> N/A</p>
<u>JPA31 Godley Green Garden Village</u>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• <u>Improvement of M67 / A57 Hyde Road / A560 roundabout junction – localised junction improvement<sup>2</sup></u></li> </ul>

<sup>2</sup> As the A57 link road is currently under examination, the junction has been tested with and without the Link road. A local mitigation scheme has been tested for both scenarios.

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> <li>• <u>Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station</u></li> <li>• <u>Direct connections to PRow either bounding or near the development</u></li> <li>• <u>Improvement of walking/cycling facilities on the A560 Mottram Old Road</u></li> </ul> </li> <li>• <u>Provision of bus services within the allocation – the routing of this service will need to influence the final internal road layout of the allocation to ensure that any new service proposals are practical and viable</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Improvement of M60 J24 Denton Island - scheme to be confirmed by National Highways</u></li> <li>• <u>Package of measures along the A560 (including possibility of Ashton-Stockport QBT)</u></li> </ul>
<u>JPA32 South of Hyde</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> <li>• <u>Direct connections to PRow either bounding or near the development; and</u></li> <li>• <u>Improvement of walking/cycling facilities on A560 Stockport Road.</u></li> </ul> </li> <li>• <u>Bus improvements along the A560 Stockport Road adjacent to the allocation – e.g. build out of bus stops to provide additional waiting space.</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Package of measures along the A560 (including possible Ashton-Stockport QBT)</u></li> <li>• <u>Improvement of M67 / A57 Hyde Road / A560 roundabout junction</u></li> </ul>
<u>JPA33 New Carrington</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Carrington Relief Road - major strategic improvement</u></li> <li>• <u>Carrington Spur widening approach to M60 J8 -major strategic junction improvements</u></li> <li>• <u>B5158 Flixton Road/ A6144 Carrington Lane/ Isherwood Road - signalisation Phases 1 and 2- localised junction improvements</u></li> <li>• <u>Carrington Link/ Carrington Spur / Banky Road – Junction stage/sequence upgrade with lane widening on approaches.</u></li> <li>• <u>Carrington Relief Road Junction Widening between Isherwood Road and the Carrington Spur- Phase 1 and 2 – localised junction improvements</u></li> <li>• <u>M56 J7 Bowden Roundabout – minor strategic improvements</u></li> </ul>



Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• <u>M60 J8 improvement - strategic improvements</u></li> <li>• <u>A56 Junction / Manchester Road / Barrington Road signalised junction upgrade</u></li> <li>• <u>Altrincham / A56 Dunham Road / Highgate Road realignment</u></li> <li>• <u>Heatley / Paddock Lane / Bent Lane (widen radii) localised junction improvements</u></li> <li>• <u>Indicative links roads within the allocation linking to development parcels:</u> <ul style="list-style-type: none"> <li>• <u>Isherwood Road Upgrade (part of Eastern link road as per Masterplan 2020 )</u></li> <li>• <u>Southern Link as per Masterplan 2020</u></li> <li>• <u>Eastern Link as per Masterplan 2020 Sale West Link as per Masterplan 2020</u></li> </ul> </li> <li>• <u>Public transport measures including:</u> <ul style="list-style-type: none"> <li>• <u>Creation of new and improved bus services to and from the allocation as well as improvements to existing services</u></li> <li>• <u>Bus improvements along Carrington to Stretford (via Urmston) corridor</u></li> <li>• <u>Improved bus access to Altrincham and Sale</u></li> <li>• <u>Upgrading and extension of the existing bus services – including bus priority measures, real time information etc.</u></li> </ul> </li> <li>• <u>Active travel improvements including:</u> <ul style="list-style-type: none"> <li>• <u>Carrington Greenway Link to Sale</u></li> <li>• <u>PROW improvements</u></li> <li>• <u>Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road</u></li> </ul> </li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>WGIS infrastructure</u></li> <li>• <u>Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be required in combination with revised WGIS infrastructure- major strategic junction improvements</u></li> <li>• <u>Carrington Greenway &amp; Bee Network Bridge viaduct connectivity with Irlam</u></li> </ul>
<u>JPA34 M6 Junction 25</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Signalisation of Bryn Interchange - localised junction improvements</u></li> <li>• <u>M6 Junction 24 Improvement - minor strategic improvements</u></li> <li>• <u>Active travel improvements including crossing provision at Bryn Interchange</u></li> </ul> <p><b><u>Supporting</u></b></p>

Allocation Name	Transport Interventions
	<u>N/A</u>
<u>JPA35 North of Mosley Common</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>B5232 Bridgewater Road/B5232 Newearth Road – localised junction improvement</u></li> <li>• <u>A6 Manchester Road East / A5082 Armitage Avenue – localised junction improvement</u></li> <li>• <u>A580 East Lancashire Road / A577 Mossley Common Road – localised junction improvement</u></li> <li>• <u>Guided busway stop and services</u></li> <li>• <u>Active travel improvements</u></li> </ul> <p><b><u>Supporting</u></b></p> <p><u>N/A</u></p>
<u>JPA36 Pocket Nook</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Bridge over future HS2 line (if the route through the site is confirmed)</u></li> <li>• <u>Active travel improvements including: good walking and cycling connections between the site and Rowan Avenue, Maple Avenue, Pocket Nook Lane, Brancaster Drive and the Mayfield Drive Estate, for onward connection in Lowton</u></li> </ul> <p><b><u>Supporting</u></b></p> <ul style="list-style-type: none"> <li>• <u>Improved bus service connectivity</u></li> <li>• <u>New railway station(s) in local area</u></li> <li>• <u>A580 East Lancashire Road / A579 Atherleigh Way – localised junction improvements</u></li> <li>• <u>A580 East Lancashire Road/ A572 Newton Road – localised junction improvements</u></li> <li>• <u>A572 Newton Road/ A579 Winwick Lane – localised junction improvements</u></li> <li>• <u>A580 East Lancashire Road/ A574 Warrington Road – localised junction improvements</u></li> </ul>
<u>JPA37 West of Gibfield</u>	<p><b><u>Necessary</u></b></p> <ul style="list-style-type: none"> <li>• <u>Chequerbent roundabout to Platt Lane link road and associated improvements at Chequerbent roundabout</u></li> <li>• <u>M61 Junction 5 - minor strategic improvements</u></li> <li>• <u>A577 Wigan Road /A579 Atherleigh Way /Gibfield Park Way roundabout – localised junction improvements</u></li> </ul>

<u>Allocation Name</u>	<u>Transport Interventions</u>
	<ul style="list-style-type: none"> <li>• <u>Active travel improvements including link to Daisy Hill &amp; Hag Fold rail station</u></li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• <u>Any measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8</u></li> <li>• <u>Metro/Tram-Train improvements on the Wigan-Manchester railway line</u></li> <li>• <u>Implementation of the Leigh, Atherton and Tyldesley Bee Network scheme</u></li> </ul>

**Table 2: Location of indicative mitigation on the SRN associated with potential cumulative growth**

<u>CORRIDOR</u>	<u>Term</u>	<u>Location</u>	<u>RELEVANT ORGANISATION(S)</u>	<u>POTENTIAL FUNDING STREAM</u>
<u>M60 SE</u>	<u>Med</u>	<u>Junction 24 (Denton Island)</u>	<u>Local Authorities Developer(s)</u> <u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy</u>
<u>M60 SW</u>	<u>Long</u>	<u>Junction 6</u>	<u>Local Authority National Highways TfGM</u>	<u>National Highways Pinch Point / Growth and Housing Fund / similar</u>
<u>M60 NW</u>	<u>Long</u>	<u>Junction 13</u>	<u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy / other</u>
<u>M61</u>	<u>Long</u>	<u>Junction 4</u>	<u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy / other</u>
<u>M62</u>	<u>Short</u>	<u>Junction 21 and Junction 20</u>	<u>National Highways</u>	<u>National Highways Road Investment Strategy (potential gap in programme)</u>

<u>CORRIDOR</u>	<u>Term</u>	<u>Location</u>	<u>RELEVANT ORGANISATION(S)</u>	<u>POTENTIAL FUNDING STREAM</u>
<u>M62</u>	<u>Long</u>	<u>Junction 19</u>	<u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy / other</u>
<u>M67</u>	<u>Short</u>	<u>Junction 4 – Committed infrastructure upgrades as part of the Mottram Moor Link Road (MMLR) project</u>	<u>National Highways</u>	<u>N/A – committed (Road Investment Strategy)</u>
<u>A627(M)</u>	<u>Long</u>	<u>Junction 2</u>	<u>National Highways</u>	<u>National Highways Road Investment Strategy /other</u>

## **Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2**

The role of the policies map is to illustrate geographically the application of policies in the plan. This document illustrates the proposed changes to what is shown on the submission policies map ([SD2](#)), consequential upon the Main Modifications.

The table below describes each policies map change and each entry in the table has a corresponding map, detailing the changes proposed to the policies map. The maps illustrate the changes from the submission policies map. Please note policy numbers referred to in this document relate to those as set out in the Submission version of the Plan ([SD1](#)) and where reference is made to the Green Belt 2023, this refers to the PfE Green Belt boundary as proposed for adoption.

Table of proposed changes to the policies map

Policy Map Change Ref	Policy Map Change	Reason
PMC1	Amend the Policies Map to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan.	To clarify that part of Oldham Borough is within the Peak District National Park and that that area is not subject to policies in the Plan but rather subject to the Peak District National Park development plan.
PMC2	JPA1.2 Simister and Bowlee Amend the policies map to show a single allocation boundary for JPA1.2 Northern Gateway Simister and Bowlee	To provide clarity and ensure effectiveness of the policies map
PMC3	JPA3.2 Timperley Wedge Amend the proposed Green Belt boundary on the policies map, reflecting changes made to JPA3.2 to retain an SBI in the Green Belt	To provide clarity and ensure effectiveness of the policies map
PMC4	JPA7 Elton Reservoir Amend the policies map to reflect the proposed change to the boundary of the retained Green Belt within JPA7	To clarify, ensuring that the whole of Elton Goyt SBI is within the Green Belt and ensure effectiveness of the policies map
PMC5	JPA10 Global Logistics Delete JPA10 from the policies map	To reflect the removal of allocation JPA10 and to ensure effectiveness of the policies map
PMC6	JPA14 Broadbent Moss Amend the policies map to reflect proposed change to the boundary of the Green Belt and to show a single allocation boundary for JPA14 Broadbent Moss	To ensure effectiveness of the policies map
PMC7	JPA18 South of Rosary Road Amend the policies map to reflect proposed change to the boundary of the Green Belt	To ensure effectiveness of the policies map

<b>Policy Map Change Ref</b>	<b>Policy Map Change</b>	<b>Reason</b>
PMC8	JPA26 Hazlehurst Farm Amend the policies map to reflect proposed change to the allocation boundary	To ensure effectiveness of the policies map
PMC9	JPA28 North of Irlam Station Delete JPA28 from the policies map	To reflect the removal of allocation JPA28 and to ensure effectiveness of the policies map
PMC10	JPA32 South of Hyde Amend the proposed Green Belt boundary and allocation boundary on the policies map to retain an SBI in the Green Belt	To provide clarity and ensure effectiveness of the policies map
PMC11	GBA1 Ditchers Farm, Westthoughton Delete Green Belt Addition GBA1 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC12	GBA2 Horwich Golf Club / Knowles Farm Amend the policies map to amend the Green Belt Addition GBA2 boundary and the Green Belt boundary	To reflect the amended boundary of the Green Belt Addition
PMC13	GBA3 Pigs Lea Brook 1 Delete Green Belt Addition GBA3 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC14	GBA4 North of Nuttall Park Delete Green Belt Addition GBA4 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC15	GBA6 Hollins Brook Delete Green Belt Addition GBA6 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC16	GBA7 Off New Road, Radcliffe Delete Green Belt Addition GBA7 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map

<b>Policy Map Change Ref</b>	<b>Policy Map Change</b>	<b>Reason</b>
PMC17	GBA8 Hollins Brow Delete Green Belt Addition GBA8 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC18	GBA9 Hollybank Street, Radcliffe Delete Green Belt Addition GBA9 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC19	GBA10 Crow Lumb Wood Delete Green Belt Addition GBA10 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC20	GBA11 Nuttall West, Ramsbottom Delete Green Belt Addition GBA11 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC21	GBA13 Nuttall East, Ramsbottom Delete Green Belt Addition GBA13 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC22	GBA15 Broad Hey Wood North Delete Green Belt Addition GBA15 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC23	GBA16 Lower Hinds Delete Green Belt Addition GBA16 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC24	GBA17 Land behind Denshaw Village Hall Delete Green Belt Addition GBA17 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC25	GBA18 Land within the Roch Valley, Smallbridge Delete Green Belt Addition GBA18 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map.

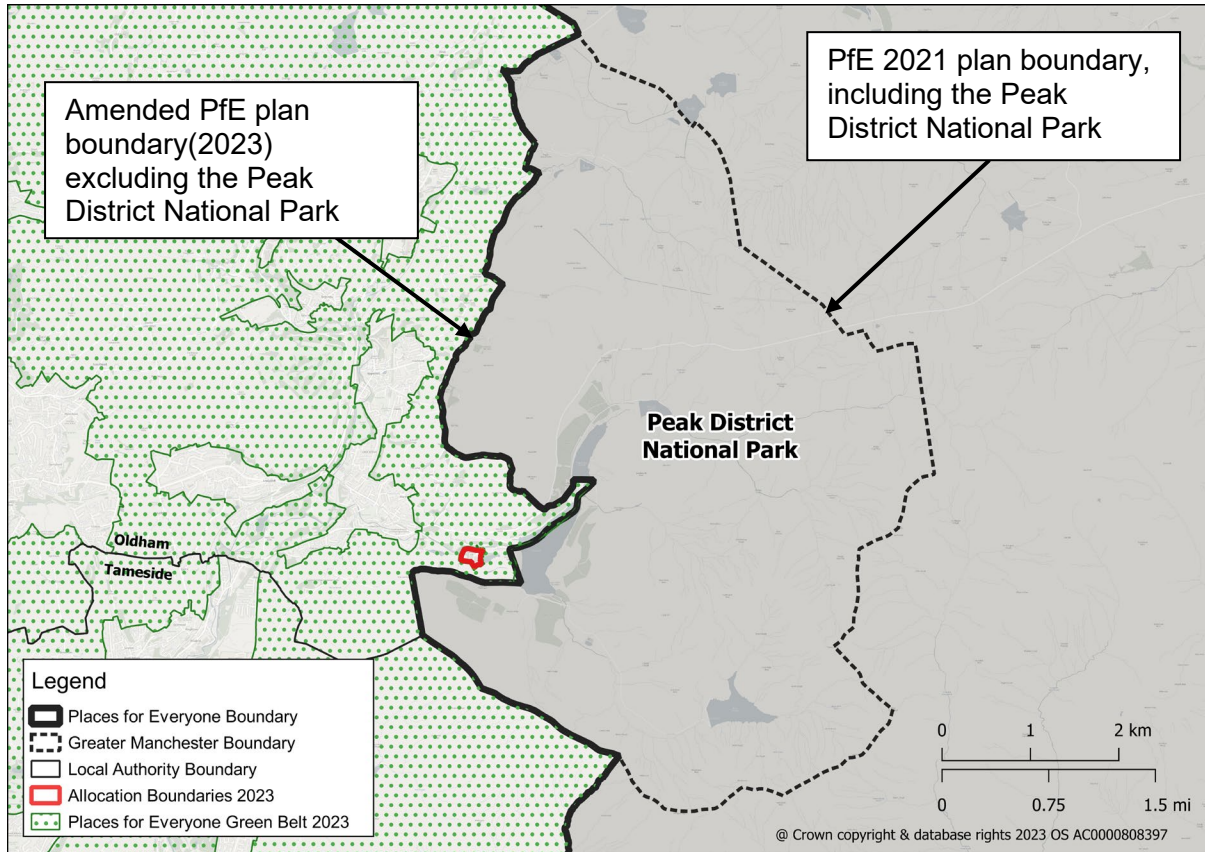


<b>Policy Map Change Ref</b>	<b>Policy Map Change</b>	<b>Reason</b>
PMC26	GBA20 Land at Firgrove Playing Fields, Rochdale Delete Green Belt Addition GBA20 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC27	GBA21 Land between railway line and Rochdale Canal, Littleborough Delete Green Belt Addition GBA21 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC28	GBA22 Land north of St Andrew's Church, Dearnley Delete Green Belt Addition GBA22 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC29	GBA23 Land at Townhouse Brook, Littleborough Delete Green Belt Addition GBA23 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC30	GBA24 Land north of Shore, Littleborough Delete Green Belt Addition GBA24 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC31	GBA27 West Salford Greenway Delete Green Belt Addition GBA27 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC32	GBA30 Blackleach Country Park Delete Green Belt Addition GBA30 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC33	GBA33 Ridge Hill Lane, Ridge Hill, Stalybridge Delete Green Belt Addition GBA33 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC34	GBA36 Yew Tree Land, Dukinfield Delete Green Belt Addition GBA36 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map

<b>Policy Map Change Ref</b>	<b>Policy Map Change</b>	<b>Reason</b>
PMC35	GBA38 Ardenfield, Haughton Green, Denton Delete Green Belt Addition GBA38 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC36	GBA42 Horses Field, Danebank, Denton Delete Green Belt Addition GBA42 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC37	GBA45 Pennington FC Pitches, Howe Bridge, Atherton Delete Green Belt Addition GBA45 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC38	GBA46 Hope Carr Nature Reserve, Leigh Delete Green Belt Addition GBA46 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC39	GBA47 Crow Orchard Road, Standish Delete Green Belt Addition GBA47 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC40	GBA48 North Bradley Lane, Standish Delete Green Belt Addition GBA48 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map
PMC41	GBA49 Coppull Lane, Wigan Delete Green Belt Addition GBA49 from the policies map and amend the Green Belt boundary accordingly	To reflect the removal of the Green Belt Addition from the plan and to ensure effectiveness of the policies map

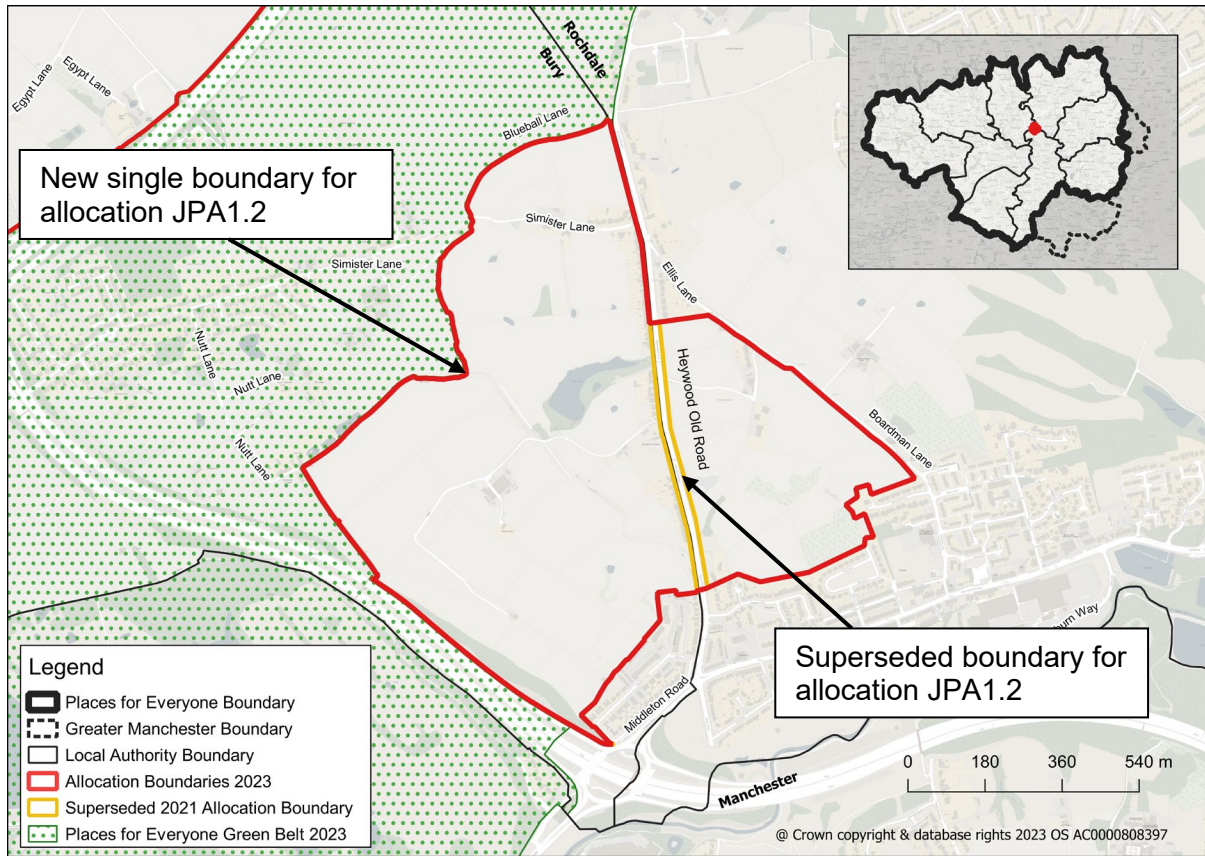
Map PMC1

Amend the Policies Map to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan, no consequential changes have been made to the Green Belt boundary.



Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

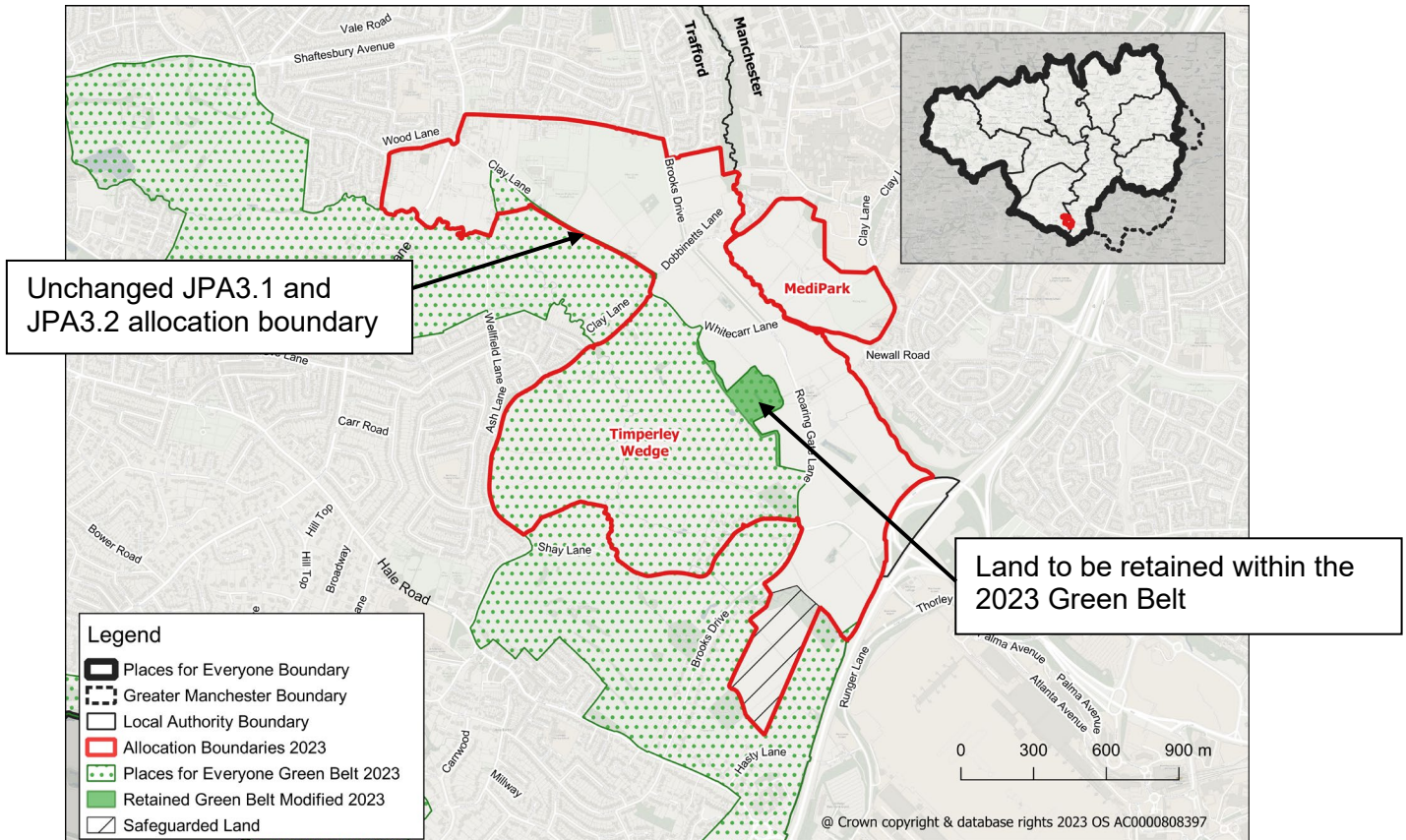
Map PMC2  
 JPA1.2 – Northern Gateway Simister and Bowlee  
 Amend the policies map to show a single allocation boundary



Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC3

JPA3.2 - Amend the proposed Green Belt boundary on the policies map to retain an SBI in the Green Belt in JPA3.2

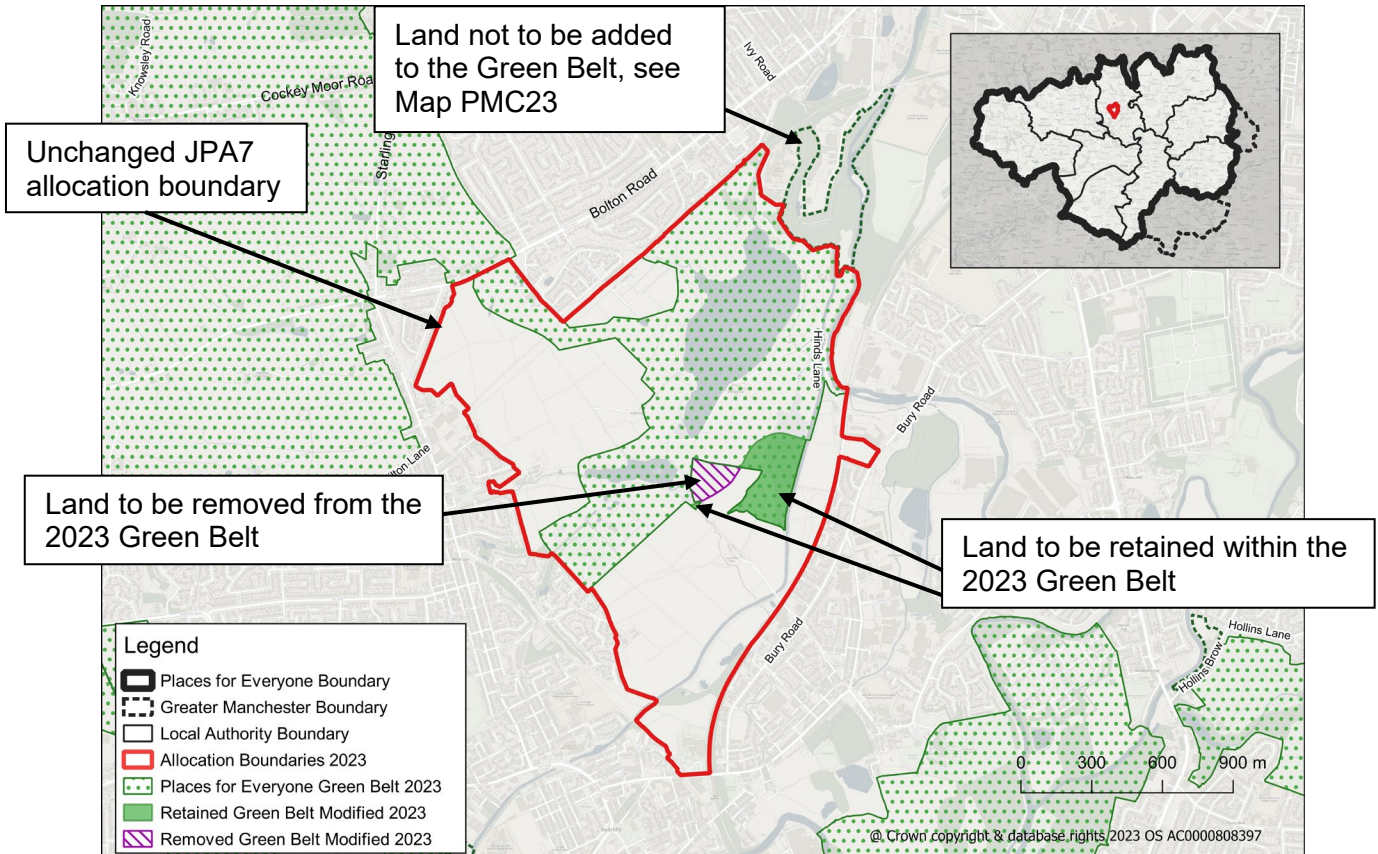


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC4

JPA7 – Elton Reservoir

Amend the policies map to reflect proposed change to the boundary of the retained Green Belt within allocation JPA7

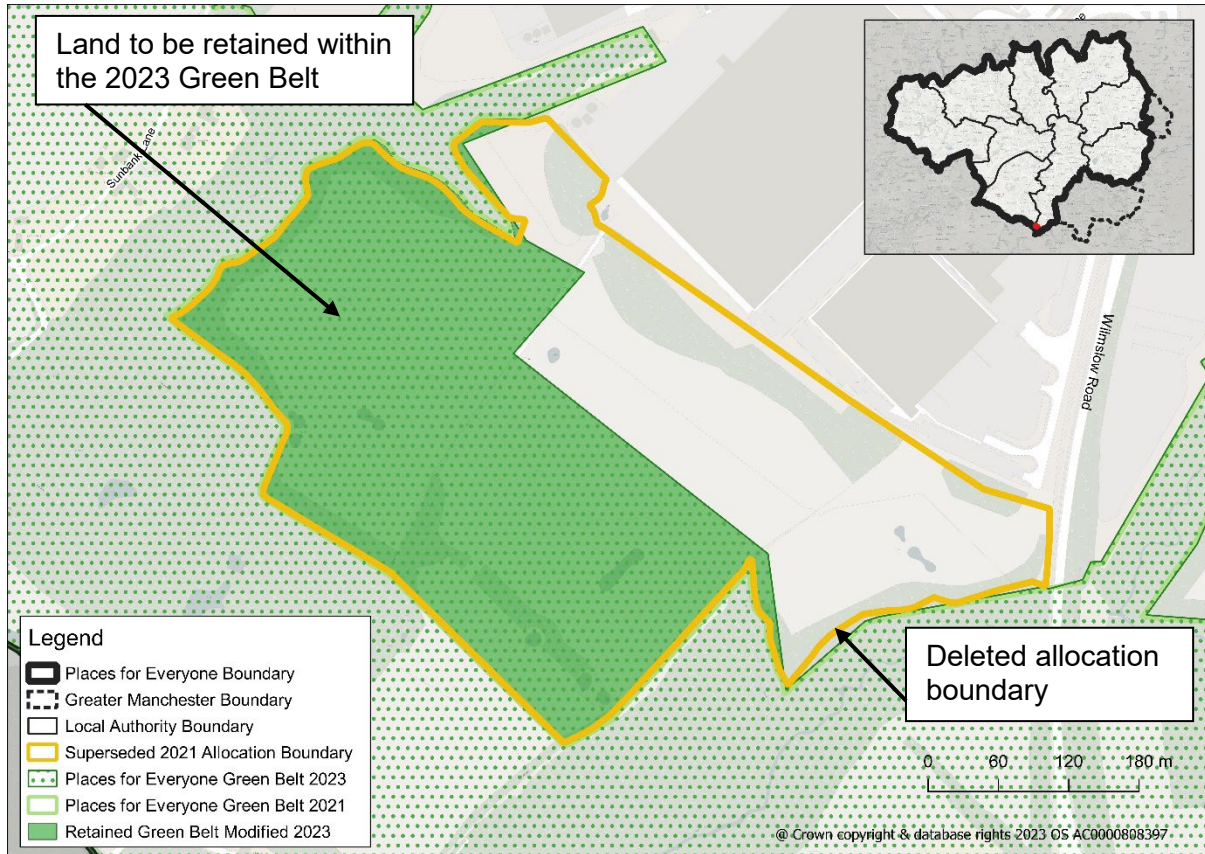


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC5

JPA10 – Global Logistics.

Amend the policies map to delete allocation JPA10 and revert the Green Belt boundary to that currently adopted

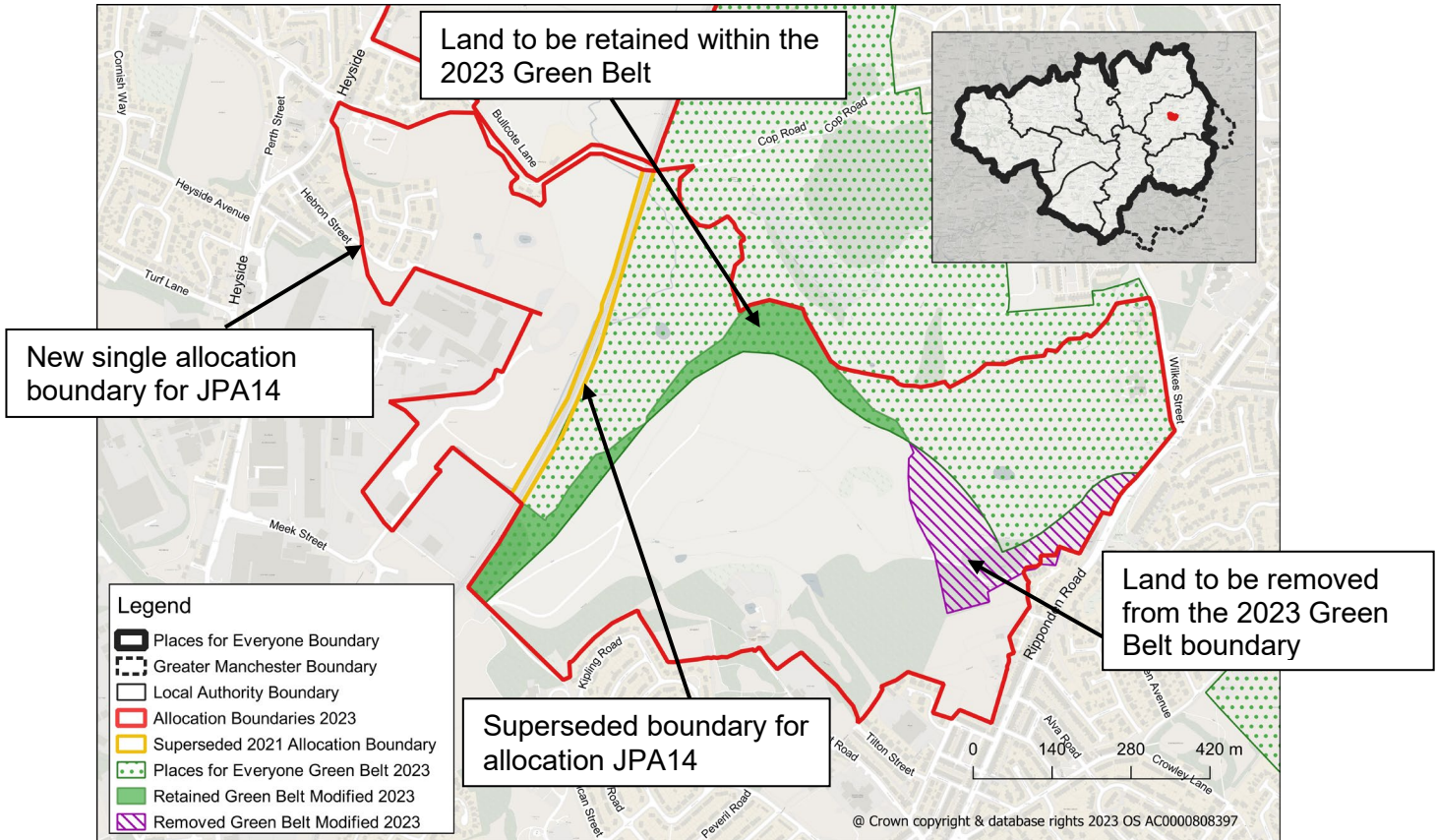


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC6

JPA14 – Broadbent Moss

Amend the policies map to reflect proposed change to the boundary of the Green Belt



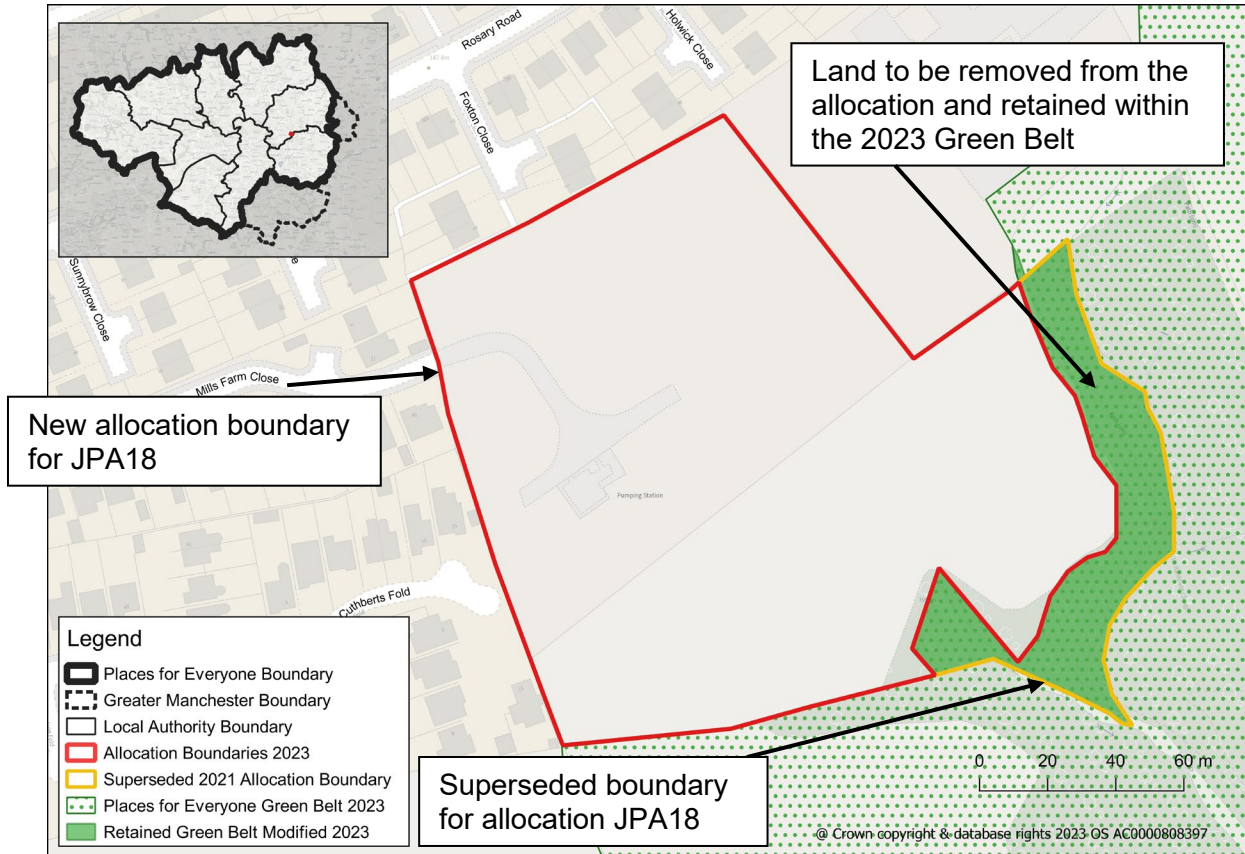
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024



Map PMC7

JPA18 – Land at Rosary Road

Amend the policies map to reflect proposed change to the boundary of the Green Belt

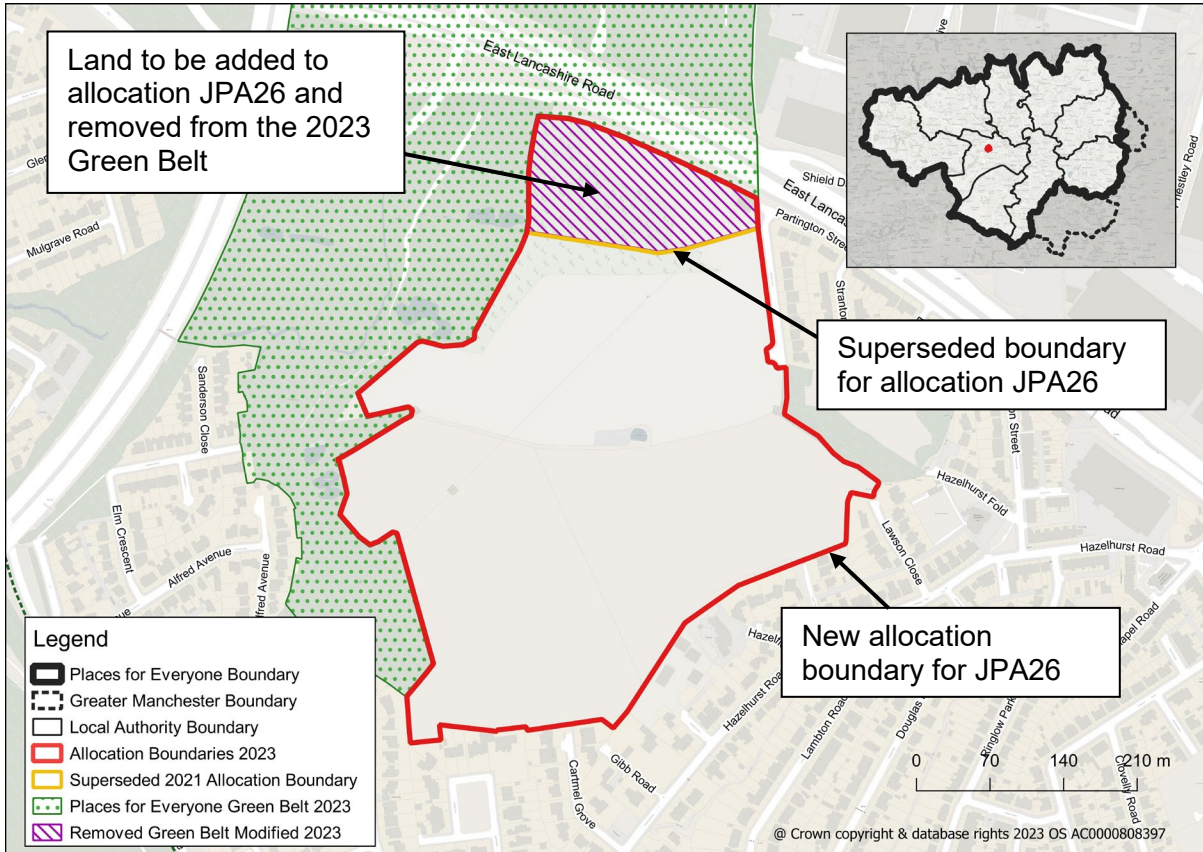


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC8

JPA26 – Land at Hazelhurst Farm, Salford

Amend the policies map to reflect proposed change to the allocation and Green Belt boundaries

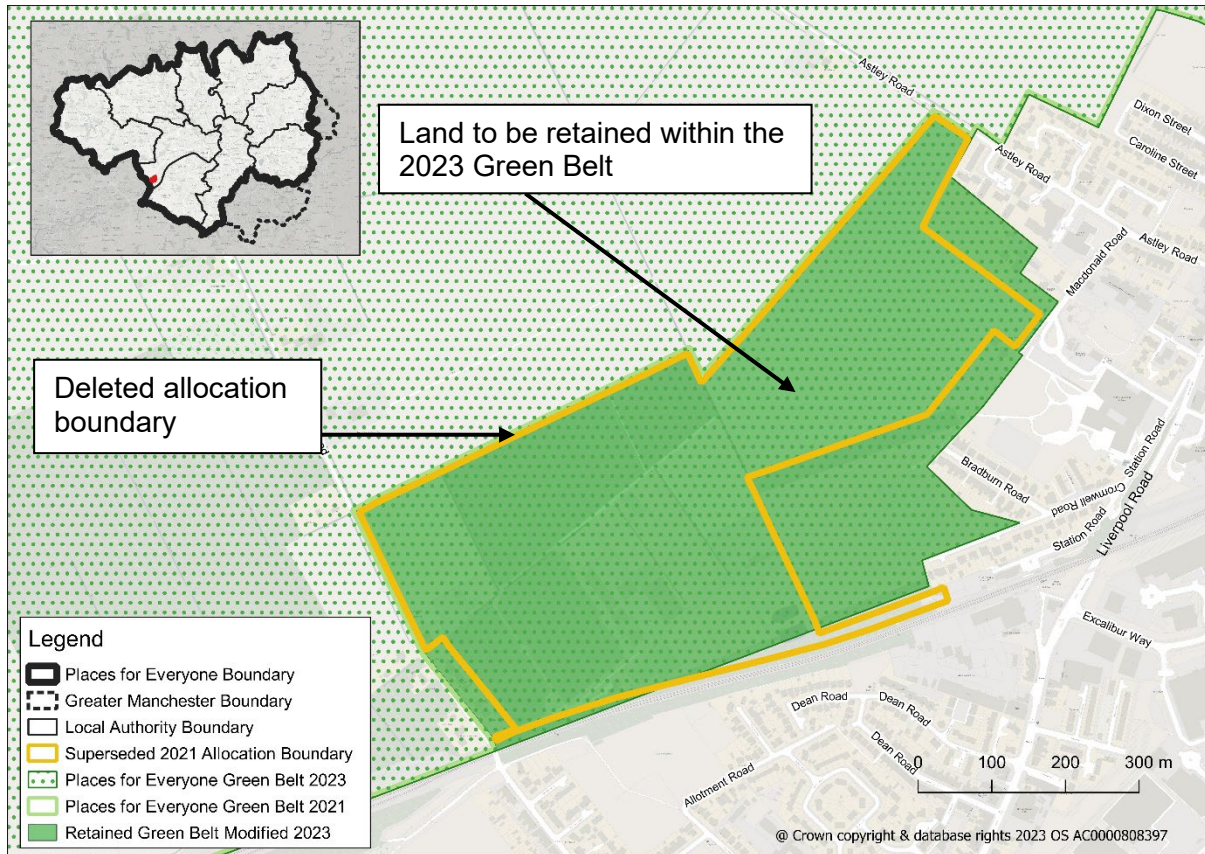


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC9

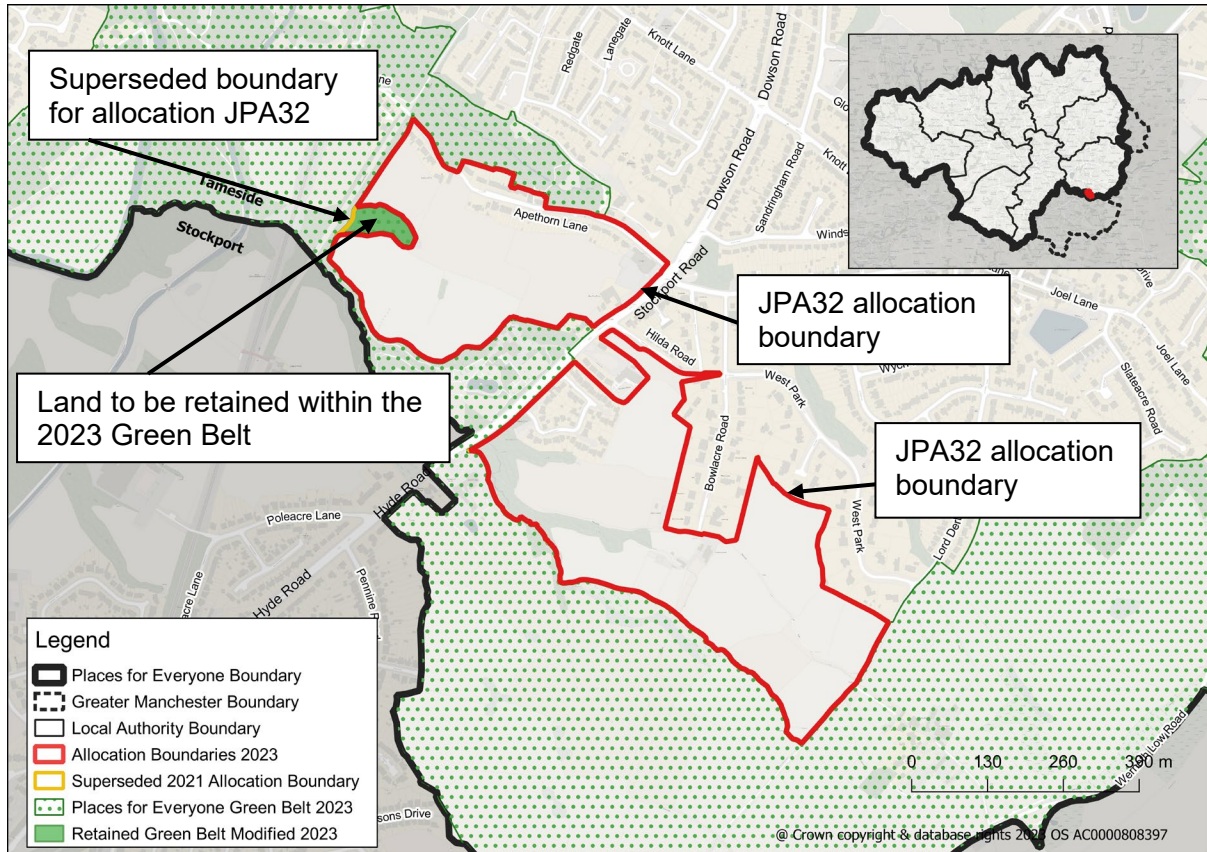
JPA28 – North of Irlam Station

Amend the policies map to delete allocation JPA28 and revert the Green Belt boundary to that currently adopted



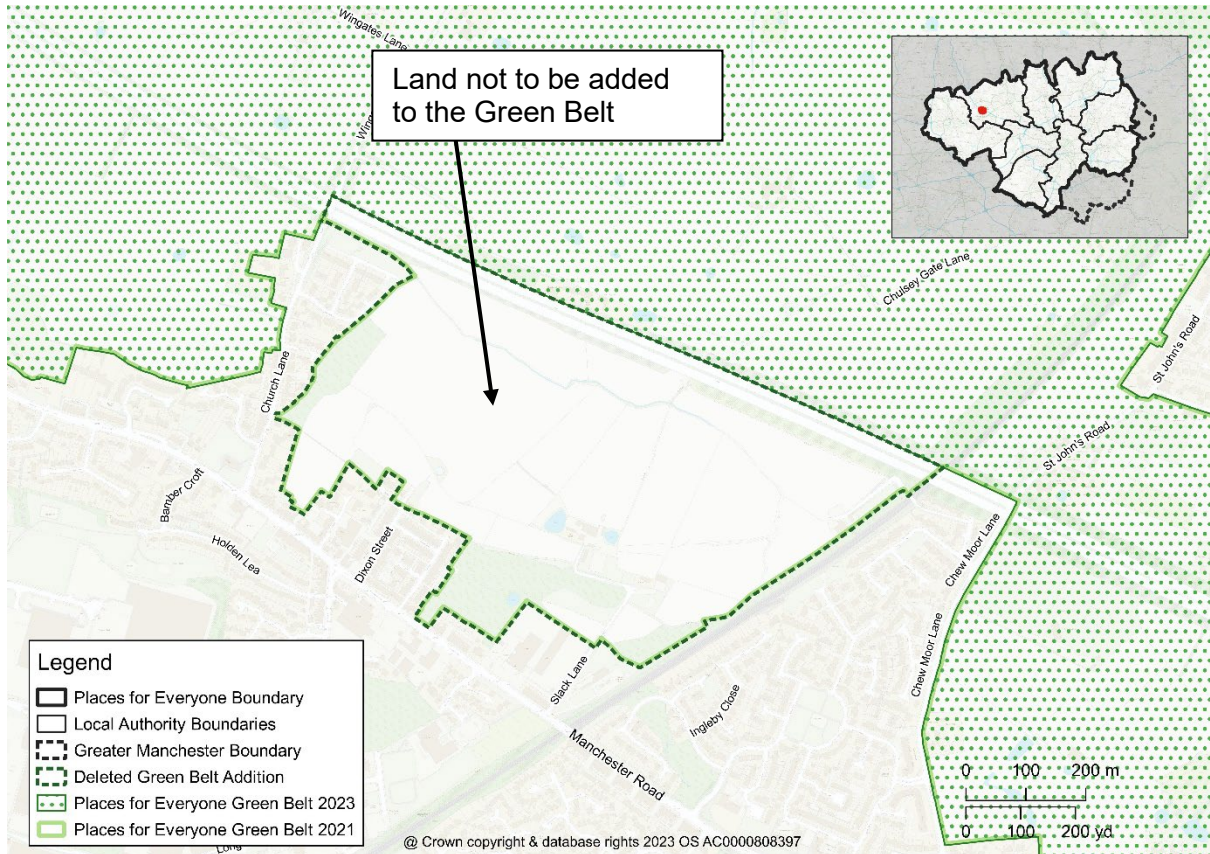
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC10  
 JPA32 – South of Hyde, Tameside  
 Amend the policies map to reflect proposed change to the allocation and Green Belt boundaries



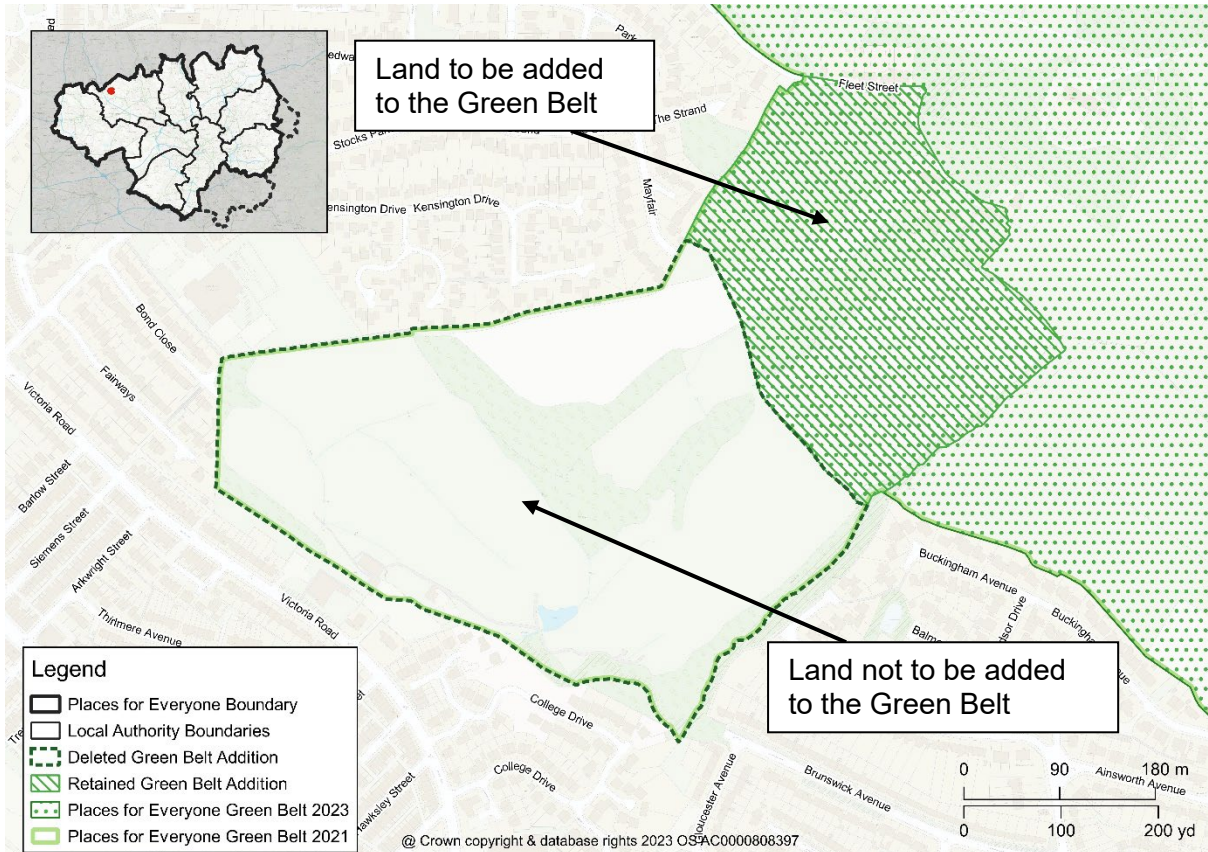
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC11  
 GBA1 Ditchers Farm, Westhoughton  
 Delete Green Belt Addition GBA1 from the policies map and amend the Green Belt boundary accordingly



Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC12  
 GBA2 Horwich Golf Club / Knowles Farm  
 Amend the policies map to amend the Green Belt Addition GBA2 boundary and the Green Belt boundary



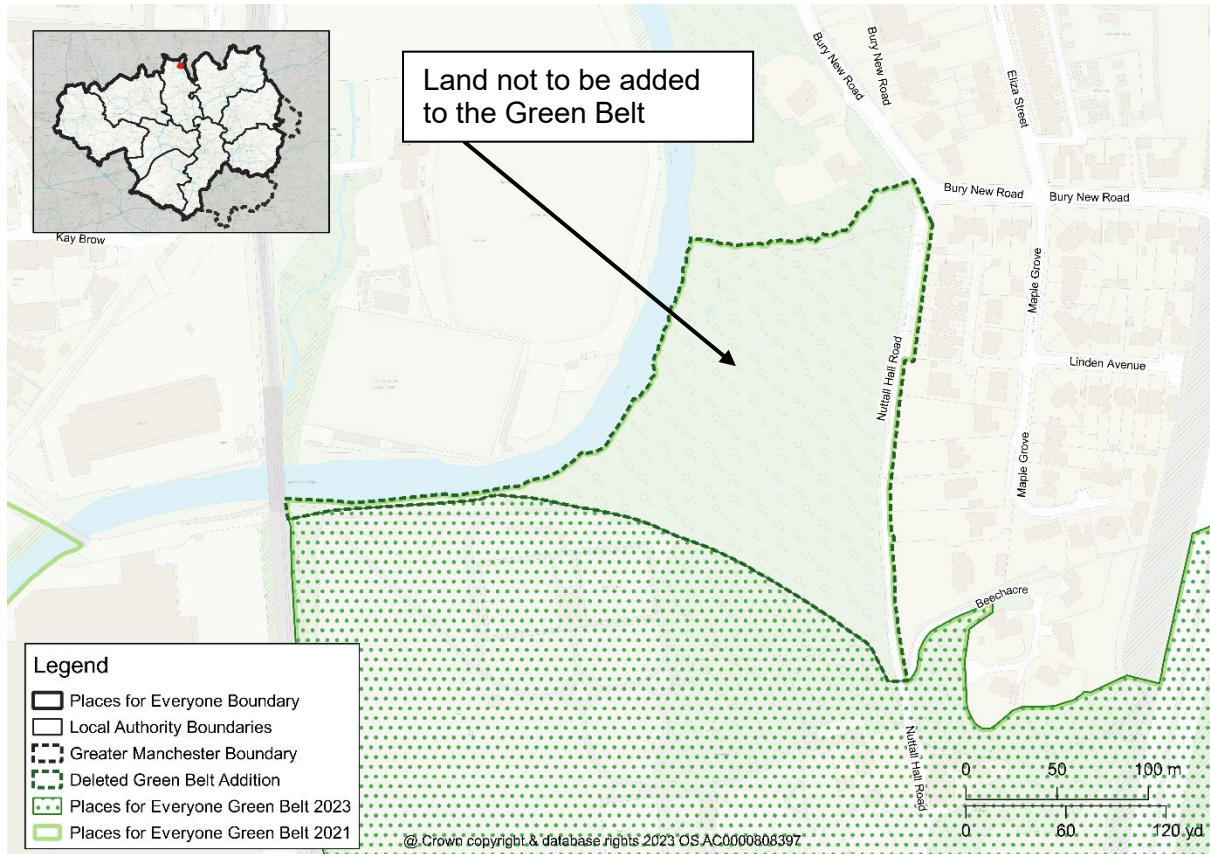
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC13  
 GBA3 Pigs Lea Brook 1  
 Delete Green Belt Addition GBA3 from the policies map and amend the Green Belt boundary accordingly



Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

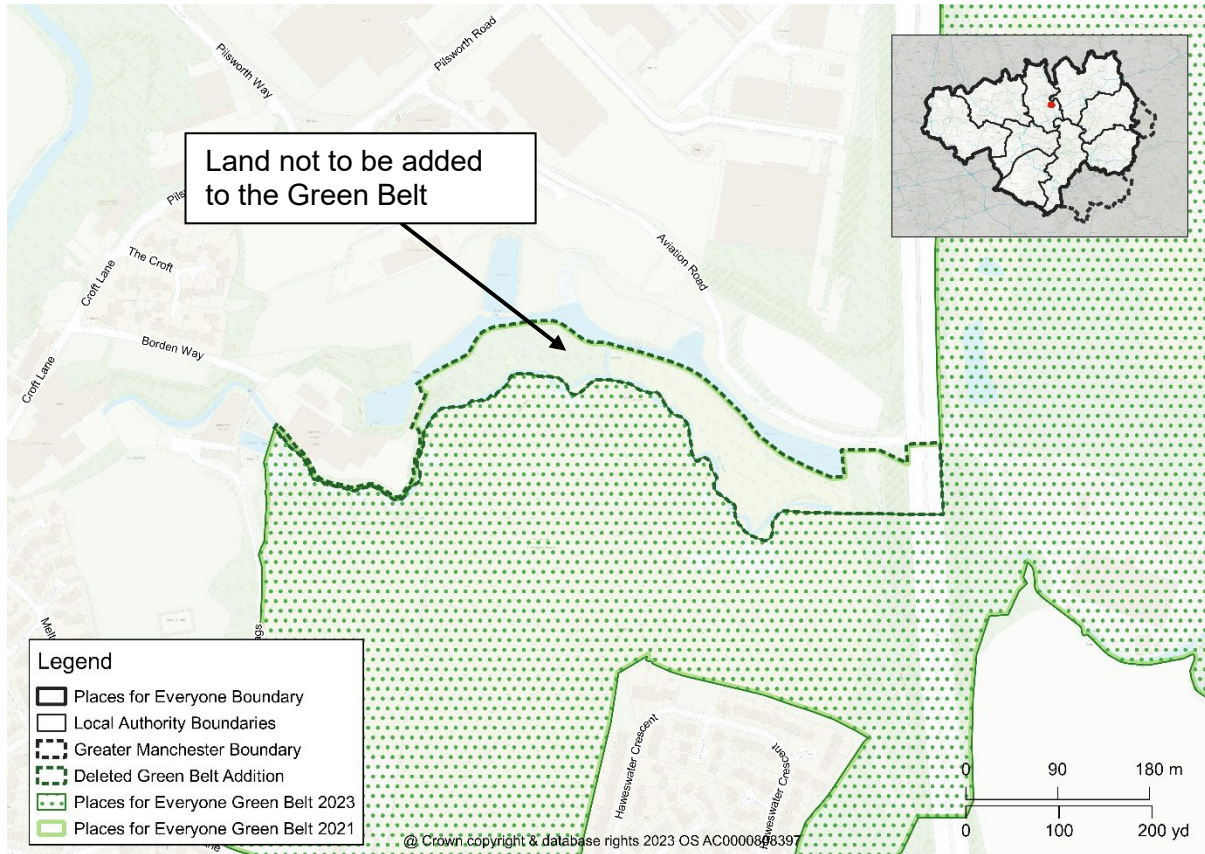
Map PMC14  
 GBA4 North of Nuttall Park  
 Delete Green Belt Addition GBA4 from the policies map and amend the Green Belt boundary accordingly



Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

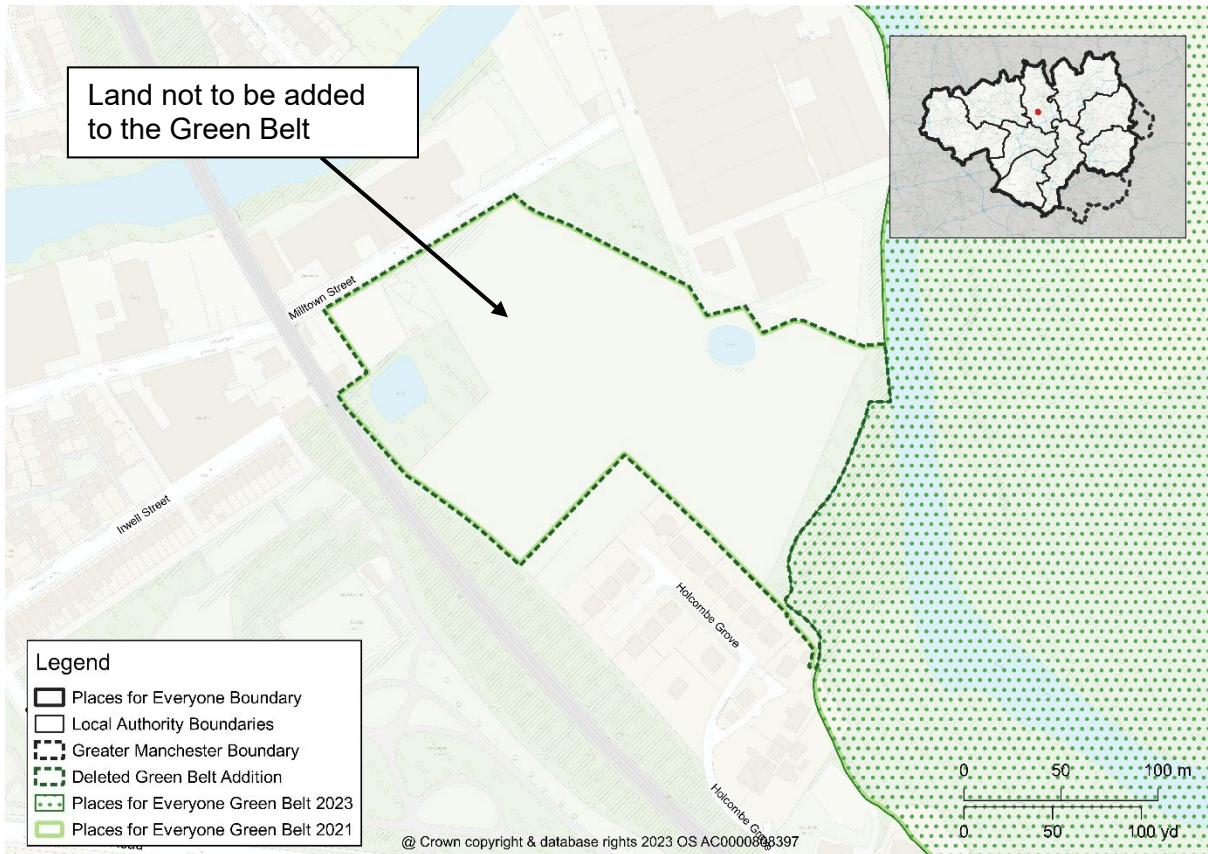


Map PMC15  
 GBA6 Hollins Brook  
 Delete Green Belt Addition GBA6 from the policies map and amend the Green Belt boundary accordingly



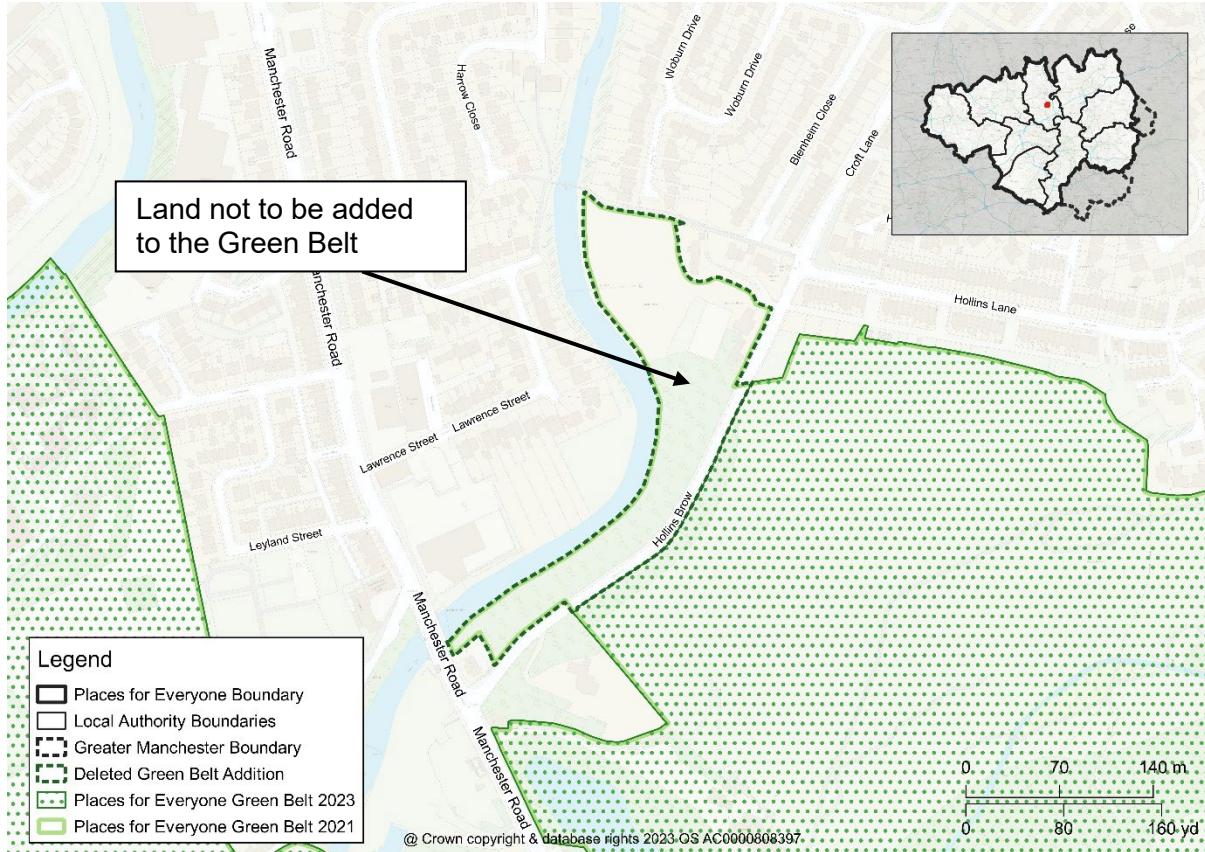
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC16  
GBA7 Off New Road, Radcliffe  
Delete Green Belt Addition GBA7 from the policies map and amend the Green Belt boundary accordingly



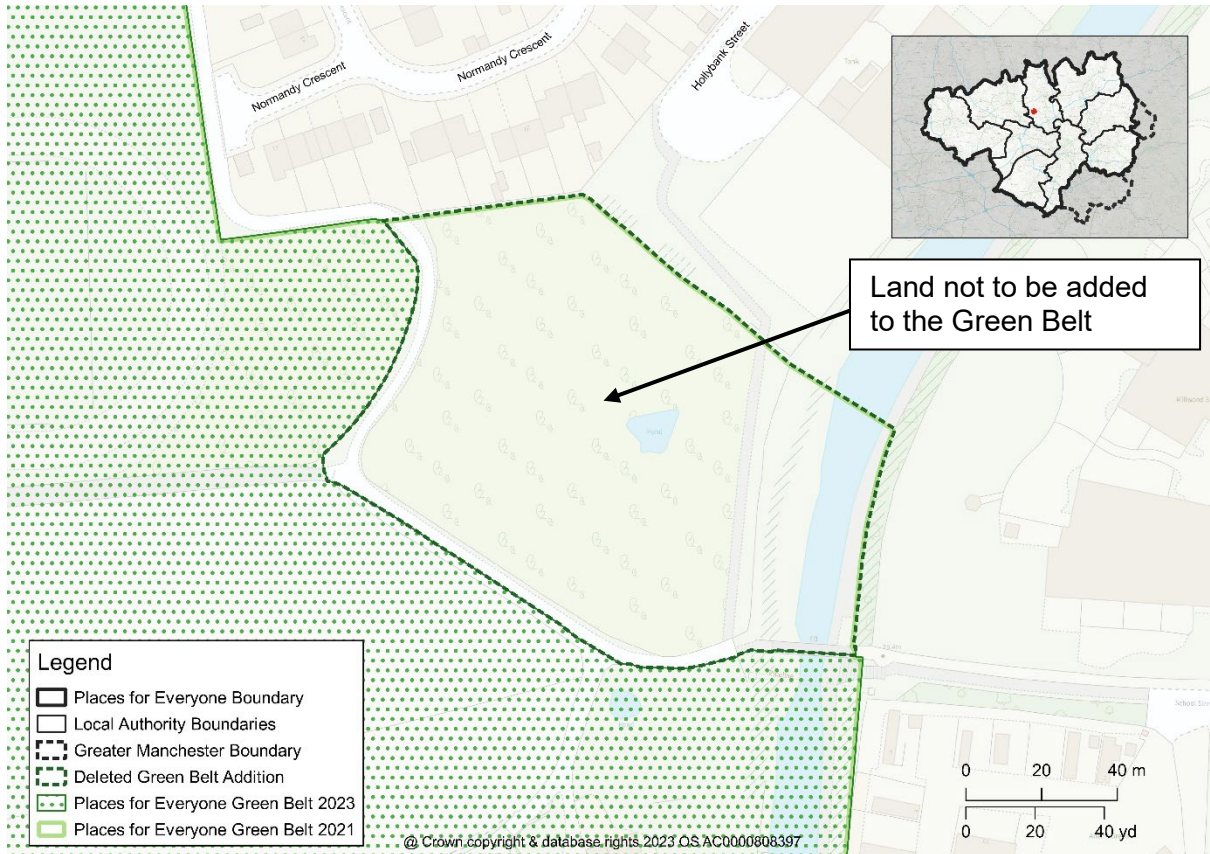
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC17  
 GBA8 Hollins Brow  
 Delete Green Belt Addition GBA8 from the policies map and amend the Green Belt boundary accordingly



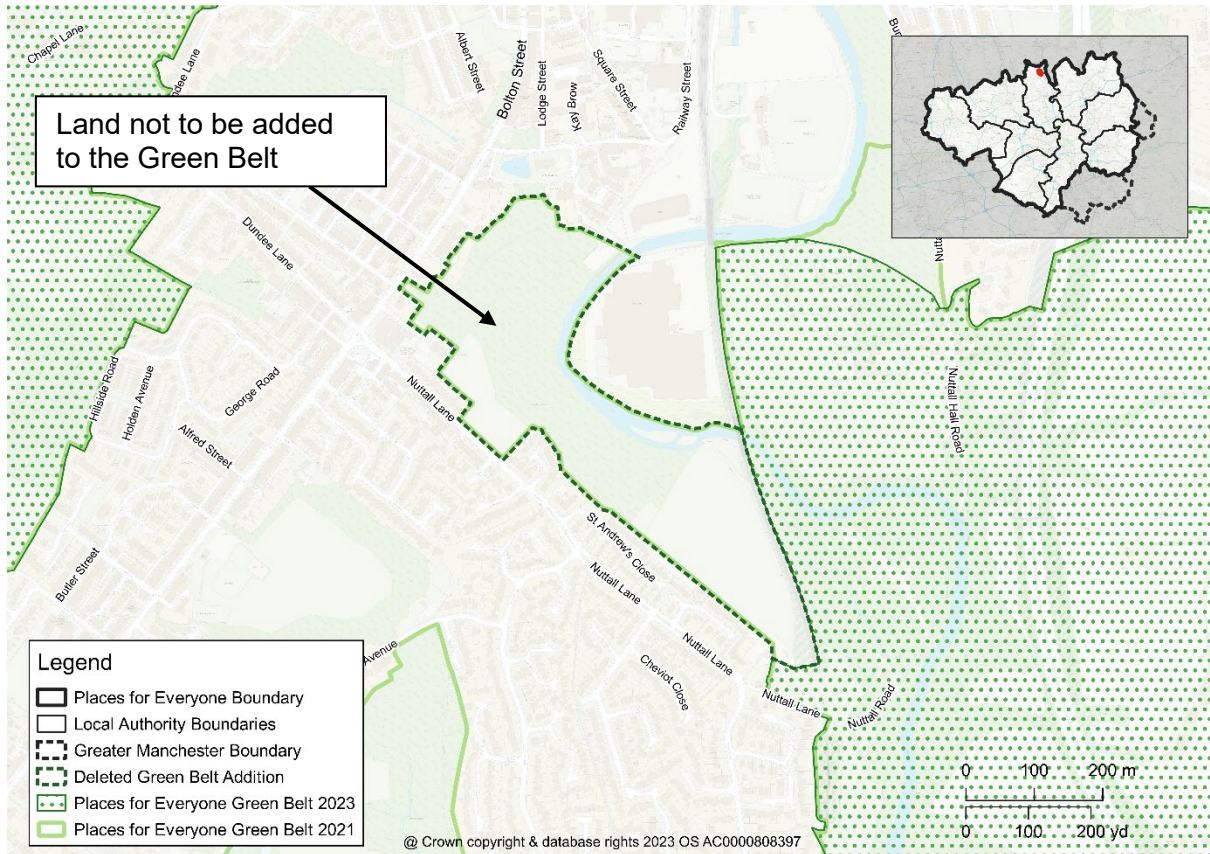
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC18  
 GBA9 Hollybank Street, Radcliffe  
 Delete Green Belt Addition GBA9 from the policies map and amend the Green Belt boundary accordingly



Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC19  
 GBA10 Crow Lumb Wood  
 Delete Green Belt Addition GBA10 from the policies map and amend the Green Belt boundary accordingly

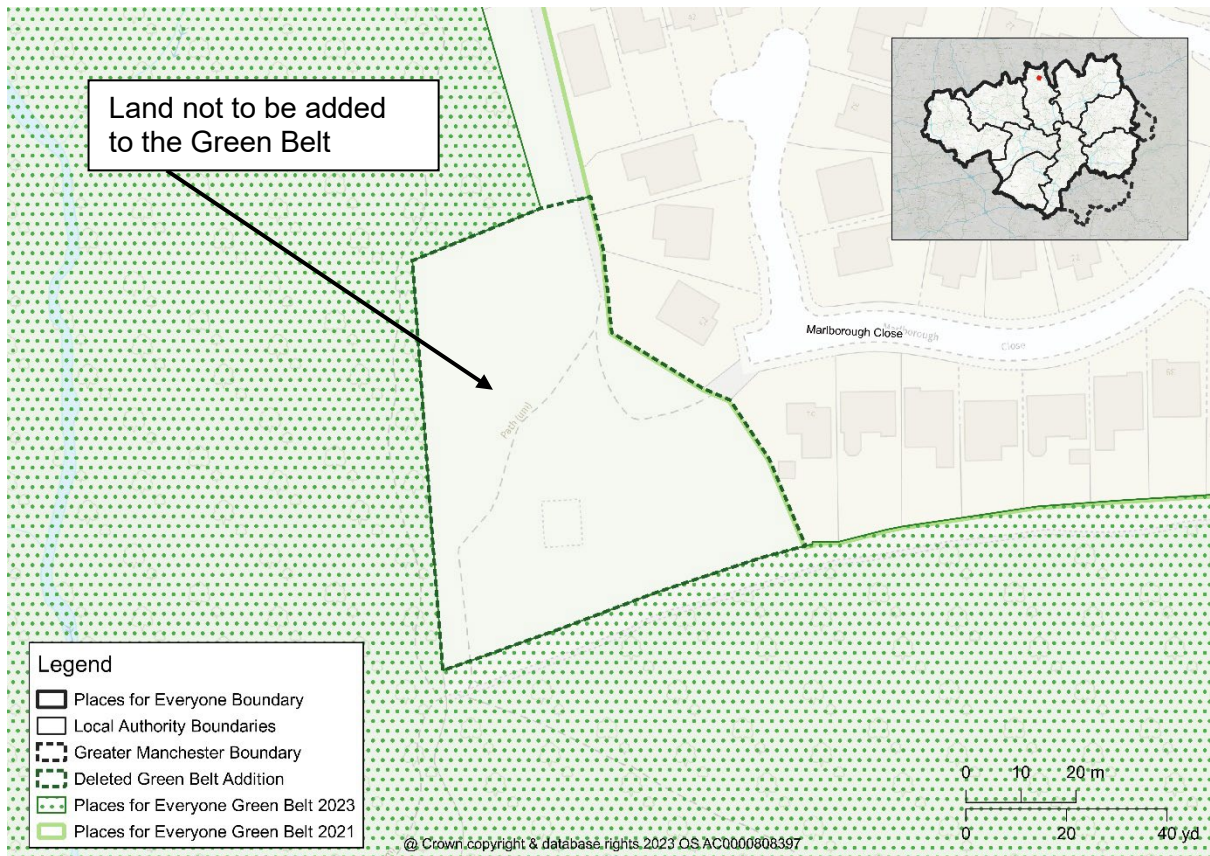


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC20

GBA11 Nuttall West, Ramsbottom

Delete Green Belt Addition GBA11 from the policies map and amend the Green Belt boundary accordingly

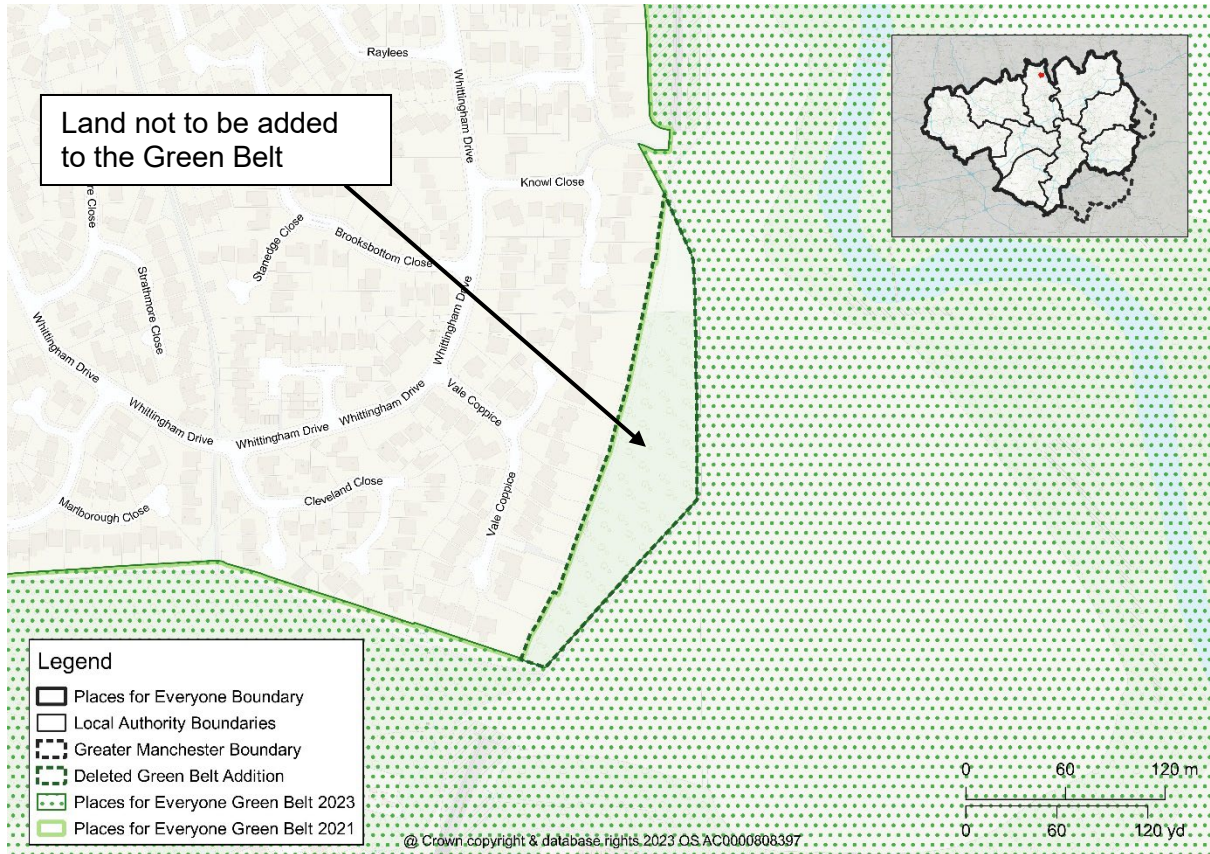


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC21

GBA13 Nuttall East, Ramsbottom

Delete Green Belt Addition GBA13 from the policies map and amend the Green Belt boundary accordingly

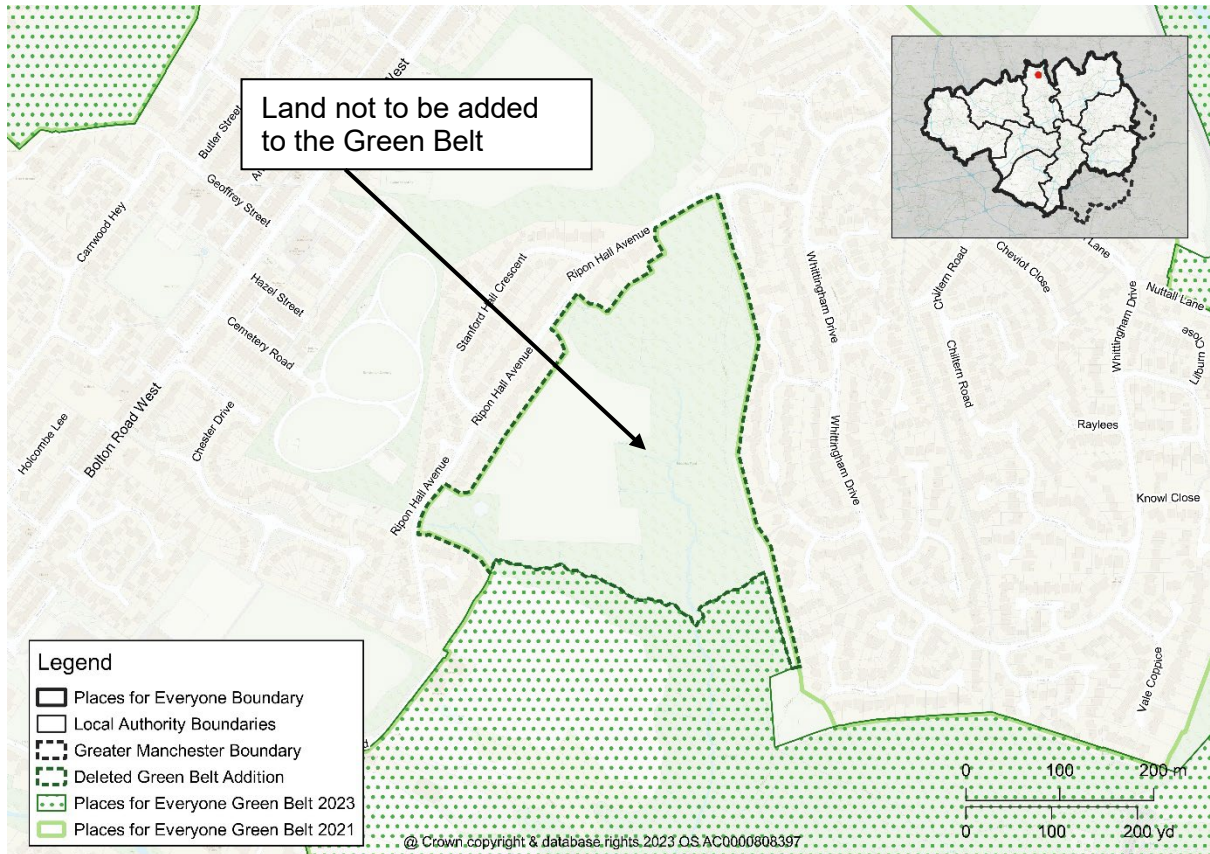


Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024

Map PMC22

GBA15 Broad Hey Wood North

Delete Green Belt Addition GBA15 from the policies map and amend the Green Belt boundary accordingly



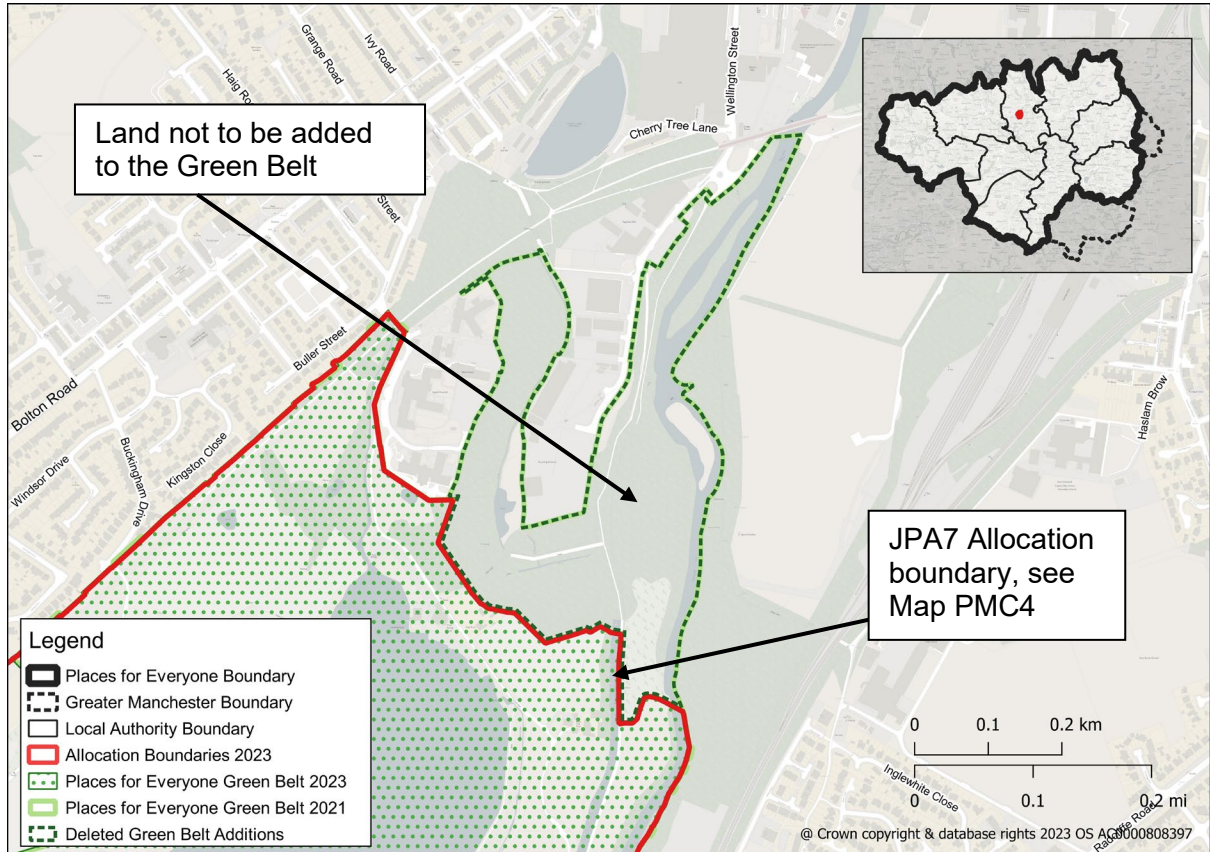
Proposed Amendments to the PfE Policies Map compared to the submitted PfE policies map SD2 – February 2024



Map PMC23

GBA16 Lower Hinds

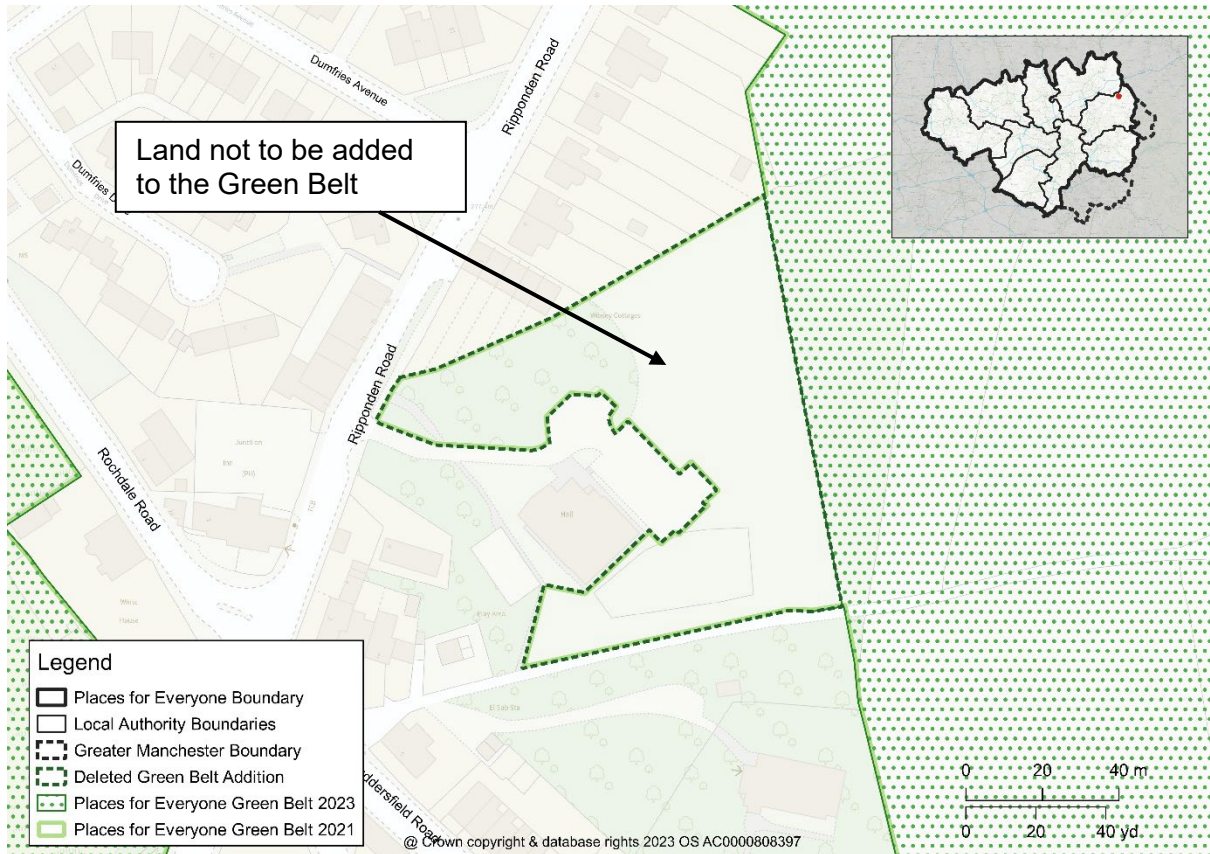
Delete Green Belt Addition GBA16 from the policies map and amend the Green Belt boundary accordingly



Map PMC24

GBA17 Land behind Denshaw Village Hall

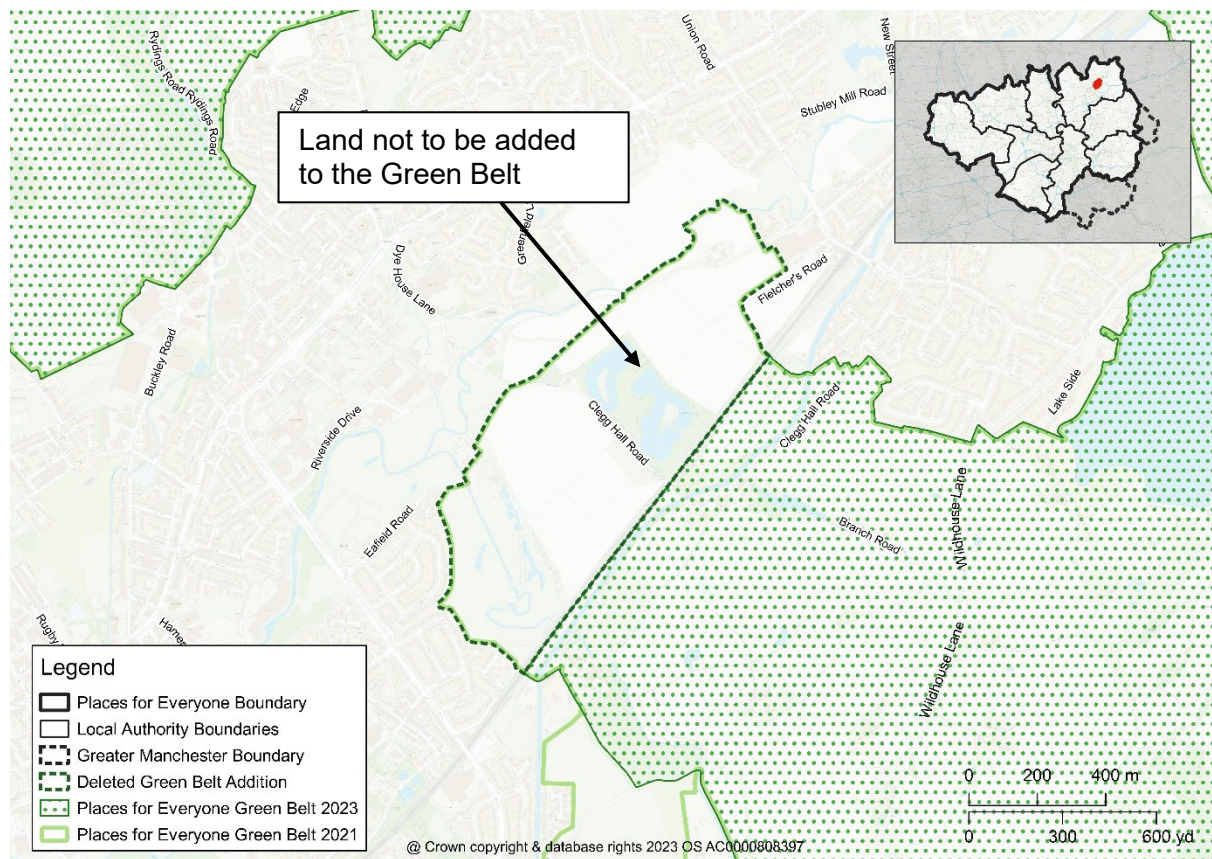
Delete Green Belt Addition GBA17 from the policies map and amend the Green Belt boundary accordingly



Map PMC25

GBA18 Land within the Roch Valley, Smallbridge

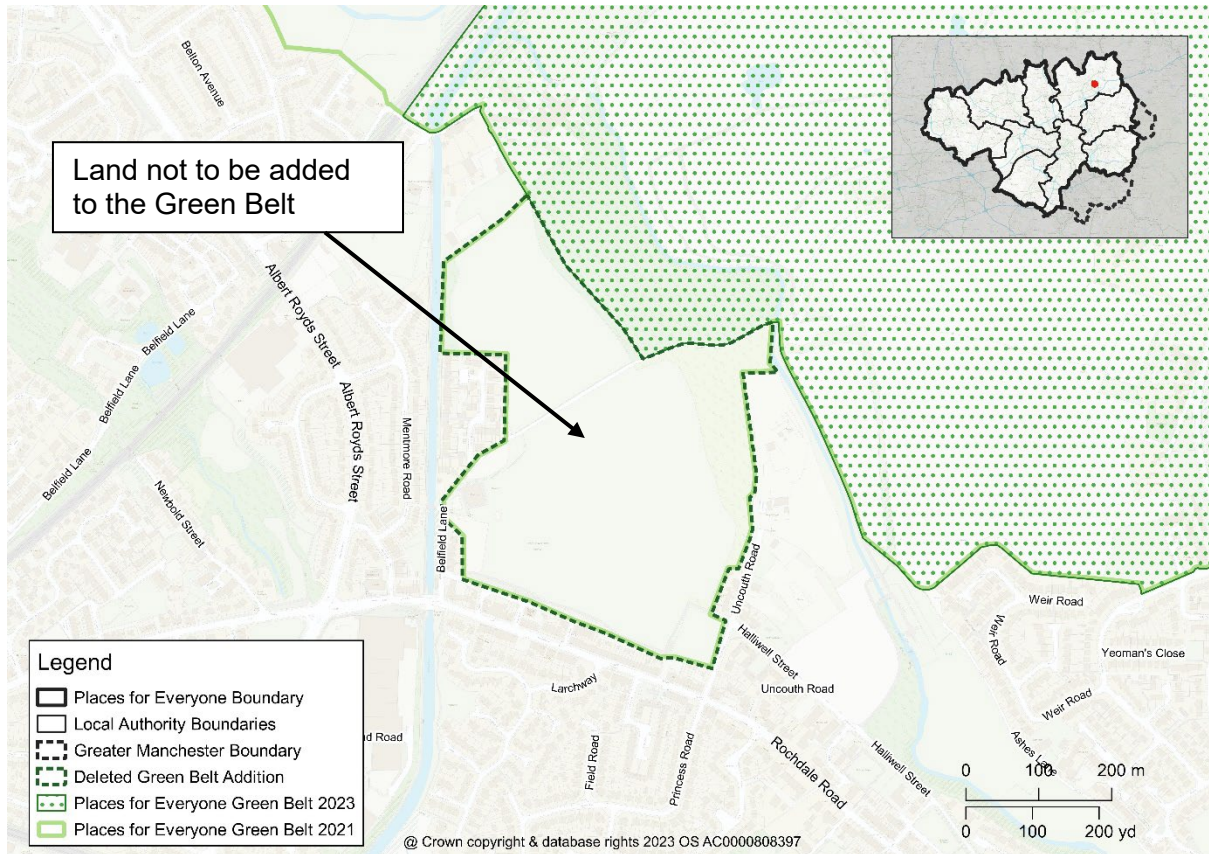
Delete Green Belt Addition GBA18 from the policies map and amend the Green Belt boundary accordingly



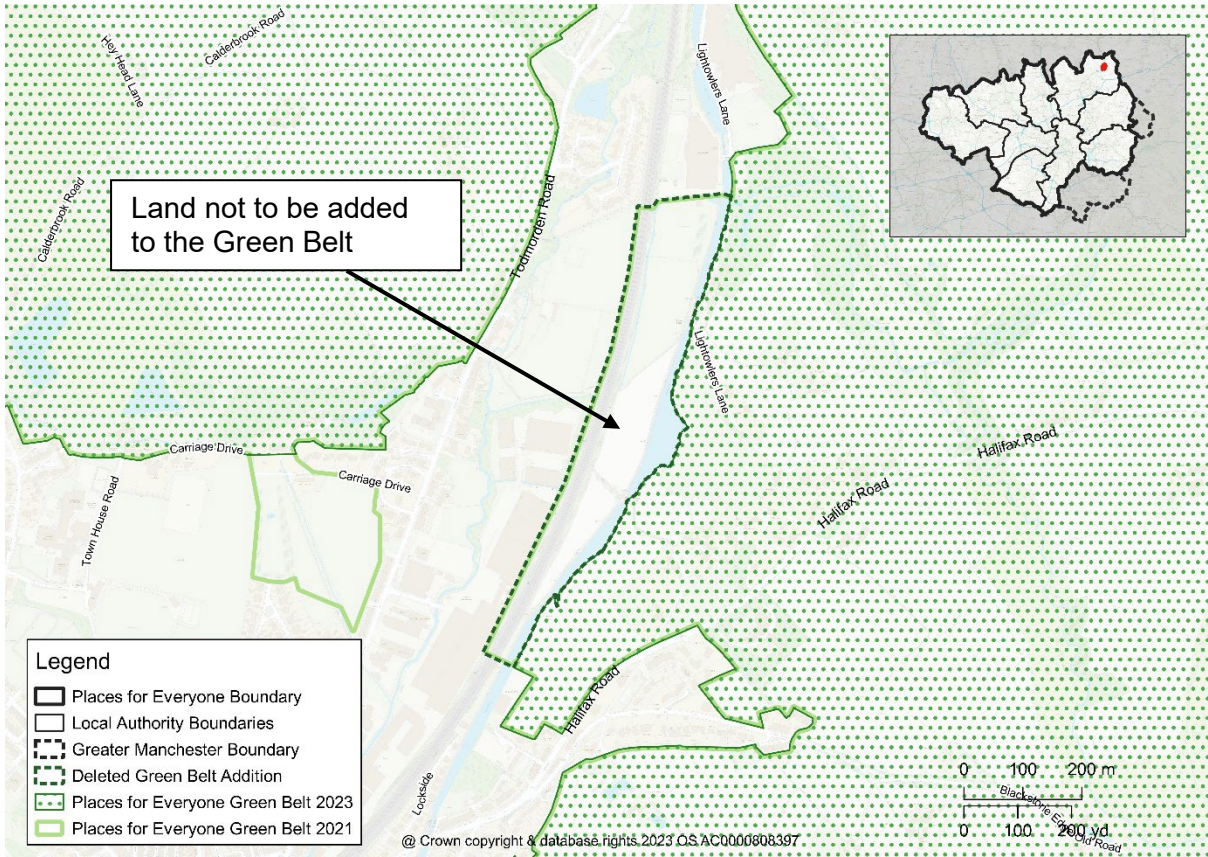
Map PMC26

GBA20 Land at Firgrove Playing Fields, Rochdale

Delete Green Belt Addition GBA20 from the policies map and amend the Green Belt boundary accordingly



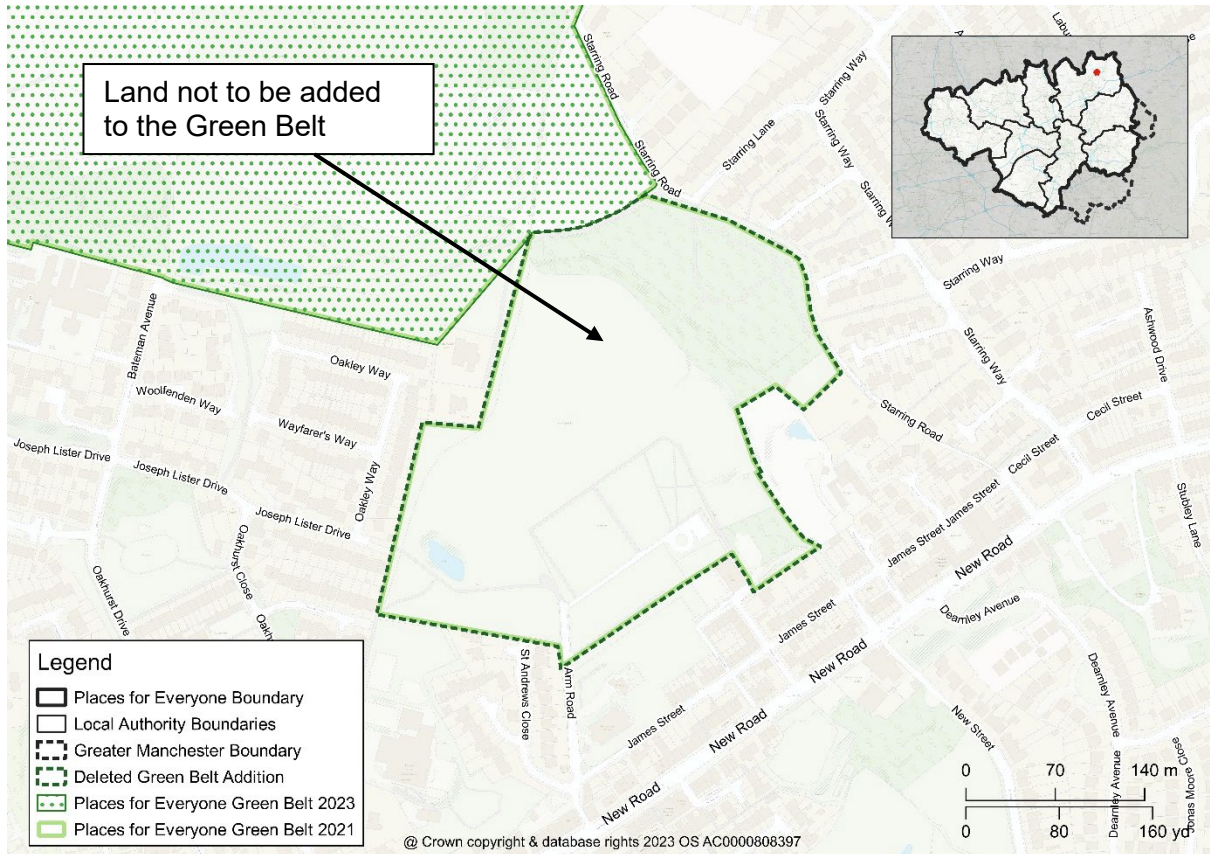
Map PMC27  
GBA21 Land between railway line and Rochdale Canal, Littleborough  
Delete Green Belt Addition GBA21 from the policies map and amend the Green Belt boundary accordingly



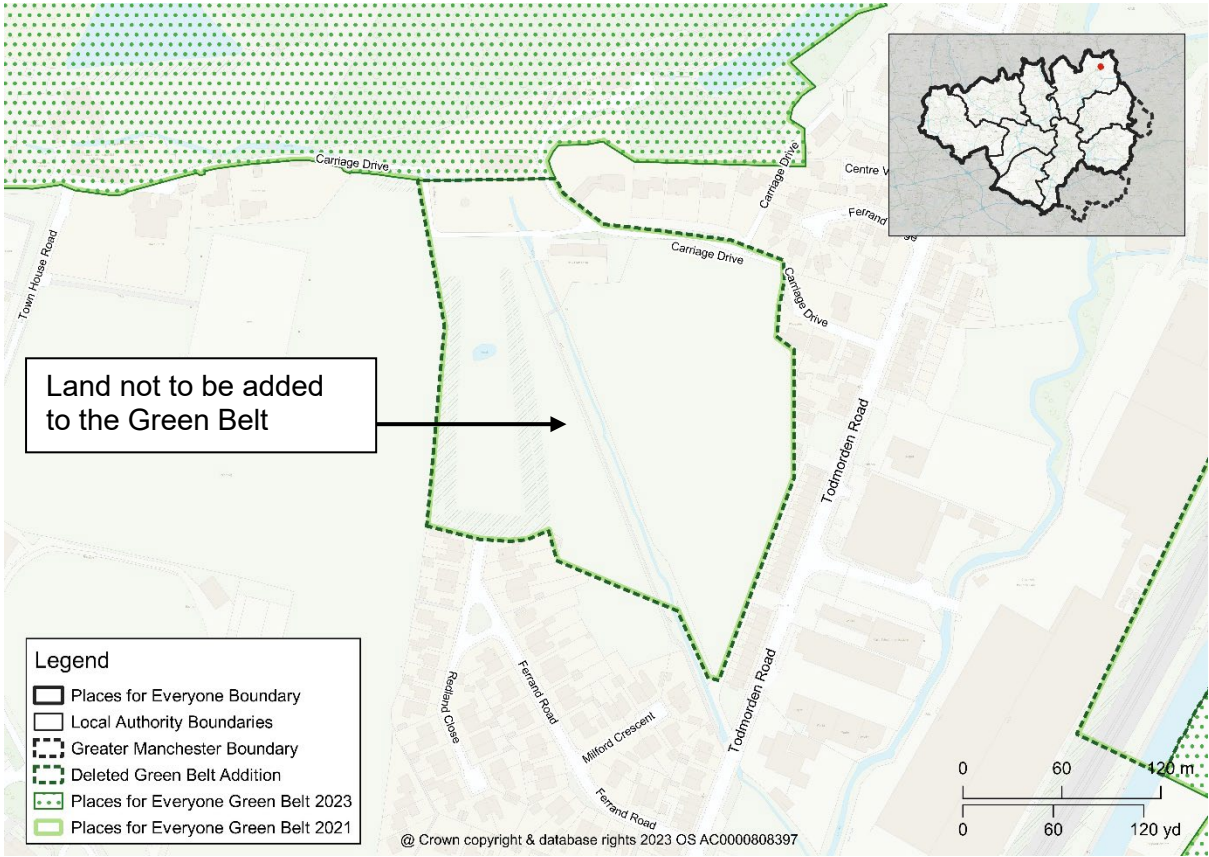
Map PMC28

GBA22 Land north of St Andrew's Church, Dearnley

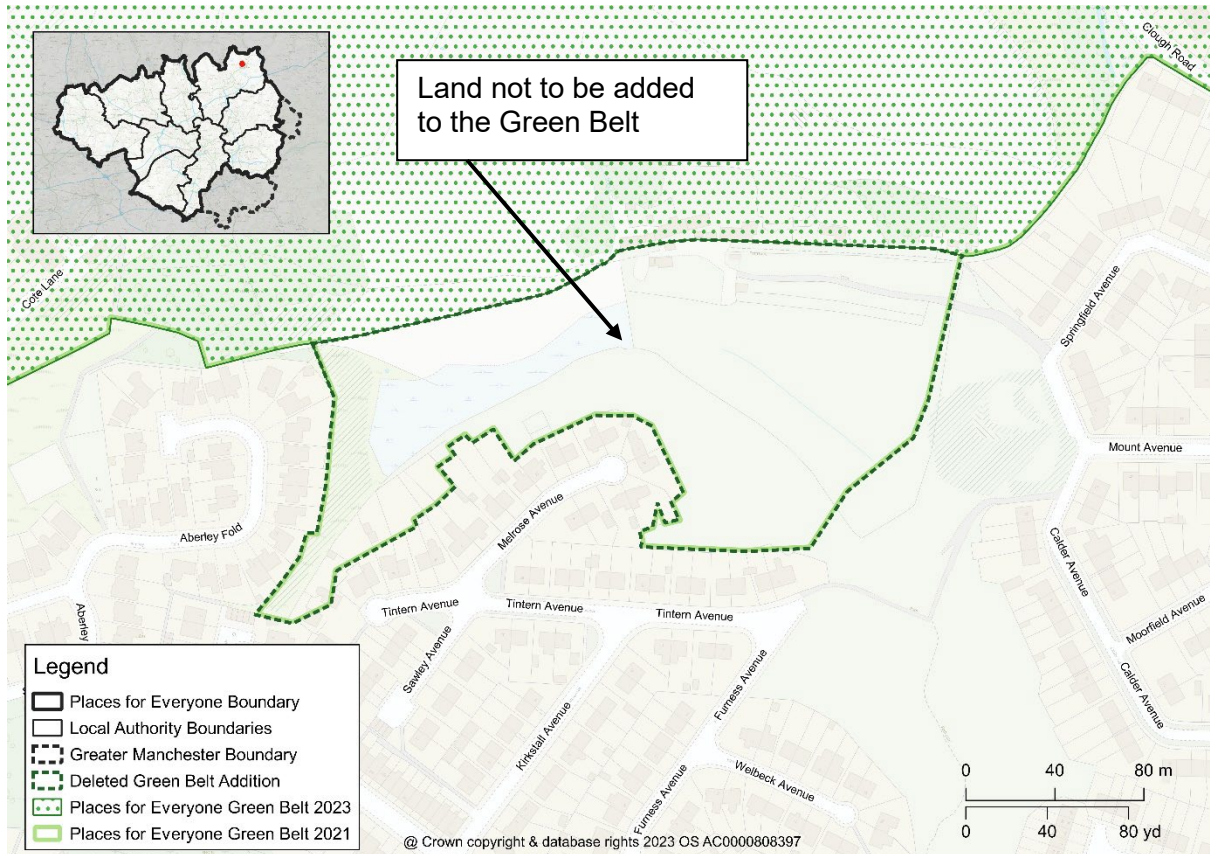
Delete Green Belt Addition GBA22 from the policies map and amend the Green Belt boundary accordingly



Map PMC29  
GBA23 Land at Townhouse Brook, Littleborough  
Delete Green Belt Addition GBA23 from the policies map and amend the Green Belt boundary accordingly



Map PMC30  
 GBA24 Land north of Shore, Littleborough  
 Delete Green Belt Addition GBA24 from the policies map and amend the Green Belt boundary accordingly

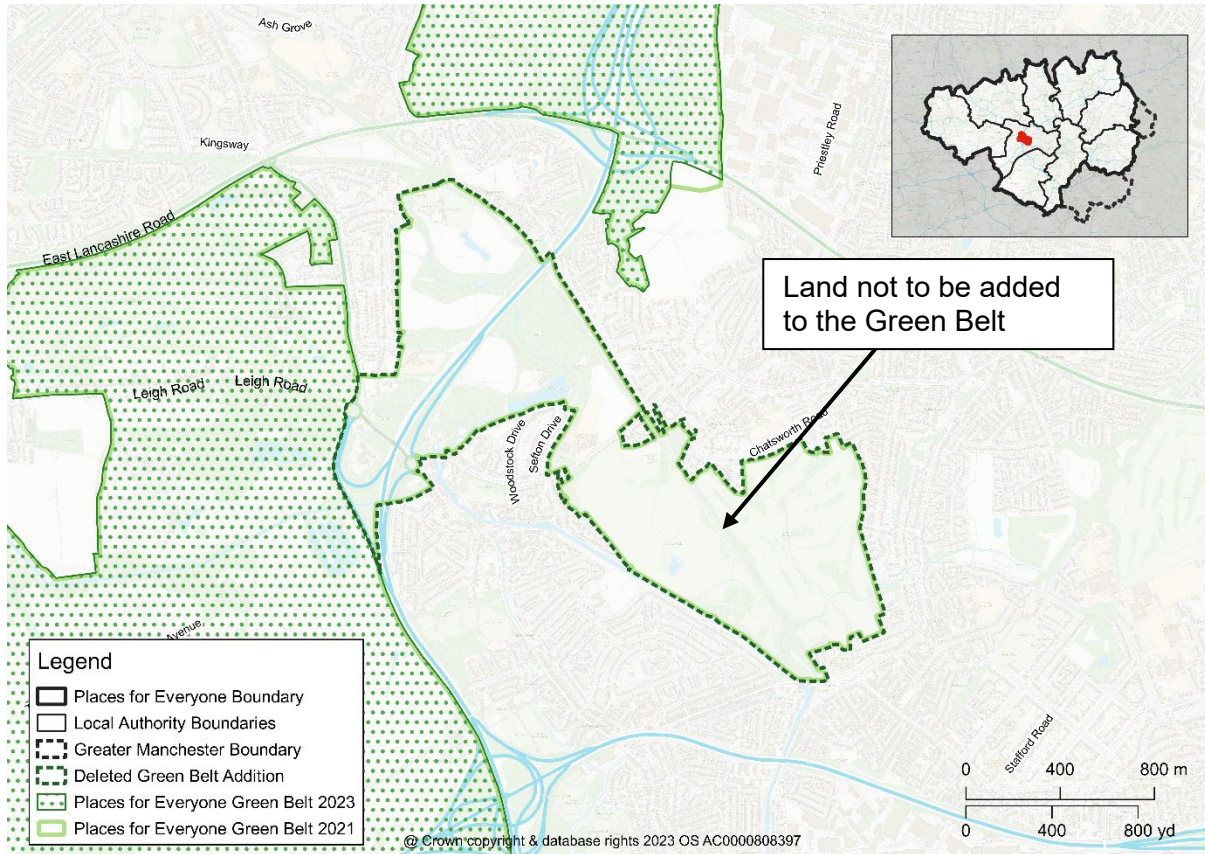




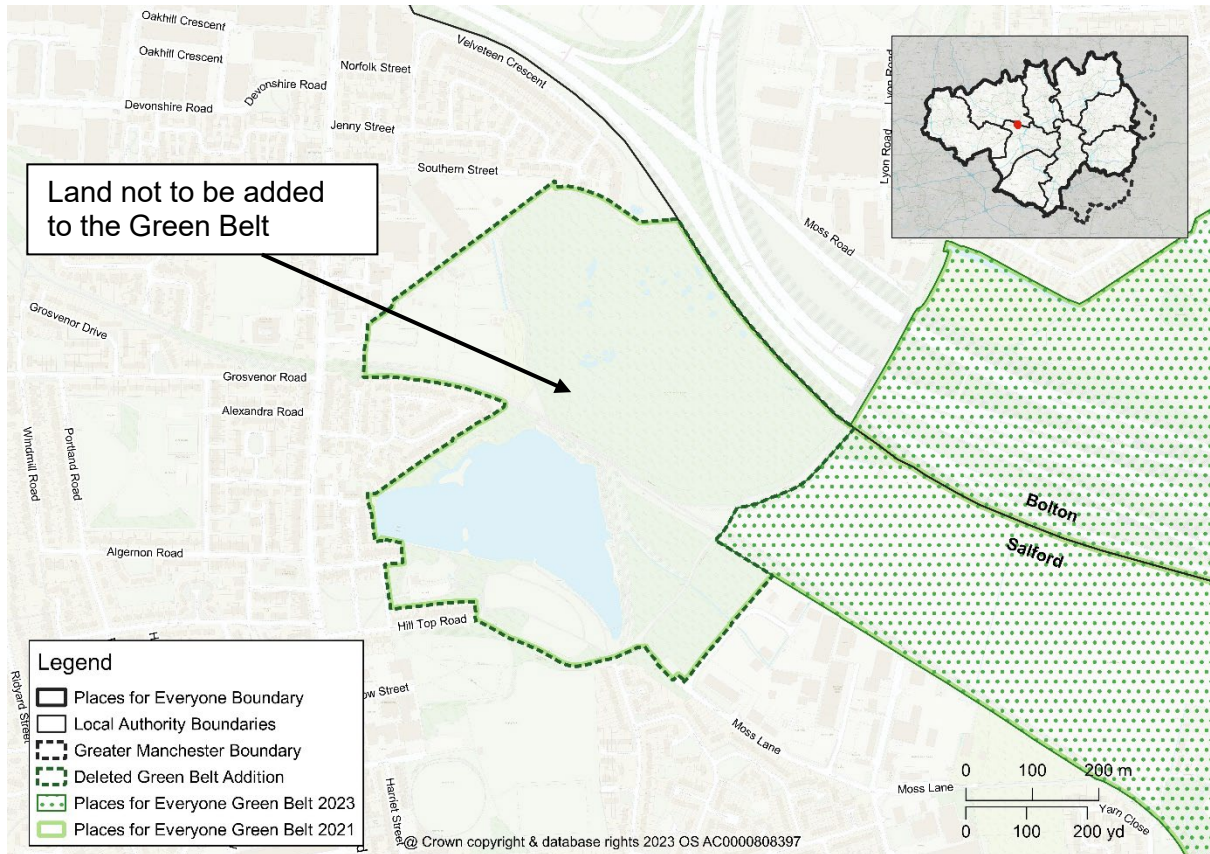
Map PMC31

GBA27 West Salford Greenway

Delete Green Belt Addition GBA27 from the policies map and amend the Green Belt boundary accordingly



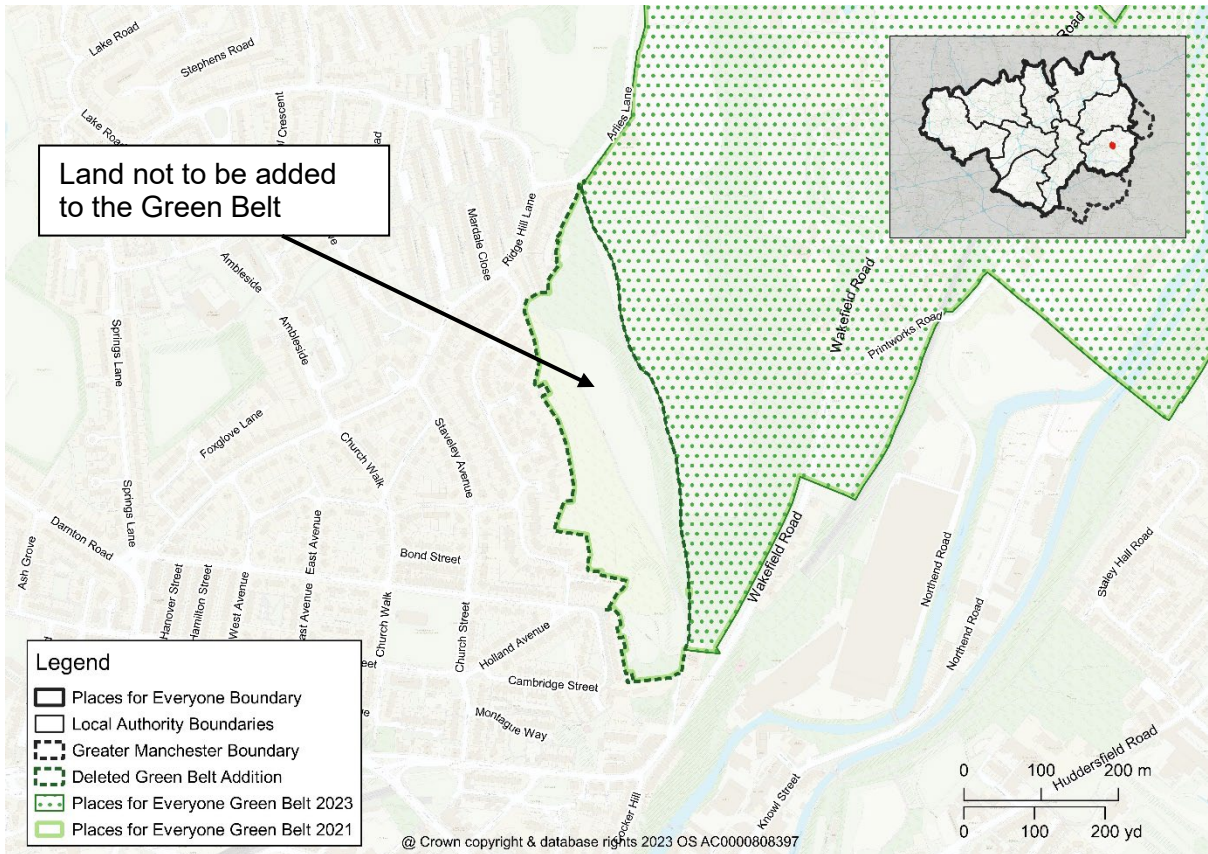
Map PMC32  
 GBA30 Blackleach Country Park  
 Delete Green Belt Addition GBA30 from the policies map and amend the Green Belt boundary accordingly



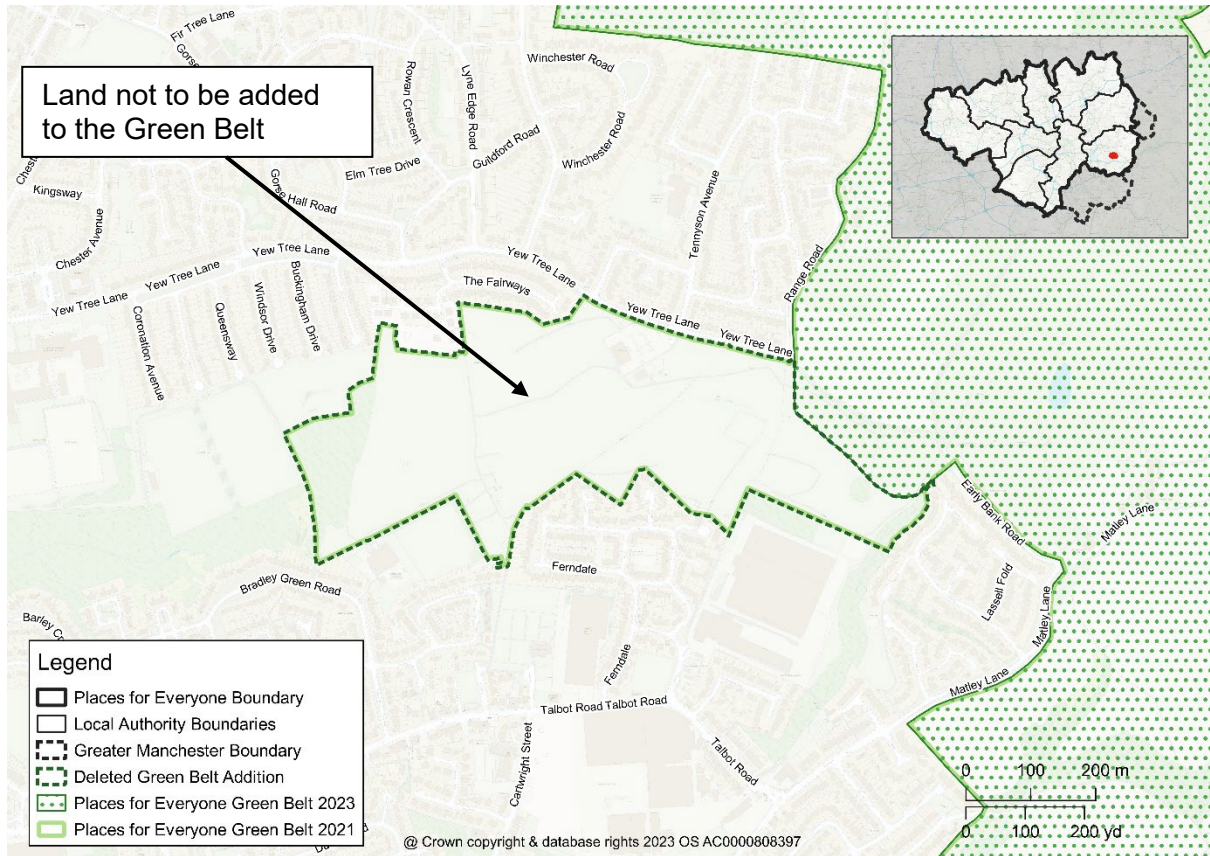
Map PMC33

GBA33 Ridge Hill Lane, Ridge Hill, Stalybridge

Delete Green Belt Addition GBA33 from the policies map and amend the Green Belt boundary accordingly



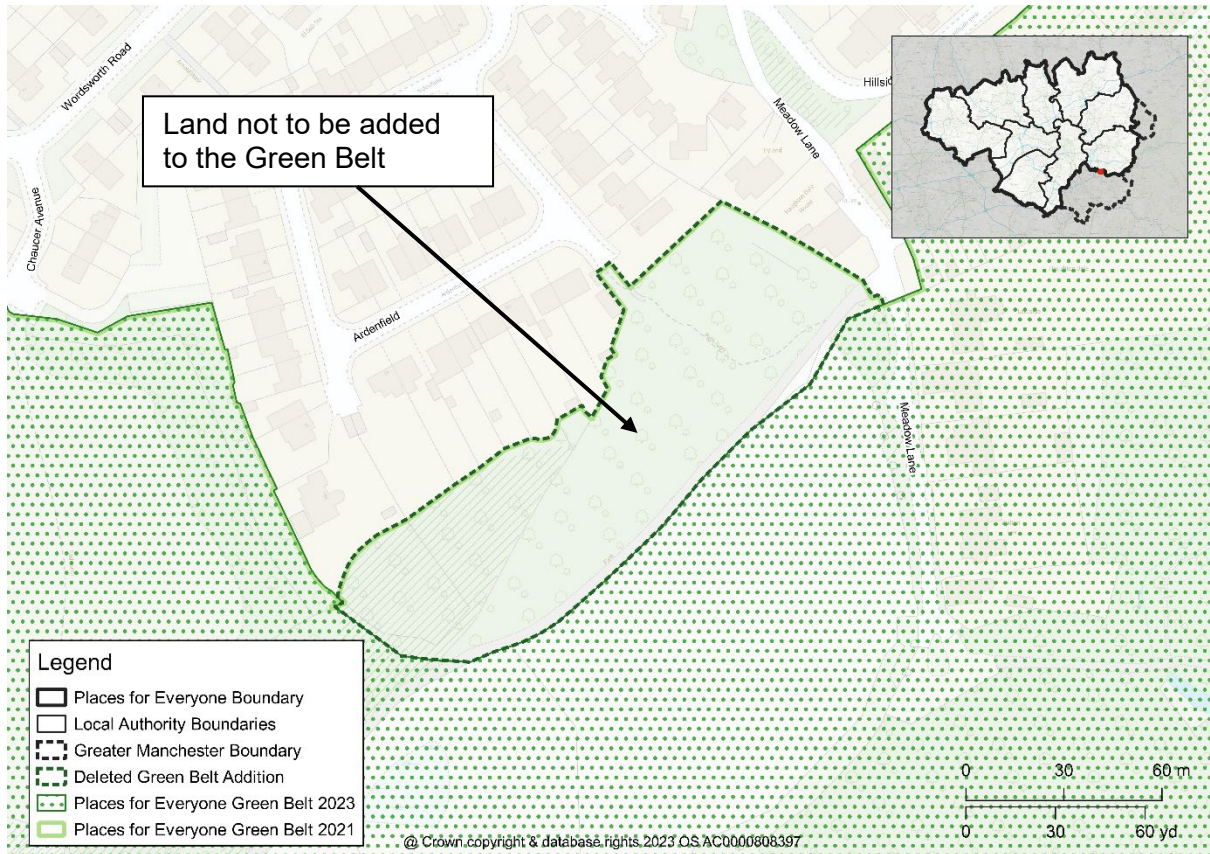
Map PMC34  
 GBA36 Yew Tree Land, Dukinfield  
 Delete Green Belt Addition GBA36 from the policies map and amend the Green Belt boundary accordingly



Map PMC35

GBA38 Ardenfield, Haughton Green, Denton

Delete Green Belt Addition GBA38 from the policies map and amend the Green Belt boundary accordingly



Map PMC36

GBA42 Horses Field, Danebank, Denton

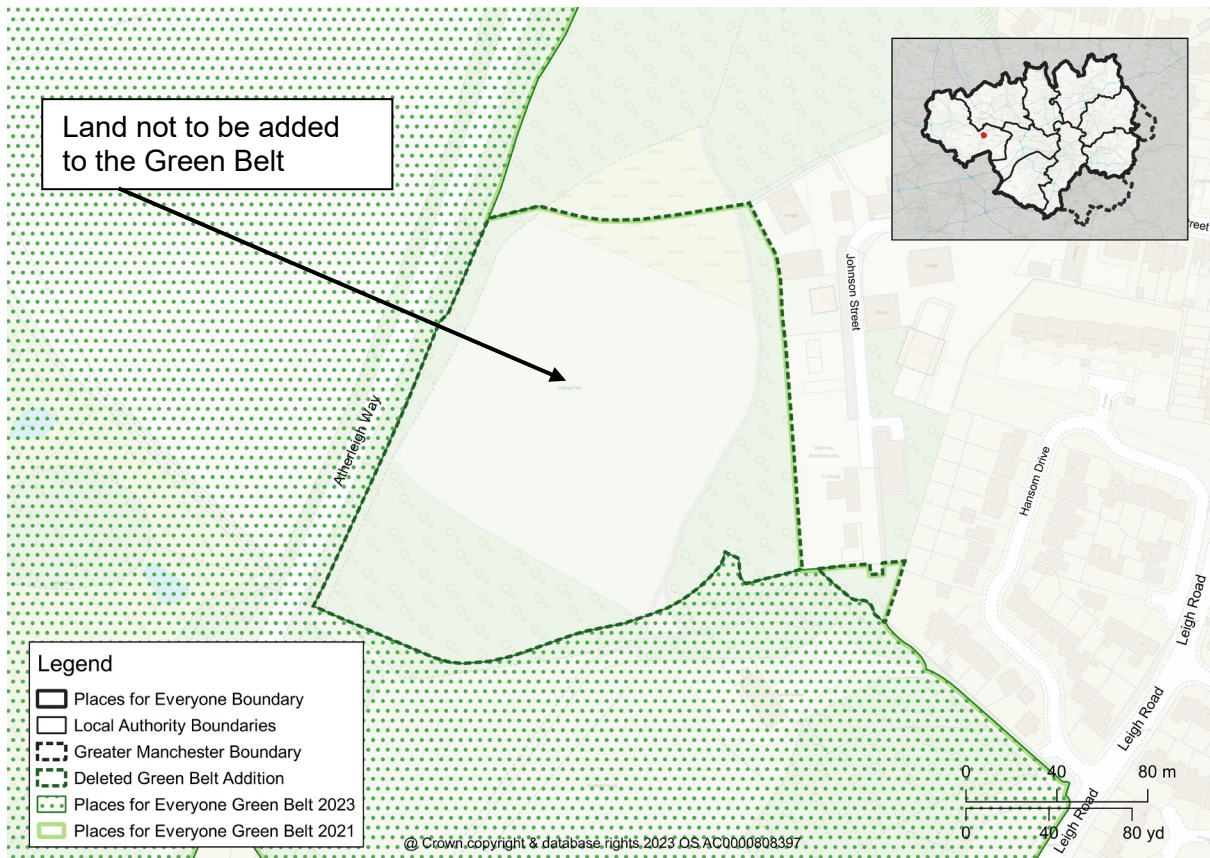
Delete Green Belt Addition GBA42 from the policies map and amend the Green Belt boundary accordingly



Map PMC37

GBA45 Pennington FC Pitches, Howe Bridge, Atherton

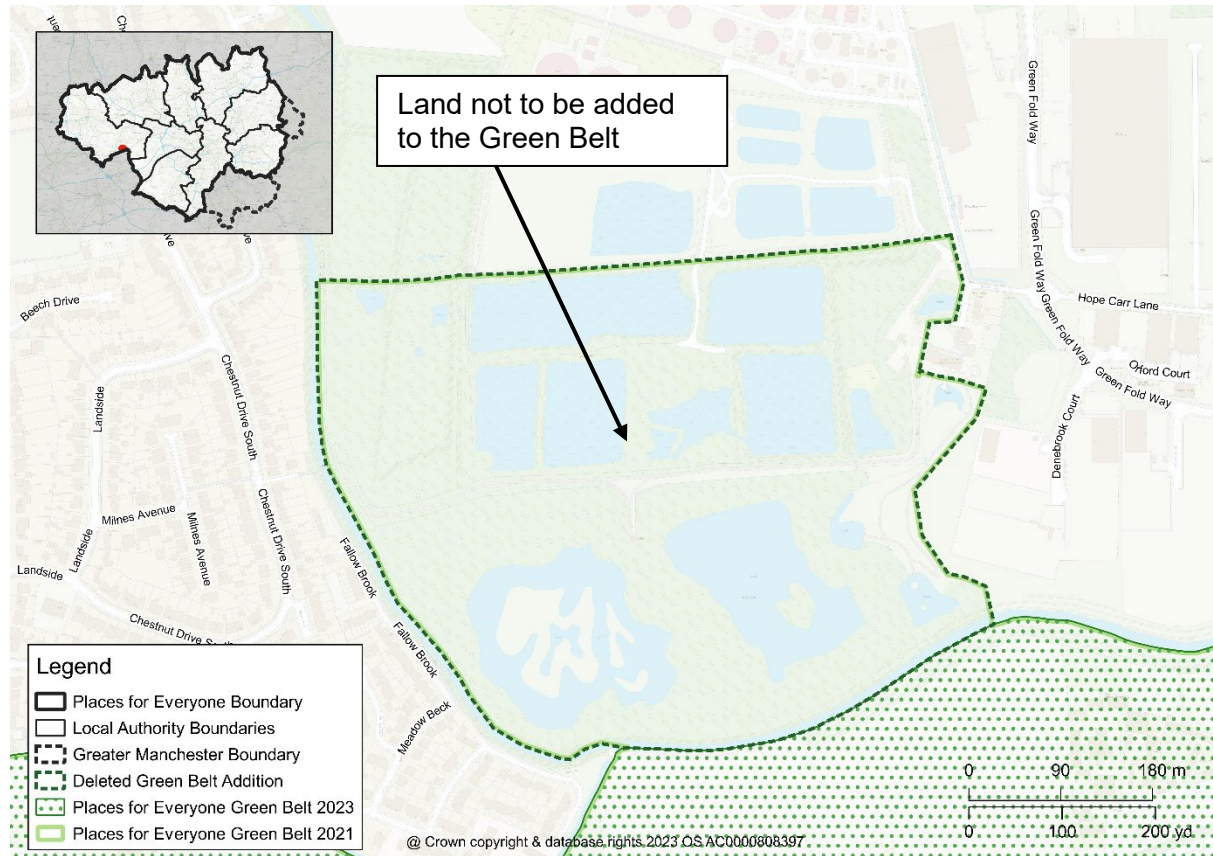
Delete Green Belt Addition GBA45 from the policies map and amend the Green Belt boundary accordingly



Map PMC38

GBA46 Hope Carr Nature Reserve, Leigh

Delete Green Belt Addition GBA46 from the policies map and amend the Green Belt boundary accordingly





Map PMC39

GBA47 Crow Orchard Road, Standish

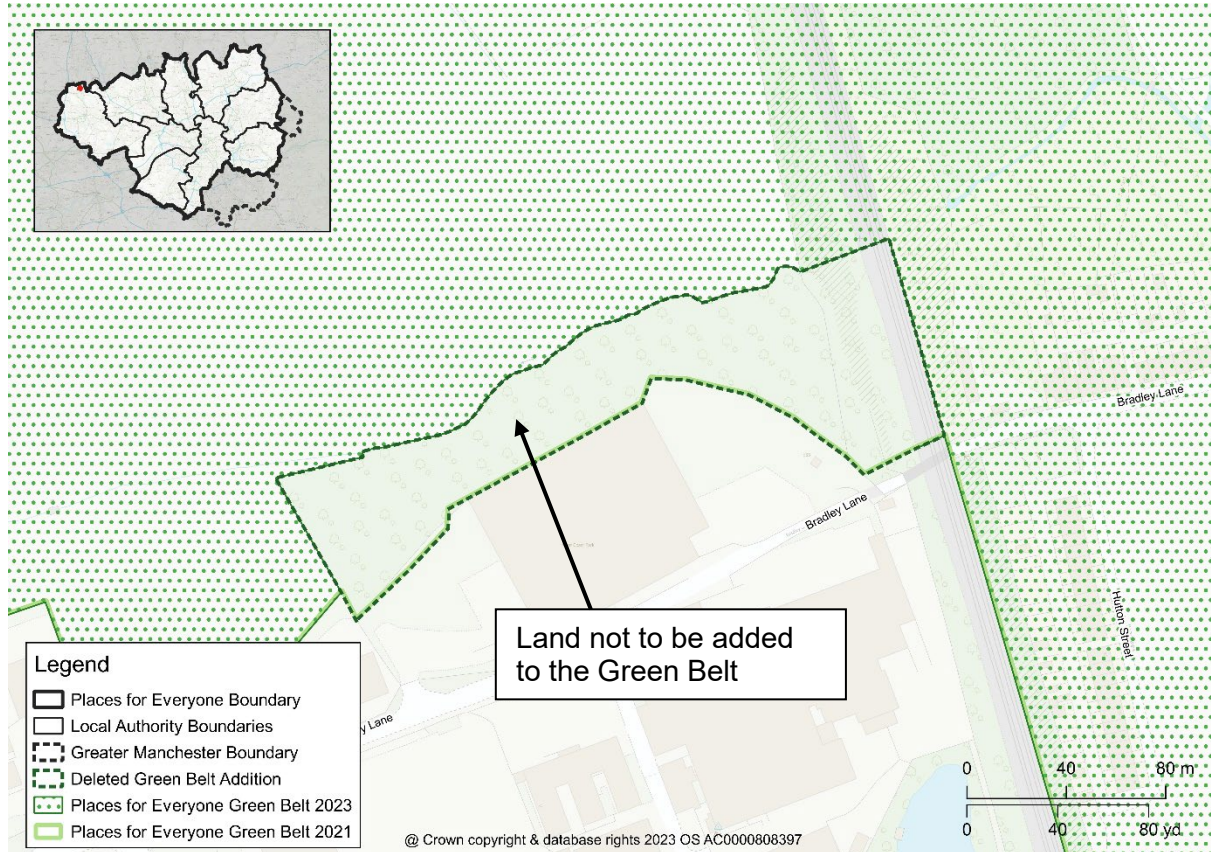
Delete Green Belt Addition GBA47 from the policies map and amend the Green Belt boundary accordingly



Map PMC40

GBA48 North Bradley Lane, Standish

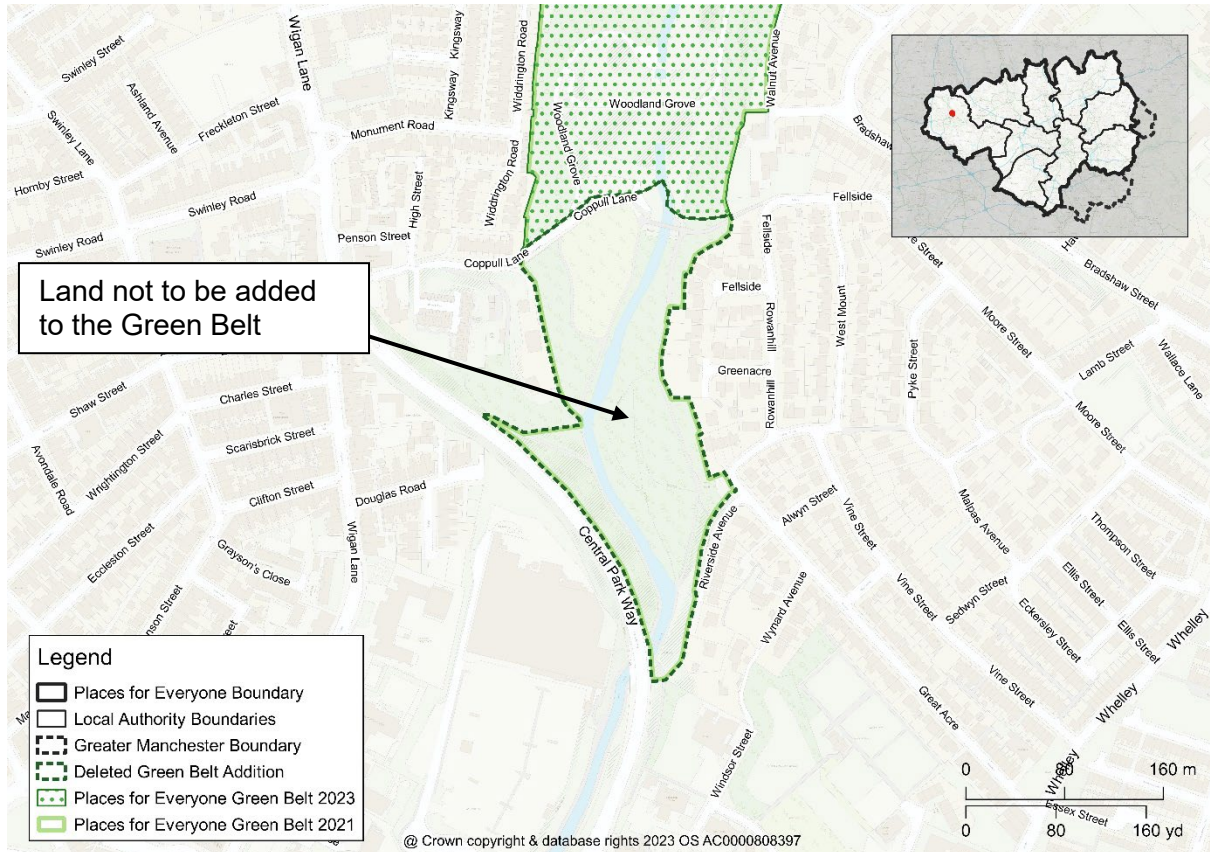
Delete Green Belt Addition GBA48 from the policies map and amend the Green Belt boundary accordingly



Map PMC41

GBA49 Coppull Lane, Wigan

Delete Green Belt Addition GBA49 from the policies map and amend the Green Belt boundary accordingly



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## **PLACES FOR EVERYONE PLAN**

### **REPORT OF RESPONSES TO THE ADDITIONAL MODIFICATIONS CONSULTATION 2023 AND SCHEDULE OF ADDITIONAL MODIFICATIONS**

Additional modifications (sometimes also referred to as “minor modifications”) are changes which do not materially affect the policies in the Plan and therefore did not fall within the scope of the examination. However, for completeness, a schedule of Additional Modifications was made available for public consultation for a period of eight weeks from 11 October 2023 to 06 December 2023, alongside the Main Modifications’ Schedule.

This report summarises the issues raised in respect of the Additional Modifications and summaries the PfE districts’ response. Please note that references to policy and paragraph numbers relate to those as set out in the submission version of the Plan (SD1). The appendix sets out the Additional Modifications which are being presented to the nine PfE authorities for approval alongside consideration of the Inspectors’ Report and the Main Modifications. Additional Modifications that were presented for public consultation have a AM prefix. Those identified after the consultation have a FAM prefix.

## CHAPTER 1: INTRODUCTION

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
AM1.10	Introduction Para 1.41	The claim that the 9 councils have been 'able to maximize the supply of brownfield land...and limit the extent of Green Belt release' is not true. Does not align with brownfield preference or Chapter 13 NPPF on Green belt protection. No argument of exceptional circumstances for Green Belt development.	No comment on the proposed modification text. No new evidence has been submitted and no issues raised which have not been considered as part of the examination to date. No change.	Bamford Green Belt Action Group

## CHAPTER 2: CONTEXT

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
AM2.1	Para 2.4	Challenges the amount of growth referred to in paragraph 2.4. It is too	Additional amendments (AM2.1) are consequential modifications as a result of	CPRE

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
		optimistic given economic uncertainties and cancellation of HS2.	changes to the plan period ( <u>GMCA6.1</u> SQ1.12). Growth was not predicated on delivery of HS2 therefore these figures do not need reviewing in the light of the announcements made in October 2023 about HS2.	

### CHAPTER 3: VISION

#### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
AM3.1 to 3.2	Vision	The plan's Vision includes: "A place where all voices are heard and where, working together, we can shape our future", but respondents have not been listened to, in particular around Green Belt allocations.	Comment does not relate to the wording of a proposed modification. All responses to consultations have been carefully considered during the preparation of the PfE Plan. No change.	Thornham St John's Neighbourhood Forum

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
AM3.1 to 3.2	Vision	Unnecessary release of Green Belt. Should prioritise the use / regeneration of brownfield sites. Effect on ecology.	No specific comments made in relation to the Additional Modifications' wording. No new evidence has been submitted. No issues raised which have not been considered as part of the examination to date. No change.	Alan Tuckley

## CHAPTER 4: STRATEGY

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
AM4.1 to AM4.7	Strategy	Many of the allocations do not align at all well with the Plan's Vision, Objectives, and Strategies. Recent events such as COVID, and slowing in population growth from ONS predictions.	No specific comments made in relation to the Additional Modifications' wording. No new evidence has been submitted. No issues raised which have not been considered as part of the examination to date. No change.	Thornham St John's Neighbourhood Forum



<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
AM4.1 to AM4.7	Strategy	The Plan will contradict efforts to control Climate Change, and the GMCA's and Local council's Climate Emergency declarations. The Plan does very little to ensure that road transport for both private vehicles and freight, in particular, will be sufficiently reduced.	No specific comments made in relation to the Additional Modifications' wording. No new evidence has been submitted. No issues raised which have not been considered as part of the examination to date. No change.	Thornham St John's Neighbourhood Forum
AM4.5	Strategy	Deletion of the words, "around the airport, including the Davenport Green area" changes the meaning of Reasoned Justification Para 4.62. The reason given for this additional modification in the schedule is that it is, "In line with IN36 following removal of JPA-10". This additional modification is a change which, contrary to the published guidance, materially affects	It is considered that the proposed Additional Modification is an appropriate consequential modification, following the deletion of JPA10. The text is Reasoned Justification and is not Policy. Instead, it describes, geographically, where the release of Green Belt is proposed in this locality. It is however acknowledged that consequential changes are needed to references to HS2, such as the one in para	Jeremy Williams

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
		<p>the policies in the Plan. There was nothing selective about the proposed release of Green Belt in the JPA10 area, as is currently claimed by the document. The revised text and the schedule need to be modified to make it clear that the additional modification via deletion was a direct consequence of the Planning Inspectorate's recommendation. Additionally, reference to HS2 will need to be deleted.</p>	<p>4.62 to take account of the Government's announcements relating to HS2 in October 2023. These further modifications are set out in full in the schedule of Further Main Modifications.</p>	

## CHAPTER 7: PLACES FOR HOMES

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
AM7.1	Paragraph 7.7	Supports the additional modification which seeks to recognise that should the Local Housing Number (LHN) not be met up to 2039, the process of a Local Plan Review to monitor the situation will come into force.	Support noted	John Hamer
AM7.1	Paragraph 7.7	Our Client's Site, (North of Irlam Station GM 29) was a Strategic Allocation in earlier versions of the Joint Plan and should continue to be considered as a suitable location for future housing as part of any Local Plan Review.	No specific comments made in relation to the additional modifications' wording.  The appropriateness of North of Irlam Station as an allocation in PfE, including in relation to public benefits and the presence of peat, was discussed at examination sessions on the 16 February 2023 (in respect of PfE Policy JPA28) and 5 July 2023 (specifically in relation to peat). The	John Hamer

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
			<p>justification for deleting allocation JPA28 is summarised in IN37.</p> <p>Salford is currently progressing the second part of their Local Plan looking at core strategy and allocations. The Local Plan will therefore consider the need for further site allocations within the city.</p>	
AM7.1 to AM7.3	Places for Homes	Too favourable to developers. Criteria needs to be stricter if it is to provide what is required in area. There should be a minimum requirement of 40% affordable housing provision within any development irrespective of the size of the development. The affordable homes should not be smaller and more cheaply made in comparison to the overall development.	<p>No specific comments made in relation to the additional modifications' wording.</p> <p>The modifications make it clear that it will be for district level Local Plans to set targets for the provision of affordable housing.</p> <p>No change.</p>	Carole Tuckley

## CHAPTER 8: GREENER PLACES

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
AM8.1 to AM8.4	Greener Places	Object to development of Green Belt land	No specific comments made in relation to the additional modifications' wording. No issues raised which have not been considered as part of the examination to date. No change.	David G Roberts
AM8.1 to AM8.4	Greener Places	Not consistent with the Government's stated aspirations to channel growth towards major cities in order to protect green space. The plan's own evidence base shows that by adopting a high-density strategy directed at the city and town centres and along sustainable public transport routes, approximately 214,000 homes could be built over the	No specific comments made in relation to the additional modifications' wording. No issues raised which have not been considered as part of the examination to date. The approach set out in the plan is evidenced through documentation on the GMCA <a href="#">website</a> No new evidence submitted. No change.	Carole Tuckley

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
		<p>plan period without needing to release any Green Belt.</p> <p>References also made in the statement to the published feedback in relation to the GMCA's consultation on the Local Nature Recovery Plan, which took place between February and March 2021.</p>		

## **CHAPTER 9: PLACES FOR PEOPLE**

### **SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE**

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
AM9.1 to AM9.9	Places for People	<p><a href="https://www.placenorthwest.co.uk/planning-approval-tipped-for-rochdale-homes-200000-sq-ft-industrial/">https://www.placenorthwest.co.uk/planning-approval-tipped-for-rochdale-homes-200000-sq-ft-industrial/</a> Read the comments!!</p>	<p>No specific comments made in relation to the additional modifications' wording.</p> <p>No issues raised which have not been considered as part of the examination to date.</p>	Carole Tuckley

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
			No change.	

## CHAPTER 11: ALLOCATIONS - ROCHDALE

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

<b>Mod reference</b>	<b>Relevant Part of Plan</b>	<b>Summary of main issues raised</b>	<b>PfE Response</b>	<b>Respondent Name(s)</b>
AMR1	Rochdale Allocations	Re Bamford / Norden Object to the development as the transport interventions are inadequate and make unrealistic assumptions about public transport use.	No specific comments made in relation to the additional modifications' wording. No issues raised which have not been considered as part of the examination to date. No change.	Carole Tuckley
AMR1	JPA20 Castleton Sidings	Supportive of modification to paragraph 11.221 for JPA20 Castleton Sidings as this offers clearer context for the position of the tram-train project.	Support noted	Kellen Homes

## CHAPTER 11: ALLOCATIONS - TAMESIDE

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
N/A	JPA31: Godley Green Garden Village, Footnote 144  JPA32: South of Hyde, Footnote 149	The web links to Sport England’s Active Design Guide should be updated to the latest version of the guidance at <a href="#">Active Design   Sport England</a> , as follows:  144 Sport England – <del>Active Design, Design and Cost Guidance: Active Design</del> <a href="#">Active Design   Sport England</a> .  149 Sport England – <del>Active Design, Design and Cost Guidance: Active Design</del> <a href="#">Active Design   Sport England</a> .	Agree.  Further Additional Modification is required to update the web links in footnotes 144 &149. See Appendix 1 of this report for details.	Sport England



## OTHER COMMENTS

### SUMMARY OF MAIN ISSUES RAISED TO THE PFE ADDITIONAL MODIFICATIONS AND THE PFE RESPONSE

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
Multiple	Multiple	<p>I am a layman and this is just too complicated.</p> <p>Unnecessary release of Green Belt.</p> <p>Should prioritise the use / regeneration of brownfield sites.</p>	<p>No specific comments made in relation to the additional modifications' wording.</p> <p>No issues raised which have not been considered as part of the examination to date.</p> <p>No change.</p>	Alan Tuckley
AM4.1 to AM4.7	Strategy	<p>If the GMCA were truly concerned with how local people thought about the plans each individual borough should have released details of the plan directly affecting that borough and consulted with the residents before the plan was submitted as whole. The presentation of the whole plan and subsequent modifications have placed individual lay</p>	<p>No specific comments made in relation to the additional modifications' wording.</p> <p>No issues raised which have not been considered as part of the examination to date.</p> <p>As detailed in documents SD21 to SD31, which are available on the GMCA's <a href="#">website</a>, extensive consultation was carried out on the plan before it was submitted for</p>	Carole Tuckley

Mod reference	Relevant Part of Plan	Summary of main issues raised	PfE Response	Respondent Name(s)
		persons trying to respond at a disadvantage	independent Examination. The modifications' consultation therefore comes after multiple opportunities for people to express their views.  No change.	

## Appendix 1

### SCHEDULE OF ADDITIONAL MODIFICATIONS

This appendix sets out the further additional modifications which the PfE districts consider should be made to the Place for Everyone Plan, following consideration of the responses to the public consultation between 11 October and 6 December 2023.

Note: Where a previous modification was proposed, the relevant modification reference has been included in the first column; where it is a new further main modification, no reference has been included. Where relevant, the name of the respondent to the modifications' consultation has also been included.

<b>Add. Mod. Ref.</b>	<b>PfE Ref.</b>	<b>PfE Page No.</b>	<b>Additional Modification Text</b>	<b>Reason for modification</b>
FAM1	Contents	3	Table of Contents added	Usability
FAM2	All Instances	N/A	All instances of 'Metrolink' have been capitalized.	Grammatical error
FAM3	All Instances	N/A	All instances of 'Picture' in chapter 1-10 have been changed to 'Figure'	Formatting
FAM4	All Instances	N/A	All instances of 'Figure' in chapter 11 have been changed to 'Picture'	Formatting
FAM5	All Instances	N/A	Consequential changes to paragraph numbers, figure numbers, and picture numbers to chronological order.	Formatting

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
FAM6	Policy Numbers	N/A	Consequential changes to Policy numbers (including Allocations and Green Belt Additions) to ensure consecutive numbering.	Formatting
FAM7	Tables	N/A	Formatting of tables has been amended. Some have been split into multiple tables to prevent merging of cells (e.g. see Table 12.1-12.7).	Accessibility regulations (2018)
AM1.1	Sub-title above para 1.1	8	Include new sub-title before paragraph 1.1 as follows:  “ <u>Background</u> ”	This clarifies the role of paragraphs 1.1 to 1.11
AM1.2	Para 1.13	10	Modify the last sentence of paragraph 1.13 as follows:  “Of course, we need to underpin all of this <del>this</del> with quality education, work and skills provision across the Plan area: using science and digital to engage people at a young age; developing a clear <del>light</del> <u>line</u> of sight to opportunities; guaranteeing opportunities for all young People; and support those furthest from the labour market back into work.”	Typos

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM1.3	Para 1.14	10	<p>Modify the final sentence of paragraph 1.14 as follows:</p> <p>“Urban greenspace is under pressure and needs to be protected and enhanced wherever possible. The proposals for the first city centre park at Mayfield <del>is leading</del> <u>has led</u> the way.”</p>	To reflect the passage of time
AM1.4	Para 1.16	10	<p>Modify paragraph 1.16 as follows:</p> <p>“The Places for Everyone: <del>Publication</del> Plan is our spatial plan to underpin our recovery.”</p>	To reflect the passage of time
AM1.5	Para 1.17	10	<p>Modify the title above paragraph 1.17 as follows:</p> <p>“The Places for Everyone: <del>Publication</del> Plan”</p>	To reflect the passage of time
AM1.6	Para 1.21	11	<p>Modify the first sentence of paragraph 1.21 as follows:</p>	To reflect the passage of time

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			“The text of the GMSF2020 <u>was</u> <del>has been</del> revised following the withdrawal of Stockport.”	
AM1.7	Para 1.29	13	Modify the first sentence of paragraph 1.29 as follows:  “In extremely challenging times, the need for bold ambitious plans for good quality employment are <u>is</u> critical.”	Typo
AM1.8	Para 1.30	13	Modify the second sentence of paragraph 1.30 as follows:  “Meeting market demand for sites and infrastructure is essential <del>however</del> as all places in the UK will be seeking to capture growth to offset the impact of the economic downturn and the loss of jobs in our current growth sectors.”	Typo
AM1.9	Para 1.39	14	Modify the last sentence of paragraph 1.39 as follows:	To reflect the passage of time

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			“We are <del>piloting</del> <u>piloted</u> the development of a Local Nature Recovery Network Strategy with Natural England.”	
AM1.10	Para 1.41	15	<p>Modify the first sentence of paragraph 1.41 as follows:</p> <p><del>“As part of this consultation we are being as transparent as possible about the land we have identified within the urban area. The land supply position for the nine districts is published alongside this consultation.”</del></p>	To reflect the passage of time
AM1.11	Para 1.43	15	<p>Modify the last sentence of paragraph 1.43 as follows:</p> <p>“If we cannot demonstrate that our brownfield land is available, <del>and</del> then we are required to identify other land which is <del>—</del> this may be Protected Open Land or Green Belt.”</p>	Typo
AM1.12	Para 1.45	15	Modify the second and third sentences of paragraph 1.45 as follows:	To reflect the passage of time

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“The <del>recently announced</del> Brownfield Land Fund is targeted at Combined Authorities and begins to help to address viability issues across the conurbation, but it is not enough. We <u>continue to work</u> <del>are bidding for more funding but further discussions with Government are critical</del> to enable the full potential of our brownfield land supply to be realised”.</p>	
AM1.13	Para 1.53	17	<p>Modify the third sentence of paragraph 1.53 as follows:</p> <p>“We <u>Greater Manchester</u> have looked at the major challenges that we consider our existing infrastructure networks will have to respond to and have produced an Infrastructure Framework setting this out.”</p>	To clarify that the Infrastructure Framework is a GM document
AM1.14	Para 1.62	18	<p>Modify the last sentence of paragraph 1.62 as follows:</p>	To take account of the passage of time



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“On this basis, it <del>is proposed</del> <u>was agreed</u> to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.”</p>	
AM1.15	Para 1.63 to 1.68	18 - 20	<p>Delete paragraphs 1.63 to 1.68 and insert the following new text as paragraphs 1.63 and 1.64:</p> <p><u>“The consultation under Regulation 19 ran for 8 weeks, starting in August 2021. The draft joint DPD (Places for Everyone) and all representations received during the Regulation 19 consultation were sent to the Secretary of State (the “Submission stage”) pursuant to Reg. 22 of the Local Planning Regulations. Following that, three independent inspectors were appointed to examine the plan and the formal hearing sessions of the examination began in November 2022.”</u></p>	To take account of the passage of time

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p><u>“Following an 8 week period of consultation on proposed modifications to the Submitted Plan and the publication of the Inspectors’ report in February 2024, the nine PfE authorities resolved to adopt the plan on 21<sup>st</sup> March 2024. As such the PfE Plan forms part of the development plan for each of the nine PfE authorities.”</u></p>	
AM2.1	Para 2.4	24	<p>Modify sentences 3 to 6 of paragraph 2.4 as follows:</p> <p>“The population of Greater Manchester is forecast to have grown by around another 195<u>0</u>,000 people by 203<u>9</u> <u>7</u> (of which just over 17<u>7</u> <u>0</u>,000 will be within the nine districts making up the PfE Plan area). This growth, in turn, will contribute to a significant increase in households. 6<u>6</u> <u>9</u>% of the population growth is expected to be in those aged 65 and over, and approximately 40% of the growth will be amongst those aged 75 and over. Growth in the working age population (18-64) will be lower (approximately 4<u>0</u> <u>3</u>8% of the total growth), but still significant at around 75,000. This concentration of</p>	Consequential as a result of changes to the Plan Period

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>growth is likely to continue in the future, with Manchester, Salford and Rochdale forecast to account for around 47% of Greater Manchester's population growth over the period up to 2039 <sup>7</sup> or just over 50% of the population growth in the PfE Plan area.”</p>	
AM2.2	Para 2.6	25	<p>Modify paragraph 2.6 from sentence 3 as follows:</p> <p>“The baseline economic forecast foresees an increase of around 100,000 jobs by 2039 <sup>7</sup> (of which approximately 90% is forecast to be within the PfE Plan area). Similar changes in the sectoral mix to the recent past are forecast, although a more ambitious accelerated growth scenario estimates an increase of <del>just</del> over 170,000 jobs across Greater Manchester. Employment opportunities are unevenly dispersed across Greater Manchester, with by far the most significant concentration currently being in the City Centre and adjoining areas such as Salford Quays, which collectively account for around 20% of all jobs. Baseline economic trends<sup>(3)</sup> suggest the majority of the</p>	Consequential as a result of changes to the Plan Period

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			employment growth would be in Salford, Manchester and Trafford. The remaining districts would see only modest change in employment in the period 2020-39 7, with some districts (Oldham, Rochdale, Tameside and Wigan) seeing small decreases in total employment in this period.”	
AM2.3	Para 2.10	26	Modify the first sentence of paragraph 2.10 as follows:  “This covers the City Centre and the Quays and extends eastwards to include Central Park and the Etihad eCampus, and westwards through Trafford Park which is one of Europe’s largest industrial estates.”	Typo
AM2.4	Para. 2.14	27	Modify the final sentence of paragraph 2.14, as follows:  “More locally, the emerging Airport City development ( <del>part of the Greater Manchester Enterprise Zone</del> ) is creating a major new	To clarify the sustainable growth location of Manchester Airport ensuring

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity.”	consistency across the Plan, including Policy JP-Strat10.
AM2.5	Para 2.29	32	<p>Modify the penultimate sentence of paragraph 2.29 as follows:</p> <p>“This concentration of growth is likely to continue in the future, with Manchester, Salford and Trafford forecast to account for 44.5% of population growth up to 2039<del>7</del>, around 60% of GVA growth, and 90% of the increase in employment<sup>8</sup>.”</p>	Consequential as a result of changes to the Plan Period
AM3.1	Objective 3	39	<p>Amend the start of bullet 4 of objective 3 as follows:</p> <p>“Facilitate the development of high value clusters in <del>prime</del> <u>key economic</u> sectors such as:”</p>	To clarify with a correctional wording change to ensure the policy is consistent with NPPF paragraph 123 which refers to key economic sectors, rather than prime sectors.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM3.2	Objective 4	40	Amend the first bullet of objective 4 as follows:  “Focus development in the Core Growth Area, Manchester Airport and key <del>economic</del> <u>growth</u> locations.”	To ensure consistency with JP-J1 point G and to remove ambiguity.
AM4.1	Spatial Strategy Figure 4.1	48	Modify colour scheme of figure 4.1.	To clarify as a consequential change to other policies in the framework.
AM4.2	JP-Strat3: The Quays Figure 4.4	55	Modify figure 4.4 to add reference to ‘Warrington,’ and modified colour scheme.	To clarify as a consequential change to other policies in the framework.
AM4.3	JP-Strat6: Northern Areas Reasoned Justification Para 4.47	60	Modify the second sentence of paragraph 4.47 as follows:  “There is a need to increase the density of high quality public transport routes to match that found in the southern areas. Improving connections between places in the north, and to key <del>economic</del> <u>growth</u> locations such as those within the Core Growth Area and	To ensure consistency with JP-J1 point G and to remove ambiguity.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			Manchester Airport, would help to deliver a more integrated Greater Manchester economy where everyone can benefit fully from growth.”	
AM4.4	JP-Strat 6: North East Growth Corridor Reasoned Justification Para 4.49	61	Modify the first sentence of paragraph 4.49, as follows:  “The most significant proposed intervention in the northern areas is focused on the M62 corridor from Junction 18 (the confluence with the M60 and M66) to Junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham ( <del>GM-Strat 7</del> <u>JP-Strat7</u> ).”	To clarify, reflecting a consequential change to reference Policy JP-Strat7
AM4.5	JP-Strat9: Southern Areas Reasoned Justification Para 4.62	67	Modify the second sentence of paragraph 4.62 as follows:  “This will include the selective release of Green Belt for new employment and housing around the airport, including the Davenport <del>Green area</del> around the proposed HS2 station and beyond to the hospital and southern edge of Timperley.”	In line with IN36 following removal of JPA-10

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM4.6	JP-Strat10: Manchester Airport Reasoned Justification Paras 4.66 and 4.68	68, 69	<p>Modify the last sentence of paragraph 4.66 as follows:</p> <p>“More locally, the emerging Airport City development (<del>part of the Greater Manchester Enterprise Zone</del>) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.”</p> <p>Modify the fourth and fifth sentences of paragraph 4.68 as follows:</p> <p>“The M56 J6 to J8 smart motorway scheme <del>will serve to</del> <u>maximises</u> the benefits of recent/ongoing investment in the A556 and M6 J19 improvements. <u>National Highways England</u> <del>England</del> have also commenced a South Manchester Highways and Transport Study which is exploring options for improvements to transport links to mitigate the impact on the M56 of proposed growth in this location.”</p>	<p>To ensure consistency across the plan.</p> <p>Updated to reflect current position</p>



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM5.1	JP-S1: Sustainable Development Reasoned Justification Para. 5.1	82	<p>Modify the first sentence of paragraph 5.1 as follows:</p> <p>“The purpose of the planning system as set out in legislation and the National Planning Policy Framework (<del>2019</del><u>2021</u>) is to contribute to the achievement of sustainable development and to maintain a presumption in favour of such development as part of plan making and decision taking.”</p>	To clarify, reflecting the updated NPPF reference
FAM8	JP-S2: Carbon and Energy Policy	86	<p>Modify footnote 31 to criterion 8a as follows:</p> <p>“Applied to operational net zero carbon up to 2028 and considered for net zero ‘in construction’ from 2028 onwards in line with the UK GBC Framework (<del><a href="https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/">https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/</a></del></p> <p><a href="https://ukgbc.org/resources/net-zero-carbon-buildings-framework/">https://ukgbc.org/resources/net-zero-carbon-buildings-framework/</a>)</p> <p>Minimum carbon reduction target expected to be in line with 2025 Future Homes Standard of 80%.”</p>	To update with the most up-to-date web address.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM5.2	JP-S2: Carbon and Energy Reasoned Justification  Paras 5.5, 5.7, 5.9, 5.11, 5.12, 5.18. 5.19,	83, 84, 85, 86, 88, 89	<p>Delete footnote 17 to paragraph 5.5 as follows:</p> <p><del>“A Greater Manchester carbon budget compliant with the Paris Agreement was developed by Tyndall (2019)–</del>  <a href="https://www.research.manchester.ac.uk/portal/files/83000155/Tyndall-Quantifying_Paris_for_Manchester_Report_FINAL_PUBLISHED_re_v1.pdf">https://www.research.manchester.ac.uk/portal/files/83000155/Tyndall-Quantifying_Paris_for_Manchester_Report_FINAL_PUBLISHED_re_v1.pdf</a>”</p> <p>Delete footnote 20 to paragraph 5.9 as follows:</p> <p><del>“Energy Systems Catapult (2016), Greater Manchester Spatial Energy Plan: <a href="https://www.greatermanchester-ca.gov.uk/media/1363/spatial_energy_plan_exec_summary.pdf">https://www.greatermanchester-ca.gov.uk/media/1363/spatial_energy_plan_exec_summary.pdf</a></del></p> <p>Modify the last sentence of paragraph 5.12 as follows:</p>	<p>Footnote unnecessary as GM’s international commitment to becoming a carbon neutral city region by 2038 is covered in the next footnote and the Carbon and Energy Topic Paper.</p> <p>Delete footnote as webpage has been removed.</p> <p>Typographical errors.</p> <p>Web pages have been removed or wrong link.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“The research has shown that in a low carbon context, the use of heat pumps could lead to higher running costs (as they consume energy, not generate), increasing the potential for more households being in fuel poverty, production of waste heat and an increased risk of creating local network capacity issues.”</p> <p>Modify the penultimate sentence of paragraph 5.18 as follows:</p> <p>“Various industry initiatives<sup>(28)</sup> are also beginning to address this issue so that this can be minimised as part early <u>on</u> as part of the design and build process.”</p> <p>Delete footnote 29 to paragraph 5.19 as follows:</p> <p><del>“Report to inform Greater Manchester Spatial Framework—Carbon and Energy Policy, Tyndall (2019)”</del></p>	Consequential modification following the deletion of policy JP-S2 criteria 4.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM5.3	JP-S3 Heat and Energy Networks  Reasoned Justification  Paras 5.21 and 5.22	88-89	<p>Delete footnote 34 of paragraph 5.21 as follows:</p> <p>“See <a href="http://enworks.com/resources/ESTA%20Wedges%20Approach%20in%20Greater%20Manchester%20Final.pdf">http://enworks.com/resources/ESTA%20Wedges%20Approach%20in%20Greater%20Manchester%20Final.pdf</a>”</p> <p>Modify the first sentence of paragraph 5.22 as follows:</p> <p>“Further analysis<sup>35</sup> has identified heat networks as among the technologies/systems offering the highest technical potential to contribute to <del>carbon emissions</del> <u>the reductions in carbon emissions.</u>”</p> <p>Modify footnote 35 to paragraph 5.22 (first sentence) to delete existing URL and replace with a new URL as follows:</p>	For clarity

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“See <a href="https://www.greatermanchester-ca.gov.uk/media/1363/spatial_energy_plan_exec_summary.pdf">https://www.greatermanchester-ca.gov.uk/media/1363/spatial_energy_plan_exec_summary.pdf</a> <a href="https://www.greatermanchester-ca.gov.uk/media/1277/spatial-energy-plan-nov-2016.pdf">https://www.greatermanchester-ca.gov.uk/media/1277/spatial-energy-plan-nov-2016.pdf</a>”</p> <p>Delete footnote 37 to paragraph 5.22 (last sentence) as follows:</p> <p>“See <a href="https://www.cse.org.uk/projects/view/1183">https://www.cse.org.uk/projects/view/1183</a>”</p>	
AM5.4	JP-S6: Clean Air Reasoned Justification Para 5.42	96	<p>Modify the first sentence of paragraph 5.42 as follows (insertion of space between PM10 and PM2.5):</p> <p>“A range of different types of pollutant negatively impact on air quality, including nitrogen oxides (NO<sub>x</sub> ), small and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), sulphur dioxide (SO<sub>2</sub> ), volatile organic compounds (NMVOCs) and ammonia (NH<sub>3</sub> ).”</p>	Typo.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM5.5	JP-S7: Resource Efficiency Reasoned Justification Para 5.56	101	Delete URL in footnote to paragraph 5.56 (first sentence) and replace with a new URL as follows:  “See <a href="http://www.gmwastedpd.co.uk/doclib.html#Adopted_Waste_Plan_Documents">www.gmwastedpd.co.uk/doclib.html#Adopted_Waste_Plan_Documents</a> <a href="https://www.greatermanchester-ca.gov.uk/media/1994/greater_manchester_waste_plan_opt.pdf">https://www.greatermanchester-ca.gov.uk/media/1994/greater_manchester_waste_plan_opt.pdf</a> ”	Updated link to webpage.
AM6.1	JP-J1: Supporting Long-Term Economic Growth Policy	108, 111	Amend criterion B of policy JP-J1 as follows:  Facilitating the development of high value clusters in <del>prime sectors</del> <u>key economic sectors</u> such as:”	To clarify with a correctional wording change to ensure the policy is consistent with NPPF paragraph 123 which refers to key economic sectors, rather than prime sectors.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM6.2	JP-J3: Office Development Reasoned Justification Para 6.21	113	<p>Modify the second sentence of paragraph 6.21 as follows:</p> <p>“To ensure the continued growth of our key <u>economic</u> sectors is not constrained by a shortage of supply of new floorspace it is important to maintain a strong supply in key <u>growth</u> locations such as the City Centre and The Quays.”</p>	To clarify with a correctional wording change to ensure the policy is consistent with NPPF paragraph 123 which refers to key economic sectors, rather than key sectors.
AM6.3	JP-J4: Industry and Warehousing Development Reasoned Justification Para 6.26	116	<p>Modify the second sentence of paragraph 6.26 as follows:</p> <p>“It is particularly important to the key <u>economic</u> sectors of advanced manufacturing and logistics but is also crucial to supporting other parts of the economy and its continued provision will help to reduce inequalities.”</p>	To clarify with a correctional wording change to ensure the policy is consistent with NPPF paragraph 123 which refers to key economic sectors, rather than key sectors.
AM6.4	JP-J4: Industry and Warehousing	120, 123	Modify the last sentence of para 6.34 as follows:	Typographical error

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Development Policy Paras 6.34, 6.36		<p>“Additionally given the scale of some of the opportunities, <del>almost</del> a further...”</p> <p>Modify the second sentence of paragraph 6.36 as follows:</p> <p>“The Green Belt sites have been selected in order to make the most of key assets and locations, with a focus on realising the potential of transport infrastructure. <del>such as the motorway network, the Manchester Ship Canal and Manchester Airport.</del>”</p>	Consequential modification following the deletion of policy JPA10 Global Logistics
AM7.1	JP:H1: Scale, Distribution and Phasing of New Housing Development Reasoned Justification	127, 131	<p>Modify the last sentence of paragraph 7.7 as follows:</p> <p>“Instead it is considered appropriate to proceed on the basis that we should seek to meet our LHN up to <del>2037</del> <u>2039</u> but to use the process of local plan review to monitor the situation and if necessary to undertake a formal review outside of the statutory timetable.”</p> <p>Modify the first three sentences of paragraph 7.14 as follows:</p>	Consequential changes as a result of the change to the plan period.  Clarification



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Paras 7.7, 7.14, 7.16		<p>“The population of the PfE plan area is projected to increase in population by <del>158,194 (6.2%)</del> from 2021 to 2037 <u>165,600 (6.4%)</u> from 2022 to 2039 <sup>New footnote</sup>. The highest levels of population growth across Greater Manchester are projected to be in the two cities Manchester (<del>32,700</del> <u>34,000</u> increase in residents) and Salford (<del>31,000</del> <u>31,700</u>). The next largest increases are projected to be in Rochdale (<del>19,400</del> <u>19,800</u>) and Oldham (<del>16,700</del> <u>17,600</u>).”</p> <p>New footnote: <u>ONS 2018-based subnational population projections.</u></p> <p>Modify penultimate sentence of paragraph 7.16 as follows:</p> <p>“Instead, this plan recognises the uncertainty that the pandemic may have on the housing sector in the short-term by ensuring that there is a significant <del>buffer</del> <u>flexibility allowance</u> on the housing land supply to meet the proposed phasing.”</p>	

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM7.2	JP-H2: Affordability of New Housing Reasoned Justification Para 7.23	134	<p>Modify the first sentence of paragraph 7.23 as follows:</p> <p>“There are around <del>72,000</del> <u>over 70,000</u> households on the local authority registers, with <del>over 26,000</del> <u>almost 27,000</u> of these identified as being in reasonable preference for housing<sup>79</sup>.”</p>	For consistency with how figures are expressed in para 7.2
AM7.3	JP-H3: Type, Size and Design of New Housing Reasoned Justification Para.7.29	136	<p>Modify paragraph 7.29 as follows:</p> <p>“A diverse range of housing will be required to meet our population and household growth. Just <del>over</del> <u>under</u> 70% of the population increase <del>2024-2037</del> <u>2022-2039</u> is projected to be in those aged 65 and over. In contrast the population of those aged under 18 is projected to decrease by <del>more than 12,000</del> <u>almost 10,000</u>.<sup>(82)</sup> Indeed, those aged 65 and over are projected to account for large proportions of the growth in each district and ranging from <del>34</del> <u>33%</u> of the growth in Salford to <del>445</del> <u>140%</u> in Wigan and <del>466</del> <u>154%</u> in Bolton</p>	Consequential change as a result of the change to the plan period.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			(and those under 65 in Bolton decreasing by <del>5,000</del> <u>4,400</u> and those under 65 in Wigan decreasing by <del>6,400</del> <u>5,700</u> ).	
AM8.1	JP-G2: Green Infrastructure Network Reasoned Justification Paras 8.11, 8.14	146, 147	<p>Modify the last sentence of paragraph 8.11 as follows:</p> <p><del>“GMCA is piloting and developing</del> <u>has piloted the development of a</u> Local Nature Recovery Strategy (LNRS), these <del>will</del> <u>have</u> become mandatory <del>and a statutory document under the Environment Bill</del> and will identify priority actions for biodiversity and nature recovery across Greater Manchester, including the development of an NRN.”</p> <p>Delete the entirety of paragraph 8.14 as follows:</p> <p><del>“The Environment Bill being considered by Parliament goes even further — requiring all areas in England to establish LNRSs. This will help bring a broad range of groups together — from farmers to businesses to local communities — to deliver priorities for nature</del></p>	To reflect the passage of time

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<del>recovery at a local and national level. The pilots will also help kick-start the creation of over a million acres of habitats for wildlife.”</del>	
FAM9	JP-G4: Lowland Wetlands and Mosses Reasoned Justification	153	Modify footnote 95 to paragraph 8.27 as follows: 95 <del>https://www.lancswt.org.uk/greatmanchesterwetlands</del> <u>Great Manchester Wetlands</u>	To update the footnote to the most-up-to date web address.
AM8.2	JP-G7: Trees and Woodland Policy	160	Modify criterion 2 of policy JP-G7 as follows:  “Encourage <u>ing</u> habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;”	Typographical error.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM8.3	JP-G10: The Green Belt Reasoned Justification, 8.62	167,	<p>Modify the first sentence of paragraph 8.62 as follows:</p> <p>“In amending the Green Belt boundary, through <del>the allocations in this</del> Plan, opportunities have been identified to improve/enhance Green Infrastructure within the land to remain within the Green Belt.”</p>	Clarification.
AM8.4	JP-G10: The Green Belt policy	167	<p>Remove repeated word ‘this’ in the second paragraph of policy JP-G10 as follows:</p> <p>“...where this <del>this</del> can be achieved without harm to its openness, permanence or ability to serve its five purposes.”</p>	Typographical error
AM9.1	JP-P1 Sustainable Places Reasoned	173-174	<p>Modify paragraph 9.4 by adding semi-colons to the end of the first ten bullets and a full stop at the end of the final bullet. Also add ‘and’ at the end of the penultimate bullet.</p> <p>Modify bullet point 7 of paragraph 9.4 as follows:</p>	Typographical errors

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Justification Para 9.4		“Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and <del>well-being</del> <u>wellbeing</u> ;	
AM9.2	JP-P1: Sustainable Places  Policy	175	<p>Modify criterion 1C. of Policy JP-P1, as follows:</p> <p>“Respects and acknowledges the character and <u>identity</u> <del>identify</del> of the locality in terms of design, siting, size, scale and materials used.”</p> <p>Add semi-colons to the end of the criteria 3A and 3B as follows:</p> <p>“A. Responding to the needs of all parts of society; B. Enabling everyone to participate equally and independently;”</p>	To clarify by correcting drafting errors.
AM9.3	JP-P2: Heritage Reasoned Justification	177, 178	<p>Modify the third sentence of paragraph 9.11 as follows:</p> <p>“Greater Manchester has a uniquely diverse cultural heritage represented by its rich and extensive historic and built environment<sub>1</sub></p>	To clarify by correcting a grammatical error with the addition of a comma.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Paras 9.11, 9.12		<p>including designated and non-designated heritage assets. Its development has evolved over a period of more than 5,000 years, gradually changing from a heavily wooded landscape populated by hunter gatherers and upland camp sites, to become an overwhelmingly cleared rural landscape dotted with farmsteads. Many towns and villages of Greater Manchester can trace their origin to Saxon or Viking settlers, <u>with their</u> place names, often reflecting distinctive landscape features or farmsteads. Today's principal towns established market and borough status from the 13th century, but it was the impact of the industrial revolution of the late 18th and 19th centuries that would transform the character, appearance and economic fortunes of Greater Manchester.”</p> <p>Modify the first sentence of paragraph 9.12 as follows:</p> <p>“The conservation and enhancement of the historic environment will start with the preparation and implementation of up-to-date evidence</p>	<p>To present numbers consistently with elsewhere in the plan.</p> <p>To improve the clarity of the reasoned justification to the policy JP-P2.</p> <p>To clarify by correcting a grammatical error with the addition of a comma.</p> <p>To improve the clarity of the reasoned justification to the policy JP-P2</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			of the historic environment <u>which</u> will be used to help shape and inform the implementation of planning policies at a strategic and local plan level.”	
AM9.4	JP-P2: Heritage Policy	178	Modify the first sentence of policy JP-P2 as follows:  “ proactively manage and work with partners to positively conserve, sustain and enhance <del>its</del> <u>our</u> historic environment and heritage assets and their settings.”	
AM9.5	JP-P3: Cultural Facilities Policy	180	Modify criterion 3 of policy JP-P3 as follows:  “Promoting new, or <del>enhanced</del> <u>enhancing</u> existing, locally-distinct clusters of cultural facilities, especially where they can provide an anchor for local regeneration and town centre renewal;”  Modify criterion 4 of policy JP-P3 as follows:	To clarify by correcting a drafting error.  To clarify by correcting a grammatical error with the addition of a comma.



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“Identifying, protecting and enhancing strategic clusters of cultural attractions;”</p>	
FAM10	<p>JP-P4: New Retail and Leisure Facilities</p> <p>Reasoned Justification</p> <p>Paragraph 9.18, Footnote 105</p>	180	<p>Modify the fifth sentence of paragraph 9.18 and delete footnote 105 as follows:</p> <p>“The growth of internet shopping and large out-of-town retailers has squeezed many town centres. The UK has the highest levels of internet shopping in the world<sup>(105)</sup>, with 18.0% of all retail sales now taking place online.<sup>(106)</sup>”</p> <p><del>105 <a href="https://www.invespcro.com/blog/global-online-retail-spending-statistics-and-trends/">https://www.invespcro.com/blog/global-online-retail-spending-statistics-and-trends/</a></del></p>	<p>To take account of the fact that the link in the footnote is no longer available.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM9.6	JP-P5: Education, Skills and Knowledge Reasoned Justification Paras 9.26, 9.27	183	<p>Modify the first two sentences of paragraph 9.26 as follows:</p> <p>“Until 2010, Greater Manchester was seeing a reduction in the number of school-age children, <u>and this trend is set to continue with a projected decrease of 5% up to 2039.</u> <del>but since then the number has grown and a 7% increase in those aged 5-14 is projected over the period up to 2037. The spatial pattern of this recent growth has been very mixed, with much of the increase focused in the inner parts of the conurbation surrounding the City Centre.</del>”</p> <p>Modify the first bullet point under paragraph 9.27 as follows:</p> <p>“Increasing the supply of high-quality housing in a more diverse range of locations to attract and retain greater numbers of skilled <u>workers.</u>”</p>	<p>To update the figures as a result of the change to the plan period.</p> <p>To clarify by correcting a drafting error.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			Add semi-colons to the end of the first four bullets under paragraph 9.27, add 'and' at the end of the penultimate bullet, and a full stop at the end of the last bullet.	
AM9.7	JP-P6: Health Reasoned Justification Para 9.32	185	Add semi-colons to the end of the first three bullets under paragraph 9.32, add 'and' at the end of the penultimate bullet, and a full stop at the end of the last bullet.	Typographical errors.
AM9.8	JP-P7: Sport and Recreation Reasoned Justification Paras 9.37, 9.38	187	<p>Modify the first sentence of paragraph 9.37:</p> <p>Through the <a href="#">Greater Manchester moving programme</a> -we are helping people of all ages to be more active and to live well.”</p> <p>Modify the start of the first sentence of paragraph 9.38 as follows:</p>	<p>To clarify by correcting a drafting error with the removal of a double space after the weblink.</p> <p>To improve the clarity of the sentence by adding two commas.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			“Ensuring the continued availability of, and easy access to, a high-quality range of...”	
AM9.9	JP-P7: Sport and Recreation Policy	187-188	Modify policy JP-P7 by adding semi-colons to the end of criteria 1 to 7.	To clarify by correcting a drafting error.
AM10.1	JP-C2: Digital Connectivity Reasoned Justification Para 10.32	201	Modify the second sentence of paragraph 10.32 as follows:  “The Plan area already has a vibrant digital economy, with particular strengths in high-value <u>key economic</u> sectors such as the creative industries, health innovation, and advanced manufacturing and materials.”	To clarify with a correctional wording change to ensure the policy is consistent with NPPF paragraph 123 which refers to key economic sectors, rather than key sectors.
AM10.2	JP-C3: Public Transport	203, 204	Modify paragraph 10.41 by adding the following text to the end the paragraph:	To clarify that we will work with adjacent local

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Reasoned Justification Paras 10.41, 10.45, 10.51		<p><u>“Where appropriate we will work with adjacent local authorities to improve rail connectivity into / within Greater Manchester where schemes will have benefits for GM residents, for example the proposed rail link at Skelmersdale, west of Wigan.”</u></p> <p>Modify paragraph 10.45 as follows:</p> <p>“The scale and lead-in times for the more significant public transport infrastructure, such as a potential city centre tunnel, will mean that construction may only begin towards the end of the plan period and completion may be beyond 2037<u>9</u>.”</p> <p>Modify paragraph 10.51 by deleting the first two sentences as follows:</p> <p><del>“On 6 June 2019 Secretary of State issued revised safeguarding directions for HS2 Phase 2b Western Leg (Crewe to Manchester)</del></p>	<p>authorities to improve rail connectivity.</p> <p>Consequential as a result of changes to the Plan Period</p> <p>To clarify by ensuring references to particular safeguarding directions are not outdated</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p><del>and Eastern Leg (West Midlands to Leeds), with connections onto the existing network which replace all previous versions. Additional Safeguarding Directions were issued 15 April 2020 independently of the June 2019 Directions, which continue to apply.”</del></p>	
AM10.3	‘Our Streets’ sub-heading	206	Delete the ‘Our Streets’ sub-heading that appears above the heading ‘The Strategic Road Network’.	For clarity.
AM10.4	Policy JP-CX: The Strategic Road Network Reasoned Justification Paras 10.54, 10.55	206	<p>Modify the last sentence of paragraph 10.54 as follows:</p> <p>“Major investment is already coming forward through the <u>National</u> Highways <del>England</del> Roads Investment Strategy (RIS) to address some of these issues, for example through progression of the Smart Motorway programme for the M56, M62 and M6 and the Simister Island interchange improvements.”</p> <p>Modify the first sentence of paragraph 10.55 as follows:</p>	To clarify, reflecting the organisation’s revised name

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“We continue to work in partnership with Department for Transport, <u>National Highways England</u> and Transport for the North to address other SRN issues through major studies such as the Manchester M60 North West Quadrant Study, which is looking at the operation of the M60 between Junctions 8 and 18, and the Trans-Pennine Tunnel Study, which is exploring options to improve highway connectivity between the Greater Manchester and Sheffield City Regions.”</p>	
AM10.5	JP-C4: Streets for All Policy	208, 209	<p>Modify the first sentence of criterion 1 of policy JP-C4 as follows:</p> <p>“The design and management of streets will follow a <u>Streets</u> for All approach, including by:”</p> <p>Modify paragraph 10.63 of policy JP-C4 as follows:</p> <p>“Further information on <u>Streets</u> for All and the strategic approach to highway infrastructure improvements is set out in the Greater</p>	Typos

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan provides further detail on the highway infrastructure interventions currently proposed.”	
AM10.6	JP-C5: Walking and Cycling Policy	210	Modify criterion 3 of policy JP-C5 as follows:  “Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an active incentive to walk and cycle;”	Typo.
AM10.7	JP-C7: Transport Requirements of New Development Policy	213, 214	Modify policy JP-C7 to replace the full stops with a semi-colon in criterion 8 and 9.  Insert an additional sub heading after criterion 14 of Policy JP-C7 as follows:  “ <u>Transport Assessments</u> ”	To clarify by correcting punctuation.  Consequential change resulting from reordering the policy wording.



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMCB1	Strategic Allocations Para 11.13	224	<p>Modify the final sentence of paragraph 11.13 as follows:</p> <p>“The Northern Gateway is one of the key <u>growth</u> locations that will help to deliver these fundamental objectives.”</p>	To ensure consistency with JP-J1 point G and to remove ambiguity.
AMCB2	JPA1.1: Heywood / Pilsworth (Northern Gateway) Reasoned Justification Paras 11.20, 11.26, 11.32	228 - 230	<p>Modify the first sentence of paragraph 11.20 as follows:</p> <p>“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 <del>for removal from the Green Belt.</del>”</p> <p>Modify the second sentence of paragraph 11.26 as follows:</p> <p>“This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods and</p>	<p>To remove wording that would be inappropriate in an adopted plan.</p> <p>To ensure consistency with JP-J1 point G and to remove ambiguity.</p> <p>To add clarity to the paragraph.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>key <u>growth</u> 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.”</p> <p>Modify the first sentence of paragraph 11.32 as follows:</p> <p>“Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy <u>in accordance with Policy JP-S5</u> 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.”</p>	
AMCB3	JPA1.2: Simister and Bowlee (Northern	234	<p>Modify the first sentence of paragraph 11.40 as follows:</p> <p>“Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy <u>in accordance with Policy JP-S5</u> which</p>	To add clarity to the paragraph.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Gateway) Reasoned Justification Para 11.40		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.”	
AMCB4	JPA3.1: Medipark Reasoned Justification Para. 11.62	243	Modify the first sentence of paragraph 11.62, as follows:  “The opportunity that this area offers because of its proximity to Manchester University NHS Foundation Trust (Wythenshawe Hospital) and the wider Roundthorn Medipark <del>Enterprise Zone</del> development is significant.”	To clarify, ensuring consistency with modifications proposed to JP-Strat 10, JP-J1 G(iv) and JP-J3 (part 3)
AMBo1	JPA4: Bewshill Farm Policy	256	Amend the title of Picture 11.12 as follows:  “Picture 11.12 JPA 4 Bewshill <u>Farm</u> ”	For consistency with the title of the allocation

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMBo2	JPA4: Bewshill Farm Reasoned justification Para 11.97	256	<p>Modify the first sentence of paragraph 11.97 as follows:</p> <p>“The Logistics <u>North</u> site at Over Hulton is currently experiencing considerable pressure for development and <u>is almost completely committed</u>. <del>it is expected that it will be completely committed by the early 2020s.</del> This site provides the opportunity for a modest extension to Logistics North. Development would be for industrial and warehousing uses to reflect the uses at Logistics North.”</p>	For clarification and to bring the plan up to date
AMBo3	JPA5: Chequerbent North Reasoned justification Para 11.99	258	<p>Modify the first sentence of paragraph 11.99 as follows:</p> <p>“There are no obstacles to the construction of the site and it could come forward within 5 years, <del>subject to release from the Green Belt.</del>”</p>	To clarify deliverability of the allocation following its removal from the Green Belt at plan adoption.
AMBo4	JPA6: West of Wingates /	259	<p>Modify criterion 10 of policy JPA6 as follows:</p> <p>“Ensure that the integrity of the extensive network of existing</p>	Consequential change resulting from modifications to criteria.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	M61 Junction 6 Policy		rights of way network is protected; <u>and</u> ”	
AMBo5	JPA6: West of Wingates / M61 Junction 6 Reasoned justification Paras 11.101, 11.102	259	<p>Modify paragraph 11.101 as follows:</p> <p>“The Logistics North site at Over Hulton is currently experiencing considerable pressure for development <u>and is almost completely committed.</u>, and it is expected that it will be <del>completely committed by the early 2020s.</del>”</p> <p>Modify the first sentence of paragraph 11.102 as follows:</p> <p>“Developing the land to the west of Wingates would allow a continuing supply of land for <u>industry and</u> warehousing <del>and distribution</del> in the M61 corridor and <u>make</u> a significant contribution to the economy of Bolton and the northern part of Greater Manchester.”</p>	<p>To clarify and bring the plan up to date.</p> <p>To clarify and to make the reasoned justification consistent with criterion 1 of policy JPA6</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMBu1	JPA7: Elton Reservoir Policy	262	<p>Modify criterion 6 of policy JPA7 as follows:</p> <p>“Make provision for two new two-form entry primary schools...”</p> <p>Modify criterion 10 of policy JPA7 as follows:</p> <p>“Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to Inner Radcliffe, Radcliffe Ttown Centre, Radcliffe Metrolink Sstation, local schools and Bury town centre;</p>	Grammatical correction
AMBu2	JPA7: Elton Reservoir Reasoned Justification Paras 11.112, 11.114	265	<p>Modify the first sentence of paragraph 11.112 as follows:</p> <p>“Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy <u>in accordance with Policy JP-S5</u> which ensures co-ordination between phases of development.”</p>	<p>To add clarity to the paragraph.</p> <p>Grammatical correction</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>Modify the first sentence of paragraph 11.114 as follows:</p> <p>“There is one Grade II Listed <del>b</del>Building within the allocation – Old Hall Farmhouse and there are a number of locally listed buildings and structures throughout the allocation.”</p>	
AMBu3	JPA8: Seedfield Reasoned Justification Para 11.118	268	<p>Modify the first sentence of paragraph 11.118 as follows:</p> <p>“Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy <u>in accordance with Policy JP-S5.</u>”</p>	To add clarity to the paragraph.
AMBu4	JPA9: Walshaw Reasoned Justification Paras 11.122, 11.126	271, 272	<p>Modify paragraph 11.122 as follows:</p> <p>“The scale of the development will create additional demands for education and the provision of a new one-form entry primary school and contributions to off-site secondary school provision will be</p>	<p>Grammatical correction.</p> <p>To add clarity to the paragraph.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>required in order to accommodate needs that cannot be met through existing facilities.”</p> <p>Modify the first sentence of paragraph 11.126 as follows:</p> <p>“To reduce the risk of flooding, the development should minimise the risk associated with inadequate sewer capacity and minimise and control the rate of surface water run-off through an appropriate drainage strategy <u>in accordance with Policy JP-S5</u> and, where possible, safeguard land within the allocation for flood storage.”</p>	
AMO1	JPA12: Beal Valley Policy	277, 278, 279	<p>Modify criterion 5 of Policy JPA12, as follows:</p> <p>“.....as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;”</p>	<p>Word not needed.</p> <p>Consequential changes resulting from modifications to criteria.</p>



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>Modify criterion 8 of Policy JPA12, as follows:</p> <p>“Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area...”</p> <p>Modify criterion 21 of Policy JPA12, as follows:</p> <p>“Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency's approach to groundwater protection and any relevant position statements; and”</p> <p>Modify criterion 22 of Policy JPA12, as follows:</p>	

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			“Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; <u>and</u> “	
AMO2	JPA12: Beal Valley Reasoned Justification Paras 11.131, 11.132, 11.142, 11.143	280, 281	<p>Modify the second sentence of paragraph 11.131 as follows:</p> <p>“Affordable housing will be delivered in <del>line</del> <u>accordance with relevant local planning policy requirements.</u>“</p> <p>Modify the second sentence of paragraph 11.132 as follows:</p> <p>“It is located near to existing residential communities, including Shaw <del>Town</del>-Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.”</p>	<p>To clarify the affordable housing requirement for the site allocation.</p> <p>To amend typo.</p> <p>To clarify and ensure consistency with policy JP-S5, improving the effectiveness of the Policy JPA12.</p> <p>To amend typo.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>Modify the first sentence of paragraph 11.142 of JPA12, as follows:</p> <p>“A flood risk assessment will be required to inform any development, <u>in accordance with policy JP-S5.</u>”</p> <p>Modify the first sentence of paragraph 11.143 as follows:</p> <p>“The area in the south-eastern corner, which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Lead Local Flood Authority, to develop a wetland catchment area.”</p>	
AMO3	JPA13: Bottom Field Farm (Woodhouses ) Policy	283	Insert “and” at the end of criterion 12 of Policy JPA13.	Consequential change resulting from modifications to the policy criteria.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMO4	JPA13: Bottom Field Farm (Woodhouses ) Reasoned Justification Paras 11.144, 11.145, 11.151, new criterion	284	<p>Delete the second sentence of paragraph 11.144 as follows:</p> <p><del>“However, the site is brownfield land in the Green Belt.”</del></p> <p>Modify the second sentence of paragraph 11.145 as follows:</p> <p>“Affordable housing will be delivered in <del>line</del> <u>accordance with relevant</u> local <del>planning policy</del> requirements.”</p> <p>Modify paragraph 11.151 as follows:</p> <p>“A flood risk assessment will be required to inform any development, <u>in accordance with policy JP-S5. and a A</u> comprehensive drainage strategy for the site as a whole should be prepared <del>as part of the more detailed masterplanning stage</del>, in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance, to ensure that undue pressure and burden is not placed on</p>	<p>To clarify, correcting an error in the interpretation of NPPF’s definition of previously developed land.</p> <p>To clarify the affordable housing requirement for the site allocation.</p> <p>To clarify and ensure consistency with policy JP-S5, improving the effectiveness of the Policy JPA13.</p> <p>For clarity</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should be supported by a maintenance plan.”	
AMO5	JPA14: Broadbent Moss Policy	285, 287	<p>Modify the first sentence of criterion 1 of Policy JPA14 as follows:            “Be in accordance with a comprehensive masterplan and <del>Design Code</del> <u>design code</u> as agreed by the local planning authority.”</p> <p>Modify criterion 23 of Policy JPA14, as follows:            “Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; <del>and</del>”</p> <p>Modify criterion 24 of Policy JPA14, as follows:</p>	<p>Consequential changes resulting from modifications to criteria.</p> <p>For clarity.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension; <u>and</u>”</p>	
AM06	<p>JPA14 Broadbent Moss Reasoned Justification Para. 11.154, 11.156, 11.157</p>	288	<p>Modify the second sentence of paragraph 11.154 as follows:</p> <p>“Affordable housing will be delivered in <del>line</del> <u>accordance</u> with <u>relevant</u> local planning <del>policy</del> <u>requirements</u>.”</p> <p>Modify the second sentence of paragraph 11.156 as follows:</p> <p>“It is located near to existing neighbouring residential communities and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this and the Beal Valley <u>site allocation</u>, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.”</p>	<p>To clarify the affordable housing requirement for the site allocation.</p> <p>To amend typos.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>Modify the first sentence of paragraph 11.157 as follows:</p> <p>“The proposed spine road through the site provides the opportunity to improve connectivity to Shaw Town Centre, Beal Valley to the north and the wider area.”</p>	
AMO7	JPA15: Chew Brook Vale (Robert Fletchers) Policy	290	<p>Modify criterion 1 of Policy JPA15 as follows:</p> <p>“Be in accordance with a comprehensive masterplan and Design Code <u>design code</u> agreed by the local authority;”</p>	To amend typo.
AMO8	JPA15: Chew Brook Vale (Robert Fletchers) Reasoned	293, 294	Delete the final sentence of paragraph 11.172 of the reasoned justification for JPA15 as follows:	<p>To clarify the affordable housing requirement for the site allocation.</p> <p>To amend typo.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Justification Paras 11.172, 11.173, 11.80		<p><del>“There is however also a need for affordable homes across the Saddleworth villages as many residents who wish to remain living within the area cannot currently afford to do so.”</del></p> <p>Add new sentence to the start of paragraph 11.173 as follows:</p> <p><u>“There is also a need for affordable homes across the Saddleworth villages as many residents who wish to remain living within the area cannot currently afford to do so.”</u></p> <p>Modify the third sentence of paragraph 11.173 as follows:</p> <p><del>“Affordable housing will be delivered in line</del> <u>accordance with relevant</u> <del>local planning policy</del> requirements.”</p> <p>Modify the final sentence of paragraph 11.180 as follows:</p>	



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>“Finally reflecting the sites unique location, the <del>Design Code</del> <u>design code</u> should ensure new development is in keeping with the surrounding character of the area through the use of local materials and design.”</p>	
AMO9	JPA16: Cowlshaw policy	295, 296	<p>Modify criterion 1 of policy JPA16, as follows:</p> <p>“Be in accordance with a comprehensive masterplan and <del>Design Code</del> <u>design code</u> agreed by the local planning authority;“</p> <p>Insert “and” at the end of criterion 10 of Policy JPA16.</p>	Consequential change resulting from modifications to the policy criteria.
AMO10	JPA16: Cowlshaw Reasoned Justification Paras 11.183,	297, 298	<p>Modify second sentence of paragraph 11.183 as follows:</p> <p>“Affordable housing will be delivered in accordance <del>line</del> with <u>relevant</u> local planning <del>policy</del> <u>requirements</u>.”</p>	To clarify the affordable housing requirement for the site allocation.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	11.186, 11.192		<p>Modify the first sentence of paragraph 11.186 as follows:</p> <p>“Cowlshaw Ponds SBI is made up of three pond areas and there <del>is</del> <u>are an additional areas of</u> priority habitat to the south of Crompton Primary School <u>near Kings Road.</u>”</p> <p>Modify the first sentence of paragraph 11.192 as follows:</p> <p>“A flood risk assessment will be required to inform development, <u>in accordance with policy JP-S5.</u>”</p>	<p>To clarify location of priority habitats on the site.</p> <p>To clarify and ensure consistency with policy JP-S5, improving the effectiveness of the Policy JPA16.</p>
AMO11	JPA17: Land South of Coal Pit Lane (Ashton Road) Policy	300	Add ‘and’ at the end of criterion 18 of Policy JPA17.	<p>To amend typo.</p> <p>Consequential change resulting from modifications to criteria.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMO12	JPA17: Land South of Coal Pit Lane (Ashton Road) Reasoned Justification Para 11.193. 11.194, 11.202	300, 301	<p>Modify the second sentence of paragraph 11.193 as follows:</p> <p>“The saved UDP allocation is not included in the residential capacity set out in the policy, as it has already been identified as part of Oldham’s <del>base line</del> <u>baseline</u> housing land supply.”</p> <p>Modify the second sentence of paragraph 11.194 as follows:</p> <p>“Affordable housing will be delivered in <u>accordance</u> <del>line</del> with <u>relevant</u> local <del>planning policy</del> <u>requirements</u>.”</p> <p>Modify the first sentence of paragraph 11.202 as follows:</p> <p>“A flood risk assessment will be required to inform any development, <u>in accordance with policy JP-S5</u>.”</p>	<p>To amend a typo.</p> <p>To clarify the affordable housing requirement for the site allocation.</p> <p>To clarify and ensure consistency with policy JP-S5, improving the effectiveness of the Policy JPA17.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMO13	JPA18: South of Rosary Road Reasoned Justification Para 11.212	305	<p>Modify the first two sentences of paragraph 11.212 as follows:</p> <p>“A flood risk assessment will be required, <u>in accordance with policy JP-S5</u>. A comprehensive drainage strategy for the whole site should be prepared <del>as part of the more detailed masterplanning stage</del>, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development.”</p>	<p>To clarify and ensure consistency with policy JP-S5, improving the effectiveness of the Policy JPA18.</p> <p>To clarify, improving the effectiveness of the Policy JPA18.</p>
AMR1	JPA20: Castleton Sidings Reasoned Justification Para 11.221	311	<p>Modify wording at the end of paragraph 11.221 as follows:</p> <p>“<del>In the longer term,</del> There could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.”</p>	<p>To provide a clearer context for the position of the project at the present time.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AMS1	JPA27 East of Boothstown Policy	329	Amend criterion 19 of JPA27 as follows:  “Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded-; <u>and</u> ”	To reflect the insertion of an additional criterion at the end of the policy.
AMS2	JPA29 Port Salford Extension Policy	336	Amend criterion 24 of JPA29 as follows:  “Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded-; <u>and</u> ”	Typo.
AMS3	JPA29: Port Salford Extension Reasoned Justification	337	Modify the last sentence of paragraph 11.263 as follows:  “The ongoing North West Quadrant Study, commissioned by <u>National Highways England</u> , is investigating the options for broader motorway network improvements in this area, and it will be important to	To clarify, reflecting the organisation’s revised name.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
	Paras 11.263, 11.265		<p>coordinate the development of Port Salford with any resulting proposals.”</p> <p>Modify the first sentence of paragraph 11.265 as follows:</p> <p>“Barton Aerodrome (<del>City Airport and Heliport</del>) to the south of the site is an important facility for Greater Manchester, as well as being a significant heritage asset.”</p>	To clarify given that Barton Aerodrome is no longer branded as ‘City Airport and Heliport’.
FAM11	JPA31: Godley Green Garden Village Reasoned Justification Footnote 135	348	<p>The web links to Sport England’s Active Design Guide should be updated to the latest version of the guidance at <a href="#">Active Design   Sport England</a>, as follows:</p> <p>135 Sport England – <del>Active Design, Design and Cost Guidance: Active Design</del> <a href="#">Active Design   Sport England</a>.</p>	To update the footnote to the most up-to-date web page.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
FAM12	JPA32: South of Hyde Reasoned Justification Footnote 140	353	<p>The web links to Sport England’s Active Design Guide should be updated to the latest version of the guidance at <a href="#">Active Design   Sport England</a>, as follows:</p> <p>140 Sport England – <del>Active Design, Design and Cost Guidance: Active Design</del> <a href="#">Active Design   Sport England</a>.</p>	To update the footnote to the most up-to-date web page.
AMTr1	JPA33 : New Carrington Reasoned Justification Para 11.325	364	<p>Modify the third and fourth sentences of paragraph 11.325 of as follows:</p> <p>“A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid <del>assets of heritage assets significance</del>. Higher density development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst</p>	To amend typos.

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			acknowledging the local <u>context</u> , landscape character and site characteristics.”	
AM12.1	JP-D1: Infrastructure Implementat- ion Reasoned Justification Para 12.3	384	Modify the first bullet point of paragraph 12.3 as follows:  “Working in partnership with other delivery agencies and organisations such as Homes England, the Environment Agency, Sport England, <u>National</u> Highways England, Transport for Greater Manchester....”	To clarify, reflecting the organisation’s revised name
AM12.2	JP-D1 Infrastructure Implementat- ion Policy	385	Modify criteria 2 of Policy JP-D1 as follows:  “... the NHS, <u>National</u> Highways <del>England</del> , Network Rail,...”	To clarify, reflecting the organisation’s revised name.



Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
AM12.3	JP-D2: Developer Contributions Reasoned Justification Paras 12.12, 12.19	387, 389	<p>Modify the penultimate sentence of paragraph 12.12, as follows:</p> <p>“As part of this, a key aim is to better integrate health and social care services including wider community health services. Local Authorities work with Clinical Commissioning Groups (<u>now the NHS Greater Manchester Integrated Care Partnership</u>) and NHS England to determine what investment is required by monitoring housing and population growth.”</p> <p>Modify paragraph 12.19 as follows:</p> <p>12.19 <del>“In August 2020 the Government published its White Paper ‘Planning For The Future’. The White Paper was accompanied by a consultation document, ‘Changes to the current planning system’. Together, these documents propose radical reforms to the planning system — long and short term. Key changes include zoning of land in local plans into three types of area — Growth, Renewal and</del></p>	<p>To clarify, reflecting the organisation’s revised name.</p> <p>To clarify, ensuring that the plan text is up to date.</p> <p>To update the text on the Levelling Up and Regeneration Act 2023 from the additional modification that was presented for consultation.</p>

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p><del>Protection and replacing the current system of planning obligations and CIL with a single development levy to fund local infrastructure. However, these proposals are still subject to potential change following the public consultation in 2020. It is also noted that primary legislation may be required to bring forward the proposals. In October 2023 the Levelling-up and Regeneration Act 2023 was given Royal Assent. The Act introduces reforms to the planning system including a new mandatory and locally set infrastructure levy to replace the current system of developer contributions. The detailed design of the levy will be delivered through regulations.</del></p>	
AMApX A.1	Appendix A, Table A.4	403	<p>Modify the third column of table A.4 (as inserted through a proposed Main Modification) for the row relating to ‘3 An Address of Choice (Partially)’ as follows:</p> <p>“Table 6 – Current distribution of housing land types within District Partnership areas (based on the_2009 SHLAA findings)”</p>	Consequential

Add. Mod. Ref.	PfE Ref.	PfE Page No.	Additional Modification Text	Reason for modification
			<p>Modify the third column of table A.4 (as inserted through a proposed Main Modification) for the row relating to '5 Promoting Sustainable Regeneration (Partially)' as follows:</p> <p>Move text that reads "Paragraphs 5.59 and 5.60 of the reasoned justification" to a new line below "Policy requirements b) to i)"</p>	
FAM13	Appendix B, Green Belt Addition GBA05	418	Rename of 'Pigs Lea Brook 2' to 'Pigs Lea Brook'	Consequential

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**PLACES FOR EVERYONE JOINT  
DEVELOPMENT PLAN DOCUMENT  
FOR BOLTON, BURY,  
MANCHESTER, OLDHAM,  
ROCHDALE, SALFORD, TAMESIDE,  
TRAFFORD AND WIGAN**

**2022 to 2039**

**ADOPTED 21 MARCH 2024**

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## **Foreword**

To be inserted post adoption

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## Introduction

### Background

- 1.1** In January 2019 Greater Manchester set out bold plans to give people, communities and businesses hope and confidence for the future. They described how a pioneering Greater Manchester was ‘open for business’ globally, how we would thrive and prosper into the future, how we would support everyone to reach their full potential, and how we would ensure that nobody was left behind - the Future of GM.
- 1.2** Collectively our plans are focused on delivering the ambitions in the Greater Manchester Strategy: a good start in life for everyone; good opportunities for our young people to equip them for life; good work and the best jobs in a valuable, productive, zero carbon economy; safe, secure housing in inclusive and diverse communities; a good cultural and leisure offer for everyone; a green city-region; good health and support for people to live fulfilling lives, with quality care for those who need it; to be a good place to grow older and to be a place where everyone is connected – socially, digitally and by a clean, integrated and accessible transport system.
- 1.3** Those plans have been put into action, delivering:
- Significant falls in homelessness
  - An increase in new homes;
  - An economic plan for the city region, agreed with Government in a Local Industrial Strategy, delivering growth in GM’s world-leading sectors, and tackling low pay and insecure work through our Good Employment Charter;
  - The delivery of a new Metrolink line, and Opportunity Pass giving young people free bus travel;
  - Help for many people to get back into employment through our Working Well programmes of support;
  - Improvements to connectivity including through promotion of active travel and the extension of full fibre;
  - Programmes to support increased levels of school readiness.

- 1.4** Since we set out that vision and plans for the Future of GM, Covid-19 has had an unprecedented health and economic impact on the city region as a whole. It has affected every person and every business in every part of our boroughs; however the impact has been unequal and unfair, starkly highlighting and deepening the inequalities we know have existed for many years and which we were beginning to change. There is now a substantive body of evidence proving that more deprived areas and our ethnic minority communities are experiencing higher mortality rates from Covid than other areas and communities.
- 1.5** The health impacts are ongoing, however the impacts on the economy are only just beginning to be understood. Many more people in our boroughs are now experiencing unemployment, businesses have closed or reduced staff numbers, with far more redundancies and business closures anticipated.
- 1.6** Covid 19 has had a major impact on the way people live and work over the shorter term with a high degree of uncertainty over its impact in the long term. In response the Government has been very clear that we need to positively plan for recovery. The Government first made commitments to supporting economic recovery in mid-2020, for example with the Prime Minister's Build, Build, Build announcement at the end of June 2020 setting a context for England as we recover from Covid-19.
- 1.7** Additionally, the Chancellor's Statement at the beginning of July sought to kick-start the UK's economic recovery. A three point Plan for Jobs was unveiled to support, protect and create jobs, with total fiscal support amounting to £30 billion. Since then the Government has made a number of further announcements, committing to supporting the recovery of the economy post-pandemic, including within the Covid-19 Response - Spring 2021 and the March 2021 Budget.
- 1.8** Whilst the arrival of Covid 19 was not anticipated and its impact is very significant, our approach needs to be flexible to address unpredictable challenges that will arise over the course of any long-term strategy. The Greater Manchester Independent Prosperity Review: One Year On report acknowledges that there is a high degree of uncertainty about the speed and



pace of the economic recovery from Covid 19, let alone what the final impact will be, however the chair of the panel, Professor Diane Coyle concludes: “All of us agree with Professor Ed Glaeser’s crucial observation that now is not the time to lose confidence in the driving role that major city-regions have always played in improving collective prosperity and in leading national recovery from major traumas.”

- 1.9** The emergence of a global pandemic in March 2020 rightly resulted in the Greater Manchester authorities pausing the production of the then joint development plan, the GMSF 2020, to understand what, if any, actions should be taken in relation to the level of development being proposed. An initial assessment of the potential impacts of Covid-19 on the economy, including the housing market, was carried out prior to the draft GMSF 2020 being considered by the Greater Manchester authorities. At that time it was considered there was insufficient evidence (either at a national or local level) to change the assumptions behind our growth targets. An update to that initial assessment has since been carried out to inform the production of this Plan and although slightly over a year has passed since the pandemic emerged, the update concluded that there remains insufficient evidence to amend the assumptions behind the growth targets underpinning the Places for Everyone Plan.
- 1.10** Whilst it is recognised that the country is still in a state of flux, it is very clear that to delay the production of a strategic plan of this nature further could have a negative effect on the proper planning of the nine boroughs and therefore their recovery. Instead it is considered appropriate to proceed as a plan of the nine boroughs, excluding Stockport, but to use the process of plan review to monitor the situation and if necessary, to undertake a formal review outside of statutory review timetable.
- 1.11** It is vital that we have bold plans, shaping a better future for our communities – building back better - rather than a future being shaped by others, building back the same. Covid has exposed economic and societal issues to address, and the need for a new approach with people at its heart, which embraces diversity, tackles inequalities, builds resilience and rebuilds productivity.

## A renewed vision

- 1.12** In these extremely challenging times, the need for bold ambitious plans for good quality employment are critical. We are striving to define our new 'normal' however we know that we need to continue to invest in our city and town centres to drive our recovery. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that we are all able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.
- 1.13** Jobs are not enough however if our residents lack the skills to take advantage of the opportunities. It is essential we create the conditions for everyone to reach their full potential. We need to both develop a skills offering that meets the needs of employers to support growing innovative businesses as well as support companies and individuals who need to work differently/in different sectors as a result of Covid. Of course, we need to underpin all of this with quality education, work and skills provision across the Plan area: using science and digital to engage people at a young age; developing a clear line of sight to opportunities; guaranteeing opportunities for all young People; and support those furthest from the labour market back into work.
- 1.14** Our vision is to have capitalised on the opportunities highlighted by the recent pandemic, for example the increase in cycling and walking and the acceleration in flexible working and harnessed this to cement real benefits for our towns and cities. This offers a real opportunity to support the transition of our centres as they experience the continued (and possibly accelerated) decline in their traditional retail role. Our boroughs need to be places where we can meet the housing needs of our residents, where all of our people can access the services, they require through high quality digital communications. And one of the biggest lessons of the pandemic is the importance of good quality greenspace close to where people live. This is particularly important in our densely populated and deprived neighbourhoods. Urban greenspace is under pressure and needs to be protected and enhanced wherever possible. The proposals for the first city centre park at Mayfield has led the way.

- 1.15** Our ambitions to be carbon neutral by 2038 have never been more necessary – we need to support the creation of resilient, liveable places where walking and cycling are the obvious choice for shorter journeys, where facilities and services are accessible and close at hand and where the past dependency on the car is superseded by a reliable and responsive public transport system.
- 1.16** The Places for Everyone Plan is our spatial plan to underpin our recovery.

### **Places for Everyone Plan**

- 1.17** Up until December 2020 a joint development plan document of the ten Greater Manchester local authorities was being prepared, Greater Manchester’s Plan for Jobs, Homes & the Environment (known as the “GMSF”). However, the decision at Stockport Council’s meeting on 3 December to not submit the GMSF 2020 to the Secretary of State for independent examination following the consultation period, and the subsequent resolution at its Cabinet meeting on 4 December not to publish the GMSF 2020 for consultation, in effect signalled the end of the GMSF as a joint plan of the ten.
- 1.18** S.28(6)-(9) of the Planning and Compulsory Purchase Act 2004 and regulation 32 of the Town and Country Planning Local Plan Regulations apply where one authority withdraws from an agreement to prepare a joint DPD. Together they enable a joint plan to continue to progress in the event of one of the authorities withdrawing, provided that the plan has “substantially the same effect” on the remaining authorities as the original joint plan.
- 1.19** Consequently, at its meeting on the 11<sup>th</sup> December 2020, members of the AGMA Executive Committee asked officers to report back on the implications and process of producing a joint DPD of the nine remaining Greater Manchester (GM) districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). After that meeting, in February and March 2021, each of the nine districts agreed to establish a Joint Committee responsible for the preparation of a joint Development Plan Document.
- 1.20** Producing such a plan would enable the nine districts to continue to:

- progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, space and ‘accessible and adaptable’ standards as set out in Part M4 (2) of the Building Regulations for new housing
- maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine
- align with wider Greater Manchester strategies for transport and other infrastructure investment utilise the evidence base already commissioned and completed, minimising the cost of producing further evidence
- spread the cost jointly of the independent examination

**1.21** The text of the GMSF2020 was revised following the withdrawal of Stockport. The revisions to the PfE2021 (as compared to GMSF 2020) fall into 5 broad categories:

- i. As a direct result of the withdrawal of Stockport Council from GMSF
- ii. As a direct result of changes to government policy since October 2020
- iii. As a direct result of new evidence/information being made available since October 2020
- iv. Clarification of policy wording
- v. Minor typographical changes

**1.22** The impact of the five different categories of changes above, together with that of their cumulative impact was considered and it was determined that the PfE 2021 would result in a plan which has a substantially the same effect on the participating nine districts as GMSF 2020. In this context, it is important to note that, “substantially the same effect” does not mean “the same effect”. It allows for flexibility to address the fact that the plan now covers a different geographical area, with consequently different levels of needs and resulting changes to allocations.

**1.23** The changes made between GMSF 2020 and PfE 2021 are not insignificant in numerical terms, indeed all sections of the plan have seen some form of change. However, in determining the cumulative impact of these multiple

changes, it is important to consider what impact they have had on the overall Vision, Objectives and Spatial Strategy of PfE 2021 compared to GMSF 2020, particularly for the decision maker in implementation terms.

- 1.24** The conclusion of the above assessment was that the resultant impact of the changes on the overall strategy of the joint plan and its effect on the remaining nine districts is limited. On this basis, it has been concluded that the PfE2021 has substantially the same effect on the nine boroughs as the GMSF 2020.
- 1.25** The Places for Everyone Plan (PfE 2021) provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. The Plan is not being prepared in isolation. It is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region and is one of a suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside the Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies.
- 1.26** This is our plan for sustainable growth in the nine boroughs, it:
- sets out how they should develop for the years 2022 - 2039;
  - provides the strategic framework for local plans;
  - sets specific requirements to be taken forward in local plans in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
  - sets out policies to inform the preparation and determination of planning applications;
  - identifies the important environmental assets which will be protected and enhanced;
  - allocates sites for employment and housing outside of the urban area;
  - supports the delivery of key infrastructure, such as transport and utilities;
  - defines a new Green Belt boundary for the nine boroughs.

**1.27** The Places for Everyone Plan reinforces our ambition to bring forward brownfield land, it reduces the net loss of Green Belt further from previous versions of the GMSF by reducing the number of sites being allocated, and provides stronger protection for our important environmental assets. It enables us to meet our Local Housing Need, supports increased provision of affordable housing, promotes our new approach to town centres, supports wider strategies around clean air, walking and cycling and underpins the ambition to be a carbon neutral city-region by 2038.

## **Spatial Strategy**

**1.28** The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth. It has 4 key spatial elements:

- Significant growth in jobs and housing at the core – continuing development in that part of the ‘core growth area’ encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area;
- Inner Area Regeneration of those parts of Manchester, Salford and Trafford surrounding the Core Growth Area. Together with the Core Growth Area, around 50% of overall housing supply is found here;
- Boosting the competitiveness of the northern districts – addressing the disparities by the provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern districts meet their own local housing need;
- Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and the Airport and realising the opportunities offered by national infrastructure investment, e.g. Northern Powerhouse Rail<sup>1</sup> whilst recognising the important green infrastructure assets in the area.

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<sup>1</sup> While the Government announced the cancellation of HS2 Phase 2a and Phase 2b on 04 October 2023, the alignments remain safeguarded through Greater Manchester and the proposals for "Northern Powerhouse Rail/NPR" are still being progressed. It is still envisaged that the NPR proposals will include facilities similar to those originally proposed under HS2 at both Piccadilly Station and at Manchester Airport. References to NPR and, in certain circumstances, HS2 therefore remain valid in the context for this plan, however they have been

## Good jobs

- 1.29** In extremely challenging times, the need for bold ambitious plans for good quality employment is critical. We are striving to define our new ‘normal’ however we know that we need to continue to invest in our city and town centres to drive our recovery. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that we are all able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.
- 1.30** Opportunities for ‘re-shoring’, that is bringing manufacturing activity back to the UK, and the increasing demand for logistics and warehousing, could lead to opportunities to provide good employment opportunities across the Plan area. Meeting market demand for sites and infrastructure is essential as all places in the UK will be seeking to capture growth to offset the impact of the economic downturn and the loss of jobs in our current growth sectors.
- 1.31** Greater Manchester has developed a Local Industrial Strategy, agreed with Government which sets out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region. This plan seeks to support Greater Manchester’s economic ambitions by providing land to meet the widest range of employment opportunities helping to ensure that Greater Manchester remains as competitive as possible in uncertain times.
- 1.32** The majority of new jobs will be in the City Centre and wider Core Growth Area stretching from Port Salford in the west to the Etihad campus in the east as well as around Manchester Airport. This area encompasses established employment areas such as Trafford Park, locations such as MediaCity which has seen strong growth over more recent times and our Universities which are driving growth in world leading research and development.

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amended, as necessary, to take account of these recent announcements. As and when further details are available in relation to NPR and/or any successor to that scheme, consideration will be given as to what, if any, further changes will be required in this respect as part of any review of this plan.

Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

- 1.33** Our ambition is to deliver more inclusive growth to benefit all our boroughs. We are currently not fully realising the possibilities of our key assets, for example the outstanding research base has much greater potential to support business activity and growth across the conurbation. Further improvements in transport connections and skills development are required to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.
- 1.34** Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. Several of the sites are large in scale and will be partially delivered beyond 2039.

### **Good homes**

- 1.35** The Greater Manchester Housing Strategy sets out our vision for new homes and seeks to ensure that we consistently deliver the right homes in the right places, providing the number and mix of new homes for our future needs.
- 1.36** A key objective of the Places for Everyone Plan is to meet our Local Housing Need – using the Government’s standard methodology this equates to just over 175,000 homes over the plan period (2022 -2039). Government has been very clear that deviation from the standard methodology can only be justified in ‘exceptional circumstances’. No exceptional circumstances have been identified to justify deviation from the standard methodology in this Plan.
- 1.37** By working together we have been able to direct development to the most sustainable areas – primarily the city and town centres – and enable most efficient use of our brownfield land supply.
- 1.38** The plan sets out an ambition for the boroughs to enable delivery of their share of Greater Manchester's 50,000 additional affordable homes over the plan period as well as a requirement for all homes to meet the nationally described space standards and the ‘accessible and adaptable’ standard as set out in Part M of the Building regulations.



## Good places

- 1.39** This Plan sets out our aspirations for our neighbourhoods –inclusive, well designed, resilient, safe and well served by local services. Connection to high quality and well managed green infrastructure is key – we are seeking to protect our most valuable green spaces and improve them by delivering a net gain in biodiversity assets. We piloted the development of a Local Nature Recovery Network Strategy with Natural England.
- 1.40** As part of this work we have identified our most important ‘Green Infrastructure’ – for example our parks, open spaces, trees, woodlands, rivers and canals which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and supports economic growth. Our strategic Green Infrastructure network is extensive. Around 60% is within the Green Belt and therefore is afforded significant policy protection. The remaining 40% does not meet the tests of Green Belt but it is very important for the continued wellbeing of our boroughs.

## Brownfield preference

- 1.41** Districts have looked to maximise the contribution of brownfield land by applying higher densities in the most accessible locations, reviewing the employment land supply and seeking to identify more opportunities in our town centres. By working together the nine districts have been able to maximise the supply of the brownfield land at the core of the conurbation and limit the need extent of Green Belt release.
- 1.42** The majority of development between 2022 and 2039 (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period around 90% of housing, 98% of offices and 51% of industrial and warehousing development is within the urban area.
- 1.43** National planning policy does not support an explicit ‘brownfield first’ approach, as Local Authorities are required to be able to provide a 5 year supply of housing sites which are available and deliverable. If we cannot demonstrate that our brownfield land is available, then we are required to identify other land which may be Protected Open Land or Green Belt.

- 1.44** We are however adopting a ‘brownfield preference’ policy – we will do all that we can to make sure that our brownfield sites come forward in the early part of the plan period however to do this we need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery.
- 1.45** Our Strategic Viability Study identifies challenges with a significant proportion of our land supply and this is acknowledged within the plan by the provision of a land supply ‘buffer’. The Brownfield Land Fund is targeted at Combined Authorities and begins to help to address viability issues across the conurbation, but it is not enough. We continue to work with Government to enable the full potential of our brownfield land supply to be realised.
- 1.46** The plan supports the continuing renewal of our town centres, with an increase in the supply of land identified for housing. Our strategic approach to town centres is complemented by initiatives co-ordinated by the GMCA. Government has also recognised the need to strengthen the role of town centres and several of our towns have been successful in accessing funding through the Future High Street Fund and Towns Fund.

## **Green Belt**

- 1.47** Given the lack of sufficient land to ensure that our overall housing and employment needs can be met, it is considered that there is a strategic exceptional circumstances case to be made to release Green Belt for development. However, this release has been kept to the minimum and has been done in locations which will help to meet our overall vision and objectives. The strategic case and the detailed case for each strategic allocation is set out in the ‘The Green Belt Topic Paper’.
- 1.48** The release of Green Belt has not been proposed lightly and evidence has been prepared to demonstrate how the harm that this could cause to the remaining Green Belt land can be mitigated, including identifying opportunities to improve and enhance green infrastructure within the remaining Green Belt land. We are also proposing to add new Green Belt where we have identified land that meets the purposes of Green Belt. These proposals have been

incorporated into the Places for Everyone Plan as part of the overall proposals.

## **Net loss**

- 1.49** The net amount of Green Belt land proposed for release is 2,213 hectares – in relation to the nine districts preparing this Plan, this means a 4.1% reduction in the size of the Green Belt.
- 1.50** The nine boroughs cover some 115,084 hectares (including land covered by the Peak District National Park), almost half (46.7%) was previously designated as Green Belt. The Places for Everyone Plan would result in Green Belt covering just under 45% of the nine districts.

## **Becoming Carbon Neutral by 2038**

- 1.51** This Plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to set out a pathway for new development to be net zero carbon by 2028 at the latest – we do not want to build homes and workplaces which require retrofitting in the future and we have set an ambitious target, backed up by our evidence to achieve this as soon possible.

## **Infrastructure required to support scale and pattern of growth**

- 1.52** Many of the responses raised the issue of the impact of new development on existing infrastructure. As the majority of new development will be in the urban area, the capacity of the existing infrastructure is particularly important. Greater Manchester have looked at the major challenges that we consider our existing infrastructure networks will have to respond to and have produced an Infrastructure Framework setting this out.
- 1.53** Since the 2019 GMSF consultation we have undertaken significant work on our transport evidence base, both in relation to the urban area and the strategic allocations. A refreshed Greater Manchester Transport Strategy 2040, Our Five Year Transport Delivery Plan (2020-2025) and Local Implementation Plans are published alongside this Plan. Our Transport Delivery Plan sets out all the transport projects we hope to achieve in the next

five years to ensure that the planned new housing and employment can be sustainably integrated into Greater Manchester's existing transport infrastructure as far as possible. We have an unparalleled track record in delivery of transport projects, and a large number of projects are identified for delivery in the next five years, including Metrolink capacity improvements through the introduction of 27 new trams; better rail infrastructure including on the Castlefield corridor, Transpennine Route Upgrade to Leeds and 'Access for All' station improvements; bus network and town centre improvements; new walking and cycling infrastructure across all ten districts; expanding the city-region's electric vehicle charging network; and development of the Clean Air Plan.

- 1.54** Our Transport Delivery Plan also sets out how we plan to deliver our longer-term aspirations for an integrated transport network that supports future growth. It includes, amongst other things, plans for improved orbital public transport links, capacity enhancements to the rail and Metrolink networks, clean air measures, transformative investment in walking and cycling, and reform of the bus market and rail franchising. All of these will contribute to our carbon reduction goals and delivery of our transport vision.
- 1.55** The detailed policies for site allocations and the thematic policies for new development, together, set out the necessary infrastructure requirements and sites will not come forward unless it can be demonstrated this will be provided. Proposals for new Metrolink stops, improved walking and cycling connections, and new or improved public transport services, all form part of the package for the allocations – which, when combined with the investment proposals flagged in Our Transport Delivery Plan, will enable a significant change in the sustainability of the transport network.

### **Relationship with District Local Plans**

- 1.56** The Places for Everyone Plan is the strategic spatial plan for our nine boroughs and as such sets out our planning policy framework. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the nine local planning authorities. Once the Places for Everyone Plan is adopted it will form part of the relevant authority's

development plan. As such local plans will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies. Local plans will be expected to look ahead a minimum period from their adoption, in line with national policy. In the event that a local plan looks beyond 2039, the minimum requirement figures set out in Policies JP-J3, JP-J4 and JP-H1 should be used to inform local plan target(s)<sup>2</sup>.

- 1.57** The evidence that underpins the Places for Everyone Plan will also inform district level plans but, as a strategic plan, it does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans setting out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan.
- 1.58** Due to the presence of the Peak District National Park in the eastern part of the borough of Oldham, it should be noted that the Places for Everyone Plan covers the whole of the borough of Oldham **except** that part which falls within the Peak District National Park. Developments within the National Park should refer to Development Plan Documents prepared by the Peak District National Park Authority.

### **Process for Producing the Places for Everyone Plan**

- 1.59** The Places for Everyone Plan began life as a joint Development Plan Document of the ten Greater Manchester districts. Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities in Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) agreed to prepare a joint Development Plan Document to set out the approach to housing and employment land across Greater Manchester for the next 20 years.

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<sup>2</sup> In the event that a local plan looks ahead beyond 2039, the annual average figure 2022-2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039

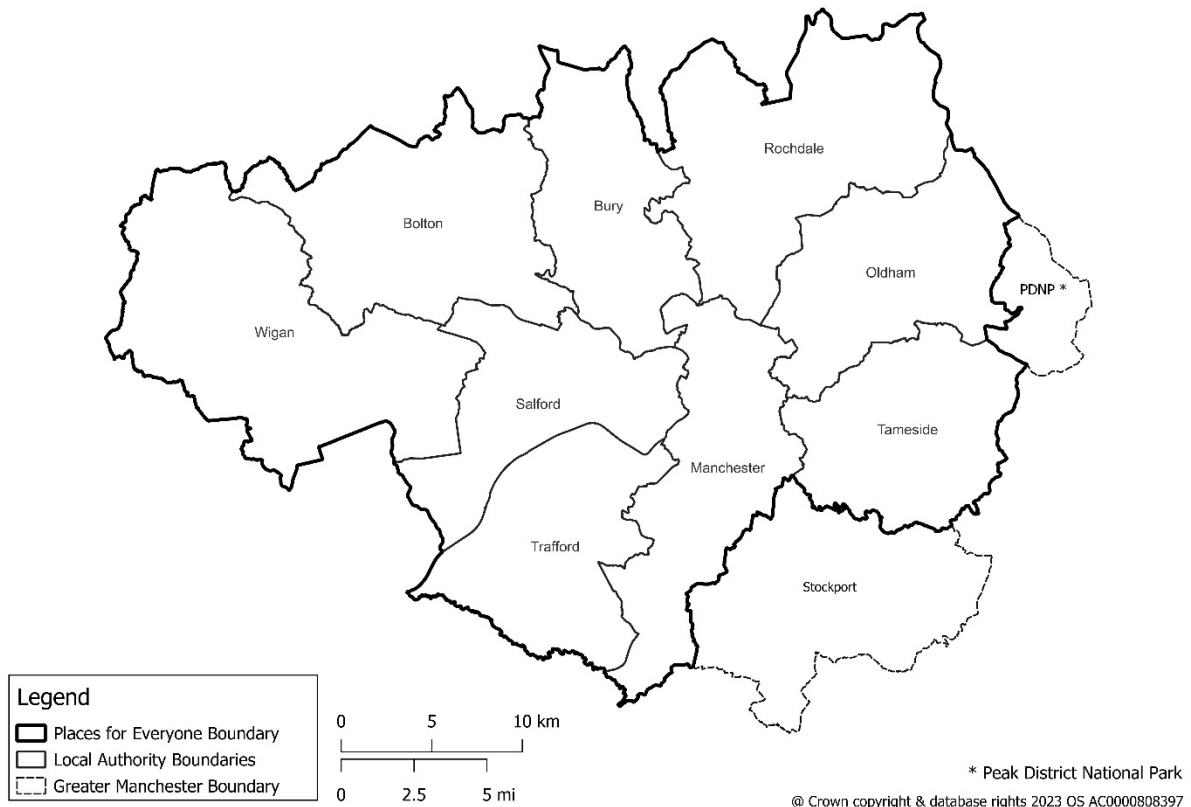
- 1.60** Four consultations have taken place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and our initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.61** 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.
- 1.62** 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 was agreed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.63** The consultation under Regulation 19 ran for 8 weeks, starting in August 2021. The draft joint DPD (Places for Everyone) and all representations received during the Regulation 19 consultation were sent to the Secretary of State (the “Submission stage”) pursuant to Reg. 22 of the Local Planning Regulations. Following that, three independent inspectors were appointed to examine the plan and the formal hearing sessions of the examination began in November 2022.
- 1.64** Following an 8 week period of consultation on proposed modifications to the Submitted Plan and the publication of the Inspectors’ report in February 2024, the nine PfE authorities resolved to adopt the plan on 21<sup>st</sup> March 2024. As such the PfE Plan forms part of the development plan for each of the nine PfE authorities.

## Context

### Our Plan Area

- 2.1** As part of Greater Manchester, we have a long and proud history. Greater Manchester became the world's first industrial city, when its position as the global hub for textile manufacturing led to rapid urbanisation and numerous technological innovations, including the world's first steam passenger railway. It has also been at the forefront of hugely influential social and political movements, being the birthplace of both the modern cooperative movement and the suffragettes, as well as leading the campaign to repeal the Corn Laws in the nineteenth century which ushered in the start of the modern global economy. England's first civic university, the University of Manchester, was established in the city-region and the area is now home to four universities that play a leading role in social and economic progress.
- 2.2** Today, Greater Manchester is a vibrant, dynamic and diverse city-region, which continues to play an important role in the economic and social fabric of the country and the wider world.
- 2.3** Our Plan area covers nine of the ten Greater Manchester local authority areas: of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. It is located at the heart of the UK, with easy access to all its constituent nations and is only a short distance from other major cities such as Leeds and Liverpool. Manchester Airport is the UK's third largest airport, London is only two hours away by rail, and there are also direct rail connections to other major cities of the North of England. Greater Manchester has good motorway infrastructure providing links across the country.

Figure 2.1 The Places for Everyone boundary within the Greater Manchester context



**2.4** Greater Manchester is home to around 2.8 million people and has seen an increase of almost 200,000 residents in the last decade alone<sup>3</sup>. The population of the nine districts in PfE 2021 is approximately 2.5 million, having grown by almost 185,000 in a decade. The population of Greater Manchester is forecast to have grown by around another 195,000 people by 2039 (of which just over 177,000 will be within the nine districts making up the PfE Plan area). This growth, in turn, will contribute to a significant increase in households. 66% of the population growth is expected to be in those aged 65 and over, and approximately 40% of the growth will be amongst those aged 75 and over. Growth in the working age population (18-64) will be lower (approximately 38% of the total growth), but still significant at around 75,000. This concentration of growth is likely to continue in the future, with Manchester, Salford and Rochdale forecast to account for

<sup>3</sup> ONS 2019-midyear estimates Population estimates - Office for National Statistics (ons.gov.uk)



around 47% of Greater Manchester's population growth over the period up to 2039 or just over 50% of the population growth in the PfE Plan area

- 2.5** Greater Manchester is one of the most economically diverse conurbations in the UK.<sup>4</sup> It is the main driver of the Northern economy, generating nearly 40% of total output (GVA) in the North West and almost 20% across the North of England, of which the districts in the PfE Plan area contribute nearly 90%.
- 2.6** Around 1.5 million jobs are provided within Greater Manchester (with just under 1.4 million within the PfE Plan area), with considerable growth over the last few decades in service sector employment such as professional services and administration. There has been a considerable reduction in manufacturing jobs, but this sector continues to be one of the most productive in Greater Manchester. The baseline economic forecast foresees an increase of around 100,000 jobs by 2039 (of which approximately 90% is forecast to be within the PfE Plan area). Similar changes in the sectoral mix to the recent past are forecast, although a more ambitious accelerated growth scenario estimates an increase of over 170,000 jobs across Greater Manchester. Employment opportunities are unevenly dispersed across Greater Manchester, with by far the most significant concentration currently being in the City Centre and adjoining areas such as Salford Quays, which collectively account for around 20% of all jobs. Baseline economic trends<sup>5</sup> suggest the majority of the employment growth would be in Salford, Manchester and Trafford. The remaining districts would see only modest change in employment in the period 2020-39, with some districts (Oldham, Rochdale, Tameside and Wigan) seeing small decreases in total employment in this period.
- 2.7** There are two significant challenges which will impact our districts over the coming years: the exit of the UK from the European Union and the Covid-19 pandemic. There are significant uncertainties over future trade and customs arrangements, the level and type of international migration, future exchange

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<sup>4</sup> ONS (2016) Krugman Specialisation Index

<sup>5</sup> GMFM 2018

rate movements and the impacts that all of this could have for business investment, job creation and labour supply as a result of the UK exit from the European Union.

**2.8** As set out in the Independent Prosperity Review, 'One Year On' report, the COVID-19 pandemic has significantly added to the uncertainty: "At the time of writing, there remains a high degree of uncertainty about the speed and pace of the economic recovery from COVID-19, let alone what the final impact will be. There have been a succession of assessments of the likely impact of COVID-19 on the UK economy by a range of private forecasting consultancy, research firms and think tanks such as the Institute for Fiscal Studies (IFS) and National Institute of Economic and Social Research (NIESR), and by the Bank of England and by the Office of Budget Responsibility (OBR). All those attempting any assessment of likely economic effects emphasise the extraordinary level of uncertainty at present. The normal forecasting tools and models are not well designed to assess a shock like COVID-19. This stems from the fact that this is a health-driven economic shock which is unlike previous economic shocks (such as the 2008 Great Financial Crisis) so we cannot simply apply the lessons from previous recessions. The OBR summarises these uncertainties as being:

- The course of the pandemic and the development of effective vaccines and treatments
- The speed and consistency with which the government can lift public health restrictions (i.e. "lockdown" measures)
- The response of individuals and businesses as it does so (in terms of consumer confidence etc), and
- The effectiveness of the policy measures put in place to protect viable businesses, foster new opportunities and sustain employment."

**2.9** However, Professor Diane Coyle, Chair of the Independent Prosperity Review Panel concludes; "All of us agree with Professor Ed Glaeser's crucial observation that now is not the time to lose confidence in the driving role that major city-regions have always played in improving collective prosperity and in leading national recovery from major traumas."

## Core Growth Area

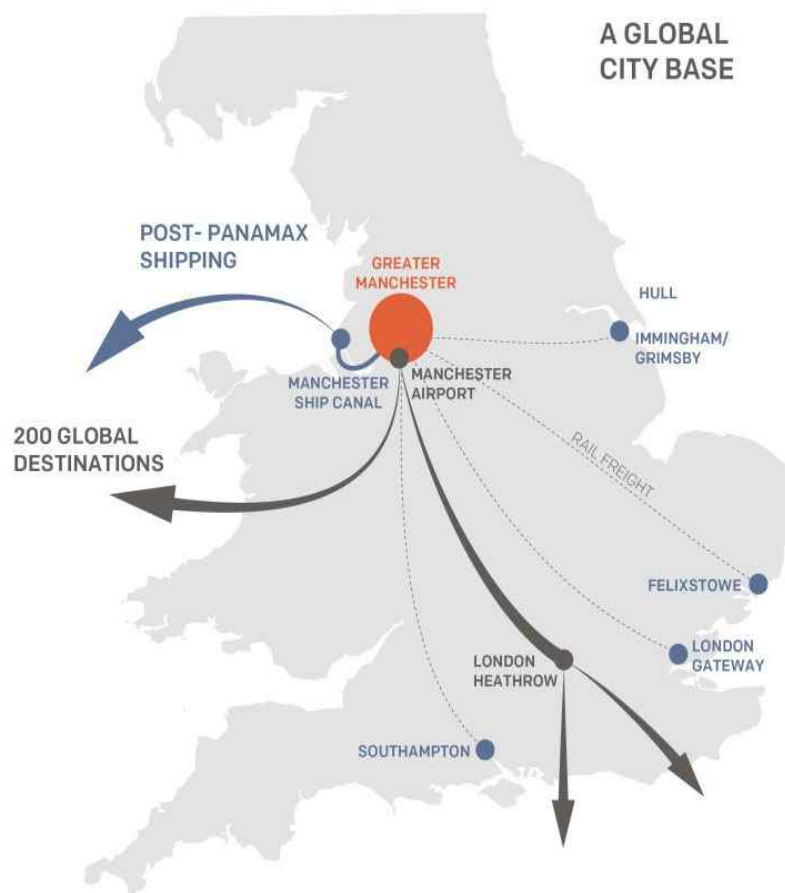
- 2.10** This covers the City Centre and the Quays and extends eastwards to include Central Park and the Etihad Campus, and westwards through Trafford Park which is one of Europe's largest industrial estates. This area provides a huge scale and diversity of economic opportunity, which is accessible from across the Plan area and beyond.
- 2.11** The Core Growth Area offers the conditions to boost the role of Greater Manchester as a Global City. It is the home of many global businesses and continues to attract high profile companies seeking to invest. Conditions for growth are in place, with high rates of productivity, innovation and global competitiveness. The Core Growth Area offers businesses, residents and visitors access to a highly skilled population, a wide range of premises and accommodation, digital infrastructure, excellent accessibility, a high-quality environment, cultural and retail opportunities.
- 2.12** The growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas, The Oxford Road Corridor, the existing office sectors, NPR station proposals and improving the connections to other areas of Greater Manchester and beyond, which will all assist growth within our boroughs. However, it will be particularly important that it has outstanding local and global connections supporting its wider reach.
- 2.13** The universities and the knowledge economy are other important assets for us, with a high concentration of students, research activity and scientific institutions. This activity is primarily focused within the City Centre, with The Oxford Road Corridor being an internationally important location in this regard. Our strong cultural identity is another distinguishing factor, with a global reputation for sports and the arts. Once again, the greatest concentration is within and around the Core Growth Area, but importantly it is also seen across the rest of our boroughs with a diverse range of identities and activities.

## International Connections

- 2.14** Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for us but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development is creating a major new economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity.
- 2.15** Excellent international freight connections will also support our global role, enabling the large-scale import and export of goods and components. The Manchester Ship Canal provides a direct shipping route from Greater Manchester to the Port of Liverpool, where post-Panamax facilities can accommodate the largest container vessels from around the world. Port Salford will provide an integrated tri-modal facility on the ship canal, with excellent rail and road links, enabling the benefits of easy port access. This will be complemented by maintaining and enhancing freight connections to other major ports by rail and motorway, including the Humber ports, Felixstowe, London Gateway and Southampton.
- 2.16** This Plan seeks to enhance and take advantage of these outstanding international connections, supporting our long-term growth and the ability of

residents to share in its benefits. We are therefore ideally placed to help drive growth in the North of England and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within our boroughs, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.

Figure 2.2. A Global City



## A Top Global City

**2.17** By the end of the Plan period, Greater Manchester aims to be a top global city.<sup>6</sup> To do this it will require a range of attributes, including a strong economy, skilled residents, a high quality of place and the environment, and

<sup>6</sup> The Greater Manchester Internationalisation Strategy 2017-2020, GMCA, Our People, Our Place: Greater Manchester Strategy (2017)

a diverse portfolio of investment and development opportunities. Through this plan we can play a vital role in delivering Greater Manchester's ambition of becoming a top global city.

- 2.18** Having a stronger international outlook will be an essential aspect of this. As part of Greater Manchester, we will be a key gateway into and out of the UK, trading across the world. It will be capable of competing internationally for investors, visitors, businesses, skilled workers, academic talent and students. At the same time, ensuring that the resident population can take advantage of the associated opportunities will be a high priority. Supporting growth in high value activity in sectors and on assets that are, or have the potential to be, world-leading and globally distinctive is a key part of Greater Manchester's Local Industrial Strategy.
- 2.19** If Greater Manchester can realise its ambition to be a top global city, then this would put the UK in the enviable position of having two global cities within 200 miles of each other. London is already established as one of the most successful cities in the world, often appearing in the top two in international indices along with New York. Both Greater Manchester and London acting as global cities could be hugely beneficial for the national economy, providing an outstanding scale, diversity and quality of activity. Maximising connections between the two will be vital to realising this potential, offering additional agglomeration economies.
- 2.20** At the same time, it will be important to maintain the distinctiveness and independence of Greater Manchester and avoid it being seen as a satellite of London. Greater Manchester will be a different type of global city to London, smaller and more affordable, retaining its innovative character and with a strong emphasis on inclusion and quality of place. The fact that it can offer a more cost-effective option to London in a high-quality environment, complementing the capital and regional cities, will help it to attract investment that would otherwise not come to the UK.
- 2.21** Greater Manchester has agreed a Local Industrial Strategy with Government. The Local Industrial Strategy has two key objectives:

- **Supporting our globally competitive strengths** - Building on our globally competitive research strengths and emerging industrial opportunities, enabling us to pioneer emerging sectors, create significant global competence and add value to our local economy as new sectors grow and flourish.
- **Strengthening the foundations of our economy** - Strengthening our people, infrastructure, business environment, innovation ecosystems and places, enabling all sectors and all places in Greater Manchester to be productive and prosperous.

**2.22** We need to grasp global opportunities emerging from changes to world markets and develop industries of the future, while also ensuring competitiveness and job quality in our high employment, low productivity sectors.

## **Rail Connections**

**2.23** Greater Manchester currently benefits from good links to London, with a number of direct rail routes taking around two hours. The enhanced NPR connections will help to deliver a more integrated national economy, opening up much greater business opportunities to support UK growth. The timely delivery of these proposals will have benefits for the Country as a whole as well as for Greater Manchester. To capitalise on the opportunity, Greater Manchester is proposing a series of complementary investments to bring maximum benefits from high-speed rail to residents. The Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy – The Stops Are Just The Start sets out our proposals for local infrastructure investment which will continue to be embedded within our wider strategic plans, within the context of the emerging proposals, ensuring that people are well connected to the new homes and job opportunities that these investments offer and delivering the right training and skills to empower the next generation to continue to make our city-region successful.

## The Northern Powerhouse

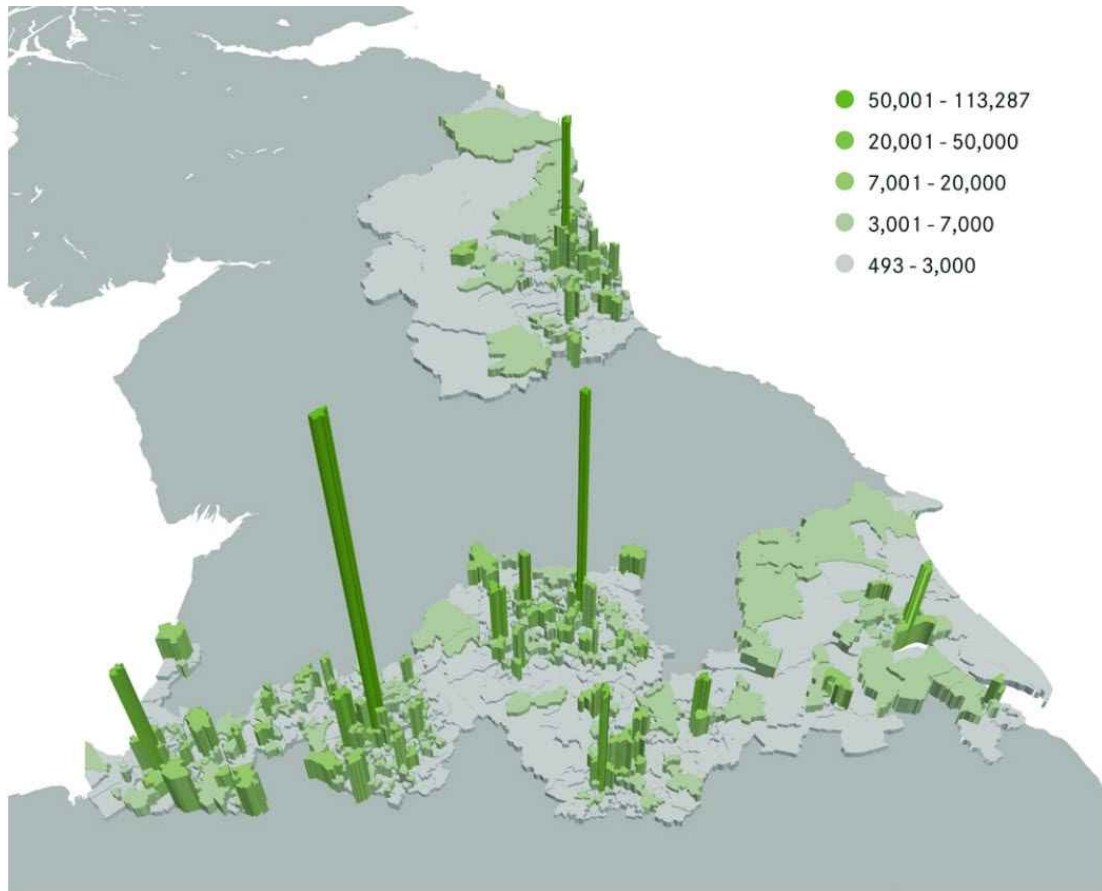
- 2.24** The concept of the Northern Powerhouse is central to the overall strategy for delivering more even and inclusive growth across the UK, counterbalancing the dominance of London and the South East. The Government has described the Northern Powerhouse as “a vision for joining up the North’s great towns, cities and counties, pooling their strengths, and tackling major barriers to productivity to unleash the full economic potential of the North”.<sup>7</sup>
- 2.25** The strength and strategic location of Greater Manchester puts it in an ideal place to act as the primary driver for the Northern Powerhouse. Equally, Greater Manchester would benefit significantly from nearby locations in the North being more economically prosperous, as this would provide access to a wider range and diversity of businesses opportunities and to an even larger pool of skilled labour. Hence it will be important to deliver relatively high levels of growth across the Plan area for the wider benefit of the North.

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<sup>7</sup> HM Government (November 2016) Northern Powerhouse strategy



Figure 2.3 Geography of jobs across the Northern Powerhouse



**2.26** Improving connections between Greater Manchester and other parts of the North, and to other areas such as the Midlands, will be central to delivering the vision for the Northern Powerhouse. Transport for the North published their Strategic Transport Plan in February 2019. The Plan seeks to enable the North to achieve its full potential and is an opportunity to address decades of under investment and provide a legacy for future generations. The fundamental challenge for the North's economy is to improve the economic interaction between the key economic assets and clusters of the North to improve the sharing of knowledge, supply chains, resources, and innovation to drive agglomeration benefits and productivity. The major northern cities of Liverpool, Leeds and Sheffield are within 40 miles of Greater Manchester, as are other significant settlements such as Bradford, Preston, Warrington, Chester and Stoke-on-Trent. At present connectivity between the North's towns and cities, and beyond, restricts growth and opportunities. Commuting between Manchester and Leeds is 40% lower

than expected when compared to city pairs that are similar distances apart in the UK. Better transport connectivity increases the physical proximity of firms, workers and consumers and concentrates economic activity in clusters. Improving transport connections between the North's cities, towns, economic centres, infrastructure and assets allows for greater opportunities for employment, collaboration and knowledge sharing. Importantly, it would also enable other parts of the North to take advantage of Greater Manchester's key assets and its role as a key international gateway and emerging top global city, connecting more people to Manchester Airport and beyond.

- 2.27** The Northern Powerhouse Rail proposals will dramatically improve journey times to 30 minutes or less from the City Centre and Manchester Airport to Liverpool, Leeds and Sheffield, through a combination of new and improved lines. This will bring these surrounding major cities within an easy commuting time of Greater Manchester. The M62 motorway is already an important east-west spine within the North, connecting Greater Manchester with Leeds and Liverpool, and further east through to Hull and the Humber ports. The ongoing North West Quadrant Study will identify how capacity, journey times and reliability can be improved on the M62/M60 around Greater Manchester, further aiding the integration with Leeds and Liverpool. The proposed Trans Pennine Tunnel has the potential to deliver similar benefits for road transport between Greater Manchester and Sheffield. In the southern part of Greater Manchester, the study at the Airport around the M56 and the proposed study of the M60 corridor in the south-east will also be key. These transport schemes will play a very important role in realising the potential of our boroughs, Greater Manchester as a whole, and the wider North.
- 2.28** As part of Greater Manchester, we are therefore ideally placed to drive growth in the North of England and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within our boroughs, but also major improvements in transport

connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.

## Inclusive Growth

**2.29** Over recent years, growth across the Plan area has been concentrated in the three local authority areas of Manchester, Salford and Trafford. For example, over the period 2001-2016, they accounted for two-thirds of the growth in population, employment and economic activity (measured by GVA) in Greater Manchester.<sup>8</sup> Population increased by around 20% across Manchester, Salford and Trafford over that period compared to just over 6% across the remaining six districts (combined) of the PfE Plan area, although this contrasts with the preceding half century when Manchester and Salford lost well over one-third of their population.<sup>9</sup> This concentration of growth is likely to continue in the future, with Manchester, Salford and Trafford forecast to account for 44% of population growth up to 2039, around 60% of GVA growth, and 90% of the increase in employment.<sup>10</sup> This would consolidate the concentration of growth in the central and southern areas of Greater Manchester.

**2.30** Figure 2.4 '2019 Index of Multiple Deprivation', produced by the Government, with the darkest colours showing the most deprived areas. It indicates high levels of deprivation across many parts of the Plan area, including those areas that have seen a concentration of growth over recent years and in parts of otherwise affluent boroughs. There is a particularly high concentration of deprivation in the central areas, with Manchester the second most deprived local authority area in England on two measures.<sup>11</sup>

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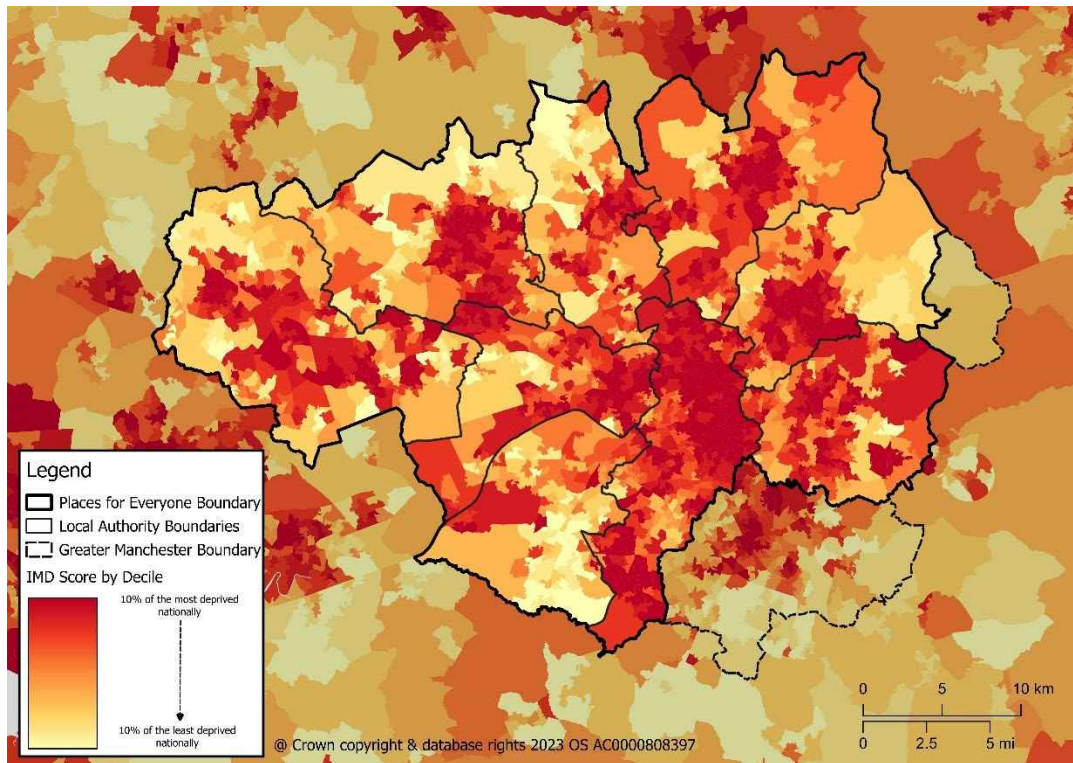
<sup>8</sup> ONS mid-year population estimates, and Greater Manchester Forecasting Model 2018

<sup>9</sup> Population Statistics, Total Population, A Vision of Britain through Time, 1951-2001

<sup>10</sup> ONS 2018-based sub-national population projections, and Greater Manchester Forecasting Model 2018

<sup>11</sup> Measured by the 'rank of ranks', where each local authority is ranked for each of the seven domains of the index, and then an average rank is produced

Figure 2.4 2019 Index of Multiple Deprivation



**2.31** An analysis by the Office for National Statistics of over 100 towns and cities in England and Wales identified Oldham, Salford and Rochdale amongst some of the most deprived areas in the country.<sup>12</sup> When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and housing development, in overall terms the northern areas of Greater Manchester excluding Bury (Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse overall than the southern areas.

**2.32** Although both the central areas and the northern parts of Greater Manchester suffer from high levels of deprivation, there are differences between them in terms of how this manifests and the development pressures that they face. The inner areas surrounding the City Centre and the Quays have seen much higher levels of recent population growth, being a key focus for inward international migration. Just 22 wards in that area (out of a total of

<sup>12</sup> Office for National Statistics (March 2016) Towns and cities analysis, using the 2015 Index of Multiple Deprivation

215 wards in Greater Manchester) accounted for two-thirds of the increase in residents aged under 18 in Greater Manchester over the period 2002-2016, and the area saw an increase of one-third in those aged 30-44 whereas the sub-region as a whole had a reduction in that age group. The number of people aged 65 and over declined in this inner area, whereas the six northern districts had a one-quarter increase.<sup>13</sup>

## **Key Challenges for the Places for Everyone Plan**

**2.33** In light of these issues, the PfE Plan will need to:

- Deliver high levels of economic growth to support the prosperity of Greater Manchester, whilst ensuring that all parts of our boroughs and all our residents share in the benefits;
- Deliver the highest possible quality of life for all our residents and address existing problems such as health disparities and air quality that currently detract from it.

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<sup>13</sup> ONS: Ward-level population estimates (Experimental Statistics) 2002-2016 (released October 2017).

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## Vision

**3.1** The vision for Greater Manchester is set out in the Greater Manchester Strategy:

### **Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old:**

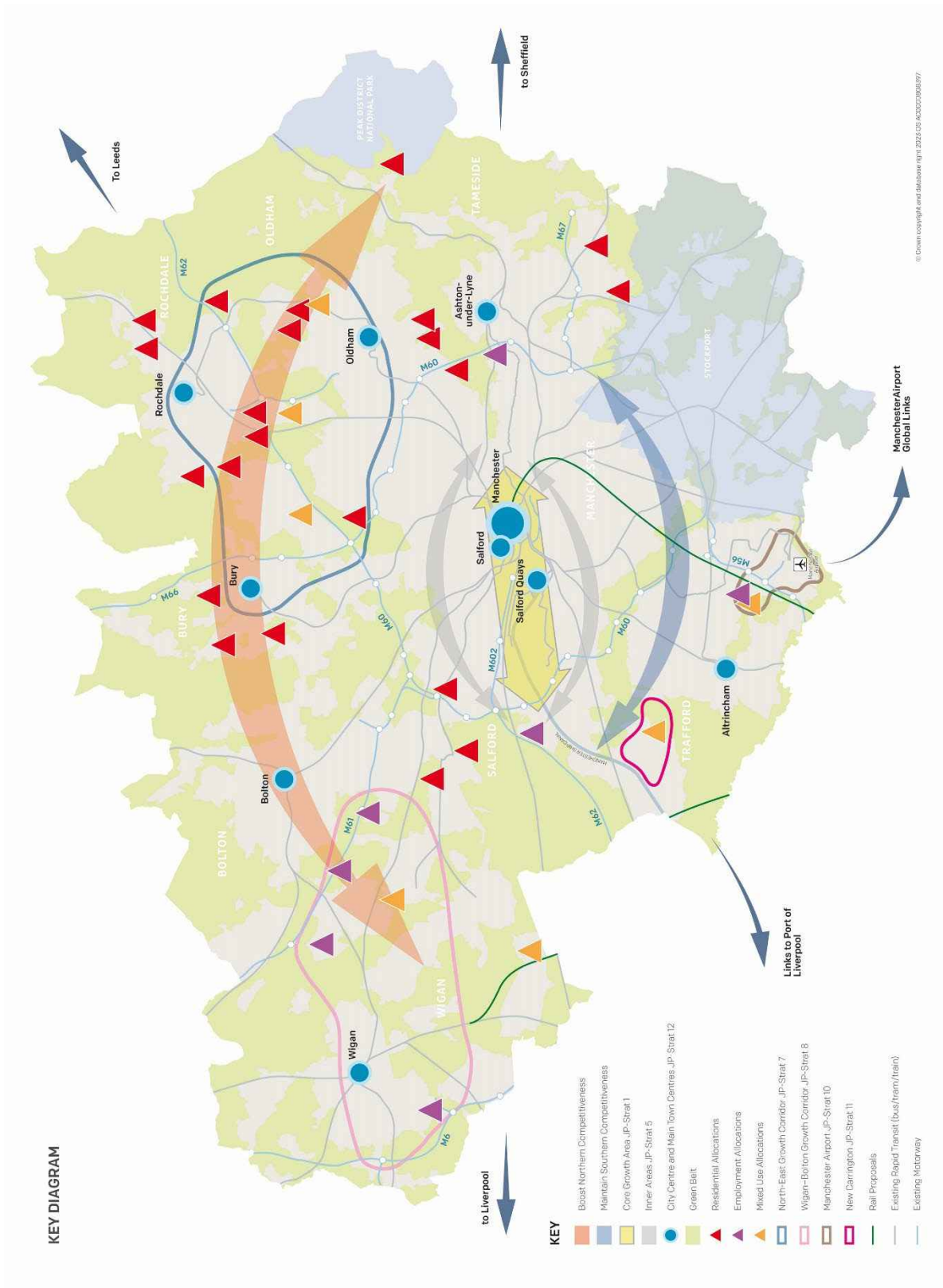
- A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.

**3.2** Through this Plan we are committed to supporting the achievement of this vision in our boroughs. However, this Plan is one of many ways in which the vision will be delivered, and many of the necessary actions will lie outside the scope of the Plan.

**3.3** Figure 3.1 'Key Diagram' illustrates the Plan's spatial strategy, showing the locations that will be the main focus for development up to 2039.

# Key Diagram

Figure 3.1 Key Diagram





## Strategic Objectives

### Objective 1: Meet our housing need.

We will:

- Increase net additional dwellings;
- Increase the number of affordable homes;
- Provide a diverse mix of housing.

### Objective 2: Create neighbourhoods of choice.

We will:

- Prioritise the use of brownfield land;
- Focus new homes in the Core Growth Area and the town centres;
- Focus new homes within 800m of public transport hubs;
- Ensure that there is no increase in the number of homes and premises at a high risk of flooding;
- Prioritise sustainable modes of transport to reduce the impact of vehicles on communities.

### Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.

We will:

- Ensure there is adequate development land to meet our employment needs;
- Prioritise the use of brownfield land;
- Ensure there is a diverse range of employment sites and premises;
- Facilitate the development of high value clusters in key economic sectors such as:
  - Advanced manufacturing;
  - Business, financial and professional services;
  - Creative and digital;
  - Health innovation;
  - Logistics.

## **Objective 4: Maximise the potential arising from our national and international assets.**

We will:

- Focus development in the Core Growth Area, Manchester Airport and key growth locations;
- Improve visitor facilities in the City Centre, Quays and Manchester Airport and our international and national sporting assets;
- Enhance our cultural, heritage and educational assets; Improve sustainable transport and active travel access to these locations;
- Improve access for local people to jobs in these locations;
- Ensure infrastructure provision supports growth in these locations;
- Increase graduates staying in Greater Manchester.

## **Objective 5: Reduce inequalities and improve prosperity.**

We will:

- Ensure people in all of our neighbourhoods have access to skills training and employment opportunities;
- Prioritise development in well-connected locations;
- Deliver an inclusive and accessible transport network;
- Strengthen the competitiveness of north Greater Manchester;
- Reduce the number of our wards in the 10% most deprived nationally.

## **Objective 6: Promote the sustainable movement of people, goods and information.**

We will:

- Enhance our existing transport network;
- Focus new development within 800m of sustainable transport hubs;
- Ensure new development is designed to encourage and enable active and sustainable travel;
- Expand our transport network to facilitate new areas of sustainable and inclusive growth;

- Capitalise on national and regional investment in transport infrastructure;
- Improve opportunities for sustainable freight;
- Ensure new development provides opportunities for affordable, high quality digital infrastructure.

**Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.**

We will:

- Promote carbon neutrality of new development by 2028;
- Promote sustainable patterns of development that minimise the need to travel and contribute to cleaner air;
- Locate and design development to reduce car dependency;
- Facilitate provision of infrastructure for cleaner vehicles;
- Improve energy efficiency and the generation of renewable and low carbon energy.

**Objective 8: Improve the quality of our natural environment and access to green spaces.**

We will:

- Enhance special landscapes, green infrastructure, biodiversity and geodiversity;
- Improve access to the natural environment and green spaces including parks;
- Promote the role of green space in climate resilience and reducing flood risk.

**Objective 9: Ensure access to physical and social infrastructure.**

We will:

- Ensure that our communities and businesses are supported by infrastructure;
- Improve the capacity and network coverage of digital, energy, telecoms, transport and water in key growth locations;
- Ensure new development is properly served by physical and social infrastructure including schools, health, social care, sports and recreation facilities.

## **Objective 10: Promote the health and wellbeing of communities.**

We will:

- Ensure new development is properly served by health care services that meet the needs of communities;
- Improve access to healthy food options for all communities;
- Reduce the health impacts of air pollution through accessibility of sustainable travel such as public transport, cycling and walking;
- Maximise the health benefits of access to the natural environment and green spaces;
- Coordinate with and support the delivery of local and Greater Manchester wide health strategies.

## Strategy

### Inclusive Growth

**4.1** The central theme of our spatial strategy is to deliver inclusive growth across the city region, with everyone sharing in the benefits of rising prosperity.

There are three main aspects to this:

- Making the most of the key locations and assets best-placed to support economic growth;
- Creating more favourable conditions for growth by providing high quality investment opportunities that help to address disparities; and
- Creating places which will be more resilient to climate change.

### Making the Most of Key Locations and Assets

**4.2** As globalisation continues and the pace of technological change accelerates, there will be increasing competition between cities for investment, jobs and skilled people. If Greater Manchester is to flourish in the long run, then it will need to make the most of its key assets and advantages, which can differentiate it from other places. The growth potential of a small number of locations that can boost international competitiveness will need to be maximised in order to support the prosperity of Greater Manchester as a whole.

**4.3** Key locations and assets include:

- The huge agglomeration of economic activity at the centre of Greater Manchester, focused on the City Centre and the Quays but also extending westwards through Trafford Park and eastwards to Central Park and the Etihad campus, which provides an enormous number and range of jobs;
- Manchester Airport, which is the largest airport in the country outside London and the South East, and offers routes across the world;
- Connections to the post-Panamax facilities at the Port of Liverpool, via the Manchester Ship Canal, rail and motorways, enabling access to global shipping routes and the largest vessels;

- The universities and the knowledge economy, with a high concentration of students, research activity and scientific institutions. The Oxford Road Corridor is an internationally important location in this regard, whilst the University of Salford and the Crescent area have huge potential for further investment;
- The strong cultural identity of Greater Manchester and its constituent cities and towns, with a global reputation for sports and the arts; and
- The strong network of green and blue infrastructure including river valleys, lowlands uplands and woodlands.

**4.4** The strength of these locations and assets will be further enhanced by significant investment in both national and sub-regional important public transport schemes.

### **Addressing Disparities**

**4.5** Over recent years, growth has been concentrated in the three local authority areas of Manchester, Salford and Trafford, and this is forecast to continue in the future. The potential for an uneven pattern of growth is reinforced by the fact that the key assets and locations discussed above are focused very much in the central parts of Greater Manchester, with the airport on the southern edge of the sub-region and the potential associated with the Port of Liverpool towards the west.

**4.6** When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and levels of housing development, the northern areas of Greater Manchester with the exception of Bury (i.e. Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse than the southern areas. The low forecast growth rates for these northern areas risks reinforcing rather than tackling those problems.

**4.7** However, despite the economic success of the City Centre, the largest concentration of severe deprivation is in the central areas that surround it. In contrast with the northern areas, these deprived central parts face very high

development pressures, and have been the primary focus for inward international migration to Greater Manchester in recent years.

## **Efficient Use of Land Resources**

- 4.8** A key role of this Plan is to manage the conflicting demands on our finite land resources. The need for new housing, employment, facilities and infrastructure has to be accommodated, whilst at the same time protecting the environment, urban green spaces, the countryside and the identity of different places.
- 4.9** The rate of expansion experienced over the last 150 years cannot be continued indefinitely. In order to minimise future outward growth of the built-up area, it will be important to ensure that land resources are used efficiently and effectively, and this is a key principle behind the spatial strategy set out in this document.
- 4.10** An essential aspect of the efficient and effective use of land will be for authorities to make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings when meeting development needs. This will help to address dereliction and bring investment into existing urban areas, supporting their regeneration and enhancement. Abnormal costs such as those associated with addressing land contamination can have a negative impact on the viability of developing brownfield sites, and so securing funding to support remediation will be a priority.
- 4.11** Development will need to be undertaken at an appropriate density and with suitable provision for green infrastructure. Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. Unless specified, the terms “accessible” and “accessibility” refer to being able to reach, approach or enter a location, making the most efficient use of land resources, delivering a sustainable pattern of development, reducing the need to travel by unsustainable modes and increasing the proportion of trips made by walking, cycling and public transport. In relation to places or

services, it means accessible to all, inclusive of people with disabilities and particular mobility requirements. The term “access” is used in accordance with the dictionary definition “to enable the means or opportunity to approach or enter a place”.

- 4.12** Maximising the reuse of previously-developed land and delivering higher densities in the most accessible locations will together help to reduce the total amount of land required for new buildings and hence minimise the need for development of greenfield sites.
- 4.13** This focus on utilising previously-developed land and increasing densities in accessible places further reinforces the importance of delivering high levels of growth in the Core Growth Area, as locations such as the City Centre and the Quays are already characterised by high density development and have the greatest potential to be well-connected by public transport to residents across Greater Manchester. The town centres across the plan area will also be well-placed in this regard.
- 4.14** However, even with increasing densities and the reuse of brownfield land, the scale and distribution of development required to meet our needs has necessitated the need for selective removal of Green Belt and the use of other land previously safeguarded from development.

## **Opportunities and Challenges**

- 4.15** Different parts of Greater Manchester can therefore be seen to be facing different challenges. In broad terms:
- The central areas have a combination of a high concentration of key growth assets with large levels of past and forecast growth, but considerable deprivation;
  - The southern area also has significant forecast growth, but with typically higher levels of prosperity, as for example shown by average household incomes and house prices, lower levels of deprivation (though there are still some concentrations), and the key economic asset of Manchester Airport; and



- The northern areas typically have lower recent and forecast growth, extensive areas of deprivation and, although there are some important infrastructure assets such as the M62 motorway and significant levels of manufacturing activity, the growth opportunities are currently more limited than in the rest of Greater Manchester.

**4.16** Our spatial strategy responds to this variation, whilst also recognising both the commonalities between places and the diversity within each of them. This is essential to delivering inclusive growth that secures greater prosperity and quality of life for everyone in the city region.

## **Spatial Strategy**

**4.17** The overall spatial strategy of the Plan seeks to take advantage of the opportunities for delivering high levels of economic growth, whilst addressing the challenges for securing genuinely inclusive growth and prosperity.

**4.18** Making the most of the key assets at the core of the conurbation is central to the approach, as this will be essential to maximising the competitiveness of Greater Manchester and driving economic growth across the city region. Securing major investment in the surrounding inner areas will be important to addressing the extensive deprivation in those neighbourhoods, as well as supporting the successful functioning of the core areas.

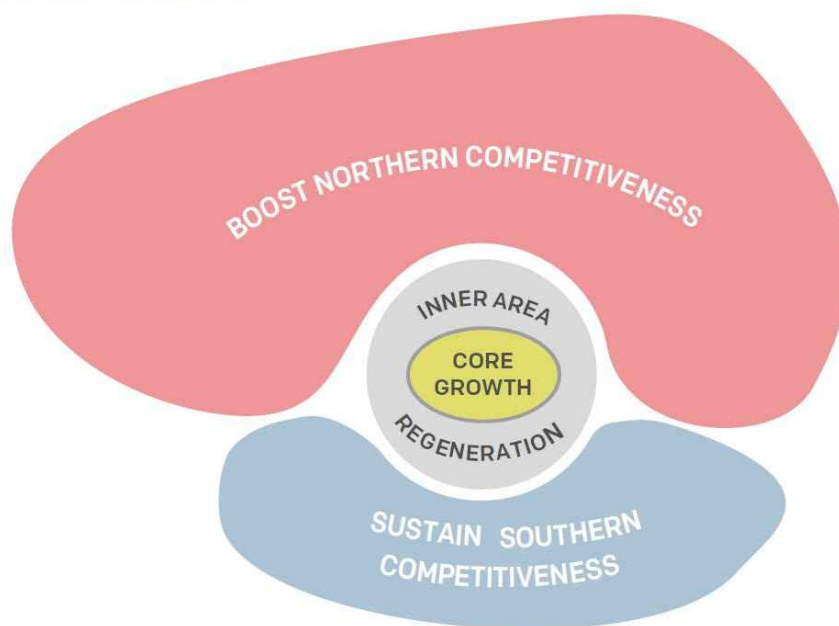
**4.19** If the forecast patterns of growth continue unchecked, reinforcing past trends, then Greater Manchester will become increasingly southward focused, with greater disparities between its northern and southern areas. This is not considered to be consistent with delivering inclusive growth and would adversely impact on the long-term prospects for Greater Manchester. Hence, the Plan seeks to boost significantly the competitiveness of the northern parts of Greater Manchester, whilst ensuring that the southern area continues to make a considerable contribution to growth by making the most of its key assets.

**4.20** This approach is summarised in Figure 4.1 'Spatial Strategy' and explained in more detail in the rest of this chapter. The figures (4.1 to 4.9) provide an illustrative representation of key aspects of policies JP-Strat 1 to JP-Strat11.

They assist both further plan making and decision makers considering planning applications by providing additional visual context for the policies. The transport infrastructure improvements shown in Figures 4.4; 4.5; 4.6; 4.7; 4.8; and 4.9 are for illustrative purposes only. There is a comprehensive list of indicative transport interventions for the delivery of allocations in Appendix D. The 2040 Transport Strategy and Five Year Delivery Plan set out the transport interventions and policies important to improving the transport network and helping to deliver more sustainable growth across GM as a whole.

Figure 4.1 Spatial Strategy

#### SPATIAL STRATEGY



- 4.21** The areas identified in the above diagram do not have firm boundaries. There is some overlap between them, and they are likely to evolve over time. However, in broad terms they can be described as follows:
- Core Growth Area: central Manchester, south-east Salford, and north Trafford

- Inner Area Regeneration: surrounding inner parts of Manchester, Salford and Trafford
- Boost Northern Competitiveness: Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford
- Sustain Southern Competitiveness: Most of Trafford and south Manchester but also Stockport, who will play a vital role in this through its own Local Plan.

**4.22** The rapid transit routes and strategic green infrastructure, which are also an important part of the spatial strategy, extend through all of these areas. The main town centres are located within the northern and southern areas.

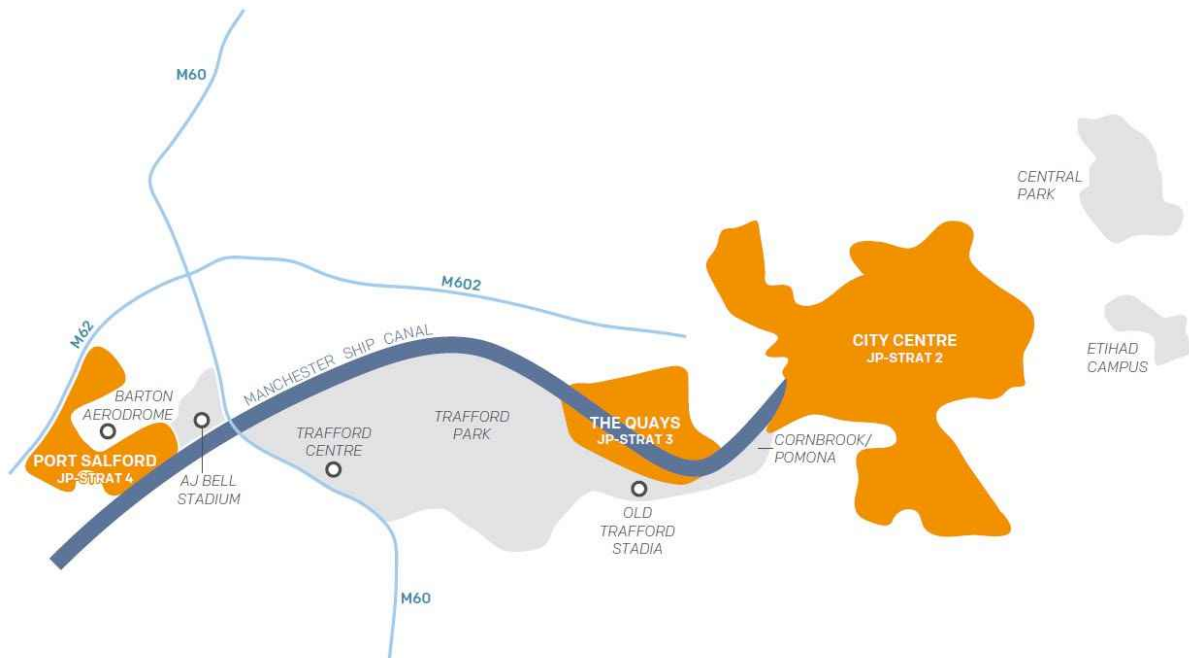
**4.23** The Policies within this Chapter establish the overall spatial strategy for the Plan. In addition, Policies JP-Strat1 to JP-Strat11 provide a strategic framework for local plans.

## **Core Growth Area**

**4.24** The huge agglomeration of economic activity at the centre of Greater Manchester is perhaps the city region's greatest strength. At the heart of this is the City Centre, which is the most significant economic location and largest office market in the country outside London. Immediately to its south-west is the Quays, which provides an internationally significant cluster of digital and creative uses. The wider central economic area extends beyond the City Centre and the Quays, eastwards to include Central Park and the Etihad campus, and westwards through Trafford Park, which is one of Europe's largest industrial estates, to Port Salford. This area provides a huge scale and diversity of economic and residential opportunity, which is accessible from across Greater Manchester and beyond.

Figure 4.2 Core Growth Area

## CORE GROWTH AREA



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- 4.25** A strong focus of growth in the Core Growth Area, particularly the City Centre and the Quays, is fundamental to our overall strategy. This is the area with the largest concentration of key assets, and which has seen the highest level of market interest over a prolonged period of time. It provides the greatest growth potential and best opportunity to increase the international competitiveness of the city region. It offers a significant opportunity to create jobs for existing local communities, particularly those from the more deprived communities, thereby reducing poverty and delivering inclusive growth. Despite the challenges currently facing the nation as a result of the health crisis resulting from the Coronavirus pandemic, delivering high levels of employment growth in this area will be crucial to maximising the accessibility of jobs to residents across Greater Manchester in a sustainable way. This continuing agglomeration of activity will provide the scale, quality and profile of activity necessary for Greater Manchester to become a top global city.

- 4.26** There is also an opportunity to continue to grow significantly the residential role of this core area, including a broader range of dwelling types and an increase in the supply of affordable housing. Securing large numbers of new homes in this part of the sub-region will enable more people to live near to a variety of employment, business and leisure opportunities, and reduce pressure on greenfield and Green Belt land elsewhere in Greater Manchester. However, it will be important to ensure that this complements rather than displaces the economic functions.
- 4.27** In total sufficient land has been identified in the Core Growth Area for almost 69,000 new homes. Development within the City Centre and the Quays will typically be delivered at high densities, reflecting the accessibility and prominence of those locations. There will remain extensive areas of lower density employment development such as within Trafford Park and at Port Salford, providing a diverse range of employment and business opportunities. Separate policies are set out below for the City Centre, the Quays, and Port Salford.

### **Policy JP-Strat1: Core Growth Area**

The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.

Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.

Infrastructure provision will support the growth and continued capacity of the Core Growth Area.

### **City Centre**

- 4.28** The City Centre lies at the heart of Greater Manchester, straddling the boundary between Manchester and Salford. It is mainly contained within the Inner Relief Road but also extends beyond, including along Oxford Road to the south and along Chapel Street and the Crescent to the west.

- 4.29** The City Centre plays a key role in Greater Manchester's economy, and that of the North of England more generally, providing around 10% of all jobs in the sub-region. It offers a large range of employment, shopping, leisure and tourism opportunities, attracting significant numbers of visitors to Greater Manchester. It also has a high concentration of knowledge-based activities, with three universities, several major research centres, and a large supply of graduates, as well as a valuable historic environment with numerous heritage assets. The completion of major transport infrastructure schemes towards the end of the Plan period, such as Northern Powerhouse Rail, will improve services to and from the major cities in the North, further enhancing the attractiveness and potential of the City Centre. Improved connectivity between the City Centre and adjacent areas, such as between The Quays and Salford Crescent, will support growth across the City Centre, as well as in edge-of-centre locations that benefit from this improved connectivity and become increasingly suitable for higher density and the expansion of further knowledge based clusters of development.
- 4.30** Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. Over the period 2022-2039, land to accommodate around 1,700,000 sqm of office floorspace, around 54,000 new dwellings and minimal industry and warehousing (just under 38,000 sqm) has been identified within the City Centre. The City Centre offers significant opportunity to maximise the use of previously developed land. It will enable the delivery of a range of types of homes so that people can live close to a major source of jobs, education and amenities, reducing the need to travel. This will make it essential that major improvements in public transport continue to be provided, ensuring that residents from across Greater Manchester and beyond can easily access the opportunities within the City Centre without increasing congestion, and enabling employers to take advantage of the large and diverse labour market.

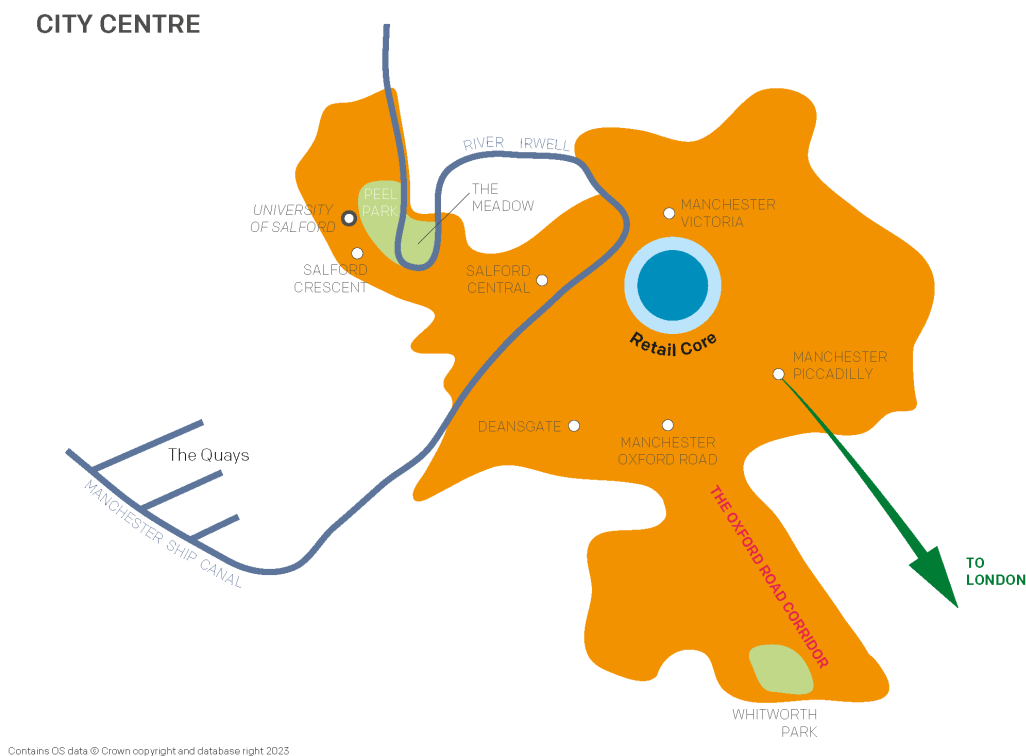
## **Policy JP-Strat2: City Centre**

The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.

It will be a priority for investment in development and infrastructure. This will include addressing current network capacity issues in the City Centre which will enable the future expansion of the rapid transit public transport network across Greater Manchester. Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. A broad range of commercial accommodation will be delivered, helping the City Centre to capture growth across key economic sectors.

The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.

Figure 4.3 City Centre



## The Quays

- 4.31** The Quays is located just to the south-west of the City Centre, in Salford and Trafford, focused around the Manchester Ship Canal and a series of bays and basins.
- 4.32** Since the 1980s, the Quays has gradually been transformed from a derelict docklands into a vibrant mixed-use area with well-established tourism, employment, retail and residential functions taking advantage of the high quality environment and waterside setting. The development of MediaCityUK over the last decade has helped to establish an internationally significant cluster of digital and media uses, including the BBC and ITV, but the area also has a wider business function and is one of the primary office locations in Greater Manchester. The Salford side of the Quays benefits from several Metrolink stops and the Trafford side now also benefits from the recent



expansion of the Metrolink network through the completion of the new £350m Trafford Park Line in 2020.

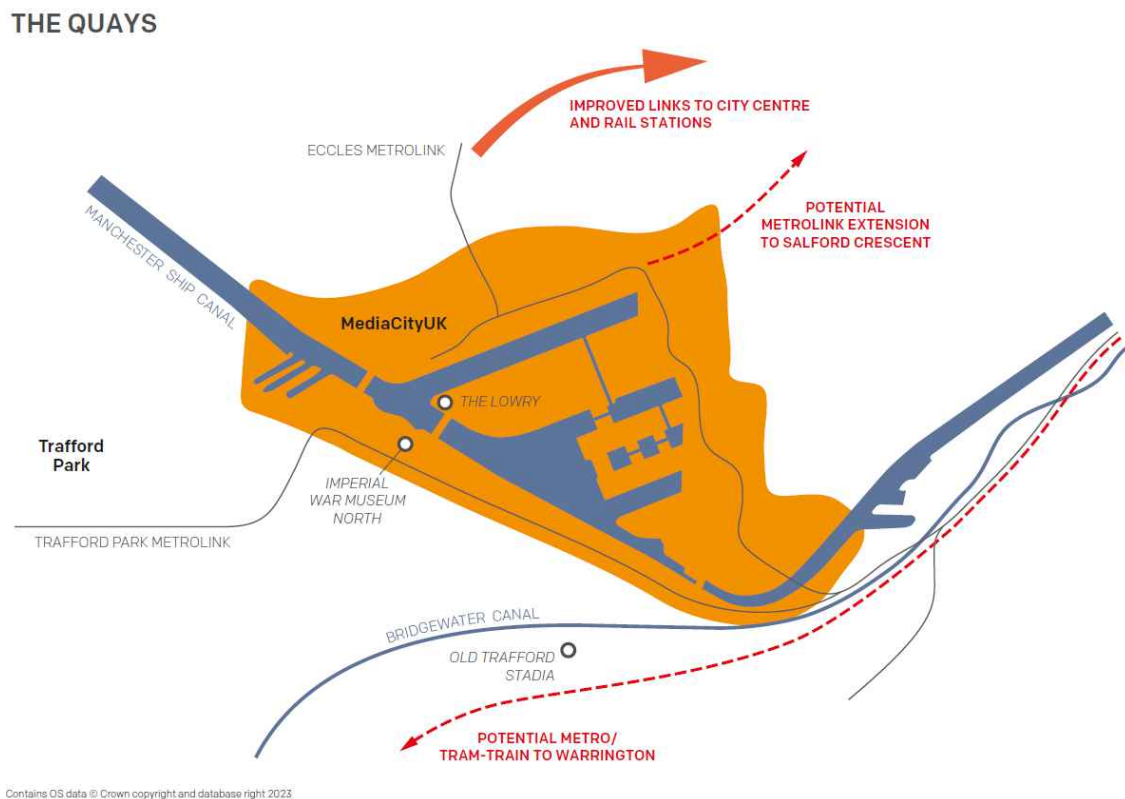
- 4.33** Although the Quays has seen very significant levels of investment in recent years, there is still enormous development potential within the area across all of its functions, including major expansion of the digital/creative cluster and significant residential opportunities. Over the period 2022-2039, land to accommodate around 155,000 sqm of office floorspace, around 12,200 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays. It offers significant opportunity to maximise the use of previously developed land by delivering large scale residential development close to a major source of jobs, education supported by the necessary infrastructure and amenities. Substantial improvements in transport infrastructure, particularly public transport, will be required if the Quays is to realise its full potential and residents across Greater Manchester are to take maximum advantage of its success. It will also be important to improve the connections between the Quays and the City Centre, as this would further strengthen the success of both strategic locations, providing an enormous concentration of integrated activity and maximising their agglomeration benefits.

### **Policy JP-Strat3: The Quays**

The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses. Its business, housing, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area's interest, vibrancy and unique identity. Development will generally be high density. The high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as one of its essential distinguishing features, and excellent, distinctive design will continue to be a priority.

Major improvements in accessibility by public transport, cycling and walking will be sought, including much better links to key rail stations and greater connectivity with the City Centre.

Figure 4.4 The Quays



## Port Salford

- 4.34** Port Salford is currently under construction and will be the UK's first tri-modal inland waterway port. It is located on the Manchester Ship Canal, which is a unique 36-mile long seaway extending from the heart of Greater Manchester westwards to the Mersey Estuary, however, this location offers significant opportunity for further economic growth. Supported by sustainable transport it will ensure the economic growth at this location is accessible to a wide range of residents and will reduce levels of poverty in Greater Manchester, particularly in the surrounding "inner areas".
- 4.35** New canal berths at Port Salford will enable direct shipping services to the Port of Liverpool, where post-Panamax facilities can accommodate the world's largest vessels, providing access to global markets and suppliers. A new rail spur from the main Manchester-Liverpool line into the heart of the Port Salford site and alongside the canal, together with the provision of a

major container terminal, will enable easy movement of goods between water, rail and road.

- 4.36** The first warehouse has been constructed and occupied, and the first phases in a series of major highway works have been completed including a new lifting bridge across the Manchester Ship Canal. A further three large-scale buildings to the south of the A57 have planning permission, and this plan takes land out of the Green Belt to the north of the A57 to enable a major expansion of the scheme. Port Salford as a whole could provide around 500,000 sqm of high quality floorspace within an integrated facility by the end of the Plan period.
- 4.37** The tri-modal facilities at Port Salford have the potential to deliver major benefits for Greater Manchester, not only supporting a larger and more sustainable logistics sector but also enabling the more efficient and cost-effective movement of components and products for manufacturers.
- 4.38** A key strength of Port Salford is its location near to the junction of the M60, M62 and M602 motorways. It is likely that major enhancements to the motorway network around Port Salford will be required, both to support the scheme and address wider congestion issues. The ongoing Manchester North West Quadrant Study is investigating the options for broader motorway network improvements, and it will be important to coordinate the development of Port Salford with any emerging proposals.

#### **Policy JP-Strat4: Port Salford**

Port Salford will be developed as an integrated tri-modal facility, with on-site canal berths, rail spur and container terminal as essential elements of the scheme.

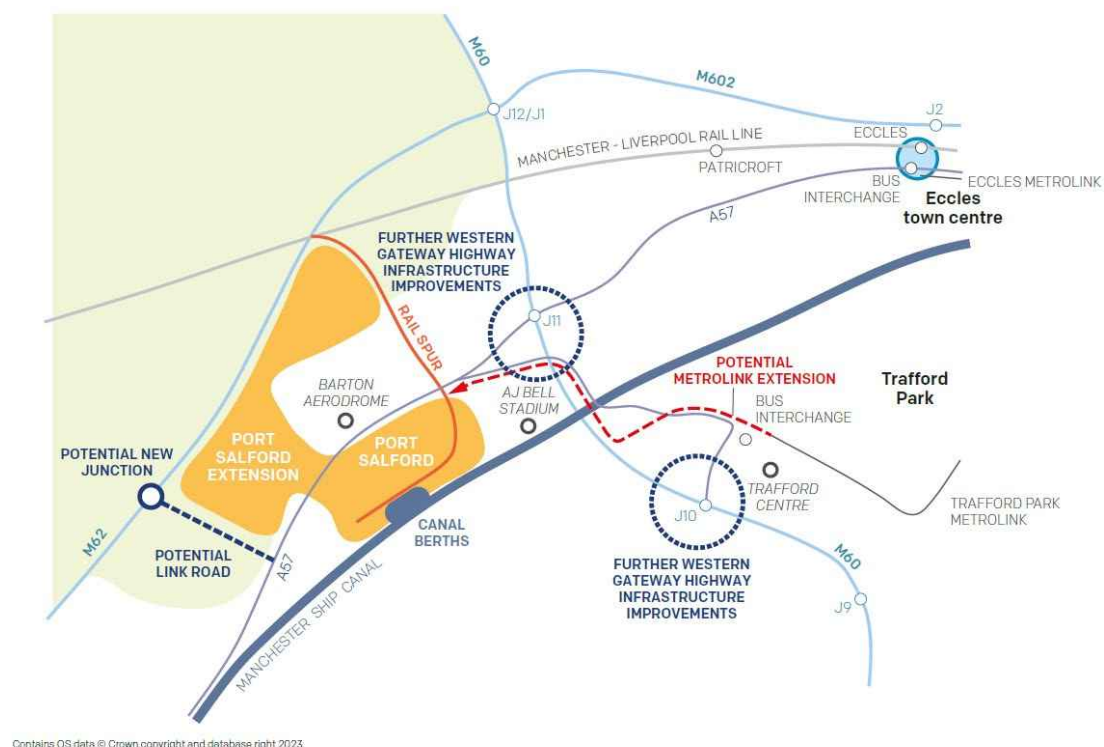
The overall facility will provide around 500,000 sqm of employment floorspace. This will include an extension of the permitted scheme onto land to the north and west of Barton Aerodrome, as allocated under Policy JP Allocation 26 'Port Salford Extension'.

The development of Port Salford must be delivered together with necessary transport infrastructure, including highway improvements to accommodate the likely

scale of traffic generation, in a way that is compatible with committed proposals for the enhancement of the wider motorway network and the provision of appropriate sustainable travel opportunities to meet the needs of the employees accessing the site. The growth of Port Salford will be managed to reflect the creation of additional capacity in the transport network and in accordance with the requirements of policy JPA26.

Figure 4.5 Port Salford

#### PORT SALFORD



### Inner Area Regeneration

- 4.39** The inner areas of the city region, surrounding the City Centre and the Quays, benefit from a position adjacent to an enormous concentration of economic activity. However, despite this proximity, these inner areas are characterised by high levels of deprivation, with extensive parts being amongst the 10% most deprived neighbourhoods in the country.
- 4.40** The challenges faced by the inner areas are quite different to most other deprived areas in Greater Manchester. Over the last 15 years, the 22

wards<sup>14</sup> at the heart of the inner area have collectively seen an increase in population of 38% compared to growth of 11% across the rest of the city region, and these wards have been the primary focus for international migration into Greater Manchester. The age profile of this population change has also been distinctive, with increases of 36% in 0-17 year olds, 42% in 18-29 year olds and 37% for 30-44 year olds, compared to figures of 3%, 15% and -7% respectively for the rest of Greater Manchester. In contrast, the area saw a reduction in residents aged 65 and over, whereas the rest of the city region had an increase of more than one-fifth.<sup>15</sup>

- 4.41** The high growth in population has led to significant development pressures, not just in terms of new build developments but also more intensified use of existing properties such as conversions to houses in multiple occupation (HMOs). The proposed scale of job growth in the Core Growth Area, and the excellent location of the inner areas in relation to them, make it likely that there will continue to be significant pressures from population growth within this part of Greater Manchester.
- 4.42** Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services. Over the period 2022-2039, land to accommodate around 175,000 sqm of office, around 86,500 sqm of industry and warehousing and around 35,000 new dwellings has been identified within the inner areas.
- 4.43** The high levels of deprivation highlight the need for sustained neighbourhood regeneration, with investment in improving the quality of existing housing (including its energy efficiency and access to amenity

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<sup>14</sup> Ancoats and Clayton, Ardwick, Bradford, Cheetham, Crumpsall, Fallowfield, Gorton North, Gorton South, Harpurhey, Hulme, Levenshulme, Longsight, Miles Platting and Newton Heath, Moss Side, Old Moat, Rusholme, Whalley Range, Withington (all in Manchester), Broughton, Irwell Riverside, Langworthy (in Salford), and Clifford (in Trafford). There are 215 wards in Greater Manchester.

<sup>15</sup> ONS ward-based mid-year population estimates (experimental) 2002-2017 - see [Ward-level population estimates](#).

space) as well as providing a good mix of new homes. Although there is a need for significant levels of development to meet demand and to maximise the use of brownfield land, it will be essential that the network of open spaces and other green infrastructure is improved, contributing to the long-term attractiveness of these neighbourhoods. Raising the quality of these places will depend on tackling issues such as traffic congestion and air quality, which are typically more severe than in many other parts of the city region. There are also quite significant areas of flood risk.

### **Policy JP-Strat5: Inner Areas**

The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of new development will be accommodated in this highly accessible and sustainable location.

New development will be, predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character. Infrastructure provision will facilitate the growth and continued capacity of the Inner Area, including high quality open spaces and improved access to the wider green infrastructure network.

### **Boosting Northern Competitiveness**

**4.44** Over recent years, the northern areas of Greater Manchester, namely Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford, have seen relatively low levels of growth overall compared to other parts of the city region, and this is forecast to continue. These northern areas have many strengths, such as their distinctive landscapes, proud communities, a strong manufacturing base and the opportunity for links to areas of economic prosperity beyond Greater Manchester, but their potential is not currently being fully realised. If current trends continue then disparities between the northern and southern areas will increase, and this will be harmful not only to the prospects for the north but also to those of Greater Manchester.

**4.45** The northern areas are diverse, but there are considerable areas of deprivation within most districts. Deprivation is particularly extensive across

the north-east, with relatively high levels through much of Rochdale, Oldham, and Tameside, extending into north Manchester. This north-eastern area is characterised by relatively low incomes, low house prices, low qualifications, low economic activity, low proportions in higher managerial/professional occupations, and poor average health. There are also significant pockets of deprivation elsewhere in the northern areas, particularly around the main town centres, which share similar problems to the north-east. However, there are also more prosperous areas across the north, especially in suburban and rural areas towards the edges of each district, with the district of Bury sharing many of the attributes of the wealthier southern areas of Greater Manchester.

- 4.46** Some significant interventions will be required to address the extensive deprivation and the relatively low levels of growth, economic activity and prosperity. Investment will be required across the northern areas, with the provision of a good supply of high quality development sites and major transport improvements across all districts to support greater competitiveness. However, it will be vital that this is done in a sensitive way that protects the character and identity of the north, and the quality of key landscapes such as the uplands and river valleys.
- 4.47** Two locations have been identified as being especially important, having the potential to deliver significant benefits over a wider area and make a major contribution to raising the competitiveness of the northern areas as a whole: the north-east growth corridor; and the Wigan-Bolton growth corridor. These are discussed in more detail below.
- 4.48** Investment in the town centres of the northern districts will be vital, particularly the main town centres of Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan. There is a need to increase the density of high quality public transport routes to match that found in the southern areas. Improving connections between places in the north, and to key growth locations such as those within the Core Growth Area and Manchester

Airport, would help to deliver a more integrated Greater Manchester economy where everyone can benefit fully from growth.

- 4.49** It will be important to increase the attractiveness of the northern areas to a wider range of people. In particular, there is the potential to increase the number of higher income households who choose to live in the north. The influx of more entrepreneurs and skilled workers could help to increase business creation and support local economic activity, as well as reducing pressures in the southern areas which currently have high levels of demand. This Plan allocates a small number of sites in the northern areas specifically to increase attractiveness of the northern areas to highly paid, highly skilled workers, including at such sites as Chew Brook Vale (Robert Fletchers) in Oldham (Policy JP Allocation 13 'Chew Brook Vale (Robert Fletchers)'), Bamford/Norden in Rochdale (Policy JP Allocation 17 'Bamford / Norden') and East of Boothstown in Salford (Policy JP Allocation 25 'East of Boothstown') although many other sites have the potential to attract skilled workers and hence boost the competitiveness of the north.

### **Policy JP-Strat6: Northern Areas**

A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer. This will be complemented by the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision. Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.

### **North-East Growth Corridor**

- 4.50** The most significant proposed intervention in the northern areas is focused on the M62 corridor from Junction 18 (the confluence with the M60 and M66) to Junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham (JP-Strat7). The scale of this initiative is considered necessary in



order to transform perceptions of, and opportunities within, the north of Greater Manchester. There are three major sites where land is removed from the Green Belt through this Plan, as well as significant development on land outside the Green Belt through the completion of the Kingsway Business Park. Developments in this location are not reliant on each other. The Northern Gateway site is of a transformative scale in its own right, but collectively they have the potential to significantly change the economic growth potential of the wider area.

**4.51** The potential for this location to deliver transformative change has led to the formal designation of the Atom Valley Mayoral Development Zone (MDZ) covering the three key areas for growth at the Northern Gateway (policy JPA1.1 and policy JPA1.2), Stakehill (policy JPA2) and Kingsway Business Park (including the proposed Advanced Machinery and Productivity Institute). The designation of the Atom Valley MDZ provides a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth across the three sites and adjoining towns.

**4.52** This location has been selected for large-scale intervention for three main reasons. Firstly, this part of its corridor already has well-known established employment locations such as Heywood, Pilsworth, Stakehill and Kingsway Business Park. Additionally, the M62 is a key piece of transport infrastructure connecting Greater Manchester with the major cities of Liverpool and Leeds, and beyond. As such, it has the scale, connectivity and profile required to attract a broad range of high quality occupiers and major inward investment. This will not only provide a better range of good quality jobs but will also offer opportunities for premises for new and growing sectors for example advanced manufacturing. Secondly, the corridor is close to a substantial residential population, many of whom live in deprived wards with poor connectivity to employment opportunities. Whilst Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network, only the western edge of the site is currently served by good public transport links. In other directions, particularly to and from the Oldham borough, it requires improvement. New investment in this

location, in particular that which delivers improved public transport, could therefore make a major contribution to regeneration and addressing inequalities, whilst also offering employers easy access to a very large labour market. Thirdly, it includes opportunities for large-scale development which together will have the critical mass to enable major investment in infrastructure and attract high quality businesses, jobs and housing. Land to accommodate almost one million sqm of new employment floorspace and around 20,000 new dwellings has been identified in the north east growth corridor. Collectively, these factors will ensure that the area has the ability to make a major contribution to the overall, inclusive growth of Greater Manchester, as well as specifically helping to improve the performance of the northern areas of the city region.

- 4.53** Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth Corridor, including improvements to Junction 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester.
- 4.54** Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre, nearby main town centres and key employment locations. This provides an opportunity to deliver a more extensive and integrated public transport network in the north-east of Greater Manchester, connecting existing communities that are currently poorly served. Improvements to the Calder Valley Line have received commitments to be delivered and the North-East Growth Corridor will also benefit from additional local bus services as well as proposed Bus Rapid Transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the North-East Growth Corridor and surrounding towns to the City Centre.

- 4.55** In addition to the transport investments needed to directly support the level of development proposed, consideration is being given to delivering infrastructure that will benefit the wider area, including options for tram-train operation along the route of the East Lancashire Rail line, alongside the Heritage Railway and options for a Metrolink or Bus Rapid Transit extension to Middleton.

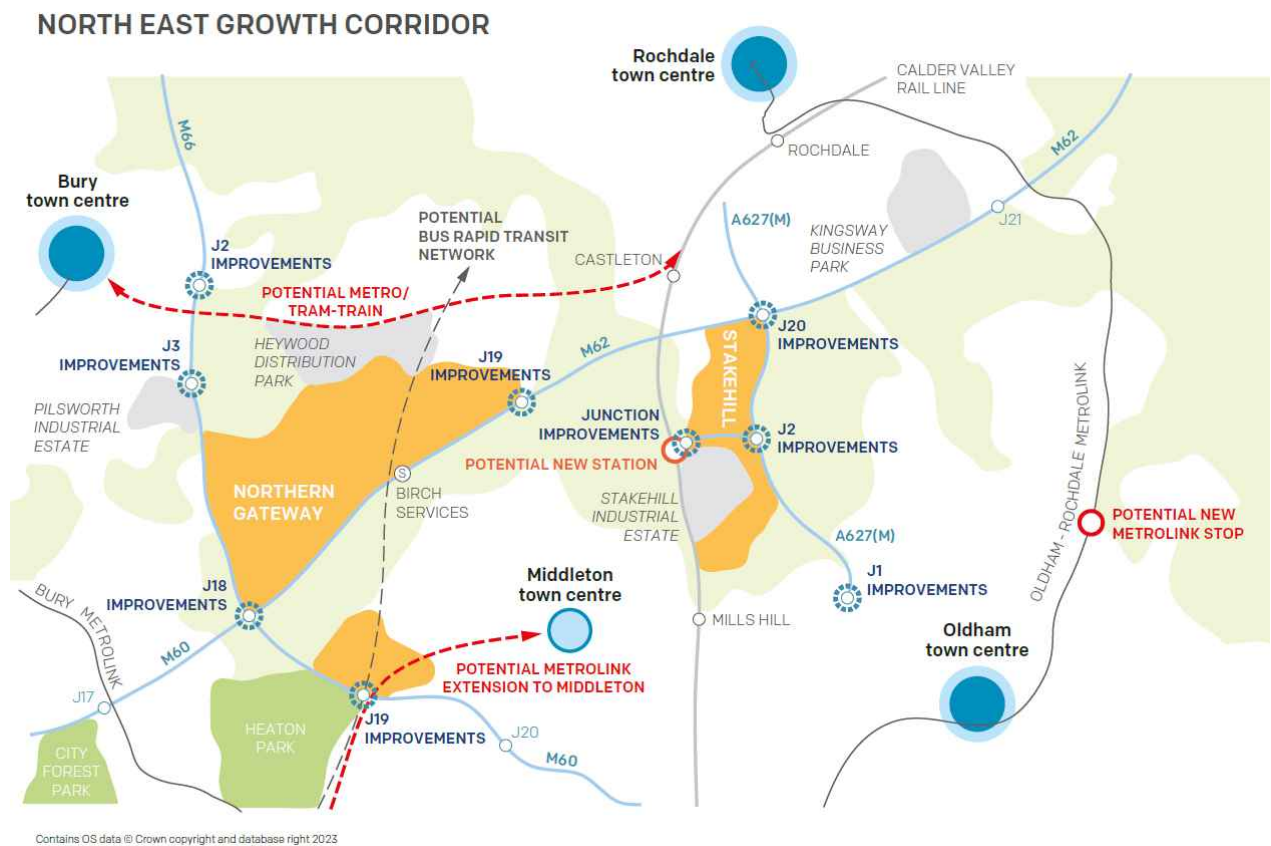
### **Policy JP-Strat7: North-East Growth Corridor**

Lying within the area and policy framework covered by policy JP-Strat 6, the North-East Growth Corridor, which extends eastwards from Junction 18 of the M62 and incorporates the Atom Valley MDZ, will deliver a nationally-significant area of economic activity. This will be supported by a significant increase in the residential offer, thereby delivering truly inclusive growth over the lifetime of the Plan.

Specifically this Plan allocates three major sites within the area, as identified in Chapter 11, to support this growth:

- Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'
- Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)'
- Policy JP Allocation 2 'Stakehill'

Figure 4.6 North-East Growth Corridor



## Wigan-Bolton Growth Corridor

- 4.56** The Wigan-Bolton Growth Corridor is located in the north-west of Greater Manchester and complements the North-East Growth Corridor ensuring that there are significant investment opportunities across the northern areas, helping to boost the competitiveness of all parts of the north and delivering inclusive growth. The Wigan-Bolton Growth Corridor proposals are smaller in scale than the North-East Growth Corridor but are nevertheless important in supporting long-term economic prosperity. The M6 logistics hub in Wigan (extending into Warrington, St Helens and West Lancashire) provides a major cluster of warehousing and distribution activity with easy access to the Port of Liverpool via the M58.
- 4.57** This growth corridor is focused around improved transport links. These include new roads and a Wigan to Bolton Quality Bus corridor and, the more intense use of the Wigan – Atherton – Manchester and the Wigan – Bolton – Manchester rail lines. New road infrastructure will improve east-west

connectivity between Junction 26 of the M6 (which is also the junction for the M58 motorway that provides a direct connection to the Port of Liverpool) and Junction 5 of the M61. This transport infrastructure will significantly improve highway connections in the north-west of Greater Manchester, and better integrate the strong logistics functions along the M6 and M61 into the wider city region, as well as helping to address local congestion issues. The increased use of the existing rail lines could include conversion to tram-train use on the Atherton line and electrification on the Bolton line. This would increase capacity and, along the Atherton line has the potential to increase the number of stations. The rail lines and new road infrastructure extend through and near a series of deprived neighbourhoods across central Wigan and into south Bolton and will greatly improve access to employment opportunities, and hence will have a major regenerative role and reduce levels of deprivation.

**4.58** There are numerous development sites already identified along this corridor, including some major brownfield sites such as those to the north of Leigh, south of Hindley and at Westwood Park. However, in order to maximise the contribution of this corridor to boosting the competitiveness of the northern areas, support the economic prospects of Wigan and Bolton, and maximise the benefits of new transport infrastructure, there is also selective release of land from the Green Belt for employment and housing development. Over the period 2022-2039, land to accommodate just over 1 million sqm of new employment floorspace and approximately 13,600 new dwellings has been identified within the area.

**4.59** There are two significant assets at the eastern end of this growth corridor. Hulton Park is the proposed site for a Ryder Cup golf course and the Royal Bolton Hospital is a significant employer and the site of the Bolton College of Medical Sciences. Further development of land at the hospital will enable its evolution and provide additional opportunities, including new health technology related activities, which would benefit from this location, alongside new housing development. The identification of land for further development in this location will be dealt with through the Bolton Local Plan

or an equivalent Development Plan Document following the adoption of Places for Everyone. The corridor also benefits from its proximity to other important assets. Wigan Town centre lies just to the north, which provides direct rail access to London. The lowland wetland and mosslands are just to the south, forming part of the strategic green infrastructure network.

### **Policy JP-Strat8: Wigan-Bolton Growth Corridor**

Lying within the area and policy framework covered by JP-Strat 6, the Wigan – Bolton Growth Corridor will deliver a regionally-significant area of economic and residential development.

New highway infrastructure is intended to connect Junction 26 of the M6 and Junction 5 of the M61 including public transport provision. Measures to improve the provision of bus services and to increase the use of rail lines are also planned, potentially including a Wigan to Bolton Quality Bus Transit corridor, conversion of the Atherton line to allow for metro/tram-train services, and the electrification of the Bolton to Wigan line.

Specifically, this Plan allocates the following sites, as identified in Chapter 11, to support the success of the growth corridor:

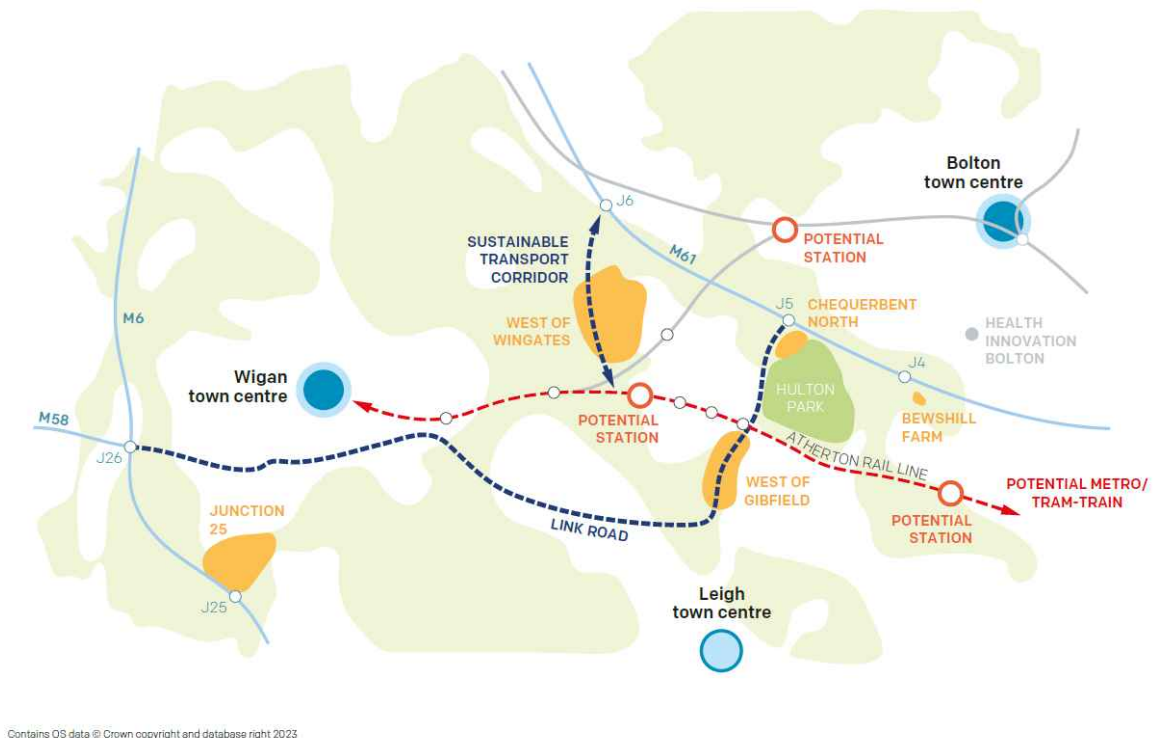
- Policy JP Allocation 4 'Bewshill Farm'
- Policy JP Allocation 5 'Chequerbent North'
- Policy JP Allocation 6 'West of Wingates / M61 Junction 6'
- Policy JP Allocation 31 'M6 Junction 25'
- Policy JP Allocation 34 'West of Gibfield'

In addition, the following will also be supported:

- The restoration of Hulton Park, and the provision of a Ryder Cup standard golf course and associated leisure and tourism facilities
- The development of a health innovation cluster, including a health village on land at Royal Bolton Hospital.

Figure 4.7 Wigan-Bolton Growth Corridor

## WIGAN-BOLTON GROWTH CORRIDOR



## Sustaining Southern Competitiveness

- 4.60** The southern areas of Greater Manchester are typically characterised by high levels of demand and forecast growth and include some of the city region's most popular neighbourhoods. Large parts of the south, extending into north Cheshire, have high house prices and relatively high household incomes, but also significant issues of affordability. Nevertheless, there are pockets of deprivation across the southern areas, and hence significant disparities between communities.
- 4.61** Some areas of the south have good rapid transit connections to the City Centre, however there are opportunities to improve connectivity. The area also benefits from the international connections of Manchester Airport. Following the development and completion of Northern Powerhouse Rail, parts of Greater Manchester, including the City Centre and Manchester Airport will be well-connected, and the southern areas will be well-located to take advantage of this.

- 4.62** The landscape of the southern areas contrast with the upland landscape of the northern parts of Greater Manchester. The southern areas contain important strategic green infrastructure assets, including major river valleys such as the Mersey and Bollin and some extensive areas of woodland.
- 4.63** Our overall spatial strategy seeks to spread prosperity to all parts of the city region. However, this must be balanced with the need to ensure that the competitiveness of the southern areas is sustained, and the potential of key assets such as the main town centres and Manchester Airport is realised. It is essential that this is done in a sensitive way that protects the character and quality of key landscapes which will also help to deliver broader sustainability objectives.
- 4.64** A significant amount of investment in both development and new and improved transport infrastructure will be focused around two of Manchester's key assets, Manchester Airport and Wythenshawe Hospital. This will include the selective release of Green Belt for new employment and housing around the proposed NPR station and beyond to the hospital and southern edge of Timperley. Development in this location will need to be cognisant of and complementary to the aspirations of existing businesses in the locality.
- 4.65** An additional location in this area which has been identified as being especially important to Greater Manchester, is the proposed development focused around the former chemicals complex at Carrington in Trafford, which will enable a significant amount of contaminated land to be restored. It will make a significant contribution to the area's new housing and economic growth as well as supporting the regeneration of neighbouring Partington and Sale West. Separate policies on the Manchester Airport area and New Carrington are set out below.
- 4.66** Our southern areas benefit from their proximity to prosperous locations, such as Cheshire East and Warrington, and taking opportunities to increase further the economic and functional connections between these areas supports their mutual success. Given the proximity of development outside the Greater Manchester boundary, to the south, to the need to work with our



partners to coordinate major development close to the boundaries of Greater Manchester, particularly in terms of transport implications.

- 4.67** Although policies in this plan do not apply to land within Stockport, it is necessary to acknowledge and welcome the role Stockport will play in sustaining the southern areas, including delivering sustainable communities at its heart. Stockport Council has signalled its intentions in this regard, with the creation of the first Mayoral Development Corporation (MDC) which will help to improve the residential, retail, leisure, office and industrial offer in and around the Town Centre. In delivering a new community of up to 3,500 homes and approaching 100,000 sqm of commercial space over the next 15-20 years, it is clear the role that this MDC will play in sustaining the competitiveness of the southern area.

### **Policy JP-Strat9: Southern Areas**

The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. As identified in Chapter 11 of this Plan, a number of sites have been specifically allocated through this Plan in support of the area's future growth.

The economic potential of, and benefits of investment in Altrincham, Trafford's Main Town Centre and Manchester Airport, along with associated transport infrastructure will be maximised. There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area.

### **Manchester Airport**

- 4.68** Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two

full length runways, but with the key advantage of having significant spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables Northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for Greater Manchester but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. More locally, the emerging Airport City development is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.

- 4.69** A major (£1bn) investment programme is underway to transform the airport and improve its facilities to create a much improved customer experience and meet the changing needs of passengers and airlines. Its expanding route network and growth are supported by the Government's policy<sup>16</sup> to make best use of the UK's runway capacity and maintain the UK's international connectivity and place in the global market. This could also help to reduce pressure on congested airports in London and the South East. Growth and an expanding route network could see throughput growing to make best use of its existing runways and handle around 55 million passengers per annum.
- 4.70** To maximise the contribution of the airport to the wider growth agenda, it needs to be well-connected to the key towns and cities that it serves. High quality reliable and speedy journeys are crucial to spreading the economic stimulus that it creates and encouraging the growth in long haul services. This requires further investment in the North's strategic road and rail

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<sup>16</sup> Beyond the Horizon. Making best use of existing runways. DfT June 2018 - see [Aviation strategy: making best use of existing runways](#)

corridors, as part of a wider strategy to better connect the region's key gateways and economic centres. The M56 J6 to J8 smart motorway scheme maximises the benefits of recent/ongoing investment in the A556 and M6 J19 improvements. National Highways have also commenced a South Manchester Highways and Transport Study which is exploring options for improvements to transport links to mitigate the impact on the M56 of proposed growth in this location. The provision of a new Airport station with connections to the wider Northern Powerhouse rail network will significantly improve the airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country. Journeys to the Airport will also be enhanced by the completion of the Metrolink Western Leg and proposed Bus priority service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas of Altrincham and Wythenshawe. This improved connectivity, along with improved links and services across Greater Manchester, will not only be vital to increasing the proportion of passengers and staff who access the airport by public transport, but will also support wider business opportunities and investment, attract inbound visitors and help to spread the employment opportunities at the airport to communities across the conurbation reducing inequalities and poverty.

- 4.71** Guided by Manchester City Council's local plan, Manchester Airport's Sustainable Development Strategy and long-term Airport master plans, the airport therefore provides a major opportunity to boost the competitiveness and prosperity of Greater Manchester, and the wider UK, and support higher levels of economic growth. Although Aerodrome safeguarding to protect the safe operation of the airport and the noise footprint associated with aircraft noise place restrictions on the acceptable type of development in certain areas, there is considerable potential to increase the scale of economic activity and housing near to the airport and the proposed NPR station enabling more residents and businesses to take advantage of the outstanding connectivity in an area of high market demand.

## Policy JP-Strat10: Manchester Airport

Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with:

- Government policy and
- Manchester's local plan policies will be supported delivering a sustainable world class airport which will help to address issues raised by climate change. With high quality services and facilities, it will be the UK's principal international gateway outside London. The airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting our economic and social regeneration. It will be central to raising our global profile and economic performance.

The accessibility and connectivity of the area will be greatly enhanced, including through:

- A. The development of a new Airport station immediately to the west of the airport;
- B. Northern Powerhouse Rail connections to other city regions;
- C. The construction of the Western Leg extension of Metrolink via the proposed Airport station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital;
- D. Improved local public transport services and connections such as Bus priority links by a new spine road through the Timperley Wedge allocation towards Altrincham;
- E. Improved local public transport services and connections, including to Stockport and Cheshire East areas;
- F. The provision of a network of cycling and walking routes.

The benefits of the exceptional connections will be maximised, including by:

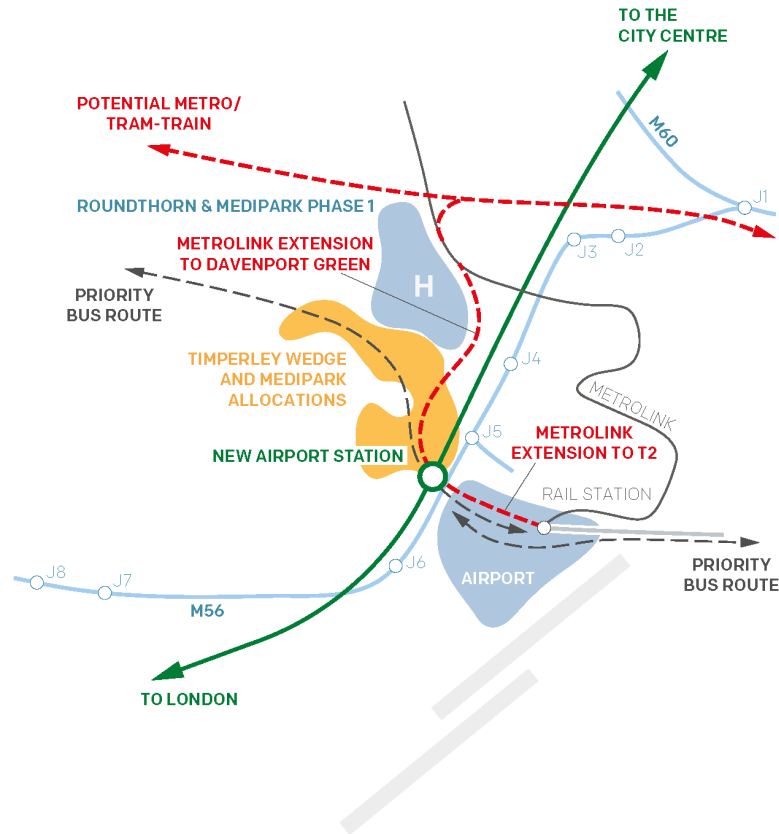
1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space (See Manchester Local Plan);
2. Continuing to develop Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust (See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan);
3. Delivering around 60,000 sqm of office floorspace around the new Airport Station (See Policy JP Allocation 3.2 'Timperley Wedge');
4. Providing around 1,800 new homes to the west of the M56 at Timperley Wedge, up to 2039 (See Policy JP Allocation 3.2 'Timperley Wedge');
5. Providing sufficient development opportunities to take full advantage of the introduction of NPR into this location.

This Plan allocates two sites near the airport, and makes associated changes to the Green Belt boundaries, as identified in Chapter 11 to support these developments:

- Policy JP Allocation 3.1 'Medipark'
- Policy JP Allocation 3.2 'Timperley Wedge'

Figure 4.8 Manchester Airport

## MANCHESTER AIRPORT



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## New Carrington

**4.72** New Carrington provides a significant opportunity in this part of Greater Manchester to deliver a transformational mixed use development. This location in the western part of Trafford enables the redevelopment of the extensive former Shell Carrington industrial estate, support the regeneration of neighbouring Partington and Sale West. It will deliver the scale and mix of development and associated infrastructure necessary to ensure the development is sustainable and delivers inclusive growth. The release of some Green Belt land is required to achieve these objectives.

**4.73** The inclusion of a large amount of employment development and local facilities, as well as a diverse range of housing, will enable New Carrington

to function as a sustainable neighbourhood within Greater Manchester rather than an isolated community. However, it will be important to ensure that it is fully integrated into the existing Partington and Sale West areas, so that its regenerative potential is maximised and existing and new communities are not separated.

- 4.74** The area is currently served relatively poorly by public transport, and significant investment will be required to ensure that residents and workers in the area can travel sustainably. The former railway line that runs through the site has considerable potential in this regard, offering the opportunity to deliver a sustainable transport corridor through the site to Timperley / Altrincham in the east and also extending through to Irlam / Cadishead in Salford to enable better movement across the Manchester Ship Canal. Major improvements in highway access will also be required, including the proposed Carrington Relief Road as well as upgrades to the Carrington Spur and Junction 8 of the M60 which connect into the development area.
- 4.75** New development in this location will adopt sustainable principles, maximising opportunities to mitigate environmental impacts and deliver inclusive growth for the benefit of local communities. Development in this location will extend beyond the end of the Plan period.

### **Policy JP-Strat11: New Carrington**

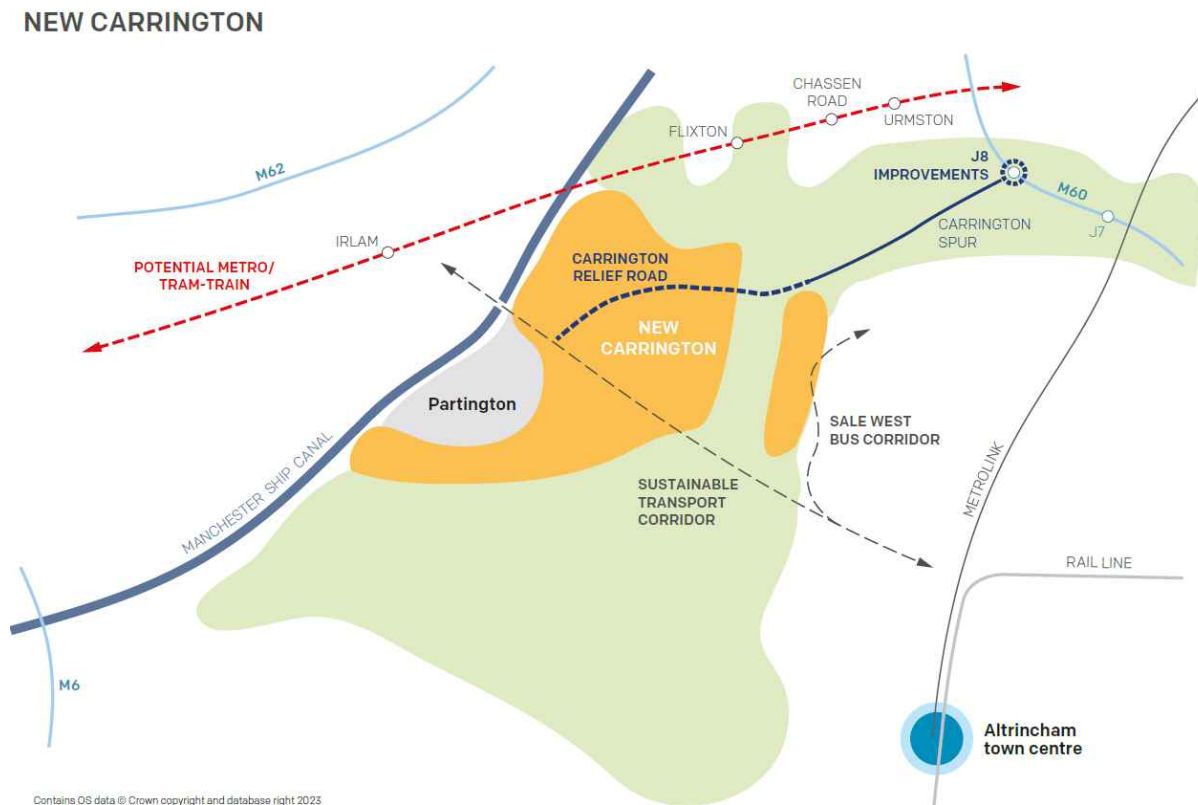
Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to deliver a significant mixed use development. Overall, around 5,000 new dwellings and 350,000 sqm of employment floorspace will be delivered together with a new local centre.

New development will be fully integrated with the existing communities of Carrington, Partington and Sale West, enhancing the quality of places and their local character and ensuring that maximum regeneration benefits are secured.

Major investment in active travel, public transport and highway infrastructure, such as the Carrington Relief Road, improvements to Junction 8 of the M60 and public transport corridors will be delivered to support the development of New Carrington, ensuring it is well-connected to the rest of Greater Manchester.

Policy JP Allocation 30 'New Carrington' allocates the development site and provides more detailed requirements for its implementation.

Figure 4.9 New Carrington



## Main Town Centres

- 4.76** We have eight main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Salford Quays and Wigan. They are immensely important to their host districts, and Greater Manchester as a whole, as a source of local identity and pride, the prime location for shops and services, and a major supply of employment and leisure opportunities. They are complemented by a diverse collection of smaller town centres and local centres across the nine districts.
- 4.77** The main town centres are amongst the most accessible locations by public transport, walking and cycling. Each centre benefits from relatively large catchment populations, which makes them suitable locations for a range of office, retail, leisure and tourism development, but their role in acting as a location for residential use is increasing. It also means that they function as



important transport gateways to the wider Greater Manchester area and beyond but services to the City Centre are generally better than between the town centres.

- 4.78** Changes in the retail market and the way that both public and private services are delivered have placed pressures on town centres, for example resulting in the closure of some shops including historic ‘anchor’ stores. The main town centres will need to adapt and respond to changing circumstances if they are to continue to flourish and successfully meet the needs of surrounding communities. The long-standing retail, leisure, cultural and community functions will remain central, but the way they are provided is likely to evolve. Businesses, service providers, community groups and other actors working together in partnership can enhance both the local economy and the popularity of centres. The Mayor's Town Centre Challenge is positively promoting our town centres' evolution.
- 4.79** Expanding the resident population of the main town centres will become increasingly important, helping to generate the necessary footfall and vibrancy to sustain facilities and enhance the attractiveness of the centres. Increasing the numbers of residents in town centres will also enable more people to take advantage of their transport connections and for brownfield land opportunities. This residential market is quite poorly developed in most of the centres at present, but the potential in each is significant. The main town centres offer the opportunity to provide a more affordable alternative to the City Centre, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities. The public transport corridors into the main town centres will also have an important function, especially as a location for new housing, further increasing the number of people with easy access to town centre facilities by sustainable modes of transport.

### **Policy JP-Strat12: Main Town Centres**

The role of the main town centres as local economic drivers will continue to be developed, providing the primary focus for office, retail, leisure and cultural activity

for their surrounding areas. Development here will offer a significant opportunity to reduce levels of poverty and deliver inclusive growth.

Opportunities to further increase the population catchments of these centres will be taken, including significantly increasing the resident population of the main town centres by providing a mix of type and size of dwellings supported by the necessary infrastructure and amenities including new and improved public spaces and green infrastructure. This will be achieved alongside, rather than displacing, the range of non-residential uses in the centres. Housing growth along the key public transport corridors into the main town centres will also be promoted, further increasing the population catchments of those centres.

The role of the main town centres as major public transport hubs will be developed and supported by a network of active travel routes, enabling residents to have improved access to opportunities across Greater Manchester as well as within the centres themselves.

Development will be carefully managed to ensure that the local distinctiveness of each main town centre is retained and enhanced. Opportunities will also be taken to protect and enhance natural and historic assets in the town centres.

## **Strategic Green Infrastructure**

- 4.80** Green infrastructure (the network of green and blue spaces and features) provides a range of vital environmental services, contributing to quality of life, supporting economic growth, and promoting good health by enabling recreation and active travel. It is an essential component of attractive and liveable places, and hence its importance must not be underestimated. More details on the approach to green infrastructure are set out in a later chapter titled 'Greener Places' (8 'Greener Places').
- 4.81** Protecting and enhancing the green infrastructure network throughout Greater Manchester (including its accessibility) is central to the overall vision for the city region, but there are a small number of green infrastructure assets that are of particular significance and hence need to be seen as an integral element of this Plan. They make a major contribution to the character of different parts of Greater Manchester, are key components of

the wider network of habitats, and often fulfil other important functions such as managing flood risk, providing recreation opportunities and sequestering carbon.

### **Policy JP-Strat13: Strategic Green Infrastructure**

The following strategic green infrastructure assets will be protected and enhanced as key features:

1. River valleys and waterways (see Policy JP-G3 'River Valleys and Waterways')
2. Lowland wetlands and mosslands (see Policy JP-G4 'Lowland Wetlands and Mosslands')
3. Uplands (see Policy JP-G5 'Uplands')
4. Trees and woodland (see Policy JP-G7 'Trees and Woodland').

The protection and enhancement of these key strategic green infrastructure assets is complemented by a suite of policies to protect and enhance our network of green infrastructure, including protecting and enhancing sites of ecological value. This will enable our residents to access and maximise the benefits of green infrastructure on their health and wellbeing.

### **A Sustainable and Integrated Transport Network**

- 4.82** The strength and future success of Greater Manchester as a whole and the strategically important locations identified in this Plan will depend partly on the quality of public transport connections. Such links are vital for enabling businesses to take advantage of the city region's huge labour market and skills base, and for residents from all parts of Greater Manchester, and particularly those living in deprived neighbourhoods, to access the large number of jobs, leisure opportunities, social infrastructure (such as education and health care) and other facilities, as this will help to reduce levels of poverty.
- 4.83** Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open-up a wider

range of employment and leisure opportunities for residents. Proposals for Northern Powerhouse Rail will consolidate improved connectivity across Greater Manchester and the North and will support existing businesses, inward investment and job creation.

- 4.84** Within Greater Manchester rapid transit routes, such as rail, Metrolink and Bus Rapid Transit, are especially important, as they provide the type of frequent, fast, high quality services that are a particularly attractive alternative to the car. Greater Manchester is already relatively well-served by rapid transit networks, but there is considerable scope for further expansion and enhancement including the development of orbital links. The focus of such routes is typically the City Centre - which is why there is an urgent need to increase the capacity of the network in the central area - but there are also important links between other centres and key social infrastructure facilities.
- 4.85** The significance of these rapid transit routes, and the costs involved in constructing and operating them, make it essential that their benefits are maximised. Delivering a significant increase in the number of residents that have easy access to such routes is therefore a central priority for this Plan, including optimising development densities and improving the network of cycling and walking routes within the urban area to enable as many people as possible to live close and/or to have easy access to sustainable travel options, thereby reducing the need to travel by car.
- 4.86** Almost 76% of public transport trips in Greater Manchester are by bus across a very broad network of services, which means there is also a strong imperative to improve and strengthen our bus network for existing passengers and to encourage new users. Greater Manchester is currently assessing options for integrated ticketing, reform of the bus market and whole route upgrades, which have the potential to bring significant benefits to the network.
- 4.87** Currently around half of the trips made by our residents are less than 2km in length with over 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking across the Plan area,

which will be fundamental in achieving the city region’s overall transport vision. High-quality new and improved walking and cycling routes and infrastructure will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. The Greater Manchester Cycling and Walking Investment Plan “Change a Region to Change a Nation” sets out our ambition to become the first city-region in the UK to have a fully joined up walking and cycling network.

### **Policy JP-Strat14: A Sustainable and Integrated Transport Network**

The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

An ambitious programme of investment in our transport network will be crucial to ensure much greater access for people across the Plan area to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets. The local programme of investment needs to be complemented by significant national and regional projects such as Northern Powerhouse Rail to ensure that connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that our residents will have access to economic opportunities.

The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and increasing capacity at city centre bottlenecks will ensure all new routes function effectively as part of the overall network.

Higher densities will typically be appropriate in locations with good access to rapid transit connections.

New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.



## Sustainable and Resilient Places

### Sustainable Development

- 5.1** The purpose of the planning system as set out in legislation and the National Planning Policy Framework (2021) is to contribute to the achievement of sustainable development and to maintain a presumption in favour of such development as part of plan making and decision taking. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.2** Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).
- 5.3** This idea of delivering economic, social and environmental benefits together, in a mutually reinforcing way rather than sacrificing some objectives to deliver others is at the heart of achieving the United Nations Sustainable Development Goals<sup>17</sup> and central to this Plan and will contribute to Greater Manchester tackling climate change.
- 5.4** This Plan can contribute to achieving many of these objectives, as well as supporting the overarching goal of sustainable development. This is reflected in the overall strategy, the proposed scale and location of development, and the individual policies and allocations. It includes protecting and enhancing key environmental resources, following the waste hierarchy, reducing waste generation, using sustainable construction techniques, combating and adapting to climate change, reducing carbon emissions to meet Greater Manchester's 2038 carbon neutrality target date, supporting high levels of economic growth in a way that can benefit all residents, and delivering

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<sup>17</sup> <https://www.un.org/sustainabledevelopment/sustainable-development-goals/>

sustainable patterns of development that minimise the need to travel and reliance on the car.

## **Policy JP-S1: Sustainable Development**

To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.

In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

## **Addressing Climate Change**

**5.5** Greater Manchester's Vision is to be at the forefront of action on climate change and to make its fair contribution to international commitments by becoming a carbon neutral city region by 2038. In acknowledgment of climate change, by 2020, all 10 districts and the Greater Manchester Combined Authority have declared a climate emergency. To support this vision a 5 Year Environment Plan<sup>18</sup> was launched in 2019 to identify the urgent actions that are needed to ensure Greater Manchester can follow the required pathway for carbon neutrality.

**5.6** To meet our carbon commitments we will need to:

- Be carbon neutral by 2038
- Hold cumulative carbon dioxide emissions to within our carbon budget
- Initiate a programme of mitigation to reduce emissions including by:
  - Significantly upscaling solar photovoltaic energy;
  - Reducing heat demand in homes;

<sup>18</sup> [https://greatermanchester-ca.gov.uk/media/1986/5-year-plan-branded\\_3.pdf](https://greatermanchester-ca.gov.uk/media/1986/5-year-plan-branded_3.pdf)



- Moving away from carbon intensive gas as the primary source of heat;
- Reducing heating and cooling demand for public and commercial buildings;
- Increasing biofuel use;
- Enable sustainable choices for travel and decarbonise transport;
- Significantly upscaling building retrofit; and
- Increase the delivery of nature-based solutions and biodiversity net gain.

**5.7** In supporting our ambitions, climate change is a key theme running throughout the plan, rather than being reduced to a single policy, and it is only through this combination of actions that it can be properly addressed. In particular we set out:

- Methods to de-carbonise the city region through new and existing development, effective land management and through the provision of infrastructure and new technologies Policy JP-S2 'Carbon and Energy';
- The delivery of renewable and low carbon energy schemes Policy JP-S3 'Heat and Energy Networks';
- Water based measures to adapt and reduce the impacts of climate change Policy JP-S4 'Flood Risk and the Water Environment'; and
- Measures to help achieve a circular and zero-waste economy Policy JP-S6 'Resource Efficiency'.

## **Carbon and Energy**

**5.8** The modifications to this policy following the examination do not take account of the WMS on Local Energy Efficiency Standards published on 13 December 2023 as this was after the consultation on main modifications had ended.

**5.9** The vast majority of the existing homes in Greater Manchester will still be in existence in 2050. Existing domestic buildings contribute 33% of Greater Manchester's carbon dioxide emissions whilst existing non-domestic

buildings contribute 35%.<sup>19</sup> Retrofitting the existing building stock therefore presents a significant opportunity to help meet the 2038 carbon neutrality target. This can also contribute to the reduction of fuel poverty when targeted appropriately.

- 5.10** Without any mitigation, new development is estimated to result in around a 3% increase in energy demand. However, new development also enables carbon reduction through the delivery of sustainable patterns of growth<sup>20</sup>, which can support new public transport investment, the establishment of new energy centres and decentralised heat infrastructure, and nature based solutions to sequester carbon, which also provide multi-benefits, as well as opportunities to deliver high standards of energy efficiency through good design. Clean growth is essential to meet future emission targets and to avoid costly retrofit programmes at a later date. Making this happen will require a co-ordinated approach towards carbon reductions through new and existing buildings and strategic energy infrastructure.
- 5.11** Local Area Energy Plans have been developed by the PfE districts in collaboration with the GMCA and Energy Systems Catapult (ESC). The Local Area Energy Plans are being funded by the government and are consistent with Government policy.<sup>21</sup> They will become a critical evidence base for Local Plans in setting out possible and cost-effective options whilst highlighting where investment is needed and will inform planning decisions. It is anticipated that Local Plans will further identify geographical locations for such energy assets, as considered necessary/appropriate within individual local planning authority areas.
- 5.12** Meeting the 2038 carbon neutrality target will require a radical transformation across a range of sectors to drive carbon reduction. Within this, new development will have a critical role to play and all new homes and commercial/industrial buildings will need to achieve net zero carbon by

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<sup>19</sup> Energy Systems Catapult (2016), Greater Manchester Spatial Energy Plan: [GM Spatial Energy Plan: Evidence Base Study](#)

<sup>20</sup> <https://www.rtpi.org.uk/research/2018/may/settlement-patterns-urban-form-and-sustainability/>

<sup>21</sup> <https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning>

2028. The definition of net zero carbon development has been established by the UK Green Building Council.<sup>22</sup> It is expected that development in the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded.

- 5.13** To provide further confidence in decision making, supporting research<sup>23</sup> was commissioned to outline how the pathway to 2028 can be achieved for ‘net zero in operation’<sup>24</sup> by setting out critical milestones and measures that would be expected when following the energy ‘hierarchy’ and adopting a fabric first approach.
- 5.14** Part L 2021 of national Building Regulations took effect on 15 June 2022 and is a stepping stone to Future Homes and Future Building Standards (FHS), which is currently being consulted in 2024 and is expected to be introduced in 2025. In the interim, the policy will follow the trajectory of FHS in relation to carbon reduction with applicants demonstrating how savings have been maximised following the energy hierarchy. From 2025, applicants will need to demonstrate carbon reductions have been maximised with an opportunity to offset any residual carbon to a carbon offset fund. The approach will be reviewed in line with future standards as they are introduced.
- 5.15** As the electricity grid becomes more decarbonised the ability of renewable energy to offset carbon emissions minimises. However the contribution of such technologies to energy demand reduction and running costs become significant as services move to all electric solutions. The research has shown that in a low carbon context, the use of heat pumps alone could lead to higher running costs (as they consume energy, not generate), increasing the

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<sup>22</sup> <https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf>

<sup>23</sup> Currie and Brown/Centre for Sustainable Energy (2020), GMCA Energy and Carbon Implementation Study

<sup>24</sup> <https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf>

potential for more households being in fuel poverty, production of waste heat and an increased risk of creating local network capacity issues.

- 5.16** For Greater Manchester to meet its carbon neutrality commitments there has to be an increase in renewable energy generation. Community initiatives are likely to play an increasingly important role in the uptake of renewable energy and should be encouraged as a way of providing positive local benefits to wider society. The advantages of increasing renewable and low carbon energy capacity will need to be balanced against any potential impacts such as on residential amenity, local environment and landscape character, sites of conservation and heritage value, telecommunications and aviation equipment and air quality.
- 5.17** Based on the evidence which has informed the 5 Year Environment Plan and achieving net zero carbon in new development, this has shown that there will need to be a significant increase in photovoltaic technology. Therefore where planning applications for residential development are accompanied by an energy statement, the following best practice thresholds should be seen as the starting point in relation to reducing energy demand and onsite renewable energy generation. The thresholds set out in Table 5.1, for post 2025, are consistent with the GM Five Year Environment Plan.

Table 5.1 Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments

-	Space Heat Demand <sup>25</sup>	Hot Water Energy Demand <sup>26</sup>	Renewable Energy Generation Targets
2021 - 2025	Houses (30kWh/m2) Flats (25kWh/m2)	20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 20% ground floorspace
2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	^20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 40% ground floorspace
*Ground floorspace used as a proxy for available roof area.	-	-	-
^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.	-	-	-

**5.18** In calculating carbon emissions from 2025, ‘unregulated’ emissions (e.g. those associated with cooking and small appliances) should be assessed, in addition to ‘regulated’ emissions. The only way that this can be deliverable will be through the use of onsite electricity generation or through carbon offsetting (‘allowable solutions’) as occupants’ lifestyle choices are not pre-determined by energy efficiency measures associated with construction standards.

**5.19** By following the energy hierarchy, new development will need to achieve net zero carbon through the maximisation of on-site measures first. However, in

<sup>25</sup> As calculated within SAP 10.2, Space Heating Requirement (Box99 or equivalent at later SAP versions). It does not take into account the efficiency of the space heating system. It is based on a fabric first approach (insulation and airtightness)

<sup>26</sup> Reduction in expected DHW grid energy demand compared to the Part L concurrent notional building. Takes into account the efficiency of the domestic hot water generating system, on-site energy generation and direct use, and any other passive hot water energy recovery systems installed, as shown in Calculation Reference 62 in SAP10.2.

circumstances where a development has demonstrated that the hierarchy has been followed and there are no reasonable alternatives to meet the minimum carbon reductions, then payment to offset remaining emissions will also be required. Such payments should be expected to fund other carbon saving programmes within Greater Manchester to help meet the 5 Year Environment Plan targets (such as energy efficiency retrofit and renewable energy installations). The Mayor of Greater Manchester has developed the Greater Manchester Environment Fund, which will provide a mechanism for carbon offset payments to be made. Districts may also set up their own carbon off-setting schemes and set their own carbon price. District carbon off-set funds will need to be ring-fenced and used effectively to support local carbon reduction projects and programmes (such as retrofitting existing properties with energy efficiency measures).

- 5.20** When considering a whole life approach for any new building, embodied emissions from construction can account for up to half of the carbon impacts associated with its lifecycle.<sup>27</sup> In addition, other emissions can be attributed to the end-of-life stages such as demolition, repair or refurbishment.
- 5.21** It is also important that post occupancy evaluation is considered as part of a monitoring programme to ensure buildings function as they are designed and mitigation measures can be identified to address any performance gap (where a buildings modelled energy and carbon performance does not equate to actual in-use operation). Various industry initiatives<sup>28</sup> are also beginning to address this issue so that this can be minimised early on as part of the design and build process. Supplementary planning guidance can also help developers and planning officers to identify the level of information required to meet these requirements as well as wider policy implementation.
- 5.22** Greater Manchester seeks to promote investment in new zero-carbon technologies, to reduce the reliance on carbon-based fuels to accelerate the

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<sup>27</sup> [Whole Life Carbon Assessment for the Built Environment](#)

<sup>28</sup> Such as BSRIA Soft Landings Framework, Better Buildings Partnership Design for Performance initiative and the Governments Soft Landings (GSL)

speed at which such new technologies become financially viable and/or technically feasible.

- 5.23** Under amendments to the Building Regulations, the Government has introduced new requirements for installing electric vehicle charge points in new homes, new non-residential buildings, and when some buildings are renovated. New developments will need to meet the requirements set out in Part S of the Building Regulations, unless superseded by relevant Local Plan policies.
- 5.24** In considering the adequacy of provision of electric vehicle charging points in new development, where necessary and appropriate other factors could also be taken into account, including:
- i. The type of development which will influence the EV user profiles, the vehicle dwell times and the charging behaviour all of which will determine the type of points (fast or rapid or a mix of both) and the management arrangements required.
  - ii. The physical location and design of EV charge points within a development to ensure that they are sensitively located and do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability. Design should also consider the needs of disabled EV drivers.
  - iii. Potential for EV Car Club requirements which also relates to the type of development and its location; and
  - iv. The management, operation and maintenance requirements of the charge points (private, workplace or publicly accessible charge points managed, operated and maintained by an EV charge point provider).

### ***Policy JP-S2: Carbon and Energy***

The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling;
2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;
4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques;
5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;
  - a. Be net zero carbon<sup>(29)</sup> which applies:
    - from adoption– to regulated operational carbon emissions;
    - from 2028 - to all emissions ‘in construction’.

From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.

Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:

- i. Minimise energy demand;
- ii. Maximise energy efficiency;
- iii. Use renewable energy;
- iv. Use low carbon energy; and
- v. Utilise other energy sources.

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<sup>29</sup> Target trajectory is expected to be in line with 2025 Future Homes Standard; net zero carbon is defined in the UK GBC Framework <https://ukgbc.org/resources/net-zero-carbon-buildings-framework/>



From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.

As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

- b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;
- c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;
- d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.

For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.

- e. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.
- f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.

Districts may set out specific carbon emission reduction and energy demand targets within Local Plans.

## Heat and Energy Networks

- 5.25** Around two-thirds of Greater Manchester’s carbon emissions come from domestic and commercial buildings. Government analysis<sup>30</sup> identifies heat/energy networks as a cost-effective solution to this issue within areas of high heat density, with modelling suggesting that heat networks could be an important part of the least-cost mix of technologies needed to achieve UK-wide decarbonisation targets by 2050. Figure 5.1 shows the broad ‘Heat and Energy Network Opportunity Areas’ across the nine districts and these areas will be further refined by the districts when more local evidence becomes available.
- 5.26** Heat and energy networks have the potential to achieve significant emissions reductions and have significant potential for promoting regional growth in the Low Carbon sector. The shift to a low carbon economy creates the emergence of new sectors and technologies, which in turn requires new occupations, skills and expertise to be developed in the labour market. This Plan seeks to ensure that its residents will be ready for these new opportunities.
- 5.27** Further analysis<sup>31</sup> has identified heat networks as among the technologies/systems offering the highest technical potential to contribute to the reduction in carbon emissions. The dense urban nature of some parts of Greater Manchester and the scale of development proposed in the Plan allocations means that there are opportunities for significant growth of heat networks aligned with, and building out from, strategic development sites. Analysis by Government<sup>32</sup> suggests a threshold of around 26 kWh/m<sup>2</sup> /year

<sup>30</sup> See <https://www.gov.uk/government/publications/the-future-of-heating-a-strategic-framework-for-low-carbon-heat> and <https://www.gov.uk/government/publications/the-future-of-heating-meeting-the-challenge>

<sup>31</sup> See <https://www.greatermanchester-ca.gov.uk/media/1277/spatial-energy-plan-nov-2016.pdf>

<sup>32</sup> See [Estimating the cost-reduction impact of the Heat Network Investment Project on future heat networks](#) and [Assessment of the Costs, Performance, and Characteristics of UK Heat Networks](#)

above which heat networks are likely to be viable (noting that this figure is one of several factors that may affect viability and is commonly used to inform early-stage analysis only). National Heat Map data suggests many of our urban areas are above this viability threshold.

- 5.28** The UK Clean Growth Strategy (CGS)<sup>33</sup> sets out possible pathways to decarbonise the UK's economy by 2050 if the requirement of at least 100% for the reduction in greenhouse gas emissions<sup>34</sup> is to be achieved.
- 5.29** To comply with policy JP-S3, heat and energy network assessments will be required as part of an energy statement to support planning applications for new developments within the identified "Heat and Energy Network Opportunity Areas" to demonstrate compliance with PfE energy policies. To ensure consistency of approach and to aid the decision-making process, decentralised heat/energy network assessments are required to demonstrate consideration and analysis of:
- a. Identification of existing and proposed heat/energy loads;
  - b. Identification of heat/energy supply sources;
  - c. Identification of opportunities to utilise renewable and low carbon energy sources;
  - d. Identification of opportunities to utilise waste and secondary heat sources;
  - e. Impact of proposals and technology choices on local air quality;
  - f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK<sup>35</sup>, or equivalent); and
  - g. Adopting appropriate consumer protection standards (e.g. Heat Trust<sup>36</sup> or equivalent).

<sup>33</sup> See <https://www.gov.uk/government/publications/clean-growth-strategy>

<sup>34</sup> Set out in the Climate Change Act (2008) - see <https://www.legislation.gov.uk/ukpga/2008/27/contents>

<sup>35</sup> [https://www.theade.co.uk/assets/docs/resources/Code\\_of\\_Practice\\_for\\_Heat\\_Networks\\_-\\_A\\_guide\\_for\\_owners\\_and\\_developers.pdf](https://www.theade.co.uk/assets/docs/resources/Code_of_Practice_for_Heat_Networks_-_A_guide_for_owners_and_developers.pdf)

<sup>36</sup> <https://www.heattrust.org/>

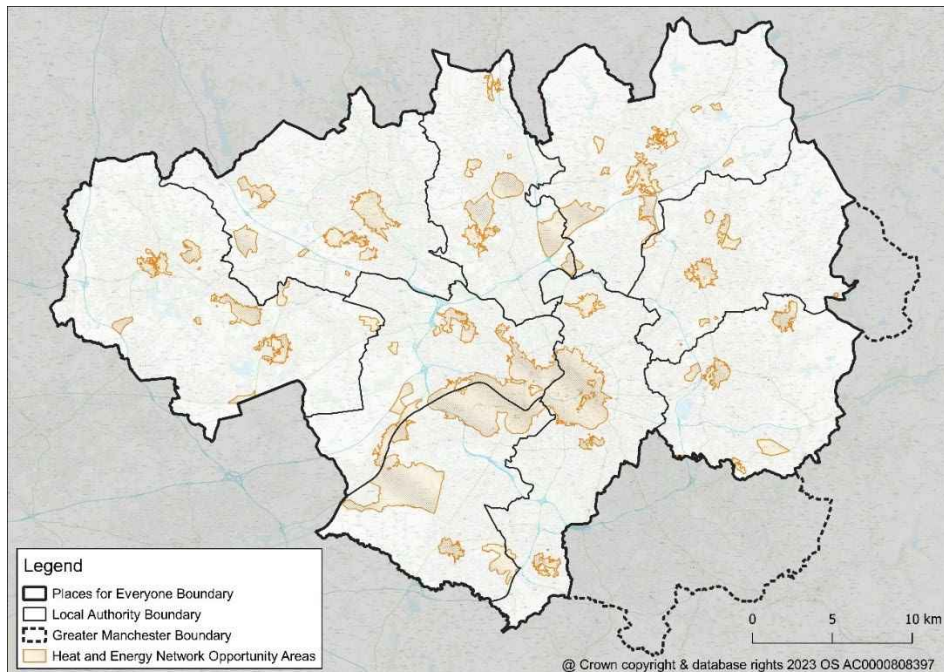
### **Policy JP-S3: Heat and Energy Networks**

The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this:

1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as “Heat and Energy Network Opportunity Areas”. These have been identified where:
  - a. Existing heat/energy networks are operational or have been commissioned;
  - b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning;
  - c. Sufficient density of existing heat demand occurs; and
  - d. Significant future development is proposed at the strategic development locations.
  
2. Within the identified “Heat and Energy Network Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that:
  - a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m<sup>2</sup> floorspace shall:
    - i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or
    - ii. Install a site-wide or communal heat/energy network solution.
  - b. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals;

- c. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and
- d. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.

Figure 5.1 Heat and Energy Network Opportunity Areas



## Flood Risk and the Water Environment

**5.30** Water is a precious resource that is essential for life. As well as meeting human needs for drinking, washing and cooking, it is also vital for the health of the natural environment, supports agriculture and fisheries, provides a resource for many businesses, and offers opportunities for transport and recreation. However, there are many pressures on the water environment that adversely impact on its ability to fulfil these functions.

**5.31** Greater Manchester is located within a complex hydrological network that extends into surrounding districts and beyond. This means that individual areas cannot be viewed in isolation, as rainfall and activities in one place can have significant impacts on the water environment in other locations. The Irwell and Mersey catchments dominate Greater Manchester, covering

around 78% of its total area, with the River Douglas and Glaze Brook being the other fluvial catchments. All catchments except the River Douglas drain into the Manchester Ship canal, which therefore has a very important drainage and flood management function.

- 5.32** Approximately 60,500 properties in the Plan area have a 0.1% chance of flooding from rivers in any one year.<sup>37</sup> 36% of these properties are located in Salford, 22% in Manchester and 12% in Wigan, with the remainder distributed fairly evenly across the other districts. These high-risk areas include some of the most deprived communities as well as some of the most economically important locations and can be subject to a combination of risk sources (e.g. river, surface water and sewer flooding) which can impact separately and together.
- 5.33** Approximately 146,000 properties have a 0.1% chance of flooding from surface water in any one year in the Plan area.<sup>38</sup> There are also areas in which groundwater flooding can pose risks and where extensive canal and reservoir infrastructure generates flood risks, associated with potential overtopping and embankment breaches.
- 5.34** Climate change is expected to significantly increase peak river flows and surface water run-off as a result of more intense rain events, potentially placing many more properties at risk in the future unless flood defences, drainage and run-off management are improved. A coordinated catchment-wide approach to all types of flood risk will be required to address these challenges and minimise potential harm to people and property, including actions upstream of Greater Manchester.
- 5.35** The location of new development in this Plan has been informed by the application of Sequential Test and Exception Test, as required by national planning policy. The aim of the tests are to steer new development towards areas with the lowest risk of flooding first before considering higher risk

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<sup>37</sup> Figures based on NAFRA Risk of Flooding from Rivers and Sea (March 2018) and National Receptor Database 2014.

<sup>38</sup> Figures based on National Receptor Database 2014 and NWSW Property Count Database (based on NRD 2011)

locations. If it is not possible for development to be located in zones with a lower risk of flooding, new development must provide wider benefits to the community and can be made safe from flooding for its lifetime.

- 5.36** The North West River Basin Management Plan provides a framework for protecting and enhancing the benefits provided by the water environment across Greater Manchester and beyond. It sets out legally binding objectives for the quality of water bodies, with the default being that they should be classified as ‘good’ overall based on their ecological status or potential and their chemical status. Very few water bodies in Greater Management currently reach the required standard.<sup>39</sup>
- 5.37** Addressing this will require a wide range of measures, including naturalisation of watercourses, reductions in storm overflow sewage discharges, better land management, and improved management of surface water. Some of these actions will also assist in managing flood risk. For example, the use of natural flood management measures that work with natural processes can provide multiple benefits for people and wildlife, helping to restore habitats, improve water quality and reduce soil erosion, as well as lowering peak flows and flash flooding. Sustainable Drainage System (SuDS) schemes can provide appropriate solutions to addressing both flood risk and water quality issues and are mandatory for major development unless clear evidence indicates that they would be inappropriate. Development proposals should achieve greenfield run-off rates where possible, depending on site conditions. Alternative surface water discharge rates can be set out in district local plans to reflect local circumstances and evidence.
- 5.38** In addition to the general need to improve water quality, the Environment Agency has defined source protection zones for groundwater sources such as wells, boreholes and springs used for public drinking water supply.<sup>40</sup> The

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<sup>39</sup> See <https://www.gov.uk/government/publications/north-west-river-basin-district-river-basin-management-plan>

<sup>40</sup> See [https://mappinggm.org.uk/gmodin/?lyrs=ea\\_source\\_protection\\_zones#open\\_street\\_map/11/53.5069/-2.3201](https://mappinggm.org.uk/gmodin/?lyrs=ea_source_protection_zones#open_street_map/11/53.5069/-2.3201)

control of potentially contaminating activities is particularly important in these locations.

- 5.39** Climate change and population and economic growth can put increasing pressure on the available potable water supply for homes and businesses. It is important that water is conserved and efficiently used as much as possible to help build resilience to periods of drought; avoid over abstraction; reduce carbon emissions from water treatment and disposal; and protect river and wetland habitats from degradation. All new homes have to meet mandatory national standard set out in Building Regulations (of 125 litres/person/day). Where there is a clear local need, the government's Housing Optional Technical Standards paragraph 013 and 014 set out that local authorities may also consider tighter water efficiency requirements for new homes (110 litres a day) to help manage water demand. This will be determined through the preparation of district local plans.

### **Policy JP-S4: Flood Risk and the Water Environment**

An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:

1. Returning rivers to a more natural state, where practicable;
2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;
3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;
4. Expecting developments to manage

### **Clean Air**

- 5.40** Air pollution has a significant effect on public health, and poor air quality is the largest environment risk to human health in the UK. Epidemiological studies have shown that long-term exposure to air pollution (over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and



respiratory diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality.<sup>41</sup> The youngest, older people and those with existing health conditions are most likely to be affected by exposure to air pollution. The exacerbation of respiratory conditions is particularly relevant in consideration of the COVID-19 pandemic.

- 5.41** Without action, it has been estimated that the health and social care costs of air pollution in England could reach £5.3 billion by 2035, primarily due to fine particulates<sup>42</sup> (PM2.5).<sup>43</sup> In Greater Manchester alone, exposure to fine particulates at current levels is estimated to contribute to around 1,200 deaths per annum.<sup>44</sup> In addition to the direct human impacts, air pollution also harms the natural environment, adversely impacting on biodiversity, crop yields and the quality of water bodies. As cities compete to attract skilled workers, clean air may become an increasingly important differentiating factor.
- 5.42** Air pollution can also have significant impact on ecology. Therefore there are not only benefits to the population of improving air quality but there will also be positive ecological effects of this action.
- 5.43** A range of different types of pollutant negatively impact on air quality, including nitrogen oxides (NO<sub>x</sub>), small and fine particulate matter (PM10 and PM2.5), sulphur dioxide (SO<sub>2</sub>), volatile organic compounds (NMVOCs) and ammonia (NH<sub>3</sub>). Figure 5.2 'Change in emissions of air pollutants since 1970 (since 1980 for ammonia)' shows how emissions of most of these air pollutants have declined considerably at the national level over the last few decades.

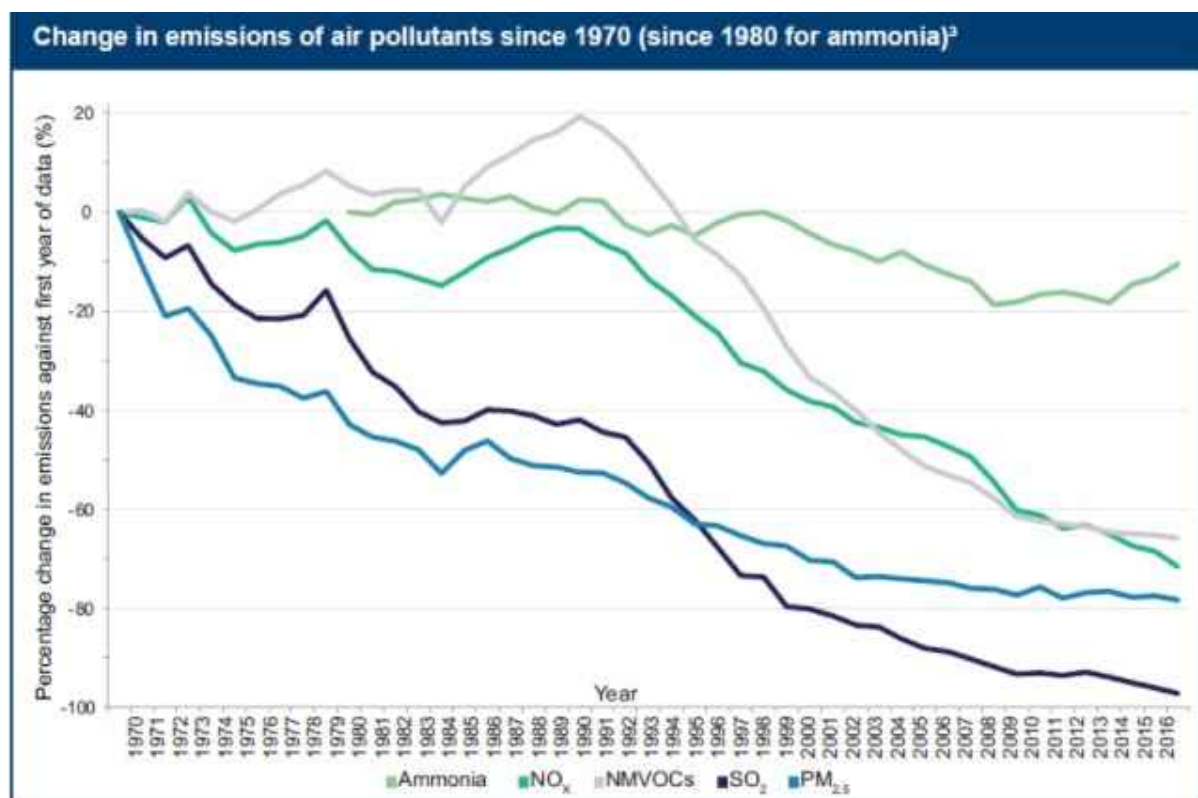
<sup>41</sup> Public Health England (2018). Health Matters: Air Pollution. Available: [Health matters: air pollution](#)

<sup>42</sup> particles small enough to be inhaled into the deepest parts of the lung

<sup>43</sup> <https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution>

<sup>44</sup> Derived from Public Health Outcome Framework indicator 3.01 (2016 data) (on Fingertips) (2018), <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

Figure 5.2 Change in emissions of air pollutants since 1970 (since 1980 for ammonia)



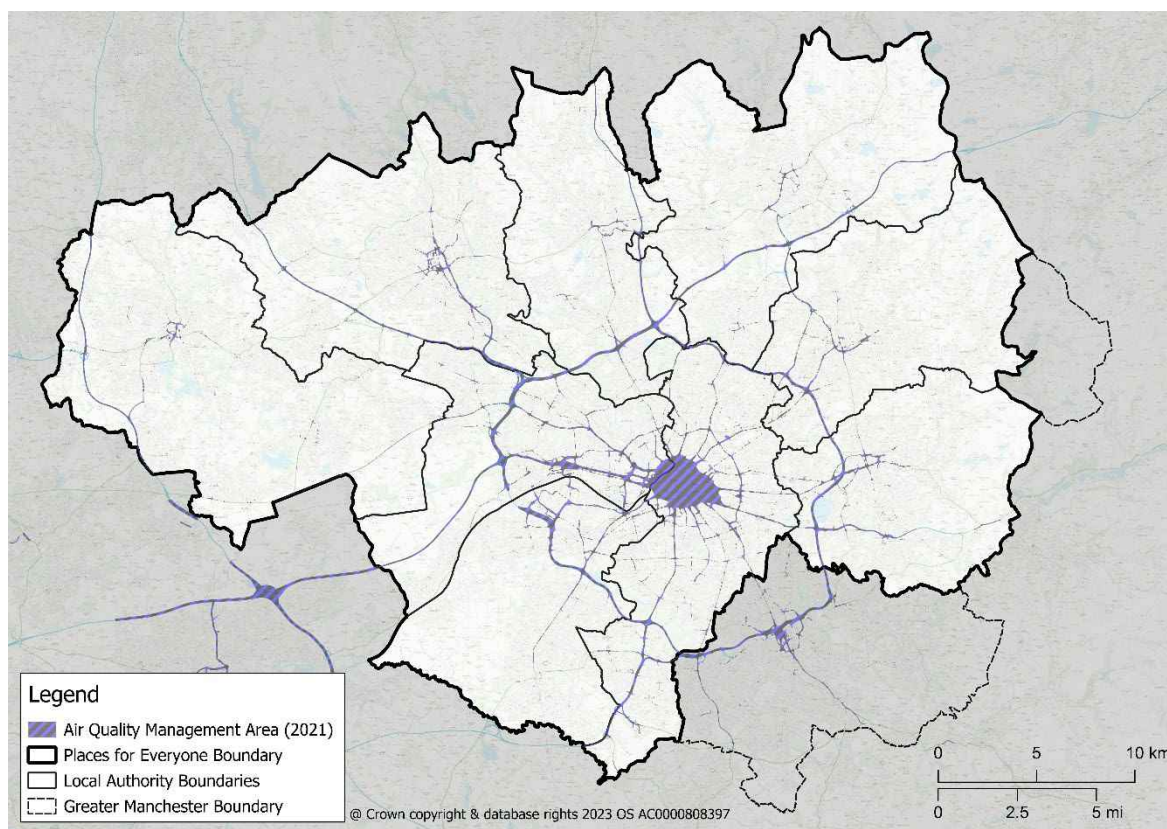
- 5.44** Nevertheless, air quality targets are not consistently being met in some locations. Parts of the Plan area have been designated as an Air Quality Management Area (AQMA), based on modelled levels of nitrogen dioxide (NO<sub>2</sub>). The largest concentration of poor air quality is around the City Centre, which is also a nationally important economic centre and the proposed location for a considerable proportion of the new housing and office floorspace proposed in this Plan.
- 5.45** Greater Manchester has also signed up to achieve WHO 'Breathe Life City' status by 2030, which means achieving WHO targets for PM (PM<sub>2.5</sub> must not exceed 5 µg/m<sup>3</sup> annual mean) and other air pollutants by this date. Regardless of targets, there is no clear evidence of a safe level of exposure below which there is no risk of adverse health effects. As such, policy ambitions should always be to reduce air pollution to as low as possible as further reduction of PM or NO<sub>2</sub> concentrations below air quality targets/standards are likely to bring additional health benefits.

- 5.46** Within Greater Manchester, transport is the major source of air pollution, with roads accounting for 65% of nitrogen oxides (NO<sub>x</sub>), 79% of larger particulates (PM10) and 31% of carbon dioxide emissions across the city region.<sup>45</sup> Wood burning stoves and coal fires accounts for 43% of fine particulates (PM2.5) and was the single largest contributor in in the UK for 2019. New legislation has been introduced on the 1<sup>st</sup> May 2021 to phase out the sales of coal and wet wood, also to regulate the quality of the stoves sold. Processes involving combustion, such as power stations, biomass and incineration, also contribute to air pollution, as do some industrial activities and agriculture practices.
- 5.47** The AQMA and associated Greater Manchester Air Quality Action Plan (AQAP) 2016-2021 (approved by the GMCA in 2016) set out measures to help reduce air pollution caused by NO<sub>x</sub> while supporting the sustainable economic growth of the region. Since the AQAP was introduced, Government has directed GM authorities to take urgent action to address a specific air pollution problem: roadside concentrations of NO<sub>2</sub> that exceed legal Limit Values.

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<sup>45</sup> GMCA and TfGM (December 2016) Greater Manchester Low-Emission Strategy, p.9.

Figure 5.3 Air Quality Management Area based on 35µg/m3 (2021)



- 5.48** Government estimates road transport contributes approximately 80% of NO<sub>x</sub> concentrations at roadside, with diesel vehicles the largest source in these local areas of greatest concern.<sup>46</sup> Government has directed Greater Manchester authorities to produce a Clean Air Plan to tackle roadside nitrogen dioxide (NO<sub>2</sub>) concentrations and bring them within Limit Values in the shortest possible time.
- 5.49** Greater Manchester Authorities have been working collaboratively to produce a Clean Air Plan, that will bring about compliance with the legal limit for NO<sub>2</sub>.
- 5.50** It is clear that a wide range of actions will be required to improve air quality to appropriate levels, and support objectives relating to climate change, Greater Manchester's 2038 carbon neutrality target, population health and quality places. Many of these actions are beyond the scope of this plan, but

<sup>46</sup> (Defra and DfT (2017) 'UK Plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan, July 2017', London: Defra, pp: 5)

the primary focus will need to be on transport given its primary contribution to air pollution. Significantly expanding the existing network of publicly accessible EV charging infrastructure will be important to encourage and expediate the transition from petrol and diesel engine vehicles to EVs. Therefore, opportunities to support proposals for commercial EV charging infrastructure should be supported where appropriate. Regard should also be had to transport-related policies elsewhere in this plan and in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan. The most significant role which this Plan will play in this respect is to locate development in the most sustainable locations which reduce the need for car travel, for example by maximising residential densities around transport hubs.

- 5.51** Ideally, a higher proportion of general employment sites would be capable of being served by rail and/or water, but only a few such sites are available and hence within Greater Manchester there will need to be a stronger emphasis on the use of low-emission goods vehicles. Short-term high-pollution episodes can affect health as well as long-term exposure to lower levels<sup>47</sup>, so it will be important to tackle both peaks and average levels of air pollution under relevant actions.
- 5.52** The cumulative air quality impacts of the proposed scale and distribution of development in this plan on nationally designated nature conservation sites have been considered through a separate Habitats Regulations Assessment.

### **Policy JP-S5: Clean Air**

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;

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<sup>47</sup> Defra (2018) Clean Air Strategy 2018, p.4. See <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;
3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;
4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;
5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;
6. Implementing the Clean Air Plan and associated measures;
7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;
8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;
9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality;
10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and

11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.

## Resource Efficiency

### Minerals

- 5.53** The Greater Manchester Joint Minerals Plan was adopted in April 2013<sup>48</sup> and includes a set of policies which assist in the consideration of minerals planning applications, safeguards minerals resources which are likely to be required in the future and identifies areas within which new or expanded minerals extraction is likely to be suitable. Annual monitoring of minerals extraction and changes in likely future needs will inform whether and when an update of the joint minerals plan is required, including as a result of the growth in development set out in this plan.

### Waste

- 5.54** The Government's new strategy on waste and resources in England<sup>49</sup> focuses on the creation of a circular economy in which waste is treated as a resource to be kept in use for as long as possible, extracting maximum value from it before being recovered and regenerated to form new products and materials. The aim of a circular economy is not only to reduce waste but to create a society in which waste is seen as a resource to be used again and again in order to reduce the environmental impacts of production and consumption.
- 5.55** As part of its ambition to be one of the leading green city regions in Europe, Greater Manchester will produce a Zero Waste Strategy. The objectives of the strategy will be cross cutting covering a number of key policy areas including planning. It will set out how we will move towards a circular and zero-waste economy in which we no longer see waste as something to dispose of but as a resource to be used in a different way. The move

<sup>48</sup> See [https://www.greatermanchester-ca.gov.uk/media/1995/the\\_minerals\\_plan\\_april\\_2013\\_final.pdf](https://www.greatermanchester-ca.gov.uk/media/1995/the_minerals_plan_april_2013_final.pdf)

<sup>49</sup> See <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

towards a circular economy will significantly reduce the amount of waste produced in Greater Manchester which in turn will enable delivery of higher recycling across all waste sectors, put more resources back into the economy and reduce our carbon footprint. Utilising sustainable design and construction techniques at all stages of a development's life cycle can help deliver this ambition.

- 5.56** A resource efficient society is key to people and businesses recognising that how we behave and how we live has a direct impact on the environment around us. The “Plastic-Free Greater Manchester” campaign is a bid to eliminate single use plastics across the region and to move towards renewable alternatives. So far 558 leading businesses and organisations in Greater Manchester have signed up to the campaign to be plastic free. This is the first key step in moving towards a resource efficient region and will be the spearhead for future initiatives including tackling food waste.
- 5.57** The Greater Manchester Joint Waste Development Plan was adopted in April 2012.<sup>50</sup> This includes a set of policies which assist in the consideration of waste planning applications and identifies suitable locations for potential new waste management facilities. Annual monitoring of waste facility capacity and changes in likely future needs will inform whether and when an update of the joint waste plan is required, including as a result of the growth in development set out in this plan.

### **Policy JP-S6: Resource Efficiency**

The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester’s ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;

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<sup>50</sup>[https://www.greatermanchester-ca.gov.uk/media/1994/greater\\_manchester\\_waste\\_plan\\_opt.pdf](https://www.greatermanchester-ca.gov.uk/media/1994/greater_manchester_waste_plan_opt.pdf)



2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and
3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

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## Places for Jobs

### Supporting Long-Term Economic Growth

- 6.1** Economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities.
- 6.2** Greater Manchester has developed a Local Industrial Strategy<sup>51</sup> which sets out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region.
- 6.3** The Local Industrial Strategy has two key objectives:
- **Supporting our globally competitive strengths.** Building on our globally competitive research strengths and industrial opportunities in health innovation and advanced materials<sup>52</sup> and capitalising on the creativity and collaborative culture of our people, our digital and technology asset base and our emerging capabilities in green industries - will be essential if the city region is to continue to attract investment and create new businesses and jobs for the future. Through this we will be pioneering emerging sectors, creating significant global competence and additional value for our local economy as these new sectors grow and flourish.
  - **Strengthening the foundations of our economy.** Despite having concentrations of globally competitive, highly productive businesses, Greater Manchester's overall productivity is around 10% lower than the national average.<sup>53</sup> Tackling this is important because it holds back people's earning potential and makes our economy more vulnerable to economic shocks. Strengthening our people, infrastructure, business environment, innovation ecosystems and places will be important to enable all sectors and all places in Greater Manchester to be productive

<sup>51</sup> Greater Manchester Local Industrial Strategy June 2019 [GM Local Industrial Strategy](#)

<sup>52</sup> Greater Manchester and Cheshire East Science and Innovation Audit, November 2016

<sup>53</sup> GMCA: Deep Dives Phase 2: Productivity in Greater Manchester, February 2017

and prosperous. We need to grasp global opportunities emerging from changes to world markets and develop industries of the future, while also ensuring competitiveness and job quality in our high employment, low productivity sectors.

- 6.4** Two of Greater Manchester's key economic strengths are its size and diversity. Greater Manchester accounts for one-fifth of the population<sup>54</sup>, jobs<sup>55</sup> and economic output in the North of England, and its economy is bigger than that of Wales and Northern Ireland. It is one of the most diverse economic areas in the UK<sup>56</sup> and is second only to London for attracting Foreign Direct Investment.<sup>57</sup> This helps to provide a broad range of opportunities for businesses and varied jobs for residents. It also means that it is well-placed to take advantage of new economic possibilities and should be more resilient to change. The inter-dependencies between our economic sectors mean that growth in one can support job creation in others.
- 6.5** Greater Manchester has a growing share of graduate level qualified residents, which, along with people skilled in technical occupations, skilled trades and service industries, forms part of a large and varied skills base.
- 6.6** Greater Manchester's transport network provides good connections to other major city regions, with further major improvements planned such as Northern Powerhouse Rail, making it an attractive place to invest and providing close functional links to other areas.<sup>58</sup> Manchester Airport is the country's largest and best-connected airport outside London and the South East and the Manchester Ship Canal provides direct shipping connections to the post-panamax facilities at the Port of Liverpool. Piccadilly rail station is both a gateway and commercial centre but also has the potential to be the 'Hub of the North' serving the whole of the northern economy. Together, these assets

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<sup>54</sup> ONS: Population Estimates 2017, accessed via nomis November 2018

<sup>55</sup> ONS: Business Register and Employment Survey, accessed via nomis November 2018

<sup>56</sup> ONS Krugman Index see [Industrial Specialisation in major towns and cities](#)

<sup>57</sup> [Attractiveness surveys](#)

<sup>58</sup> See Greater Manchester's HS2 and Northern Powerhouse Rail Growth Strategy: "The Stops Are Just The Start" at [HS2 NPR Growth Strategy](#)

enable Greater Manchester to act as an international gateway for the North and the UK, providing access to global markets and supply chains.

- 6.7** Despite these strengths, for two decades, Greater Manchester’s productivity has consistently remained at 90% of the UK level and in recent years the balance of employment has shifted towards lower productivity sectors and activities, as has been the case for the UK as a whole. The share of low productivity sectors in GM – those with lower than £30,000 GVA per worker, at 2013 prices – increased from 37.7% in 2005 to 41.8% in 2015. Wages have fallen by 6.6% in real terms between 2006 and 2016: the average worker in Greater Manchester still earns 81p an hour less in real terms than in 2006. The gross median annual wage for full time workers living in Greater Manchester was £26,800 in 2018, compared to £29,570 in the UK as a whole; and the gap in wages between GM and the national average has widened over the decade. This reflects the uneven economic geography of the UK and the dominance of London and the South East.
- 6.8** There are also significant economic disparities within our plan area, and baseline forecasts suggest that these could increase without intervention. For example, Manchester is forecast 74,600 additional jobs between 2018-38 with the central and southern districts forecast to add a further 60,000 jobs of which almost 47,000 are forecast to be in Salford and Trafford. Collectively they have the highest concentration of key assets and major growth areas in the sub-region. In contrast, the rest of Greater Manchester is only forecast to collectively add 10,800 net jobs with some districts (Oldham and Tameside) seeing a small decrease in total employment. Full-time jobs in the central and southern areas on average pay significantly more than full-time roles in the other districts<sup>59</sup> which in turn also impacts commuting patterns and transport infrastructure congestion.
- 6.9** These problems have also been exacerbated by the adverse impacts of austerity and economic shocks, such as Brexit and Covid-19, on growth and reform. Furthermore, like in other places, employment and output growth

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<sup>59</sup> ONS: Annual Survey of Hours and Earnings 2018, accessed via nomis November 2018

since the recession have been characterised by low productivity growth and increasing share of jobs in lower value sectors with comparatively low paid, less secure employment.<sup>60</sup> We are also not fully realising the possibilities of its key assets, for example the outstanding research base has much greater potential to support business activity and growth. Further improvements in transport connections and skills development are required to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.

- 6.10** The Northern Powerhouse Independent Economic Review<sup>61</sup> identified that through improvements in skills, innovation, and connectivity the North has the potential to create by 2050 an additional £97 billion of GVA (a measure of total economic output and income) and 850,000 extra jobs under a transformational scenario, compared to the ‘business as usual’ scenario. As part of Greater Manchester we are well-placed to play a leading role in delivering this additional growth, given its central location within the North of England and concentration of key growth assets.
- 6.11** We have the opportunity to increase the future prosperity of local residents through making a full contribution to rebalancing the national economy, helping to deliver a more successful North of England and UK. Hence, this plan supports high levels of economic growth and seeks to put in place the measures that will enable such growth to continue in the even longer-term. Economic growth provides a good opportunity for local residents to gain increased access to new jobs and training, which will help to reduce unemployment rates and economic inequalities and boost skill levels and personal fulfilment. Local job growth is therefore supported through seeking agreement with employers and developers to enter into local labour and training agreements, where appropriate. The key challenge will be to ensure that such growth benefits everyone and all of our places and happens in a sustainable way that respects the environment and local communities. Growth

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<sup>60</sup> GMCA - GM Labour Market and Skills Review 2017/18

<sup>61</sup> SQW and CE (24 June 2016) The Northern Powerhouse Independent Economic Review, p.16

today must not come at the expense of the ability to deliver sustained prosperity and quality of life.

- 6.12** However, delivering these high levels of growth, in terms of jobs and GVA, will become increasingly challenging. Beyond the slowdown in productivity growth seen across the UK economy, and increasing international competition for trade and capital, our economy also faces the challenges of accommodating rapid technological change, political risks and economic shocks – such as Brexit and Covid-19. The emergence of a global pandemic in March 2020 rightly resulted in the need to understand what, if any, actions should be taken in relation to the level of economic growth being proposed. Following an initial assessment of the potential impacts of Covid-19 on the economy in 2020, a further assessment was carried out to inform this plan. Both studies suggest that there is insufficient evidence (either at a national or local level) to change the assumptions behind our growth targets.
- 6.13** Whilst it is recognised that the country is in a state of flux, it is very clear that to delay the production of the plan further could have a negative effect on the proper planning of the boroughs and therefore its recovery. Instead it is considered appropriate to proceed, but to use the process of plan review to monitor the situation and if necessary, to undertake a formal review outside of statutory review timetable.
- 6.14** We will need to continue to invest in the sites and critical infrastructure that will make our boroughs even more attractive places for businesses to invest, bringing high-value, well paid jobs, to our area, and supporting the continued progress towards a low-carbon economy.
- 6.15** This Plan promotes prosperity for all residents and places in a sustainable way in a wide variety of ways, some of which are set out in this chapter but many of which will be delivered through other parts of the plan. Such measures include:
- Delivering sustainable places that can meet the needs of all sections of communities, both now and in the future
  - Achieving the high quality, inclusive design of places and developments

- Providing excellent transport networks that help all people to access employment opportunities across our boroughs, particularly by walking, cycling and public transport
- Encouraging the efficient reuse of previously-developed land and buildings as part of the coordinated regeneration of urban areas, particularly those with high levels of deprivation
- An expectation that all development will be net zero carbon by 2028
- Significantly increasing the supply of new housing that helps to meet the wide variety of needs across our boroughs at a price people can afford
- Enhancing the supply of employment opportunities at a variety of skill levels throughout our boroughs to achieve more inclusive growth
- Supporting improvements in education and research facilities
- Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and well-being including good quality open space and green infrastructure
- Seeking a net enhancement to biodiversity across our boroughs

### **Policy JP-J1: Supporting Long-Term Economic Growth**

A thriving, inclusive and productive economy will be sought in all our boroughs.

There will be an emphasis on:

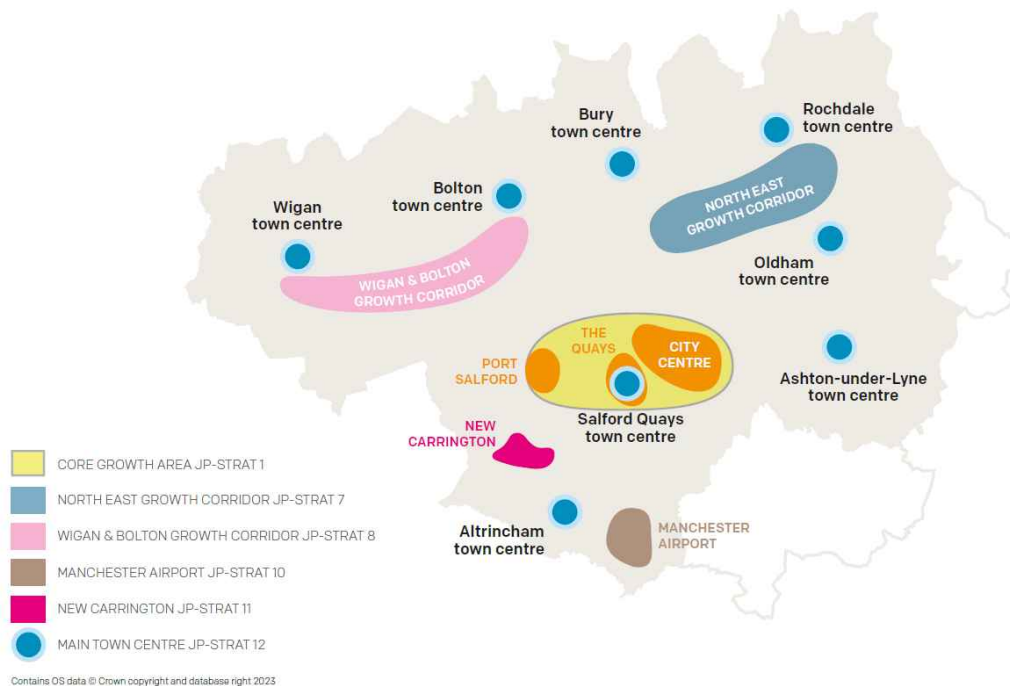
- A. Maintaining a very high level of economic diversity across our boroughs
- B. Facilitating the development of high value clusters in key economic sectors such as:
  - i. Advanced manufacturing;
  - ii. Digital and cyber;
  - iii. Health innovation, including life sciences;
  - iv. Low carbon goods and services;
  - v. Business, financial and professional services;
  - vi. Logistics.
- C. Making the most of major assets of the sub-region, such as:



- i. The high concentration and range of research assets
  - ii. The large pool of graduates
  - iii. Highly productive businesses in every sector of our economy
  - iv. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network
  - v. Major proposed transport improvements such as Northern Powerhouse Rail
- D. Grasping the economic opportunities from the global transition to a low carbon economy
- E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers
- F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate.
- G. Maximising the potential of the key growth locations set out in JP-Strat1 to JP-Strat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.

Figure 6.1 Key Growth Locations

## KEY GROWTH LOCATIONS



## Employment Sites and Premises

- 6.16** It will be important to ensure that there is an excellent supply of employment sites and premises across the Plan area, with sufficient variety in terms of quality, cost and location to maximise the ability to attract and retain jobs and investment. This will help to deliver high levels of economic growth and tackle inequalities by improving access to employment opportunities for existing and new residents.
- 6.17** If economic growth is to be sustainable in the long-term then it will be necessary for the supply of employment sites and premises to adapt to changing circumstances, technological advancements, and new working practices. The need to be able to compete for investment is constantly increasing and will become even more imperative after Brexit. A lot of businesses are currently doing fantastic things from poor premises, and there is the potential to improve productivity and support growth with modern buildings in better locations. However, there will continue to be demand for cheaper accommodation from start-ups and businesses working on tight

margins. A good combination of existing strategic sites, such as Trafford Park and new sites and premises will therefore be required.

## **Policy JP-J2: Employment Sites and Premises**

A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities.

A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key growth locations identified in JP-Strat1 to JP-Strat12 and in complementary locations, with many being particularly suitable for key economic sectors and specialisms. This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, as identified in chapter 11 of this plan, to provide the quality of well-connected employment land supply necessary to deliver the required scale of long-term economic growth, as set out in Policy JP-J3 'Office Development' and Policy JP-J4 'Industry and Warehousing Development'.

Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations.

## **Office Development**

**6.18** Greater Manchester is generally acknowledged as having one of the strongest office markets in the country. The scale and quality of the offer is vital to supporting strong and productive sectors such as digital/creative, and business, financial and professional services.

**6.19** The City Centre is the pre-eminent office location outside London. It will be important to maintain this position, and improve accessibility to the associated job opportunities, for the wider benefit of Greater Manchester, thereby helping to reduce inequalities, deprivation and poverty. The large number of sites

available for office development within the City Centre, many of which are close to major public transport facilities and with the prospect of further improvements through Northern Powerhouse Rail (NPR), provides an unrivalled combination of location, scale, quality of development opportunity and access to a large pool of skilled labour.

- 6.20** The other two primary office markets within Greater Manchester are The Quays and South Manchester, with the latter including the area around Manchester Airport as well as town and district centres in Trafford. These provide a complementary offer to the City Centre, with their own distinctive characteristics that are attractive to occupiers and have significant potential for further growth. Securing office growth in other parts of the Plan area, particularly the northern areas, will also be an important component of delivering inclusive growth and reducing deprivation and poverty in these areas. This will be focused primarily in the town centres, as these are the most accessible locations to surrounding residential areas and increasing office-based activity is a key component of the overall strategy for delivering more vibrant and economically prosperous town centres.
- 6.21** Modelling based on past economic trends suggests that the supply of new office floorspace needs at least to match average development rates over recent years. To ensure the continued growth of our key economic sectors is not constrained by a shortage of supply of new floorspace it is important to maintain a strong supply in key growth locations such as the City Centre and The Quays.
- 6.22** Existing office floorspace will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses.

### **Policy JP-J3: Office Development**

At least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039, with a focus on:

1. The City Centre, accounting for more than half of all new office floorspace in the sub-region and taking advantage of existing and proposed public transport

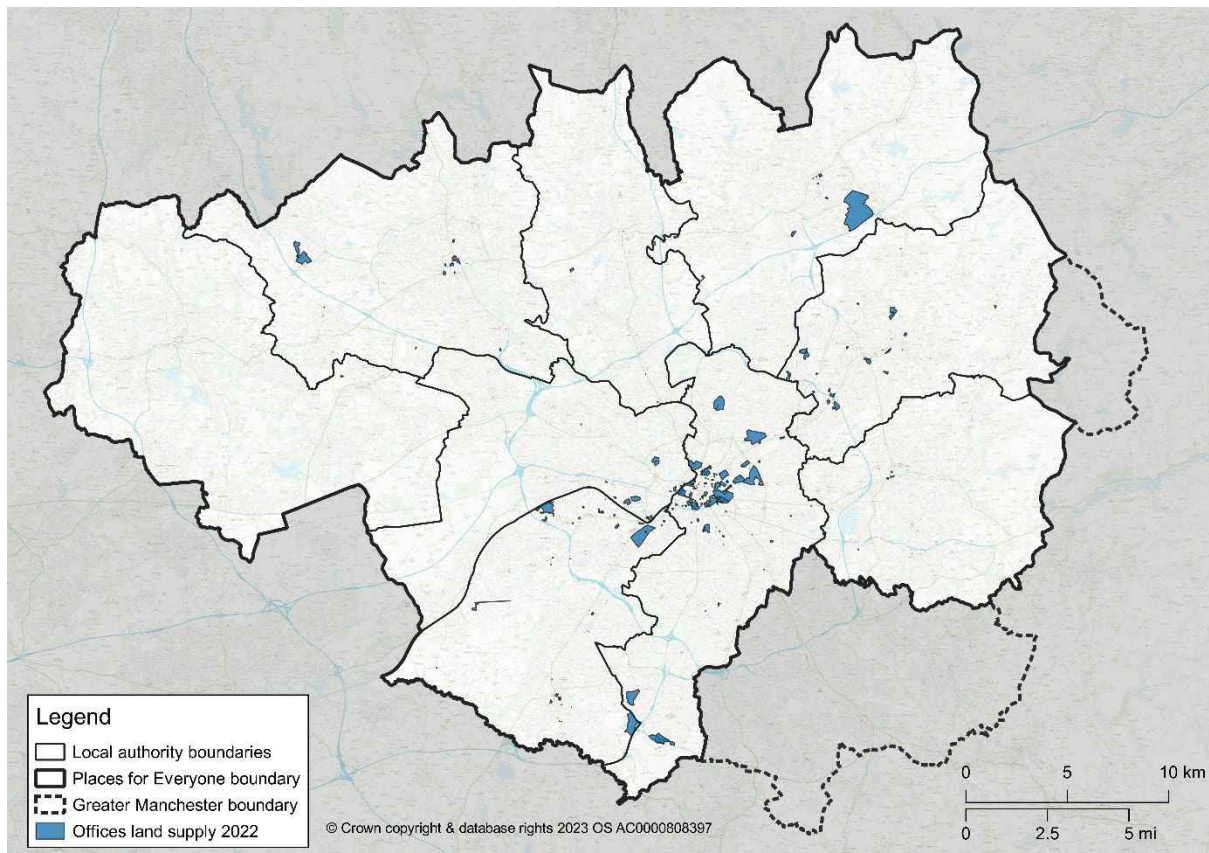
connectivity, including the proposed new Northern Powerhouse Rail links which will further enhance its position as the premier office location outside London

2. The Quays, significantly expanding this distinctive office location and the continued growth of the nationally significant MediaCityUK
3. Manchester Airport and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed Northern Powerhouse Rail links
4. Town centres, offering a strong local profile and lower cost options with excellent public transport connections and access to services, with opportunities being sought to significantly increase the supply of new office floorspace beyond that currently identified especially in the northern parts of Greater Manchester.

The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, in accordance with Part M (Volume 2) Building Regulations.

- 6.23** A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just under 2,815,650 sqm of floorspace. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. The vast majority of these are in the key growth locations identified in Policy JP-J3 'Office Development' and are on previously-developed land.

Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2022-2039



**6.24** Although this supply is sufficient in numerical terms to meet the minimum office floorspace requirement up to 2039, it is considered that the very limited release of some existing Green Belt land within the Manchester Airport key growth location is required to maximise the competitive advantages of Greater Manchester.

**6.25** Table 6.1 'Office land supply 2022-2039 summarises the sources of office land supply up to 2039.

Table 6.1 Office land supply 2022-2039

District	Existing Brownfield Supply 2022-2039 (sqm floorspace)	Existing Greenfield Supply 2022-2039 (sqm floorspace)	Existing Mixed Supply 2022-2039 (sqm floorspace)	Places for Everyone Allocations (sqm floorspace) <sup>62</sup>	Total 2022-2039
Bolton	56,780	3,447	10,512	-	70,739
Bury	1,177	-	-	-	1,177
Manchester	1,873,445	128,484	3,306	64,500	2,069,735
Oldham	67,093	-	14,905	-	81,998
Rochdale	19,753	81,249	-	-	101,002
Salford	309,102	-	-	-	309,102
Tameside	20,110	570	-	-	20,680
Trafford	190,661	33,000	-	-	223,661
Wigan	-	2,055	-	-	2,055
Places for Everyone	2,538,122	248,805	28,723	64,500	2,880,150

<sup>62</sup> Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.

- 6.26** The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.

## **Industry and Warehousing**

- 6.27** Industrial and warehousing accommodation is essential to a wide range of businesses across many economic sectors. It is particularly important to the key economic sectors of advanced manufacturing and logistics but is also crucial to supporting other parts of the economy and its continued provision will help to reduce inequalities.
- 6.28** Although there have been continued reductions in the numbers employed in manufacturing over many decades, it continues to be a very important sector for Greater Manchester, delivering high levels of productivity and income. Advanced manufacturing is a particular strength, supported by the city-region's high concentration of research assets. Greater Manchester is recognised as an internationally important test-bed for new products and services, renowned for its ability to drive adoption of approved innovations at pace and scale. Enabling the success of this sector will be important for the wider prosperity of the North of England.
- 6.29** Logistics is a sector that is becoming increasingly central to the economy, enabling the efficient functioning of other sectors such as manufacturing and retail, and supporting changes in consumer behaviour. Greater Manchester's central position in the North of England, its large business and customer market and its excellent international freight connections via Manchester Airport, the Manchester Ship Canal and the nearby Port of Liverpool, as well as its motorway network, notably the M6, together provide opportunities to significantly increase logistics activity within the sub-region. This not only has the potential to promote higher levels of economic growth, but also to support environmental objectives by reducing the number of HGV journeys from the ports and distribution parks across England.



- 6.30** There is already a varied range of industrial and warehousing locations, ranging from major areas with strong brand recognition such as Trafford Park to numerous smaller employment areas that are an important source of local employment and business opportunities. However, our long-term economic success will partly depend on the ability to continually renew and enhance the supply of accessible industrial and warehousing premises, responding to changing business practices and demands. Rising levels of automation and digitisation, increased customisation, greater integration of product services, and demands for more functionally and energy efficient premises are all leading to the need to increase the supply of new high quality floorspace, often with larger floorplates. At the same time, there will continue to be a demand for smaller and/or cheaper accommodation to support local businesses and start-ups that may often be working on narrow margins but make an important contribution to our economy. All of this points to the need for a diverse portfolio of sites and premises, both retaining existing premises and providing new ones of varying size and location. Promoting and supporting access to the sites and premises by sustainable modes of transport will help to ensure that they will be accessible from both our existing and new communities.
- 6.31** There is evidence that past industrial and warehousing completions have been constrained by a lack of suitable sites within Greater Manchester, resulting in the city-region being unable to compete for some major occupiers. When combined with the need to secure a significant increase in the quality of accommodation available to respond to evolving business requirements and increasing global competition, this means that a considerable uplift on past development rates is needed.

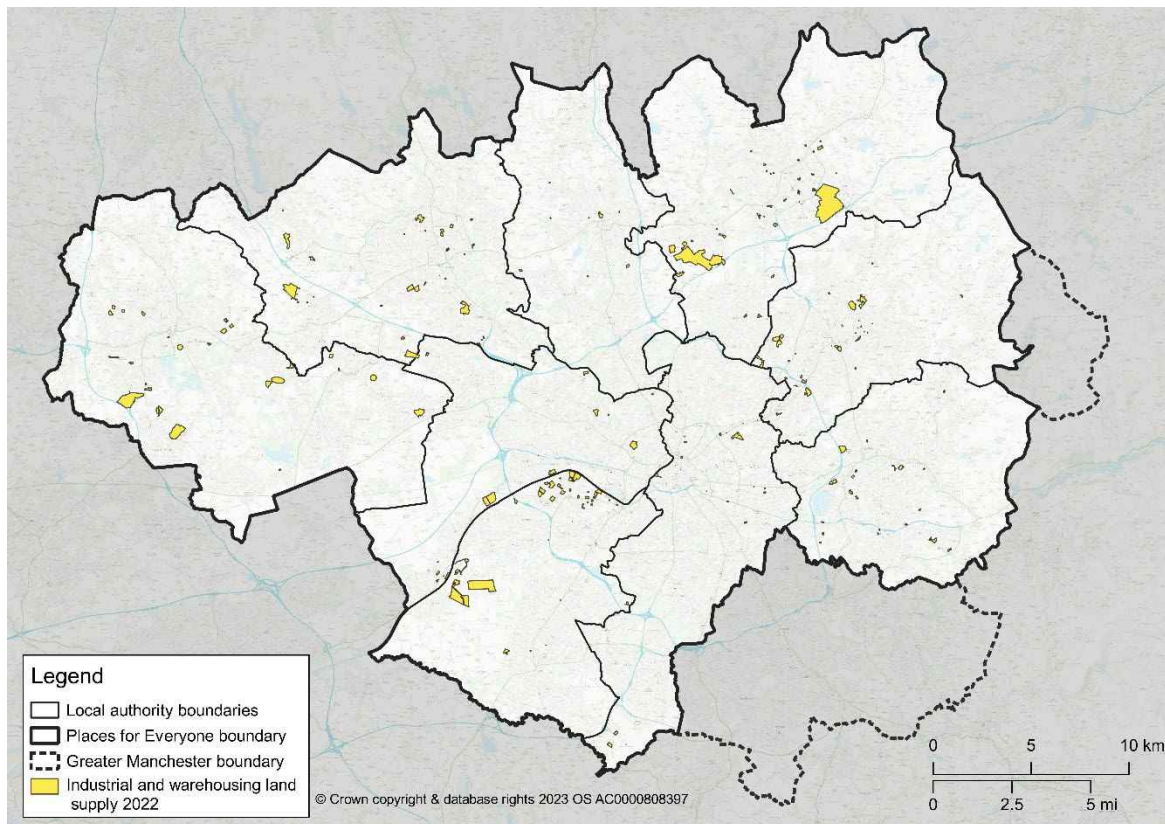
### **Policy JP-J4: Industry and Warehousing Development**

At least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039.

To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.

- 6.32** The need to provide the level of industrial and warehousing land within the Plan reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs. The new sites will be important in enabling the relocation and expansion of existing businesses, which will free up some poorer quality current employment sites for redevelopment for uses such as housing, as well as attracting new investment into the sub-region. The large amount of flexibility in the supply is also necessary because some existing employment areas may be utilised for employment-generating uses other than industrial and warehousing floorspace, which, whilst making an important contribution to economic growth, may mean they are no longer available for industry and/or warehousing purposes.
- 6.33** A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over 2,070,000 sqm of floorspace.

Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2022-2039



**6.34** The existing supply of potential industrial and warehousing sites identified in the districts' strategic employment land availability assessments are insufficient to meet the overall identified need. Many of the sites they contain are also likely to be attractive primarily to a relatively local market and/or smaller businesses, due to their location, size and surroundings.

Consequently, if Greater Manchester is to meet its future development requirements and increase the supply of high quality sites that can compete regionally, nationally and even internationally for investment, including from businesses requiring large modern premises, then there is a need to identify additional sites across the city-region. The only realistic option for doing so is to remove some land from the Green Belt.

**6.35** Table 6.2 'Industry and warehousing land supply 2022-2039 summarises the sources of industry and warehousing land supply up to 2039. Although all of the sites could potentially be developed in full during the plan period. In practice, the high level of land supply, the size of some individual sites and

infrastructure requirements mean that some of the Green Belt sites may come forward in part after 2039. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. Additionally given the scale of some of the opportunities, a further 368,400 sqm has been identified which is likely to be delivered after 2039.

Table 6.2 Industry and warehousing land supply 2022-2039

District	Existing Brownfield Supply 2022-2039 (sqm floorspace)	Existing Greenfield Supply 2022-2039 (sqm floorspace)	Existing Mixed Supply 2022-2039 (sqm floorspace)	Places for Everyone Allocations (sqm floorspace) <sup>63</sup>	Total 2022-2039
Bolton	195,913	115,295	8,653	386,000	705,861
Bury	10,725	6,859	-	591,000	608,584
Manchester	37,838	12,855	-	0	50,693
Oldham	83,171	-	59,031	136,720	278,922
Rochdale	137,572	203,311	-	244,000	584,883
Salford	224,862	3,454	-	320,000	548,316
Tameside	59,867	52,489	1,716	160,000	274,072
Trafford	414,439	-	26,115	103,365	543,919
Wigan	83,125	303,579	33,117	60,500	480,321
Places for Everyone	1,247,512	697,842	128,632	2,001,585	4,075,571

<sup>63</sup> Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.

Note for Table 6.2:

1. The floorspace arising at Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway), has been split between Bury and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.
2. The floorspace arising at Policy JP Allocation 2 'Stakehill', has been split between Oldham and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.

**6.36** New industrial and warehousing development has an important role to play in addressing the economic disparities across Greater Manchester, and in particular to boost the competitiveness of northern areas. It can help to deliver more balanced growth across the sub-region and tackle deprivation.

Consequently, the release of Green Belt for employment use is focused primarily in the northern parts of Greater Manchester, with a string of high quality opportunities of varying sizes focused particularly around the key motorway corridors. Overall, this will result in around two-thirds of the supply being in the districts of Wigan, Bolton, Bury, Rochdale, Oldham and Tameside, whereas just over one-half of the supply in land availability assessments is in those six districts. The strategic location of Northern Gateway will alone account for about one-fifth of the Greater Manchester supply.

**6.37** It will still be important to ensure that there is a good supply of industrial and warehousing in other parts of Greater Manchester, and so there is also some Green Belt release in the central and southern areas. The Green Belt sites have been selected in order to make the most of key assets and locations, with a focus on realising the potential of transport infrastructure. The lowest level of supply in the northern districts is in Tameside, where there will also be a reliance on existing sites and premises, such as in the strategically important Tame Valley, which will need to be protected accordingly.

**6.38** The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure

the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.

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## Places for Homes

- 7.1** We have a diverse range of housing and residential neighbourhoods, capable of accommodating a wide variety of needs. We have seen high levels of new housing constructed in recent years, particularly with the growth in high-density apartments in the City Centre and The Quays, drawing in people and investment from across the world. At the same time, our suburban locations have remained popular with residents and developers alike, providing homes for people of all ages.
- 7.2** Despite these positive characteristics, we are facing a housing crisis. It is adversely affected by the broken housing market that afflicts the country as a whole. The increase in rough sleeping over recent years has been the most visible manifestation of this but lying behind it is a much more extensive problem of many people being unable to access suitable housing at an affordable price and with certainty of tenure. Over 70,000<sup>64</sup> people are on our local authority housing waiting lists with almost 27,000 "reasonable preference". A lack of appropriate housing options prevents some people from forming their own households, particularly younger adults, whilst those who can, may have to cope with substandard or expensive accommodation. These problems are not universal, with the majority of people having access to good housing, but they are far too widespread in a modern city such as Greater Manchester and must be addressed. This Plan is one of the tools that we have to address these issues.
- 7.3** We consider a decent home as a fundamental human right, but too often the housing market is not delivering this. Its ability to do so has been further compromised over the last few years by an increasing tendency for new dwellings to be seen as investments rather than homes, further raising the financial pressures on households. Private sector housing undoubtedly has a vital role to play in meeting housing needs, but the challenges can only be truly met through a more diverse range of new provision including a major boost in the supply of affordable housing.

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<sup>64</sup> Source: Local Authority Housing Statistics Data Return 2019/20

## Housing Need

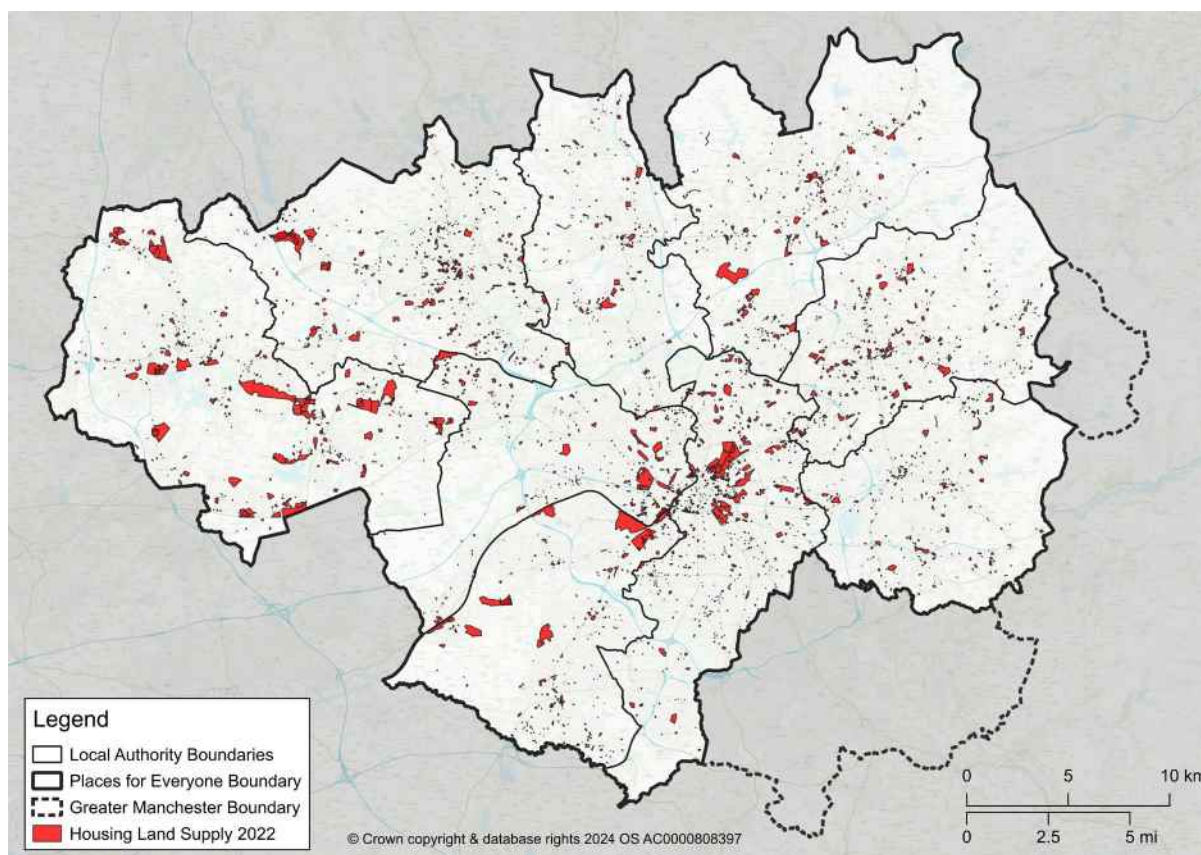
- 7.4** As expected by NPPF, the housing need set out in this plan has been derived using the standard methodology provided in the NPPG for calculating the Local Housing Need (LHN). The calculation of housing need makes an adjustment to take account of affordability. If insufficient new homes are provided to meet this need, then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs. The construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.
- 7.5** The economic opportunities and quality of life that Greater Manchester can offer make it an attractive place for people to move to. This not only includes younger adults drawn by the universities, graduate jobs and lifestyle offer but also families attracted by the long-term prospects for their children, and older people wanting to take advantage of the wide range of cultural and leisure facilities.
- 7.6** The emergence of a global pandemic in March 2020 caused by the Covid-19 virus rightly resulted in the need to understand what, if any, action should be taken in relation to the level of housing growth being proposed. Following an initial assessment of the potential impacts of Covid-19 on the housing market, in 2020, a further assessment was carried out to inform this plan. Both studies suggest that it became clear that there is insufficient evidence (either at a national or local level) to suggest that we should not be seeking to meet our overall housing need (as calculated by the standard LHN methodology) as a result of Covid-19. That said it is considered that a cautious approach to predicting delivery rates should be followed in the early years of the plan.
- 7.7** Therefore, whilst it is recognised that the country was in a state of flux, it is very clear that to delay the production of the plan further could have a negative effect on the proper planning of the conurbation and therefore its recovery. Instead it is considered appropriate to proceed on the basis that we should seek to meet our LHN up to 2039 but to use the process of local plan

review to monitor the situation and if necessary, to undertake a formal review outside of the statutory timetable.

## **Housing Land Supply**

- 7.8** There is a strong focus in this Plan on directing new housing towards previously-developed sites within the existing urban area. This will help to address existing dereliction and poorly used sites, as well as reducing the need to release greenfield and Green Belt land for development. Previously-developed sites are often in relatively sustainable locations, close to facilities and served by existing infrastructure, and hence their reuse for housing can support wider objectives. Policy JP-H4 'Density of New Housing' will ensure that the most is made of such sites, particularly in more accessible locations, further reducing the need for additional land release.
- 7.9** A large number of previously-developed sites suitable for housing have been identified by districts in their Brownfield Registers, Strategic Housing Land Availability Assessments and Local Plans. Not all previously-developed sites will be appropriate for housing development, as there will be a continued need to accommodate other uses such as employment. The large amount of land identified in the Plan for new industrial and warehousing development may free up some existing employment sites and areas including where there are issues of viability and/or market demand for residential redevelopment in addition to those already identified, but this potential supply is too uncertain to be assumed to make a significant contribution to new housing during the plan period.

Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2022-2039



**7.10** A further source of housing land supply will be small sites, which are typically not identified comprehensively in brownfield registers and strategic housing land availability assessments. It has been assumed that the supply of new dwellings on small sites will continue at the same rate in each district as has been seen over the last five years.

**7.11** It will be important to make the most of the existing housing stock. The proportion of dwellings that are vacant has halved since 2008 and is now slightly below the England average.<sup>65</sup> Efforts will be made to further reduce long-term vacancies, including by seeking Government funding and working with property owners, but any significant further reduction in vacancies could begin to make it more difficult for people to move home. Consequently, it has not been assumed that a reduction in vacancies will help to meet the overall housing requirement. In any event, Government guidance is clear that empty

<sup>65</sup> Source based on ONS live tables 125 and 615

properties brought back into use can only be counted as contributing to housing supply and completions if they have not already been counted as part of the existing stock.

**7.12** Table 7.1 illustrates that, in numerical terms, the existing supply of potential housing sites identified in the districts' strategic housing land availability assessments and small sites is adequate to meet the overall identified need, and demonstrates that brownfield land will be the predominant source of land over the plan period. However, meeting the numerical needs alone, is not enough. We must be able to demonstrate that its land supply has sufficient flexibility within it to demonstrate that it represents a deliverable, viable and robust land supply and will deliver a balanced and inclusive growth, thereby achieving the overall spatial strategy. In light of this and the need to ensure the Green Belt boundary can endure beyond the plan period it has been necessary to identify additional new sites across the city-region, over and above those in the existing land supply. Having considered a number of spatial options, it has been concluded that in order to achieve this, it has been necessary to remove some land from the Green Belt and to allocate this land within this Plan for residential development.

**7.13** The table below summarises the sources of housing land supply up to 2039.

Table 7.1 Sources of housing land supply 2022-2039

District	Strategic Housing Land Availability Assessment - Brownfield land	Strategic Housing Land Availability Assessment - Greenfield land	Strategic Housing Land Availability Assessment - Mix brownfield land and greenfield land	Allowances <sup>66</sup>	Places for Everyone Allocations <sup>67</sup>	2022-2039 Land Supply
Bolton	9,786	2,729	-	1,396	-	13,911
Bury	3,486	566	360	348	4,900	9,660
Manchester	50,212	2,915	10,560	686	-	64,373
Oldham	7,793	1,228	1,262	923	2,105	13,311
Rochdale	5,503	2,291	574	-782	4,006	11,592
Salford	29,246	2,040	1,229	2,089	700	35,304
Tameside	5,127	714	455	562	1,894	8,752
Trafford	14,716	2,465	825	323	4,917	23,246
Wigan	10,870	5,353	172	744	1,600	18,739
Places for Everyone	136,739	20,301	15,437	6,289	20,122	198,888

<sup>66</sup> Allowances are a combination of small sites windfall allowances and demolitions/clearances for four of the districts (Bolton, Manchester, Oldham and Rochdale). Rochdale has a negative allowance figure because the number of dwellings expected to be lost to demolition/clearances is expected to outnumber the number of new dwellings expected to be built on small sites.

<sup>67</sup> Excluding homes identified in existing land supply and homes anticipated to be delivered post-2039.

## Distribution of New Housing

**7.14** The population of the PfE plan area is projected to increase in population by 165,600 (6.4%) from 2022 to 2039<sup>68</sup>. The highest levels of population growth across Greater Manchester are projected to be in the two cities Manchester (34,000 increase in residents) and Salford (31,700). The next largest increases are projected to be in Rochdale (19,800) and Oldham (17,600). In contrast the projected population growth in the other northern districts across the conurbation is lower. Overall though, projected demographic changes across Greater Manchester still broadly mirror recent economic forecast changes. If these trends continue unchecked then inequalities across Greater Manchester could widen further, with prosperity increasingly focused in the centre and the south of the conurbation. Northern areas lacking the scale and quality of housing investment to support their regeneration fully enough for them to make a greater contribution to the economic success of Greater Manchester.

**7.15** In order to help address these issues, higher levels of housing growth will be focused in the central and northern districts of Greater Manchester. Manchester and Salford will continue to be an appropriate location for the highest levels of new housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments. Supporting higher levels of new housing in the northern districts will assist in achieving a more balanced pattern of growth across Greater Manchester and a better distribution of skilled workers to support local economies, helping to reduce disparities. The proposed distribution of housing development also reflects the availability of suitable sites in each of the districts.

## Phasing of New Housing

**7.16** The average annual housing requirement of 10,305 net additional dwellings per annum was achieved in 2018/19 for the first time since the peak of the

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<sup>68</sup> ONS 2018-based subnational population projections.

housing market in 2006/07, 2007/08, and this achievement also continued in 2019/20 with 12,443 net completions. It has therefore been demonstrated that this level of residential development can be achieved. However, it is also true to say that following shocks like the financial crisis of 2008, completions can see significant drops. Therefore we need to identify a phasing trajectory which it considers is realistic and which will result in housing being delivered as planned over the life of the plan. Until March 2020 there would have been little reason to suspect that recent delivery trends would not continue, however in March 2020 there was a major health induced economic event, caused by the Covid-19 pandemic. Although this pandemic caused an initial shock to the construction industry, which might have an impact on delivery rates in the early years of the plan, there is no robust evidence to suggest that it could have such long term impacts to warrant reducing the overall housing land target from that derived from the standard methodology. Instead, this plan recognises the uncertainty that the pandemic may have on the housing sector in the short-term by ensuring that there is a significant flexibility allowance on the housing land supply to meet the proposed phasing. This will enable sufficient flexibility, which in turn gives confidence in the delivery rates in the early years of the plan period.

- 7.17** Ensuring sufficient flexibility in the supply in the first years of the plan will not be sufficient on its own to ensure housing delivery happens as planned. A significant proportion of the land supply in the early years of the plan is made up from sites within the urban area, the majority of which are on previously developed land. Many of these sites therefore face challenges which will need assistance to kick-start their delivery. As part of Greater Manchester we have been lobbying central Government for many years to secure funding to enable it to achieve the common goal of delivering as many homes on brownfield land as possible and keeping to a minimum the need to release Green Belt land. A number of key schemes within Greater Manchester have successfully been awarded funding through the Housing Infrastructure Fund and Greater Manchester has also recently been awarded funding through the Brownfield Housing Fund. This type of funding, together with proactive work in relation to



housing delivery by each of the local planning authorities will help to ensure that delivery will keep pace as anticipated in this Plan.

- 7.18** It is not the impact of Covid-19 alone that means that we need to be realistic in terms of delivery rates over the early years of the plan period. The masterplanning and infrastructure investments required to support the development of some sites, including many of the allocations in the Plan, means that they may only produce large numbers of new dwellings in the latter phases of the plan period. In some parts of the conurbation it will be necessary to develop new markets for housing, which is vital to delivering the overall strategy for Greater Manchester but may take some time to achieve.
- 7.19** Taking all of these factors into account, policy JP-H1 Table 7.2 sets out a phased approach to housing provision in the plan area as a whole and in all districts other than Bolton, Manchester and Salford.
- 7.20** The work of each of the local planning authorities in terms of housing delivery will be key to ensuring that these step changes in delivery rates are achieved and these will be reviewed regularly as part of the housing delivery test process.

### **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development**

A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.

The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans.

The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific

deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used).

Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates.

Table 7.2 Distribution and Phasing of new dwellings 2022-2039

-	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	Total 2022-2039
Bolton	787	787	787	787	13,379
Bury	452	246	452	520	7,678
Manchester	3,533	3,533	3,533	3,533	60,061
Oldham	680	404	680	772	11,560
Rochdale	616	568	616	632	10,472
Salford	1,658	1,658	1,658	1,658	28,186
Tameside	485	236	485	568	8,245
Trafford	1,122	817	1,122	1,224	19,077
Wigan	972	814	972	1,025	16,527
PfE	10,305	9,063	10,305	10,719	175,185

## Affordability of New Housing

**7.21** A key challenge and priority for Greater Manchester is to ensure that new housing comes forward at a price that potential occupiers can afford. Overall, Greater Manchester is a relatively affordable place to live on average compared to some other parts of the UK, particularly London and the South. This is an important aspect of the competitiveness of Greater Manchester that

will need to be maintained if high levels of economic growth are to be delivered, and all residents are to share in its benefits.

**7.22** However, affordability has been worsening in recent years, and there are a significant number of households who are unable to find suitable homes at an affordable cost. The cost of housing is a challenge to different cohorts within the housing system - including those needing access to social rent or trying to maintain a tenancy as welfare rules are squeezed; private renters sharing; those saving as prospective First Time Buyers looking for routes into home ownership; people in unstable employment in any tenure; older owner-occupiers without the resources to maintain a decaying property, or people living in overcrowded properties because they cannot afford or access a home large enough to meet their needs. As a result, some people are living in inadequate accommodation and/or spending an unacceptably large proportion of their income on housing, which in turn increases levels of poverty. The official definition of affordable housing does not adequately address the diverse range of need within our boroughs, nor does it reflect the impact of welfare reform and other factors on households' ability to meet their housing costs. Through its housing strategy, Greater Manchester<sup>69</sup> sets out its approach to tackle the housing crisis, to ensure our housing solutions address the needs and aspirations of current and future citizens. Importantly our housing crisis will not be fixed by the planning system alone, although it will play a key role in this work.

**7.23** There are over 70,000 households on the local authority registers, with almost 27,000 of these identified as being in reasonable preference for housing.<sup>70</sup> It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices.<sup>71</sup> New build is just one of the ways to meet this need. The Greater Manchester Housing Strategy sets out our aim to deliver at least 50,000 additional affordable homes across Greater Manchester as a whole (including Stockport) by 2037. It is important

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<sup>69</sup> [Greater Manchester Housing Strategy](#)

<sup>70</sup> 'reasonable preference' is defined in the 1996 Housing Act (Part 6)

<sup>71</sup> The lower quartile is the point at which one-quarter of properties are cheaper to buy/rent, and three-quarters are more expensive, representing a typical entry point property for new households prices.

to note that not all affordable housing will be delivered through planning policy requirements and Section 106 Agreements. Local Plans will set targets for the provision of affordable housing for sale and rent as part of market-led residential development schemes. A high proportion of affordable housing is delivered by Local Authorities, Registered Providers and through the use of Government funding. This is likely to continue to be the case.

**7.24** Consequently, increasing the delivery of affordable housing across the Plan area is a very high priority, and it will be essential that new residential developments play a full role in supporting this. There are a variety of ways of delivering affordable housing and the emphasis in some parts of our area may be on increasing the supply of social rented and affordable rented properties, reflecting the low incomes of many households in need. In other parts, alternative types of affordable housing may also be suitable, such as shared ownership, affordable market rent, and discount market sales.

**7.25** In doing this it will be important to ensure that a diverse mix of values and tenures of new housing comes forward so that all households can meet their needs and aspirations, helping to ensure that Greater Manchester can attract and retain skilled workers, bring more money into local economies and deliver more mixed and inclusive communities.

## **Policy JP-H2: Affordability of New Housing**

Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Maximising the delivery of additional affordable homes<sup>72</sup>, including through local plans setting targets for the provision of affordable housing for sale and

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<sup>72</sup> A definition of the different forms of affordable housing is given in Annex 2: Glossary (page 64) of the NPPF - see [National planning policy framework](#)

rent as part of market-led developments based on evidence relating to need and viability

3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

## **Type, Size and Design of New Housing**

**7.26** Increasing the supply of affordable homes is an essential component of the overall strategy, but it will be important to ensure that a diverse mix of values and tenures of new housing comes forward so that all households can meet their needs and aspirations.

**7.27** Greater Manchester is in competition with cities across the world to attract and retain the skilled workers that will be critical to delivering high and sustained levels of economic growth. It already has some particularly attractive residential neighbourhoods, several of which can command very high house prices, both within the high-density areas of the City Centre and The Quays, and in some of the lower density suburbs. Many of the higher value suburban neighbourhoods are located in the south of the conurbation, forming part of a much larger high-value area extending into north Cheshire, although there are smaller and more dispersed prosperous housing areas elsewhere in the sub-region.

**7.28** A key aim of this Plan is to boost the supply of well designed, adaptable new homes with appropriate access to private space. In some areas this will help to diversify local housing markets that are often dominated by low-cost housing, bring more money into local economies, and deliver more mixed and inclusive communities. It will also help to increase the options for skilled workers looking to move into or within our area. Focusing a significant proportion of housing growth in the northern areas will assist in this, supported

by selectively releasing Green Belt sites to deliver a diverse mix of values and tenures that includes affordable homes as well as some higher value housing, (relative to prevailing values in the local area), within a high quality environment. This will help to achieve a better spread of higher value housing and prosperity across the plan area, whilst also delivering greater diversity within individual areas.

- 7.29** A diverse range of housing will be required to meet our population and household growth. Just under 70% of the population increase 2022-2039 is projected to be in those aged 65 and over. In contrast the population of those aged under 18 is projected to decrease by almost 10,000.<sup>73</sup> Indeed, those aged 65 and over are projected to account for large proportions of the growth in each district and ranging from 33% of the growth in Salford to 140% in Wigan and 154% in Bolton (and those under 65 in Bolton decreasing by 4,400 and those under 65 in Wigan decreasing by 5,700).
- 7.30** A key part of the overall strategy is to maximise the amount of development on brownfield sites in the most accessible locations and minimise the loss of greenfield and Green Belt land as far as possible. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments and town houses, continuing recent trends.
- 7.31** Smaller households are forecast to account for over half of the growth in households.<sup>74</sup> It is anticipated that this will further strengthen the demand in apartments, particularly given cost pressures and the increased reliance on private rented accommodation. However, some single and couple households will want or need to live in larger dwellings, for example to facilitate home-working or accommodate visiting relatives. There is scope to increase the number of families living in apartments, especially if higher density neighbourhoods can be made more inclusive for all age groups.
- 7.32** The ageing population will necessitate a renewed emphasis on ensuring that a diverse range of housing is available to meet the needs of older people and households. This will require new dwellings to be more adaptable, and

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<sup>73</sup> ONS 2018-based subnational population projections

<sup>74</sup> ONS Household Projections

designed with potential care needs in mind, so that older people can remain in their homes if they wish as their circumstances change. There also need to be much better options for those who would like to move, perhaps to a dwelling of a more appropriate size in a location that enables them to easily access local services and facilities, and this could help to release some existing houses for families with dependent children.

- 7.33** The UK has the smallest average new-build dwellings in Europe<sup>75</sup> and cost considerations for both developers and households are placing further downward pressure on dwelling size. This potentially creates a number of problems, resulting in less adaptable dwellings that are unable to respond to the changing needs of households, poor health resulting from cramped conditions and overcrowding, and overall a lower quality of life. The lack of space can also inhibit home-working, which will be increasingly important in helping to minimise the need to travel and enabling us to take advantage of digital-based business opportunities. It is therefore essential that new housing achieves minimum standards that will help to ensure that it is able to meet identified needs and contributes to rather than detracts from the relative attractiveness of Greater Manchester as a place to live. The provision of appropriate outdoor private amenity space will also be vital in delivering high quality homes that support good health.

### **Policy JP-H3: Type, Size and Design of New Housing**

Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.

Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.

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<sup>75</sup> Malcolm Morgan and Heather Cruickshank (2014) Quantifying the extent of space shortages, Vol. 42, Issue 6, 2014

Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.

All new dwellings must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.

## Housing Densities

**7.34** Increasing the average density of new housing developments in the most accessible locations is an important part of our overall strategy, providing a number of benefits. It will reduce the amount of land that needs to be used for development, thereby assisting the protection of greenfield and Green Belt land. It will help to minimise the need to travel, enabling more people to live close to shops and services, and increasing the local population necessary to support local facilities and support regeneration. It will also maximise the number of people living in the most accessible places, helping to increase the proportion of trips made by walking, cycling and public transport, and reducing the demand for car-based travel. The approach to housing densities directly supports the objectives of the Mayor's Town Centre Challenge.

**7.35** The following definitions and interpretation apply to Policy JP-H4:

- Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.



- Distances should be measured from the boundary of the designated centre or GMAL area.<sup>76</sup>
- All distances are measured in a straight line. The designated centres are as defined in district local plans.

### Policy JP-H4: Density of New Housing

New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Regard should be had to the minimum densities set out below.

<b>Location (use highest density that applies when a site falls within more than one location)</b>	<b>Minimum net residential density (dwellings per hectare): Within the location</b>	<b>Minimum net residential density (dwellings per hectare): Within 400 metres</b>	<b>Minimum net residential density (dwellings per hectare): Within 800 metres</b>
<b>Designated centres:</b>			
City Centre	200	120	70
Designated town centres	120	70	50
Other designated centres	70	50	35
<b>Public transport stops:</b>			
Main rail stations and Metrolink stops in the City Centre	N/A	200	120
Other rail stations and Metrolink stops	N/A	120	70

<sup>76</sup> GMAL is an abbreviation of Greater Manchester Accessibility Level, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at [data.gov.uk](https://data.gov.uk).

<b>Location (use highest density that applies when a site falls within more than one location)</b>	<b>Minimum net residential density (dwellings per hectare): Within the location</b>	<b>Minimum net residential density (dwellings per hectare): Within 400 metres</b>	<b>Minimum net residential density (dwellings per hectare): Within 800 metres</b>
in large, designated centres			
Other rail stations with a frequent service and all other Metrolink stops	N/A	70	50
Leigh Guided Busway stops	N/A	50	35
Areas within GMAL 6 and above or its equivalent	50	35	35
<b>All other locations:</b> minimum net residential density of 35 dwellings per hectare			

Lower densities may be acceptable where they can be clearly justified by:

1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or
2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure

In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:

Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

- A. 35-70 dwellings per hectare: primarily houses
- B. 70-120 dwellings per hectare: mix of houses and apartments
- C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable

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## Greener Places

- 8.1** Our many and varied green spaces and features are used in many different ways and afforded many different values by the people who live, work in or visit the city-region. The GMCA is committed to the Government's approach as set out in the 25 Year Environment Plan (25YEP)<sup>77</sup> to deliver a better natural environment for people and wildlife and ensuring that it is accessible for everyone to connect to and benefit from.
- 8.2** This Plan supports the important role of our natural assets by:
- Valuing the special qualities and key sensitivities of our **landscapes** (recognising importance of an area's appearance to the sense of place held by those who live in or visit it);
  - Seeking to protect and enhance **green and blue infrastructure** (the wider network of green (and blue) features which make a huge contribution to quality of life, promote good mental and physical health, create liveable places and support economic growth);
  - Seeking an overall **enhancement of biodiversity and geodiversity** (the living organisms and ground beneath our feet which underpin the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life);
  - Seeking to maintain a **Green Belt** (which plays an important role in restricting unplanned development in a conurbation with a complex urban form, ensuring that its cities, towns and smaller settlements retain their identity).

## Landscape Character

- 8.3** A Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) has been prepared for Greater Manchester.<sup>78</sup> This assesses the quality and sensitivity of different landscapes and considers cross-boundary relationships (including with the Peak District National Park).

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<sup>77</sup> [25 Year Environment Plan](#)  
<sup>78</sup> [Places for Everyone](#)

**8.4** The GMLCSA identifies 10 different landscape character types which make up Greater Manchester's predominantly unbuilt areas and sets out evidence of their characteristics and sensitivities:

- Broad Urban Fringe Valleys;
- Historic Parks and Wooded Estate Farmland;
- Incised Urban Fringe Valleys;
- Mosslands and Lowland Farmland;
- Pennine Foothills (West-South Pennines);
- Pennine Foothills (Dark Peak);
- Reclaimed Land / Wetlands;
- Unenclosed Uplands and Fringes (West-South Pennines);
- Unenclosed Uplands and Fringes (Dark Peak); and
- Urban Fringe Farmland

**8.5** The sensitivities of our landscapes vary according to the issues and pressures they face and can be significantly influenced by the green infrastructure features they contain (see Our Green Infrastructure Network).

### **Policy JP-G1: Landscape Character**

Development within a Landscape Character Type, as shown on Figure 8.1, should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

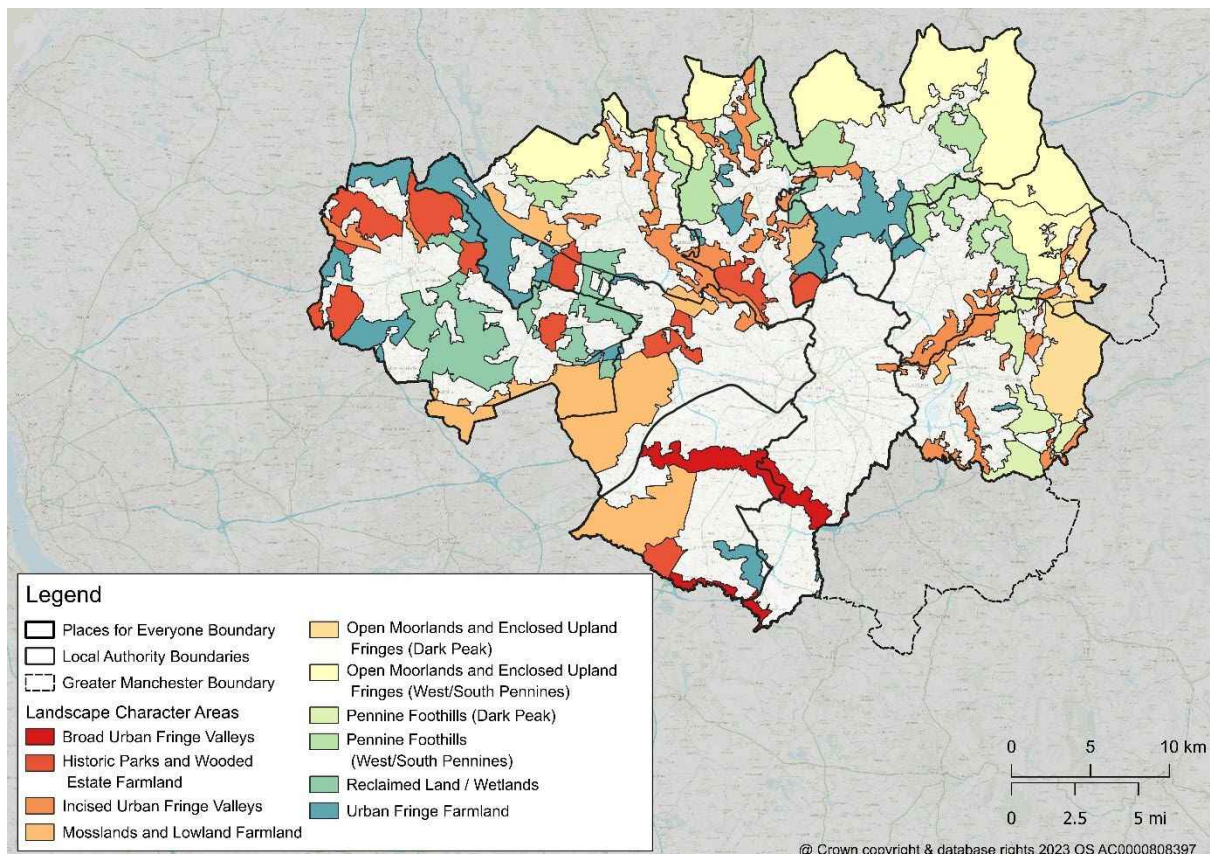
- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken, especially in conjunction with seeking a net

enhancement of biodiversity/geodiversity resources under Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity'.

In implementing this strategic policy, regard will be had to the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA), in particular its guidance on future development and landscape management/enhancement within areas covered by each landscape character type.

Figure 8.1 Landscape Character Types



## Our Green Infrastructure Network

**8.6** Green infrastructure<sup>79</sup> is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the

<sup>79</sup> See: [Natural Environment Guidance](#)

management of flood risk. These benefits are also known as ecosystem services.

- 8.7** Our green infrastructure network is enormously diverse, both in terms of its character and functions. Each type of green infrastructure is important in its own right, adding to the distinctiveness of the local area and Greater Manchester as a whole. However, it is the combination of and interrelationships between them that is particularly significant.
- 8.8** Ensuring that there is a high-quality network of green infrastructure is therefore vital to our long-term success, sustainability and resilience. Such a network should be:
- Extensive, maximising the size and spread of green infrastructure in a way that is compatible with meeting development requirements, with a particular need to increase the quantity of green infrastructure in the denser urban areas;
  - Integrated, maximising connections between the different components including into areas surrounding Greater Manchester and, importantly, into and through new development;
  - Multifunctional, providing multiple eco-system services whilst not detracting from important primary functions;
  - High quality, ensuring it is able to perform successfully its various functions; and
  - Accessible, enabling residents from across Greater Manchester and other visitors to appreciate its benefits in a way that does not lead to its degradation.
- 8.9** However, green infrastructure assets can come under pressure due to continued growth in the population, economic activity and number of visitors, as well as from higher temperatures and more extreme weather events which will result from climate change. Our challenge is to find a way of accommodating the necessary scale of development to deliver inclusive growth and prosperity, whilst delivering overall improvements to the green infrastructure network.

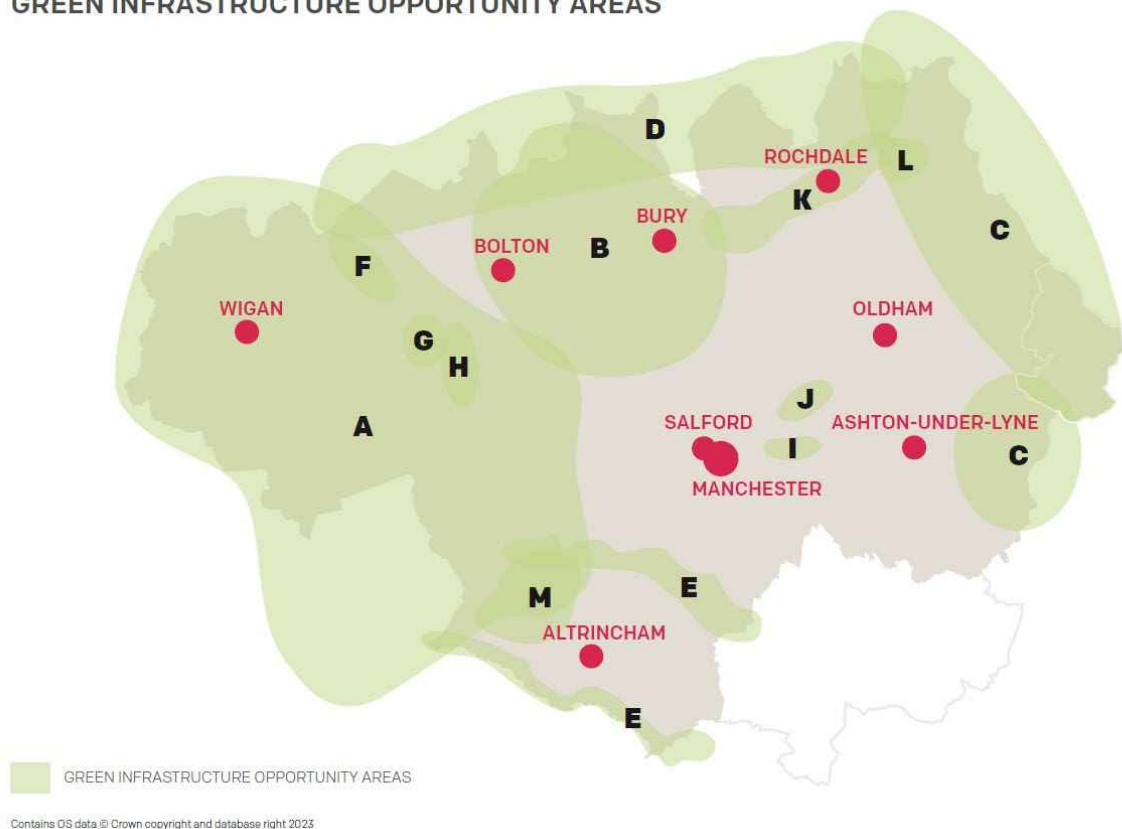


- 8.10** Our existing valued landscapes and protected sites and areas constitute our best (priority) areas for green infrastructure and these sites and areas provide many social and economic benefits. But we also have to look beyond these areas and take action to extend and link these sites to form a Nature Recovery Network (NRN) for Greater Manchester.
- 8.11** On 14 August 2020, Greater Manchester was selected by the government to help kick-start nature recovery on a countrywide scale. The pilots will enable local authorities to set out their local priorities for restoring and linking up habitats so species can thrive, and agree the best places to help nature recover, plant trees, restore peatland, mitigate flood and fire risk, and create green spaces for local people to enjoy. GMCA has piloted the development of a Local Nature Recovery Strategy (LNRS), these have become mandatory and will identify priority actions for biodiversity and nature recovery across Greater Manchester, including the development of an NRN.
- 8.12** The map of biodiversity strategic priorities and opportunities which will underpin the Greater Manchester LNRS and the NRN will be developed as a first iteration, prior to engaging wider stakeholders in its further development. This has been provided for inclusion within this Plan at this stage as part of the national pilot and will inform the process to be undertaken in developing LNRSs and LNRs across the country and as such is following a stepped process and timeline designed by Defra.
- 8.13** The map will provide for each habitat type an overview of priority activities required to support nature recovery across the whole of Greater Manchester and beyond the administrative boundary. It will include all areas, including urban areas, to identify key activities for habitat and green infrastructure creation and restoration needs for wildlife and the benefits they can provide for people through Natural Capital benefits. As part of the development process for a LNRS, GMCA, working with Natural England, GMEU and wider Natural Capital Group partners, will be engaging wider stakeholders, sectors and interest groups in the development of the Strategy, the identification of priorities and the mechanisms for delivering these priority actions.

- 8.14** As the overall green infrastructure network evolves, it will be identified in the most relevant information source, including green infrastructure plans, LNRs and Mapping GM.
- 8.15** The following opportunity areas (as broadly illustrated on Figure 8.2 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network:
- A. Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);
  - B. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);
  - C. South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);
  - D. West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);
  - E. Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);
  - F. Red Moss and Middle Brook Valley (Bolton);
  - G. Hulton Park (Bolton);
  - H. Cutacre Country Park (Bolton, Salford and Wigan);
  - I. Lower Medlock Valley (Manchester);
  - J. Moston Brook Corridor (Manchester and Oldham);
  - K. Roch Valley (Rochdale);
  - L. Hollingworth Lake and Surrounds (Rochdale); and
  - M. Carrington (Trafford)

Figure 8.2 Green Infrastructure Opportunity Areas

## GREEN INFRASTRUCTURE OPPORTUNITY AREAS



- 8.16** These Green Infrastructure Opportunity Areas have been chosen because they are of a strategic scale and capable of strategic-scale improvements to the delivery of ecosystem services for large areas of Greater Manchester. The areas are not constraints on development and the development of grey infrastructure and built development within opportunity areas may facilitate the delivery of improvements in some areas.
- 8.17** Where these Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations in this plan, appropriate measures to achieve the delivery of major green infrastructure improvements within and around the Green Infrastructure Network have been included within Policy JP-G2 and the delivery of green infrastructure improvements in accordance with the policy should also have regard to these opportunity areas.
- 8.18** The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and

to deliver the overall green infrastructure network. A variety of standards have been developed by different organisations. We are committed to developing our own standards to supplement the Green Infrastructure Network and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.

- 8.19** The GMCA will develop standards in relation to access to natural green space which seek to maximise the overall proportion of people in our boroughs who have access to natural green space, using the Accessible Natural Greenspace Standards (ANGSt) published by Natural England as a principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.
- 8.20** The GMCA will also develop standards in relation to a “Green Factor” which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants’ needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.
- 8.21** Development has a major role in helping to achieve such standards and delivering improvements to the Green Infrastructure Network, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in this Plan provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of the plan area but they are an important aspiration to work towards wherever possible.

**8.22** Development proposals that involve the removal of land from the Green Belt and are required to contribute towards enhancements to the environmental quality and accessibility of remaining Green Belt land should consider the outcomes of the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020) when drawing up proposals. This study identifies potential projects to enhance the environmental quality and accessibility of the remaining Green Belt in relation in individual development allocations and should be a starting point for discussions with the relevant Local Authority.

### **Policy JP-G2 Green Infrastructure Network**

A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities.

The protection, management and enhancement of Green Infrastructure will contribute to the development of a Local Nature Recovery Strategy for Greater Manchester. This Strategy will feed into the development of a Nature Recovery Network locally and nationally.

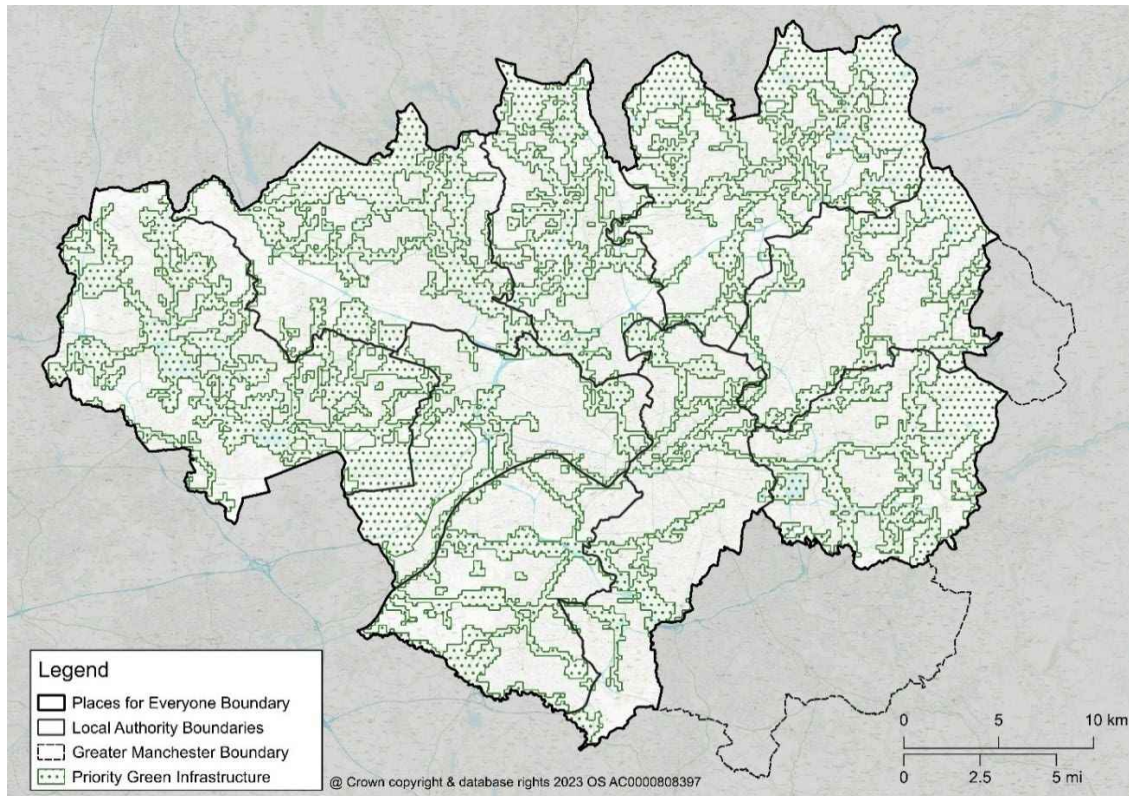
Development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements.

Development which involves the removal of land from the Green Belt (including allocations proposed in this plan) will be required to offset the impact of removing land from the Green Belt through identifying and delivering compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site. Details of specific sites and projects will be established in discussion with the relevant Local Authority.

Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand

the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.

Figure 8.3 Green Infrastructure Network



## Key Elements of the Green Infrastructure Network

**8.23** Our Green Infrastructure Network is enormously diverse, both in terms of the type and character of features and the various functions that they perform. At a broad level, the priority green infrastructure can be split into different character areas, although these are not completely discrete and there is some overlap between them:

- River valleys and waterways
- Lowland wetlands and mosslands
- Uplands
- Urban green spaces

- 8.24** Trees and woodland are further vital elements of the green infrastructure network, permeating through these broad areas and often appearing as key features within them.
- 8.25** Each type of green infrastructure is important in its own right, adding to the distinctiveness of the local area and Greater Manchester as a whole. However, it is the combination of, and interrelationships between, them that is particularly significant. Views between the various elements are a key part of the character of the area, and collectively they enable the movement of species throughout the sub-region and beyond. Although this categorisation helps to understand the overall network, it should also be recognised that there are considerable differences within as well as between them. These broad areas are complemented by other green infrastructure features especially within urban areas, such as gardens, ponds, green roofs and verges.

## **River Valleys and Waterways**

- 8.26** There are over 2400 km<sup>80</sup> of river valleys within Greater Manchester, in addition to over 150 km of canals, which form a central component of the landscape, making a major contribution to biodiversity, geodiversity, wider green infrastructure, local identity, the sense of place and heritage.
- 8.27** In urban centres they have a significant role for generating and sustaining economic growth as well as providing a unique opportunity to contribute to the quality of the local natural environment. They also provide critical ecosystem services in reducing the urban heat island effect and mitigating air pollution, particularly when reinforced by planting.
- 8.28** River valleys and canals are vital components of the wider network of habitats, transport routes and recreation/tourism opportunities, and their long-term management is essential to provide benefits to flood risk, water quality, climate change adaptation, wildlife and creating attractive healthy environments for people to live. They provide important corridors of semi-

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<sup>80</sup> Source: Environment Agency

natural habitats and natural green space, with open grassland, woodland and wetland, linking urban centres with open countryside and connecting other strategically important areas such as the uplands and lowlands. As such, river valleys and canals will form an important part of our Nature Recovery Network.

- 8.29** Our river valleys are a complex network and cover a number of catchments including the Mersey, Irwell, Roch, Tame and Bollin. These flow from the Pennine moors to the East and North, and the Peak District to the South-East, across the conurbation and into the lower-lying areas of the South and West. The Douglas also covers the West of Greater Manchester and flows North into the Ribble Estuary (Lancashire).
- 8.30** New development must be designed to ensure river corridors and their associated habitats are integrated within development and enhanced wherever possible, ensuring they are managed sustainably in the long term and opportunities to address Water Framework Directive failures are considered. This in turn will provide high quality and attractive environments, achieve additional economic benefits (through multifunctional ecosystem services and land value capture) whilst ensuring there is increased resilience to future climate change pressures and an overall improvement in biodiversity.
- 8.31** The North West River Basin Management Plan<sup>81</sup>, required under the Water Framework Directive<sup>82</sup>, and implemented through UK legislation<sup>83</sup>, provides the statutory framework for protecting and enhancing the benefits provided by the water environment. Catchment Partnerships are also responsible for preparing catchment plans to help achieve a coordinated approach to Water Framework Directive delivery and embedding the catchment-based approach.

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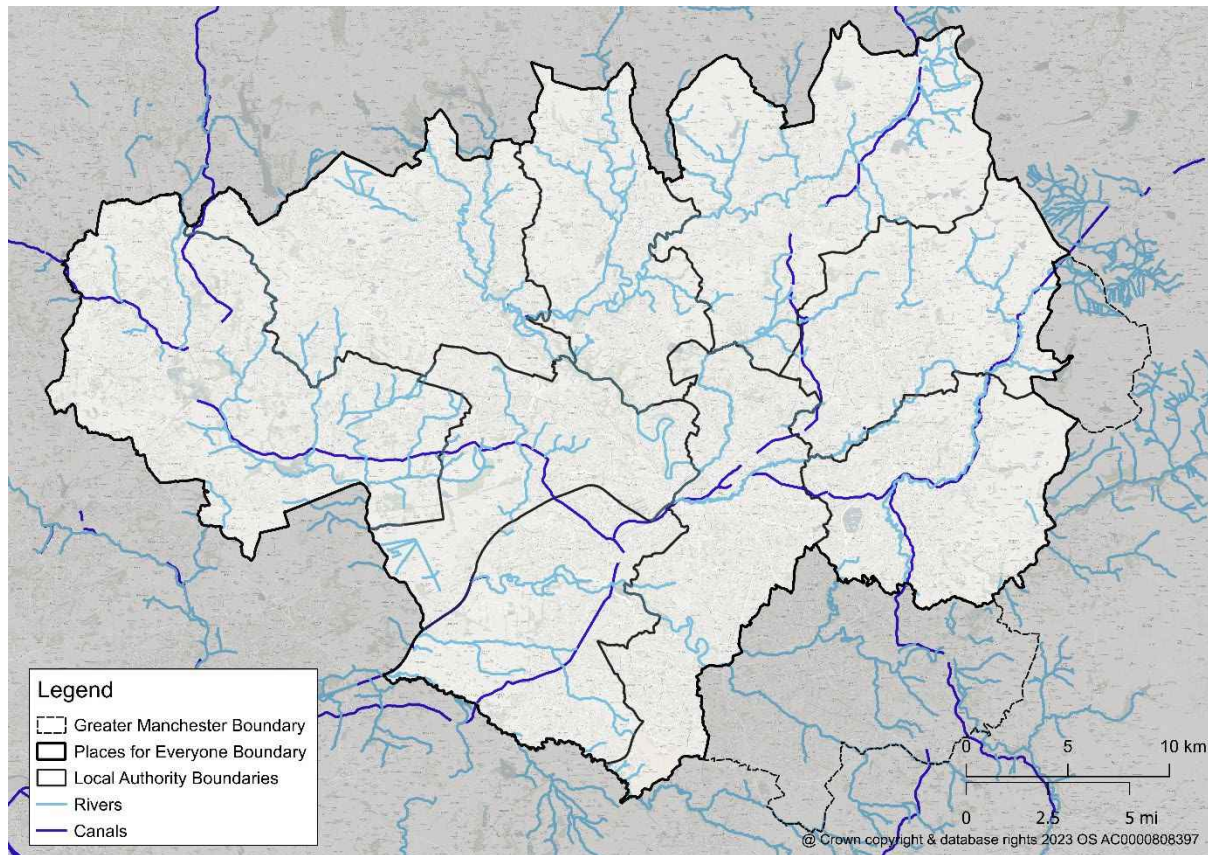
<sup>81</sup> [River Basin Management Plans 2015](#)

<sup>82</sup> [EU Water Framework Directive](#)

<sup>83</sup> [The Water Environment Regulations 2017](#)



Figure 8.4 Greater Manchester's river and canal networks



**8.32** Greater Manchester Combined Authority is also a key partner on the EU Life Integrated Project known as 'Natural Course'.<sup>84</sup> This covers the North West River Basin Management Catchment and has a primary focus on the Irwell Catchment. Natural Course is seeking to develop a collaborative approach to integrated water management and the enhancement of the many benefits that our rivers provide. A key objective of Natural Course is to identify and innovative and cost-effective solutions to a range of water management issues and where possible use a natural capital approach to help deliver multiple objectives. A recent study of the ecosystem benefits from the natural environment alongside the Irwell's rivers has an existing natural capital value of £418 million per year.<sup>85</sup> This Plan has an important role as part of this to ensure that any future development has a positive impact on the water environment and these ecosystem services are enhanced where possible.

<sup>84</sup> [Natural Course](#)

<sup>85</sup> TEP/Vivid Economics Irwell Ecosystem Services Opportunity Mapping (2018) - see [Natural Course](#)

## Policy JP-G3: River Valleys and Waterways

River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.

In making planning decisions and carrying out other associated activities, we will seek to deliver the following priorities:

1. Retain the remaining open character of the river valleys, avoiding their fragmentation and prominent development on valley edges;
2. Promote public enjoyment of the river valleys, including as key features connecting urban areas to the countryside, providing opportunities for active travel, and enhance their high recreational value as green fingers through densely populated areas;
3. Protect and enhance the mosaic of semi-natural habitats, including: riparian (waterside), clough, broadleaved and ancient woodland; wet and semi-natural grassland; meadow; and lakes and ponds;
4. Retain existing pockets of relatively tranquillity and seclusion, especially within the more tightly enclosed and wooded valleys;
5. Reduce flood risk, through Natural Flood Management (NFM), including careful land management and a catchment-wide approach;
6. Improve water quality, including through land decontamination and the management of diffuse pollution from industry and agriculture;
7. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of riverbanks and flood plains;
8. Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and

9. Ensure that development relates positively to nearby rivers and other waterways, taking advantage of opportunities to integrate green infrastructure through:
  - a. High quality frontages to the water; and
  - b. Public realm alongside the water for both recreation use and maintenance access.

## Lowland Wetlands and Mosslands

- 8.33** Lowland wetlands and mosslands cover substantial areas within Wigan, west Salford and south-west Trafford, where they form part of the Great Manchester Wetlands Nature Improvement Area which extends into Warrington and measures around 40,000 hectares in total. There are also smaller lowland wetland and mossland areas in other parts of the sub-region, including Clifton Moss in Salford, Red Moss in Bolton, Unsworth Moss in Bury, and Ashton Moss in Tameside. All of these areas have significant green infrastructure functionality and are significant in terms of their biodiversity and geodiversity resources.
- 8.34** The area includes a range of internationally, nationally and locally designated nature conservation sites and is covered by the Great Manchester Wetlands Nature Improvement Area which aims to create an essential network of wildlife corridors, linking biodiversity across the landscape and allowing wetland habitats to thrive and survive.<sup>86</sup> The area will form an important part of the Nature Recovery Network for Greater Manchester. Although it has a rich variety of habitats, existing conservation sites are often poorly connected, and there are large parts of the area where the landscape is degraded. Habitat enhancement and reinstatement could deliver considerable ecological benefits, as well as providing a large-scale recreation resource that could make a significant contribution to the health and quality of life of residents. Landscape enhancements would also support

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<sup>86</sup> [Great Manchester Wetlands](#)

other objectives such as improving water quality, mitigating flood risk and reducing soil erosion.

- 8.35** The mosslands were originally typified by lowland raised bog, which supports a unique range of wildlife. Peat cutting and agriculture have left only small areas of undamaged peat deposits, and lowland raised bog is now one of Western Europe’s rarest and most threatened habitats. Several restoration projects are underway within the Plan area, which will not only have major nature conservation benefits, but could also make a considerable contribution to carbon targets, reducing a significant source of emissions and locking in additional carbon. Within Wigan in particular, extensive valuable wetland habitats have formed on many former industrial sites where undermining has resulted in the formation of subsidence flashes and ponds. A mixture of pasture and arable cultivation is found in farmed areas surrounding the wetlands and active mossland, taking advantage of the productive peaty soils.
- 8.36** The restored industrial landscapes of the wetlands, such as the flashes in Wigan, provide an important recreational resource. There is also a network of public footpaths and long-distance walking and cycling routes, but access to large parts of the landscape is very limited. The Heritage Lottery funded Carbon Landscape project, which also extends through Warrington to incorporate the Mersey Wetlands Corridor, is seeking to reconnect people to the landscapes and raise awareness within local communities of these amazing wild oases on their doorstep, including through a Carbon Trail that will link them together.<sup>87</sup>
- 8.37** The importance of the habitats and wider landscape means that there is a strong emphasis in the Plan on their retention and improvement, and the majority of these areas will see little or no development. Some sections of undeveloped mossland, however, are considered appropriate for future development as they are well-located to make a notable contribution to delivering more balanced and inclusive growth. Such areas will only be

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<sup>87</sup> [Carbon Landscape](#)

developed where they are shown to be of limited ecological value and the development can be delivered without compromising the green infrastructure role of the wider area.

### **Policy JP-G4: Lowland Wetlands and Mosslands**

The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands, as identified by the Mosslands and Lowland Farmland Landscape Character Type in Figure 8.1, will be protected, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments.

In making planning decisions and carrying out other associated activities, we will seek to deliver the following priorities:

1. Maintain and enhance the extensive and varied mosaic of semi-natural habitats including brooks, ditches, open water bodies, bog, fen, swamp, flashes, ponds, wet and broadleaved woodland, and grassland;
2. Manage and restore the remnant pockets of lowland raised bog, including through restoration from farmland, significantly expanding and connecting the areas of active bog to contribute to important functions such as flood risk management and carbon sequestration;
3. Positively manage land adjacent to lowland raised bog and other sensitive wetland habitats in a complementary and coordinated manner, ensuring that their hydrology is not adversely affected and the water table is restored;
4. Increase features that act as steppingstones for wildlife moving through the area, such as field ponds, hedgerows and trees, and minimise barriers to movement;
5. Removal of derelict structures and the remediation of land where it is beneficial to green infrastructure provision and there is no historic value in their retention; and
6. Expand public access across the area considerably, including through the creation of new circular routes, and enhance recreation and active travel opportunities.

## Uplands

- 8.38** Greater Manchester's uplands extend around the northern and eastern edges of the conurbation, through Bolton, Bury, Rochdale, Oldham, Tameside and Stockport. The area includes parts of the West and Southern Pennines and the Dark Peak and sits within a much larger moorland landscape stretching eastwards into the Peak District National Park and northwards into Lancashire. As a result, cross-boundary working with neighbouring local authorities including Stockport as well as those outside of Greater Manchester is required to address the issues affecting the uplands.
- 8.39** The uplands and features within them are widely visible from across Greater Manchester, providing a strong sense of place and orientation. The intense rural character and sense of isolation of the uplands, particularly on the unenclosed moorland, contrasts with the extensive urban area below, of which there are spectacular panoramic views. This is complemented by the industrial architecture and archaeology throughout the uplands, including mill ponds, narrow winding lanes, disused quarries and coal-mining relics. Gritstone is a distinctive unifying feature of the dry-stone walls and limited built development.
- 8.40** The importance of the mosaic of moorland habitats is reflected in a range of international, national and local designations, including parts of the large South Pennine Moors Special Area of Conservation and Special Protection Area. These habitats support important breeding bird populations.
- 8.41** The HRA indicates that in the first instance new development should be avoided within 400m of the SAC and SPAs boundaries to limit the risk of urban edge effects which include: fly tipping, dumping of garden waste and resultant introduction of invasive/ alien plants; off-road vehicles leading to track erosion; disturbance to grazing livestock; increased incidence of wildfire; and predation from domestic pets and urban scavengers.
- 8.42** Within 2.5km of the SPAs boundary new development should avoid and/or mitigate loss or disturbance to foraging habitats. Qualifying bird species of the SPAs can travel as far as 2.5km from the SPAs to forage.

**8.43** On average, people travel no more than 7km to the South Pennine Moors for dog walking. The number of people living within 7km of the SAC and SPAs will increase as a result of the PfE which will place further pressure on these designated habitats from more trips to the moors for recreation, including dog walking. Therefore, within 7km of the SAC and SPAs new development should provide or contribute towards the provision of greenspace as an alternative to visiting the South Pennine Moors and contribute towards the implementation of a Strategic Access, Monitoring and Management Strategy.

**8.44** These distances from the South Pennine Moors SAC/SPAs fall within the districts of Rochdale, Oldham and Tameside and an SPD will provide further guidance on how criterion 7 of Policy JP-G5 will be implemented, including:

- the cumulative and/or overlapping nature of the geographical requirements;
- the exceptions in which development would be permitted within 400m of the SAC/SPAs:
- how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and
- a framework for the provision of Suitable Alternative Natural Greenspace (SANG) and the implementation of a Strategic Access, Monitoring and Management Strategy (SAMMS), including the mechanism for the calculation of the financial contributions, by reference to development types, the level of predicted recreational impact on the SAC and SPAs, and the measures upon which such contributions will be spent.

**8.45** The peat soils of the uplands store significant volumes of carbon, but extensive areas are degraded. Habitat restoration, particularly of blanket bog, but also other wetland habitats and woodland, will be important for addressing multiple green infrastructure priorities such as sequestering carbon from the atmosphere, minimising flood risk, reducing soil erosion, improving water quality, combating the heat island effect of Greater Manchester and enhancing biodiversity. However, such restoration may

have future land use implications, for example by requiring the re-wetting of moorland and/or the blocking of drainage ditches.

- 8.46** The uplands provide a sense of inspiration and escapism, offering important opportunities for outdoor recreation which can make a considerable contribution to health and wellbeing. There are large areas of Open Access Land, several long-distance trails, and reservoirs that form popular visitor destinations. Enabling more people to enjoy the distinctive character of the uplands will help to increase the attractiveness of Greater Manchester as a place to live and visit, and generate local economic benefits, but this will need to be balanced with the pressures that increased access brings.
- 8.47** The distinctive character, sensitivity and visual prominence of the uplands mean that any development will need to be of a small scale and carefully located and designed. Consequently, it has been assumed that very little development will take place within the area, and the uplands will make a negligible contribution to future housing and employment land supply during the plan period. In particular, no land is proposed to be removed from the Green Belt for development within the uplands.

### **Policy JP-G5: Uplands**

Our upland areas, as identified by the Open Moorlands and Enclosed Upland Fringes Landscape Character Types in Figure 8.1, contain important component parts of the green infrastructure network, including significant areas of blanket bog priority habitat, Sites of Biological Importance (SBIs), Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), woodlands and habitats vulnerable to climate change. In making planning decisions and carrying out other associated activities, we will seek to:

1. Integrate any new development into the landscape by utilising existing tree/woodland cover and dips in the landform, and adopting the unifying gritstone vernacular where possible;
2. Enhance the full range of upland habitats as part of an ecologically connected network, including heather moorland, blanket bog, meadows, acid grassland, native woods, and healthy watercourses;



3. Significantly extend the area of active blanket bog, both through the protection of existing sites and the positive restoration of degraded areas to contribute to important functions such as flood risk management and carbon sequestration;
4. Protect and naturally regenerate clough woodland, providing a natural connection between the uplands, foothills and lowlands;
5. Increase the role of the area in water storage, flood risk management (through Natural Flood Management) and water quality improvements, as part of a catchment-based approach; and
6. Enable more people to enjoy the distinctive character of the uplands in sustainable ways which balance the pressures that increased access brings with the physical and mental health benefits that this landscape offers.
7. Ensure that new development does not have an adverse impact on protected habitats of the South Pennine Moors SAC, the Peak District Moors SPA and the South Pennine Moors Phase 2 SPA from urban edge effects, loss of and/or disturbance to functionally linked habitats and recreation disturbances. This will be implemented by:
  - a. Within 400m of the SAC and SPAs boundaries, no development will be permitted, unless, as an exception, the development and/or its use would not have an adverse effect on the integrity of the SAC or SPAs;
  - b. Within 2.5km of the SAC and SPAs boundaries, applications for new development should be accompanied by an assessment to determine if the development site provides foraging habitats for the qualifying bird species of the SPAs. If foraging habitats are found on site, appropriate avoidance and/or mitigation measures will be required;
  - c. Within 7km of the SAC and SPAs boundaries, new residential development will be required to mitigate recreation disturbance impacts on the SAC and SPAs through:
    - i. the provision of on-site suitable alternative natural greenspace or financially contribute to off-site provision of such greenspace; and

- ii. A financial contribution to the implementation of a Strategic Access, Monitoring and Management Strategy for the SAC and SPAs.

With regards to allocations within this Plan, Criterion 7 c applies to the PfE allocations listed below:

- Policy JP Allocation 10 'Beal Valley'
- Policy JP Allocation 12 'Broadbent Moss'
- Policy JP Allocation 13 'Chew Brook Vale'
- Policy JP Allocation 14 'Cowlshaw'
- Policy JP Allocation 20 'Land North of Smithy Bridge'
- Policy JP Allocation 21 'Newhey Quarry'
- Policy JP Allocation 22 'Roch Valley'
- Policy JP Allocation 28 'Godley Green Garden Village'.

## Urban Green Space

- 8.48** Whilst our extensive areas of open countryside are enormously important, the conurbation's urban green spaces are of greater significance to many residents on a day-to-day basis and are the areas with which they have greatest contact. These places have most value to people at a local level. Whilst always functioning as green infrastructure, urban green spaces are not always natural, often containing formal or informal recreational facilities such as playgrounds and sports pitches. These are covered in more detail in Policy JP-P7 'Sport and Recreation'.
- 8.49** Urban green infrastructure includes parks, playing fields and other sports and recreation facilities, but they also include nature reserves, woodlands, allotments, cemeteries, former rail corridors, and other undeveloped land. Urban green spaces can therefore have widely differing characteristics and values placed upon them. In addition to these valuable green spaces, other types of green infrastructure are also found within the urban area, such as residential gardens, street trees and green roofs.
- 8.50** Urban green spaces are essential to the liveability of urban areas, making a vital contribution to mental and physical health, and more generally to the overall quality of life. They can offer a moment of tranquillity within a busy

area, and provide people with opportunities for recreation, social interaction, and to connect with nature. They often form part of the network of green transport routes, supporting more walking and cycling and less car use.

- 8.51** Significantly, they will become increasingly important as a result of climate change, helping to cool overheating urban areas, manage flood risk and enable wildlife to adapt. Other important environmental functions include the ability to mitigate air pollution and help manage water quality. They can be particularly vital for children, providing places to play and opportunities for outdoor learning. They can also help bring communities together, providing places for events and opportunities for community food-growing projects. Urban green space is therefore essential for environmental and social wellbeing, but it also makes a major contribution to economic growth and securing investment. Urban green infrastructure will form a vital part of a Nature Recovery Network for Greater Manchester.
- 8.52** Urban green spaces are often a key part of the character and history of the local area. Some are important heritage assets in their own right, recognised by national or local designations, or provide the setting for them. They are a central element in understanding the story of a place, and several have wider historical and social significance.
- 8.53** The national Monitor of Engagement with the Natural Environment survey suggests that two-thirds of all visits to the natural environment in England are within 2 miles of home, and two-fifths are within 1 mile.<sup>88</sup> Access to these smaller green spaces at short distances is therefore important to deliver the health, wellbeing and other benefits that result from visiting the natural environment. However, less than half of Greater Manchester residents currently live within 300 metres of an accessible natural green space of at least 2 hectares in area. The places of greatest deficiency tend to be the more densely developed urban areas. Part of the overall strategy is to make best use of previously-developed land in order to reduce the need for developing greenfield (not previously-developed) sites but this can only

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<sup>88</sup> March 2015 to February 2016 - [Monitor of Engagement with the Natural Environment](#)

result in quality places if it is accompanied by considerable improvements in the accessibility, quality and functionality of green space, particularly in higher density urban locations.

### **Policy JP-G6: Urban Green Space**

To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:

- existing urban green space will be protected and enhanced in balance with other considerations; and
- we will work with developers and other stakeholders to deliver new high quality urban green spaces.

Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

### **Trees and Woodland**

**8.54** Trees and woodland are extremely important components of our Green Infrastructure Network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures. For example, woodlands can slow the flow of water, increase infiltration, stabilise riverbeds and banks, and intercept pollutants, all of which will help to achieve North West River Basin Management Plan objectives. Trees in the urban environment can soften otherwise harsh environments, filter wind and humanise the scale of tall buildings, creating pleasant public spaces at street level. Trees also play a major role within the urban environment, softening otherwise harsh environments, filtering wind and providing contrast to the scale of tall buildings, creating pleasant public spaces at street level.

- 8.55** Our woodlands vary in character, from upland oak woods to wet woodland, and from ancient broadleaved woodland to plantation and young woodland. Many of our important woodlands have been designated for their nature conservation interest. Trees and woodland are often important features within areas of priority green infrastructure (see Policy JP-G2 'Green Infrastructure Network') and within the other key parts of the green infrastructure network specifically identified within the PFE (see Policy JP-G3 'River Valleys and Waterways', Policy JP-G4 'Lowland Wetlands and Mosslands' and Policy JP-G5 'Uplands').
- 8.56** Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect. These efforts have been brought together under the Greater Manchester Tree and Woodland Strategy, prepared on behalf of Greater Manchester by the City of Trees initiative. This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies. Maturing woodlands provide significant areas of Greater Manchester with a character that now appears greener and much less grey than in the past, but there is considerable scope to secure further improvements across a much wider area. Currently around 15.7% of Greater Manchester is beneath tree canopy.<sup>89</sup> The City of Trees initiative identifies a target to plant one tree for every resident in Greater Manchester with the aspiration of raising Greater Manchester's level of tree cover to at least the national average and this would have major environmental, social and economic benefits that would support implementation of this Plan. It would also contribute to the broader Northern Forest project stretching from Liverpool to Hull, which aims to address the North's low level of woodland cover and support an increase in tourism by planting 50 million trees over the next 25 years.
- 8.57** Whilst new planting will be essential, it will also be important to protect and enhance existing trees and woodland, especially within or close to urban areas where they make a major contribution to quality of life. Expanding and

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<sup>89</sup> See [Manchester City of Trees News](#)

connecting areas of woodland would help to make them more resilient to external threats such as climate change and will be essential in the development of a Nature Recovery Network.

- 8.58** The following policy incorporates the Woodland Trust’s woodland access standards which provide a target for improving public access to woodland. There will be some parts of our area where fully achieving the standards will not be possible, for example due to existing land uses or the presence of other priority habitats, but the standards provide a relevant guide and aim.

### **Policy JP-G7: Trees and Woodland**

We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

This will be done through local planning and associated activities such as:

1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;
2. Encouraging habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;
3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative;
4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation;
5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;
6. Considerably increasing the provision of street trees within urban areas;
7. Promoting the provision of community orchards to increase fruit consumption;

8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;
9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;
10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures;
11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration;

And through development as follows:

12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
13. Protecting trees and woodland during the construction phase of development.

## **Biodiversity and Geodiversity**

**8.59** Biodiversity (the variety of living organisms) and geodiversity (the range of rocks, minerals, fossils, soils and landforms) underpin the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life. Achieving a major net enhancement of biodiversity value and improving access to nature are key priorities for this Plan and central components of the wider approach to green infrastructure and the natural environment.

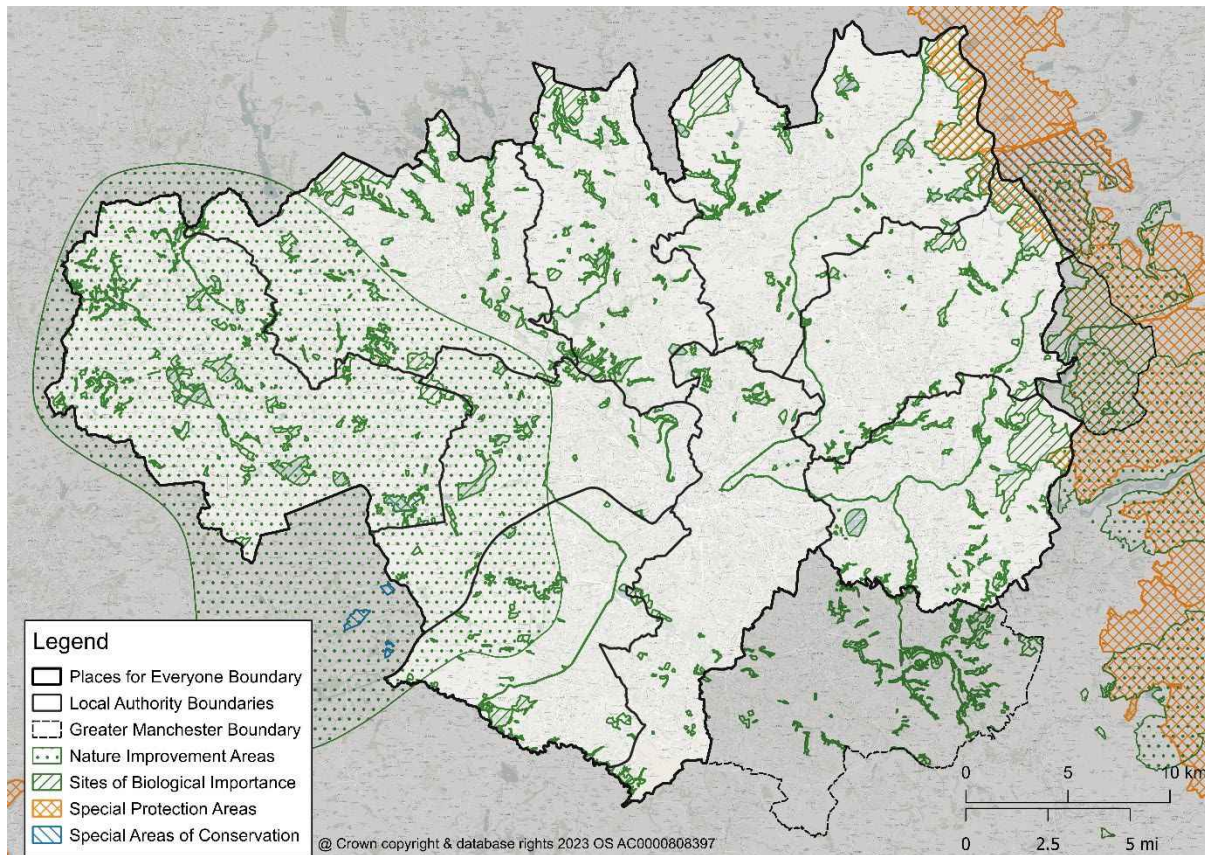
**8.60** The Plan area contains a wide range of important sites designated for their high nature conservation value, including the internationally designated

South Pennine Moors, Rochdale Canal and the Manchester Mosses, 22 nationally designated Sites of Special Scientific Interest, and approximately 470 locally designated Sites of Biological Importance and Regionally Important Geological Sites.

- 8.61** The effective conservation of biodiversity will require more than simply the protection of existing designated sites and priority habitats, particularly given the scale of development proposed in this Plan. A wider strategy for Nature Recovery is needed, including habitat restoration and creation, and the transformation of broad landscape areas into a diverse Nature Recovery Network.
- 8.62** A large area in the west of the sub-region extending into Warrington has been designated as the Great Manchester Wetlands Nature Improvement Area (NIA). This area is dominated by the lowland wetlands (see Policy JP-G4 'Lowland Wetlands and Mosslands') and seeks to take a landscape-scale approach to ecological enhancement. The NIA will be integrated into a wider Nature Recovery Network for Greater Manchester.
- 8.63** If our overall aims of a major net enhancement of biodiversity value and improved access to nature are to be achieved then all new development will have to play its part, each delivering a net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them. The Defra metric (DEFRA 3.0 or later) will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%.



Figure 8.5 Designated wildlife sites in Greater Manchester



**8.64** Agricultural land is also of significance in the safeguarding of soil resources, with 'best and most versatile' land<sup>90</sup> safeguarded because of its long-term potential for delivering both food and non-food crops. Soils in Greater Manchester are, however, significant for more than their agricultural value with extensive uplands and lowland areas characterised by deep peaty soils, which have a high environmental value and are identified as a priority in the Government's 25-year environment plan.<sup>91</sup> Over half of the UK's soil carbon store is contained in peat soils.<sup>92</sup> Development will ordinarily be directed away from valuable soils, unless robust evidence in accordance with relevant government and other guidance indicates otherwise, and the Plan's strong preference for brownfield development will assist in this. However, given the overall scale of development that needs to be accommodated, a

<sup>90</sup> Grades 1, 2 and 3a within the Agricultural Land Classification, see [Natural England](#)

<sup>91</sup> HM Government (2018), see [25 Year Environment Plan](#)

<sup>92</sup> Defra (2009) Safeguarding our Soils, see [Safeguarding Our Soils A Strategy for England](#)

limited amount of development on high grade agricultural land is necessary as it is critical to the delivery of wider development proposals.

- 8.65** In line with the outcomes of the HRA, where appropriate, new development should: mitigate air pollution impacts on the Manchester Mosses SAC with reference to Policy JP-C8; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to Policy JP-G5; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC with reference to policies JPA-2, JPA-18 and JPA-20.

### **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity**

Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by:

1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;
2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes;
3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;
4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations;
5. Facilitating greater access to nature, particularly within urban areas;
6. Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and
7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility,

particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Development will be expected to:

- a. Follow the mitigation hierarchy of:
  - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
  - ii. Adequately mitigating any harm to biodiversity, then
  - iii. Adequately compensating for any remaining harm to biodiversity
- b. Avoid fragmenting or severing connectivity between habitats;
- c. Achieve a measurable net gain in biodiversity of no less than 10%
- d. Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

## The Green Belt

- 8.66** Our Green Belt was originally designated in full in 1984 as part of the Greater Manchester Green Belt. There have been a series of amendments through individual district plans and Places for Everyone. The Plan area's designated Green Belt totals 51,542 hectares.

**8.67** The Green Belt makes up a considerable proportion of land in the Plan area, and it is therefore vital that its various parts play a beneficial role that supports the environmental, social and economic wellbeing of the city-region's residents. We will plan, in particular, for the enhancement of its green infrastructure functions, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and providing the high-quality green spaces that will support economic growth. In particular it assists in protecting and enabling the positive use and enhancement of land which has essential natural environment and green infrastructure functions supported by other policies in the Plan, such as:

- Landscape, see Policy JP-G1 'Landscape Character';
- Recreation, see Policy JP-P7 'Sport and Recreation';
- Biodiversity and Geodiversity, see Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity'; and
- Sustainable flood management, see Policy JP-S4 'Flood Risk and the Water Environment'.

**8.68** The Green Belt also plays an important role in restricting unplanned development in a city-region with a complex urban form, ensuring that its cities, towns and smaller settlements retain their identity.

**8.69** To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we have sought to make as much use as possible of land outside of the Green Belt. Development of suitable brownfield sites and optimising the density of development are key drivers for the overall strategy, leading to a significant focus on the existing urban area.

**8.70** The majority of the development required to deliver the Plan's spatial strategy will be within the existing urban area. This approach alone is not, however, sufficient to meet our full development needs.

**8.71** Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of our development needs, but it has been agreed that this would not be

appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns. In order to address this shortfall, a process of site selection was undertaken, to identify sites. It first gave consideration to previously-developed land and/or that well-served by public transport. Following that it identified sufficient sites to meet the identified needs in this plan which fitted our overall Vision, Strategic Objectives and the sustainability principles of the plan.

- 8.72** The need to deliver the positive long-term outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. Therefore in some locations land previously in the Green Belt has had that designation removed to enable development to take place as detailed in the allocations in Chapter 11 'Allocations', additionally these areas are identified on the Policies Map.
- 8.73** In other locations land which was not previously in the Green Belt has now been designated as such because it is assessed to meet one or more of the five purposes, for example to prevent settlements merging, and necessary to keep it permanently open. The locations of proposed additions to the Green Belt are detailed in Appendix B 'Additions to the Green Belt'. These areas form part of the designated Green Belt as defined on the Policies Map in Appendix C 'Places for Everyone Policies Map'.
- 8.74** In amending the Green Belt boundary, through this Plan, opportunities have been identified to improve/enhance Green Infrastructure within the land to remain within the Green Belt. Additionally opportunities have been identified to mitigate harm to the retained Green Belt caused by these amendments.

### **Policy JP-G9: The Green Belt**

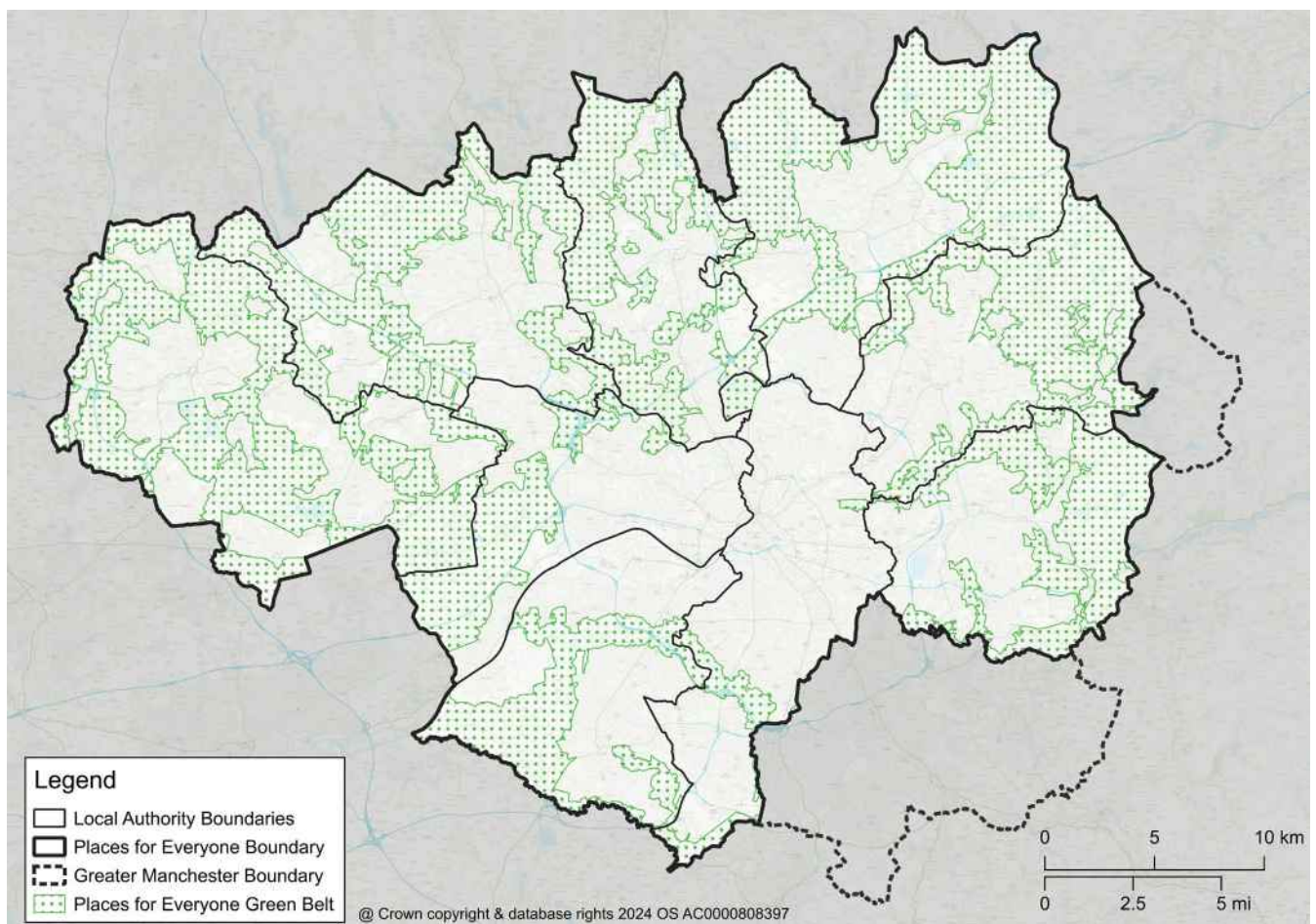
The Green Belt is defined on the Policies Map and illustrated on Figure 8.6. The Green Belt serves the five purposes set out in national policy:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and

- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The beneficial use of the Green Belt will be enhanced where this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and providing the high quality green spaces that will support economic growth.

Figure 8.6 The Green Belt



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## Places for People

### Promoting Inclusion

- 9.1** Delivering a more inclusive Greater Manchester is at the heart of everything that the Greater Manchester Strategy is trying to achieve. The ultimate measure of the plan's success will be whether it has helped to enhance the lives of all residents within our plan area. The last few decades have seen increasing inequalities across the country. Although Greater Manchester has an excellent range of employment, housing and leisure opportunities, the ability of people to access them can vary considerably. Some neighbourhoods have not shared in the benefits of recent economic growth and there are places in Greater Manchester where a significant proportion of the population suffer from deprivation with low levels of educational attainment, poor health and life expectancy. Many people are unable to find a suitable home at a cost they can afford.
- 9.2** This Plan has an important role in helping to address these inequalities and disadvantages. A key aim must be to enable the full potential of every person and every place to be realised, with them being able to both contribute to, and benefit from, the successes of Greater Manchester. The positive impacts of development and investment must be spread as widely as possible. It will also be important to respond to the diverse needs and identities of different people and communities, with everyone being able to flourish wherever they live. Residents should be able to actively contribute to decisions about places that will affect them, increasing empowerment and a feeling of ownership about the way in which Greater Manchester evolves.
- 9.3** Supporting these social improvements is clearly of fundamental importance in its own right but will also help to deliver more sustained economic growth in the long-term. Delivering them will require a collaborative approach between the GMCA, local authorities, residents, developers and other organisations.

**9.4** This Plan promotes greater inclusion in a wide variety of ways, some of which are set out in this chapter but many of which will be delivered through other parts of the plan. Such measures include:

- Delivering sustainable places that can meet the needs of all sections of communities, both now and in the future
- Achieving the high quality, inclusive design of places and developments;
- Encouraging the efficient reuse of previously-developed land and buildings as part of the coordinated regeneration of urban areas, particularly those with high levels of deprivation;
- Significantly increasing the supply of new housing that helps to meet the wide variety of needs at a price people can afford;
- Enhancing the supply of employment opportunities at a variety of skill levels to achieve more inclusive growth;
- Supporting improvements in education and research facilities;
- Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and wellbeing;
- Providing excellent transport networks that help people to access opportunities across Greater Manchester, particularly by walking, cycling and public transport;
- Increasing the range and accessibility of cultural, leisure and sporting opportunities;
- Improving access for all neighbourhoods to green space and nature; and
- Supporting greater inclusion through the design and implementation of individual development proposals.

## **Sustainable Places**

**9.5** Greater Manchester consists of a varied network of places, both urban and rural, many with strong and proud identities. If this Plan is to have a positive impact, then a key aim must be to raise the quality of all places in a way that is sustainable in the long-term. This will help to enhance wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.



- 9.6** Every place in Greater Manchester is unique, having carved out its own specific role within the sub-region. The mix of uses, types of business and demographic profile of residents varies from place to place. This diversity is a major strength of Greater Manchester, allowing people to find the type of location that they require or desire.
- 9.7** The Greater Manchester Strategy sets out the ambition that all parts of Greater Manchester will be neighbourhoods of choice, with good quality affordable homes in safe and attractive communities, well served by public transport, so that the people that live in them are connected to jobs and opportunity and have access to excellent local amenities, green spaces and a high quality cultural and leisure offer. One of its ten priorities is for Greater Manchester to be an age-friendly city region. If Greater Manchester is to be genuinely inclusive then each of its places must be open to everyone, providing the type of area where people can start well, live well and age well. This will enable people to remain within or near their favoured neighbourhood, close to family and friends, as their requirements change.
- 9.8** High levels of development are proposed over the plan period, and much of this will be accommodated within places that already have a strong identity. A key challenge will be to ensure that this development is fully integrated into that place, making a positive contribution rather than detracting from its coherence and character. All places will need to evolve and adapt to changes in society and technology, but it will be important that this supports improvements in their overall quality. Local distinctiveness and identity will need to be enhanced, avoiding the pitfalls of expansion seen in many other cities that have become a continuous urban area where one place is hard to distinguish from another. The unique character of its constituent towns and neighbourhoods is a key strength of Greater Manchester that must be retained.
- 9.9** If quality of life is to be enhanced then it will be vital to maximise the opportunities that our places offer and limit the constraints that they place on how people live. All neighbourhoods must be designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so

minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances. Achieving all of this will help to ensure that all places are characterised by empowered and informed residents, workers and visitors, with a sense of ownership and high levels of societal participation and social interaction.

- 9.10** Greater Manchester aims to be one of the most resilient places in the world.
- 9.11** A key part of achieving sustainable development is ensuring resilience, making sure that our places maintain capacity to function, so that the people living and working here survive and thrive no matter what stresses or shocks they encounter. A significant challenge within this is the ability to respond to **future impacts from climate change.**
- 9.12** Greater Manchester is part of the Rockefeller Foundation's 100 Resilient Cities programme (100RC)<sup>93</sup>, which aims to help cities become more resilient to potential challenges. Greater Manchester has produced a Resilience Strategy as part of this programme. The ten districts have also signed up to the United Nations' Making Cities Resilient Campaign, which aims to reduce disaster risk.
- 9.13** The need to plan to reduce chronic stresses as well as minimise the impact of acute shocks means that planning for resilience has to be all-embracing, and so many elements of this plan have a role to play.
- 9.14** The Greater Manchester Community Risk Register<sup>94</sup> and work under the 100RC programme identify that river and surface water flooding, hazardous materials accidents, terrorism, and disease outbreaks are some of the most significant resilience challenges faced. The way in which Greater Manchester develops will have a significant impact on future levels of risk and vulnerability, and the ability of people and places to recover from acute shocks.

<sup>93</sup> See <https://www.rockefellerfoundation.org/100-resilient-cities/>

<sup>94</sup> See <https://www.gmemergencyplanning.org.uk/risks/how-we-assess-risk/community-risk-register/>

- 9.15** High quality design will be fundamental to achieving all of this, helping to ensure that Greater Manchester can deliver the attractive places that will enable it to compete successfully with other major cities across the world. Good design need not result in additional costs, and indeed can lead to significant savings in the long-term, both for occupiers and society more generally. It can also help to increase the acceptability of development to existing residents and enhance the reputation of the developer. Relatively small design changes can make a considerable difference to the overall quality of a development, and the contribution that it makes to the success of a place. A high level of care is therefore required from developers throughout the design process. All development should achieve a high design quality, consistent with the ten characteristics set out in the National Design Guide.<sup>95</sup>

### **Policy JP-P1 Sustainable Places**

We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

1. Distinctive, with a clear identity that:
  - A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
  - B. Enables a clear understanding of how the place has developed; and
  - C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used
2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
3. Socially inclusive:
  - A. Responding to the needs of all parts of society;

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<sup>95</sup> Ministry of Housing Communities & Local Government (2019) National Design Guide

- B. Enabling everyone to participate equally and independently;
  - C. Providing opportunities for social contact and support; and
  - D. Promoting a sense of community
4. Resilient, capable of dealing with major environmental events
  5. Adaptable, able to respond easily to varied and changing needs and technologies
  6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained
  7. Resource-efficient with:
    - A. A low carbon footprint;
    - B. Efficient use of land;
    - C. Minimised use of new materials;
    - D. High levels of recycling
  8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
  9. Supported by critical infrastructure, such as energy, water and drainage and green spaces
  10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage
  11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places
  12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place

13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest
14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond
15. Comfortable and inviting, with indoor and outdoor environments:
  - A. Offering a high level of amenity that minimises exposure to pollution; and
  - B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter
16. Incorporating high quality and well managed green infrastructure and quality public realm, with:
  - A. Opportunities for recreation and outdoor play for children, and interaction between the generations;
  - B. Public and private spaces clearly distinguished;
  - C. Development clearly defining, and promoting activity within, public spaces;
  - D. High quality landscaping with schemes
17. Well-served by local shops, services and amenities, including education and health facilities

## Heritage

- 9.16** Greater Manchester has a uniquely diverse cultural heritage represented by its rich and extensive historic and built environment, including designated and non-designated heritage assets. Its development has evolved over a period of more than 5,000 years, gradually changing from a heavily wooded landscape populated by hunter gatherers and upland camp sites, to become an overwhelmingly cleared rural landscape dotted with farmsteads. Many towns and villages of Greater Manchester can trace their origin to Saxon or

Viking settlers, with their place names often reflecting distinctive landscape features or farmsteads. Today's principal towns established market and borough status from the 13th century, but it was the impact of the industrial revolution of the late 18th and 19th centuries that would transform the character, appearance and economic fortunes of Greater Manchester. This growth was based on the textile industry, particularly cotton, and facilitated by natural resources such as water and coal, technological advancement, plentiful labour and improved communications linking it to a national and global market. All of this has left a huge imprint on the landscape and contributes to our local identity and sense of place. There is a great opportunity to retain and find uses for the best of this heritage and ensure the unique urban and industrial character of Greater Manchester continues to play a part in its future growth and development.

- 9.17** The conservation and enhancement of the historic environment will start with the preparation and implementation of up-to-date evidence of the historic environment which will be used to help shape and inform the implementation of planning policies at a strategic and local plan level. Key sources of information include the National Heritage List for England, the Greater Manchester Historic Environment Record, Places for Everyone Heritage Topic Paper, national and local Heritage at Risk surveys, the Greater Manchester Historic Landscape Characterisation project, the Greater Manchester Textile Mills Survey, conservation area appraisals and management plans and site-specific assessments.

### **Policy JP-P2: Heritage**

We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings.

Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic

environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle,

provided they are not contrary to national policy or other policies in the development plan.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

## **Culture**

- 9.18** The industrial revolution provided fertile conditions for the creation of Greater Manchester as the birthplace of revolutionary ideas that have had profound impact on lives all around the world. The Co-operative movement was founded in Rochdale, the Suffragette Movement was born in Manchester and Salford Museum and Art Gallery was the UK's first free public library and museum. The Greater Manchester Culture Strategy highlights the importance of a diverse mix of creative and independent businesses to the vibrancy, prosperity and distinctiveness of our places. We are rightly proud of our rich cultural heritage and thriving cultural sector, from grass-roots community and heritage groups to internationally significant cultural organisations and cutting-edge digital festivals. Greater Manchester has a diverse and distinctive offer which preserve and tell our stories, to ensure that Greater Manchester remains exciting, forward thinking and relevant.
- 9.19** In Greater Manchester alone, the Visitor Economy is worth £2.6bn GVA per year and supports 105,000 jobs and the Creative Industries are worth £4.4bn GVA per year and support 78,500 jobs. These sectors also play a vital role in our international reputation and contribute to the overall wellbeing of communities and the quality of life of our residents. Our city region is home to a diverse range of venues and organisations who bring life to our high streets and town and city centres and attract visitors from all around the world.
- 9.20** The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture and the night time economy will need to be reflected in the way in which our cities, towns



and neighbourhoods develop, with individual developments contributing towards this. Creative Improvement Districts form part of Greater Manchester's cultural and economic response to the pandemic, as set out in the GM Culture Recovery Plan, to support the recovery of high streets across Greater Manchester's town centres. They will be delivered as part of culture, night time economy and creative-led regeneration programmes.

- 9.21** Many of Greater Manchester's cultural assets are located in mixed use areas with sensitive uses in close proximity, including existing and proposed residential development. The 'agent of change' principle will be crucial to the ongoing viability of some of our cultural assets and will help to ensure that mixed-use areas function successfully.

### **Policy JP-P3: Cultural Facilities**

We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including:

1. Protecting existing heritage, cultural and community venues, facilities and uses;
2. Supporting the development of new cultural venues in town centres and places with good public transport connectivity;
3. Promoting new, or enhancing existing, locally-distinct clusters of cultural facilities, especially where they can provide an anchor for local regeneration and town centre renewal;
4. Identifying, protecting and enhancing strategic clusters of cultural attractions;
5. Considering the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres;
6. Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being;
7. Considering the identification of 'Creative Improvement Districts' where there is evidence that the identification will enhance the local economy and provide facilities and workspace for the creative industries; and

8. Supporting a mix of uses which derive mutual benefits from, and do not compromise, the creative industries and cultural facilities in the Creative Improvement District in line with the Agent of Change principle. If development would potentially result in conflict between a cultural activity and another use, especially in terms of noise, then the development responsible for the change must secure the implementation of appropriate mitigation before it is completed.

## Retail and Leisure

- 9.22** Varied and high-quality retail, leisure and cultural facilities are vital to providing the quality of life that will help to attract people to live in Greater Manchester and in contributing to inclusive places. Such facilities are also a key part of the overall tourism function of Greater Manchester, drawing visitors to the area. A diverse range of town centres and local centres of varying sizes and character provide more local facilities, with some having quite extensive catchments extending into surrounding districts whilst others serve a very local market but are nevertheless essential for residents.
- 9.23** Our town centres are at the heart of our communities. They are some of our most well-connected places and have been a focus for walking, cycling and public transport investment over many years. But they are facing serious challenges. The growth of internet shopping and large out-of-town retailers has squeezed many town centres. The UK has high level of internet shopping with 18.0% of all retail sales now taking place online.<sup>96</sup> There has been a 19.9% growth in online retailing in just 12 months.<sup>97</sup> The implications of the Covid 19 pandemic may accelerate these trends.
- 9.24** We must help our town centres adapt to changing markets and build on their strengths. In this context, despite the significant increase in the resident, working and visiting populations set out in this plan, it is anticipated that most of the demand for new retail and leisure floorspace can be accommodated within existing centres.

<sup>96</sup> Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018

<sup>97</sup> Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018

**9.25** In accordance with national planning policy, it is appropriate for retail and leisure facilities to be directed towards designated centres wherever possible. This will help to maintain the vitality and viability of those centres, and their continued ability to meet the needs of residents. Although they are significant in terms of their size and function, the Trafford Centre and Middlebrook Retail and Leisure Park are not designated centres and will continue to be treated as out-of-centre locations.

### **Policy JP-P4: New Retail and Leisure Uses in Town Centres**

The upper levels of the hierarchy of centres for retail and leisure uses will be maintained and enhanced. These are:

- A. City Centre (within Manchester and Salford)
- B. Main town centres:
  1. Altrincham (Trafford)
  2. Ashton-under-Lyne (Tameside)
  3. Bolton (Bolton)
  4. Bury (Bury)
  5. Oldham (Oldham)
  6. Rochdale (Rochdale)
  7. Salford Quays (Salford)
  8. Wigan (Wigan)

The boundaries of the centres and detail of other centres at lower levels of the hierarchy are defined in district local plans. Appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy. The need for the expansion of any existing centres, or the provision of new centres, will be identified in district local plans.

### **Education, Skills and Knowledge**

**9.26** Economic growth and the success of cities are increasingly reliant on the creation and application of knowledge. It is the places with an excellent

supply and broad range of skills that will be best-placed to attract investment and jobs, and which will be most able to cope with the long-term challenges of growing automation and globalisation and thereby reduce levels of deprivation.

- 9.27** Knowledge is a fundamental component of personal freedom and social inclusion, enabling people to take advantage of opportunities and expanding the choices available to them. The aim of ensuring that everyone can contribute to, and benefit from, economic growth can only be achieved if residents have the necessary skills. As technological advances accelerate, learning throughout life will become even more important.
- 9.28** Greater Manchester has a proud history of being a forward-thinking city region, having been at the global forefront of technological and transport innovations during the industrial revolution, leading the development of computing through the work of Alan Turing, and more recently discovering and identifying multiple applications for the ground-breaking two-dimensional material graphene. This work continues, but many residents find it difficult to access the opportunities available within Greater Manchester due to poor levels of educational attainment and skills training. Widening access to knowledge for all residents is therefore vital and will need to respond to the training needs associated with new technological advances.
- 9.29** The huge extent of university activity is one of the greatest strengths of Greater Manchester, helping to differentiate it from many of its international competitors. With over 100,000 students attending its universities, Greater Manchester has one of the largest concentrations of students in Europe, and an enormous supply of new graduates across a wide range of subjects each year who can help to drive future economic growth. The largest concentration of research activity is within Corridor Manchester in the City Centre, which has the largest single-site clinical-academic campus in Europe. The universities will be a vital component of developing Greater Manchester as a globally important city region.

**9.30** Until 2010, Greater Manchester was seeing a reduction in the number of school-age children, and this trend is set to continue with a projected decrease of 5% up to 2039. The future pattern of change will be influenced by the type and location of new housing as well as the relative attractiveness of existing neighbourhoods to families with children. Ensuring that there are sufficient school places in the right locations and at the right times to meet the needs of existing and new residents will be a key challenge and priority.

**9.31** Other policies in this Plan contribute to the development and application of the sub-region's knowledge base, including by:

- Increasing the supply of high-quality housing in a more diverse range of locations to attract and retain greater numbers of skilled workers;
- Improving transport links to locations across the North of England in order to maximise the ability to draw on skills from outside Greater Manchester;
- Providing a wide range of sites and premises capable of attracting knowledge-intensive businesses;
- Promoting training opportunities through new developments; and
- Facilitating the delivery of high quality digital and other infrastructure, thereby enabling residents and businesses to access knowledge and opportunities.

### **Policy JP-P5: Education, Skills and Knowledge**

Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by:

1. Enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities;
2. Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:

- a. Working with education providers to forecast likely changes in the demand for school places; and
  - b. Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate;
3. Supporting the continued growth and success of the university sector, such as through:
- a. Enhancing the existing campuses and developing new ones;
  - b. Strengthening the world-leading research capabilities and promoting opportunities for business spin-offs; and
  - c. Continuing to help develop Greater Manchester as the UK's best destination for students.

## Health

- 9.32** Good health is one of the key determinants of quality of life. As well as being of great importance in its own right, it also has a significant impact on the ability of people to enjoy the immense range of opportunities across Greater Manchester and to make a positive economic contribution.
- 9.33** Healthy life expectancy in Greater Manchester is currently three to four years below the national average for men and women. There are considerable inequalities of health outcomes within Greater Manchester, with average life expectancy in the least deprived areas being more than a decade longer than in the most deprived areas. The high prevalence of long-term conditions, such as cardiovascular and respiratory disease, means that Greater Manchester residents can expect to experience poor health at a younger age than in other parts of the country. Obesity, smoking and alcohol are all significant issues. An increase in the proportion of older people will be expected to exacerbate health pressures, although this is less of an issue than in many other parts of the UK.

- 9.34** In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets, a sum of more than £6 billion. Additionally, in 2017 Greater Manchester took on public health responsibilities alongside the ten local authorities.<sup>98</sup> The Health and Social Care Act 2012 has given local authorities a core responsibility for public health, joining up local health policy with all other areas of work. As part of this, a key aim is to better integrate health and social care services including wider community health services.
- 9.35** Greater Manchester has a wide range of attributes and enormous potential, but its long-term prospects will be contingent on delivering major improvements in public health. It cannot be considered a success unless existing health inequalities are addressed. The Greater Manchester Population Health Plan (2017-21) sets out Greater Manchester Health and Social Care Partnerships approach to delivering a radical upgrade in population health across the city region.
- 9.36** This will require a diverse range of coordinated measures, many of which lie outside the scope of this plan, but it will be vital that the positive contribution of this Plan is maximised as far as possible. As a result, the overall strategy and many of the policies and proposals in other parts of the plan will support improvements in health and wellbeing, and reductions in health inequalities, such as by:
- Promoting a successful economy for Greater Manchester, where everyone is able to share in the benefits of growth, given that household income is a key determinant of good health;
  - Increasing the supply of high quality and affordable homes that meet minimum size and ‘accessible and adaptable’ standards, as set out in Part M4 (2) of the Building Regulations for new housing, helping to ensure that everyone has a decent place to live;
  - Enabling people to adopt healthier lifestyles, including through the development of a high-quality green infrastructure network throughout

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<sup>98</sup> The Greater Manchester Combined Authority (Public Health Functions) Order 2017

Greater Manchester, encouraging the provision of a wide range of recreation and sports facilities, including food growing opportunities, and supporting an increase in the proportion of trips that are made by walking and cycling; and

- Reducing the risks to human health, including through taking an integrated catchment-based approach to addressing flood risk, reducing levels of air pollution, providing cooling and shading to combat high temperatures, promoting high levels of fire safety, and designing places to minimise opportunities for crime, terrorism and anti-social behaviour.

**9.37** The submission of Health Impact Assessments for development proposals will help ensure that the effects of development on both health and wellbeing are considered and responded to during the planning process. Health Impact Assessments should aim to enhance the potential positive aspects of a proposal while avoiding or minimising any negative impacts, with particular emphasis on disadvantaged sections of communities that may be affected.

### **Policy JP-P6: Health**

To help tackle health inequality new development will be required, as far as practicable, to:

- A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;
- B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and
- C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.

Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents, including through:



1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate;
2. Enabling the continued enhancement and successful operation of our hospitals; and
3. Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

## **Sport and Recreation**

- 9.38** Our goal is to positively change the lives of people across Greater Manchester through physical activity and sports. Greater Manchester has an international reputation for sporting excellence. Manchester’s global name recognition is perhaps seen most prominently in terms of its two major football clubs, Manchester United and Manchester City, but the sporting significance of Greater Manchester is far broader than this, being the home of numerous professional clubs, the hugely successful British Cycling, and the National Football Museum, and it has hosted a wide range of international sporting events from the 2002 Commonwealth Games to the Rugby League World Cup Final.
- 9.39** Sports participation in Greater Manchester is slightly lower than the national average. 72.9% of adults in Greater Manchester (16+) were ‘active’ or fairly ‘active’ as of May 2018. This represents an increase of 0.5 percentage points compared to May 2017 but is 1.9 percentage points below the England average. Nationally, there is a major problem of inactivity amongst younger people, with only 32% of 5–15-year-olds being defined as active, and just 9% of 2–4-year-olds.<sup>99</sup>
- 9.40** The Greater Manchester Strategy highlights that an active life can reduce anxiety, lift mood, reduce stress, promote clearer thinking and a greater sense of calm, increase self-esteem, and reduce the risk of depression.

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<sup>99</sup> Health Survey for England, 2015

More generally, sport and recreation can be a major contributor to quality of life, and hence access to such opportunities is an important element of social inclusion.

- 9.41** Through the [Greater Manchester moving programme](#) we are helping people of all ages to be more active and to live well. The availability of sport and recreation opportunities is strongly linked to the provision of green infrastructure and urban green space. However, the good design of places more generally can enable recreation to be integrated more easily into everyday life, particularly for children. One of the ambitions of the Greater Manchester Strategy is that the sub-region will be at the leading edge of providing our children with excellent places to play, develop and learn.<sup>100</sup> Play is essential to children’s development, enabling them to learn, socialise, gain independence and make sense of the world, and has long-term benefits for health through to old age.
- 9.42** Ensuring the continued availability of, and easy access to, a high-quality range of sport and recreation facilities, would therefore help to achieve key objectives such as improving the health of residents, and making Greater Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, where appropriate, standards for access to some recreation facilities such as parks and allotments will be set by individual local authorities and set out in Local Plans. The provision of sports facilities will be determined by individual local authorities through an evidence based rather than standards based approach.
- 9.43** An important component for the overall strategy for green infrastructure, and to key locations such as the uplands, lowland wetlands, and river valleys and canals, is to improve public access to good recreational opportunities, including food growing opportunities, in a manner compatible with other

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<sup>100</sup> GMCA (October 2017) Our people our place: The Greater Manchester Strategy, p.21

green infrastructure functions. This will help to reconnect people to nature as well as improving health and wellbeing.

### **Policy JP-P7: Sport and Recreation**

A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:

1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together;
2. Where appropriate setting out more comprehensive and detailed recreational standards and standards for provision for designated play areas in district local plans, having regard to existing and future needs;
3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach;
4. Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity;
5. Protecting and enhancing the public rights of way network, including to:
  - a. Provide safe and attractive routes to sports and recreation facilities;
  - b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond;
  - c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding;
  - d. Provide everyday options for green travel;
6. Encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible;

7. Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.

## Connected Places

### An Integrated Network

- 10.1** One of the Greater Manchester Strategy's ten priorities is to deliver an integrated network with world-class connectivity that keeps Greater Manchester moving and that drives prosperity whilst protecting the environment, improving air quality and transitioning to a zero carbon future.
- 10.2** Good connections permeate all aspects of life in the Plan area. Businesses need to connect with skilled workers, suppliers and markets. Residents need to be connected with jobs, products, services and their friends, families and communities. Tourists need to be able to reach our city-region from all around the world and to be able to visit our attractions. Strong, integrated connections are therefore needed at all levels: neighbourhood, city-wide, regionally, nationally and internationally.
- 10.3** Historically, connectivity has been primarily about transport, but increasingly digital connectivity is fundamental to our lives, enabling us to connect with people irrespective of location, and to access an unparalleled range of learning, employment and retail opportunities.
- 10.4** As part of Greater Manchester, our boroughs are already highly connected places. At the international level, Manchester Airport offers direct flights to over 200 destinations worldwide, and the Manchester Ship Canal and M58/M62 provide freight connections to the deep-water facilities at the Port of Liverpool. Nationally, London is just two hours away by train and Greater Manchester is at the heart of the national motorway network. More locally, Greater Manchester has extensive local rail connections complemented by Metrolink, the largest light rail network - in terms of route KMs - in the UK, which is continuing to be expanded.<sup>101</sup>
- 10.5** However, there are significant barriers as well. As with the rest of the UK, Greater Manchester's high-speed broadband coverage has fallen behind

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<sup>101</sup> Department for Transport (2018) Statistical data set: Light rail and tram statistics - LRT0203  
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 Version presented to Council meetings for Adoption with effect from 21 March 2024

international competitors: only 4% of Greater Manchester has full fibre to the premises (FFTP) connectivity.<sup>102</sup> Traffic congestion affects many key highways and, in 'A Congestion Deal for Greater Manchester', it is estimated to cost city-region businesses £1.3bn each year.<sup>103</sup>

- 10.6** Public transport suffers from a lack of capacity on key routes and with poor reliability. Although many parts of the Plan area have good public transport, there remain areas that are poorly served and others that are not connected at all. Despite a few exemplar schemes, the quality and extent of cycling infrastructure is limited, which means relatively few people choose to travel by bike.
- 10.7** In July 2019 the Greater Manchester Combined Authority (GMCA) declared a climate emergency. As part of this declaration, GMCA noted the findings of the International Panel on Climate Change (IPCC) report “Global warming of 1.5°C”, in particular:
- That human activities are estimated to have already caused approximately 1.0°C of global warming.
  - That if we continue at the current rate, we are likely to surpass the Paris Agreement target of 1.5°C as early as 2030; and
  - That at the current level of commitments, the world is on course for 3°C of warming with irreversible and catastrophic consequences for humans and the natural world.
- 10.8** Achieving Greater Manchester’s carbon targets will require substantial reductions in carbon emissions from transport which this Plan supports. The Greater Manchester Strategy sets out a future for Greater Manchester as a place where people live healthy lives, and a place that is at the forefront of action on climate change. Building on this, the 5-year Environment Plan for Greater Manchester sets an ambitious target to be carbon neutral by 2038. Although these targets are in the future, action must be taken now if we are

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<sup>102</sup> Greater Manchester Combined Authority (2018) The Greater Manchester Digital Strategy 2018-2020, paragraph 7.1

<sup>103</sup> Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) A Congestion Deal for Greater Manchester, p.3

to make them a reality, and significant reductions in carbon emissions from transport are vital in achieving these ambitions.

**10.9** Whilst other sectors have achieved significant carbon reductions, surface transport emissions (i.e. not including aviation) have barely fallen in the UK. In 2017, transport emissions had reduced by just 3% on 1990 levels (road transport emissions have in fact increased 6%). In 2017, transport overtook energy as the sector emitting the largest amount of CO<sub>2</sub>. Overall, transport now accounts for 27% of UK greenhouse gas emissions, with the vast majority deriving from petrol- or diesel-fuelled road transport. We know, from 2018 UK Greenhouse Gas Emissions Final Figures, that Greater Manchester's CO<sub>2</sub> emissions have broadly reflected the national trend described above.<sup>104</sup>

**10.10** The GM 5-year Environment Plan sets out five specific decarbonisation priorities for transport that will contribute most significantly to reducing carbon emissions and which align with the Greater Manchester Transport Strategy 2040 refresh. These are:

- Increasing use of public transport and active travel modes;
- Phasing out fossil-fuelled private vehicles and replacing with zero emission alternatives;
- Tackling the most polluting vehicles on our roads;
- Establishing a zero-emission bus fleet; and
- Decarbonising road freight and shifting more freight movement to rail and water.

**10.11** Resilience is another key issue across the transport network. The network frequently suffers disproportionately from relatively small failures, such as when a delayed train causes disruption across the rail network, or when a single traffic accident causes congestion across the city-region's motorways. The long-term threat from climate change on transport infrastructure is also an issue, with extreme temperatures causing maintenance problems and

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<sup>104</sup> BEIS, 2018 UK Greenhouse Gas Emissions, Final Figures p.12, p.14

other extreme weather – such as flooding, ice and snow – causing major disruption and dangerous travel conditions.

- 10.12** Traffic is a major contributor to poor air quality. It is estimated that approximately 5% of deaths each year in Greater Manchester are attributable to particulate air pollution, equating to approximately 1,200 early deaths each year due to illnesses linked to air pollution.<sup>105</sup> Poor air quality can have long term health impacts on all and immediate effects on the most vulnerable in our society; the youngest, the oldest, those living in areas of deprivation and those with existing respiratory or cardiovascular disease are the most likely to develop symptoms due to exposure to air pollution. Air pollution also makes our towns and cities less pleasant places to live. The Greater Manchester Low Emissions Strategy states that road transport contributes to over 65% of emissions of nitrogen oxides and 79% of fine particulates at the roadside in the city-region<sup>106</sup>, severely reducing air quality around many major roads.
- 10.13** In 2016 the 10 GM authorities declared a single Air Quality Management Area, based on a precautionary level of 35µg/m<sup>3</sup> rather than the legal limit of 40µg/m<sup>3</sup>.
- 10.14** The 10 GM authorities are currently developing a Clean Air Plan, to accelerate compliance with the legal limit for Nitrogen dioxide and to protect and promote the health of its population and the environment.

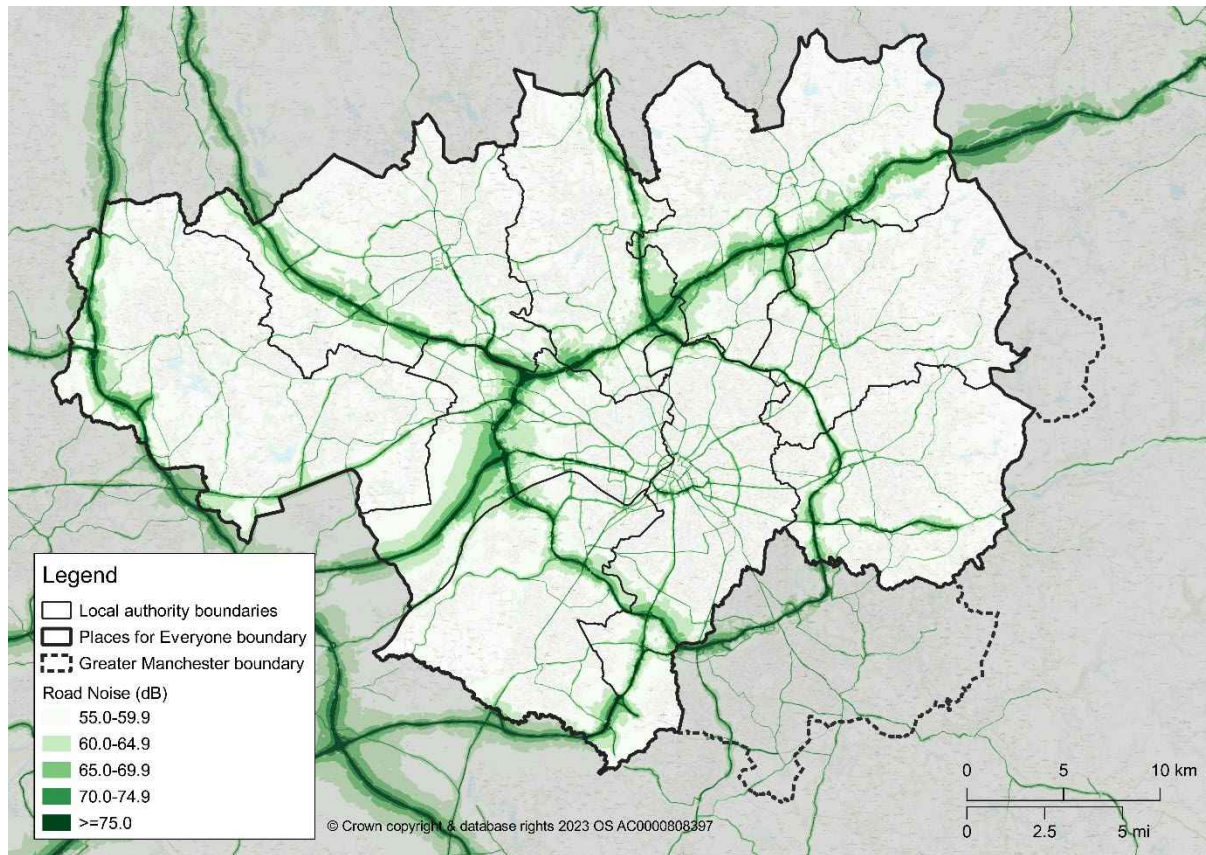
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<sup>105</sup> Public Health England, Public Health Outcome Framework, 2016

<sup>106</sup> Greater Manchester Combined Authority and Transport for Greater Manchester (December 2016) Greater Manchester Low-Emission Strategy, page 9, 2014 EMIGMA data.



Figure 10.1 Exposure to Environmental Noise Major Roads DEFRA 2017



**10.15** The areas with the highest levels of noise pollution are heavily concentrated around transport infrastructure, particularly the motorway network. The amount of noise created is affected by speed, type of vehicle, in addition to tyre and road composition.

**10.16** Although road casualties in Greater Manchester have reduced by around 75% in the past 20 years, DSD Report 1911: 'Reported Road Casualty Statistics Greater Manchester' shows that there are still over 650 people killed or seriously injured on the city-region's roads each year, half of them pedestrians or cyclists.<sup>107</sup>

**10.17** Analysis by Transport for Greater Manchester, in 'A Congestion Deal for Greater Manchester', suggests that population growth could lead to over 800,000 extra residential trips each day on Greater Manchester's transport

<sup>107</sup> Transport for Greater Manchester (2017) DSD Report 1911: Reported Road Casualty Statistics Greater Manchester 2016: District Tabulations

networks<sup>108</sup>, and there will be an increase in trips into Greater Manchester from growth in neighbouring areas.

- 10.18** In recent years, there has been a significant reduction in inbound car trips to the city centre in the morning peak, from 32,000 in 2002 to 22,600 in 2019<sup>109</sup>, reflecting, among other factors: the rapid expansion of the Metrolink system, a doubling of rail patronage, the success of the LSM Busway, and reductions in capacity on radial routes to provide additional bus, cycle and pedestrian priority.
- 10.19** The GM Travel Diary Survey (GM TRADS (2017-2019)) shows that, in the Plan area, around 32% of households do not own or have access to a car. However, the proportion of households with two or more cars is now at its highest ever at 23.7%. Car use is highest in Tameside (71%) and lowest in Manchester (38%), as a percentage of all journeys (as either driver or passenger).<sup>110</sup>
- 10.20** There is evidence that younger adults (17-29 year olds) are driving less now than in the early 1990s, with this change being driven by factors such as increased city centre living, cultural changes, lower employment rates, less disposable income and a decline in home ownership. One report that suggests a return to previous levels of car use is not expected is entitled 'Young People's Travel - What's Changed and Why? Review and Analysis'.<sup>111</sup> This may be accentuated in the future by an increasing 'sharing economy', as seen in initiatives such as car clubs, ridesharing, and bike hire schemes.

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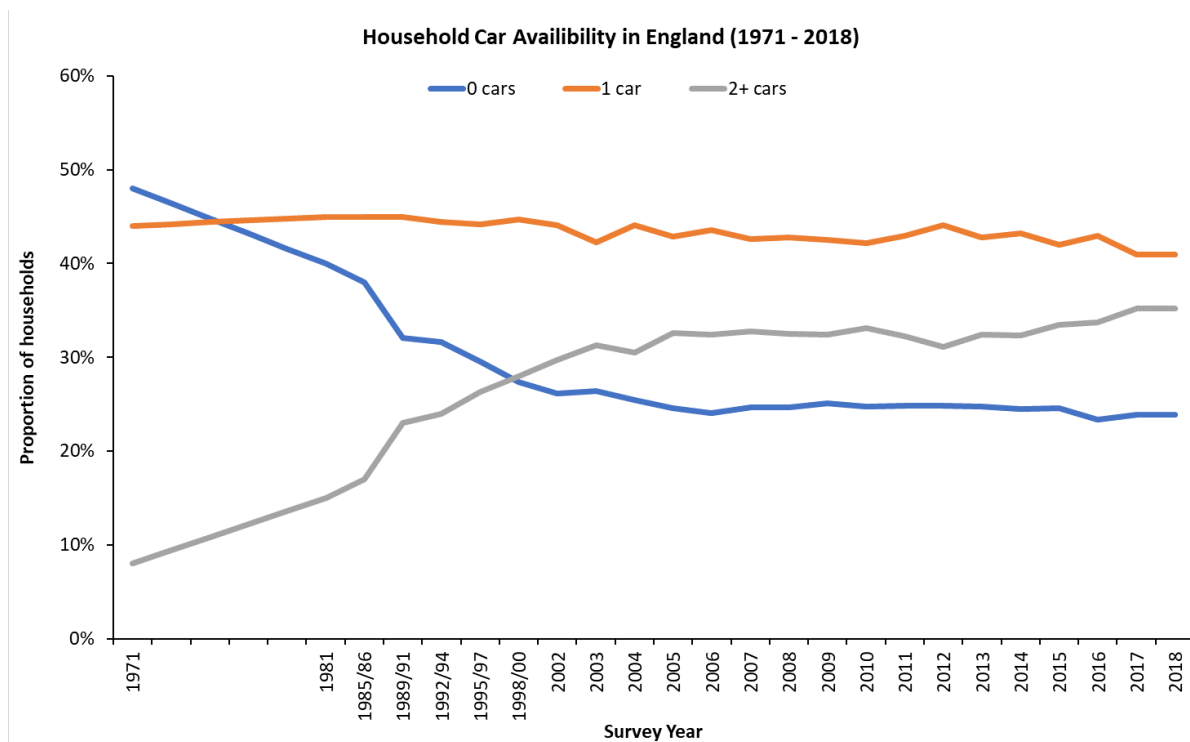
<sup>108</sup> Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) A Congestion Deal for Greater Manchester, p.2

<sup>109</sup> Transport for Greater Manchester (2020) Highways Forecasting and Analytical Services: SRAD Report 2024 Transport Statistics Manchester 2018-19

<sup>110</sup> Transport for Greater Manchester, TRADS (2015-2017), not published

<sup>111</sup> Centre for Transport and Society (UWE, Bristol) and Transport Studies Unit (University of Oxford) (January 2018) Young People's Travel – What's Changed and Why? Review and Analysis

Figure 10.2 National Travel Survey 2018, Table NTS0205



**10.21** In contrast, the rapid rise in digital demand seems likely to continue, with more services being delivered digitally and ever-increasing data transfers requiring faster, higher-capacity broadband and mobile connections. As the Plan area becomes ‘smarter’ – utilising data to deliver services more swiftly and efficiently and adopting innovation such as connected and autonomous vehicles, artificial intelligence and the Internet of Things (where an increasing range of everyday devices are connected, monitored and operated via the internet) – travel patterns will change and digital will increase in importance. As stated in Our People, Our Place: The Greater Manchester Strategy, it is ultimately our ambition for the city-region to be the UK’s leading digital city and one of Europe’s top five.<sup>112</sup>

**10.22** Our challenge is therefore to provide outstanding connectivity that supports low carbon economic growth and greater levels of social inclusion. It must

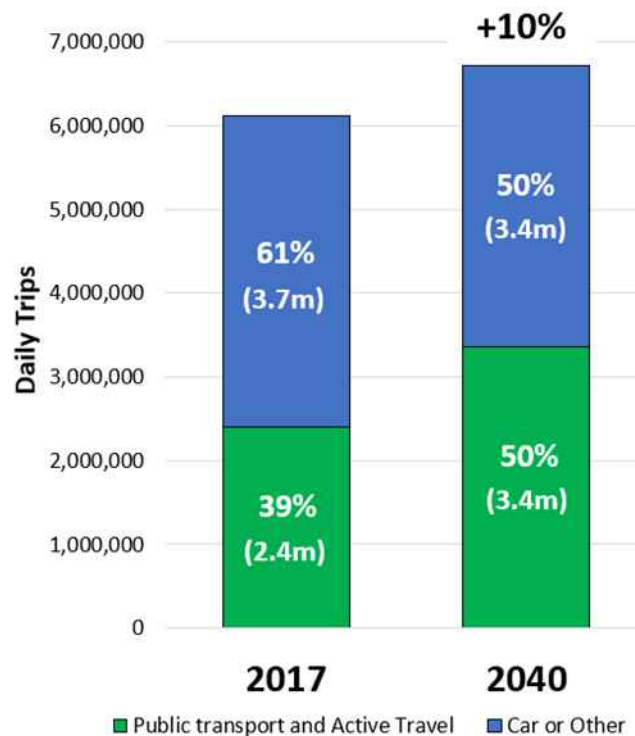
<sup>112</sup> Greater Manchester Combined Authority (October 2017) Our people our place: The Greater Manchester Strategy, paragraphs 2.2, 7.1, and 7.13

also accommodate the forecast increase in demand for travel, while minimising the adverse environmental and quality of life impacts.

**10.23** A fundamental aspect of this will be minimising the need to travel, which will help reduce the pressure on transport systems. This will be achieved by creating local neighbourhoods where people can live, work and access services and shops, alongside behavioural change, such as mode shift, flexible and home working.

**10.24** A massive change in people’s travel behaviour is needed so that walking and cycling become the natural choice for short journeys and public transport for longer trips. This will help to support more active lifestyles, which in turn will promote good health. It will also address some of the negative impacts of a high-level of car use, such as traffic congestion, air pollution, greenhouse gas emissions, noise pollution and poorer quality places.

Figure 10.3 Change in daily trips (2017 to 2040)



- 10.25** The vision for 2040 is for half of all daily trips in Greater Manchester to be made by public transport, cycling and walking. This will mean a million more trips each day using sustainable and active modes of travel. Our analysis suggests that achieving this will enable us to deliver our economic growth ambitions without increasing overall motor-vehicle traffic in Greater Manchester.
- 10.26** The Greater Manchester Transport Strategy 2040 refresh<sup>113</sup> outlines how significant investment in sustainable modes of transport will be essential to achieving this vision. The Strategy is supported by Our Five Year Transport Delivery Plan<sup>114</sup> that sets out the immediate and longer term programme for transport interventions needed to support sustainable growth. Our Five Year Transport Delivery Plan will also be used to incorporate the strategic transport interventions needed for the PfE allocations into Greater Manchester's wider programme and funding requirements. Our Five Year Transport Delivery Plan is the framework for transport investment, across Greater Manchester, required to support growth throughout the Plan period and as such should be read alongside this chapter.
- 10.27** We will continue to invest in a wide range of initiatives intended to ensure that the transport system as a whole works more effectively, to reduce carbon and create cleaner air as well as to eliminate barriers to travel and proactively respond to changing transport innovations, including:
- The Clean Air Plan, a package of interventions that are reasonably expected to reduce NO2 concentrations to legal levels and have wider air quality benefits;
  - Carbon Reduction measures that support the 5 Year Environment Plan and the long-term environmental ambition for carbon neutrality by 2038;
  - The roll-out and mainstreaming of innovation and future mobility technologies;
  - Further phases of Greater Manchester's smart ticketing initiative;

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<sup>113</sup> GMCA (2017) Greater Manchester Transport Strategy 2040

<sup>114</sup> Visit <http://www.tfgm.com/2040> for the latest version of the Greater Manchester Transport Strategy 2040 Delivery Plan

- Targeted behaviour change activities through established programmes;
- Safety and security measures and programmes to make the transport network safe and secure for all users; and
- Enabling the prioritisation of more sustainable modes of transport to encourage use and put more vulnerable transport users first - informed by the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017.

**10.28** Central Government funding and support from developers, will be essential for the delivery of some of these transport interventions. New developments will also help generate the demand for transport services that will make new investment viable.

### **Policy JP-C1: An Integrated Network**

In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, we will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
  - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
  - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and

- provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
    - a. Pedestrians (and people using mobility aids);
    - b. Cyclists, powered two-wheelers, and public transport users;
    - c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
    - d. People in personal motorised vehicles
  6. Developing local transport industry skills and education to ensure the right skills are available into the future.

## Digital Connectivity

- 10.29** Digital connections are increasingly important to every aspect of our lives, from socialising and shopping to learning, business and accessing essential services. They enable us to connect to people on the other side of the world as easily as on the same street. As these connections open up a range of opportunities it is important everyone can access them so that they can fully participate in society and our economy.
- 10.30** Any truly global city will need to have widespread, affordable, reliable, secure and future-proofed digital infrastructure that provides a competitive edge for businesses and supports high-levels of social inclusion. This will be essential to capitalise on new innovations, such as artificial intelligence, the Internet of Things and connected and autonomous vehicles. Big data will also enable the city-region to be managed more effectively. By facilitating more home-working, good digital infrastructure can also help reduce the need for travel and therefore help reduce carbon emissions, traffic congestion and air pollution.

- 10.31** Digital connections will be imperative to the design, development and delivery of future services in the context of an expanding global city. Such services may include heat, energy, utilities and mobility.
- 10.32** In order to achieve its ambition to be the UK's leading digital city and in the top five in Europe<sup>115</sup> it is fundamental for all parts of the city-region to have access to world-class digital connections at an affordable price. The Plan area already has a vibrant digital economy, with particular strengths in key economic sectors such as the creative industries, health innovation, and advanced manufacturing and materials. However, the area suffers from similar problems to many other parts of the country in terms of limited roll-out of full fibre broadband, uneven access to affordable digital connections, and limited access to mobile networks, especially in rural areas. The Plan area is covered by Greater Manchester's current strategy for becoming a Digital city-region as set out in the Greater Manchester Digital Strategy 2018-2020.
- 10.33** Improving digital infrastructure and ensuring that new development is connected to it is therefore a high priority. The development industry has a significant role in enabling this priority, as well as benefiting from it. It will be important to accelerate the delivery of full fibre gigabit-capable networks and to be at the forefront of the roll-out of next generation mobile technology. Recent decades have shown the speed with which digital technology evolves, with a new generation of mobile technology being introduced around every ten years. The digital infrastructure will therefore need to adapt and evolve throughout the Plan period.

## **Policy JP-C2: Digital Connectivity**

We support the provision of affordable, high quality, digital infrastructure.

In making decisions we will support a range of measures, including:

1. Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting

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<sup>115</sup> GMCA (October 2017) Our people our place: The Greater Manchester Strategy, paragraph 7.13  
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townscape quality and ensuring an ability to respond to updated/changing technology;

2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties and
3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.

## **Public Transport**

- 10.34** If Greater Manchester's overall vision is to be achieved then there will have to be an increase in the use of public transport, particularly for medium and longer-distance trips.
- 10.35** One of the main factors supporting a growth in public transport services and usage is population density. The more people that live in an area the greater the potential for more frequent, affordable and accessible public transport. As such, the policies elsewhere in the Plan encourage concentrated regeneration and development that have the potential to increase the attraction and availability of public transport.
- 10.36** It will be vital to deliver a comprehensive and integrated public transport network, which enables people to change between different services and make a much wider range of trips than just those to and from Manchester city centre. This will be important if the public transport system is to respond to the needs and complexities of people's travel demands and provide a genuine alternative to the car. It will also be vital that the public transport network is fully integrated with the walking and cycling network, so that people can easily access it without driving.
- 10.37** The public transport network plays a vital role in tackling congestion and providing access to work, leisure and other destinations. Increasing usage of

public transport is key to achieving our right mix objectives of zero net growth in motor vehicle traffic. An ambitious programme of investment to improve and extend the reach of public transport is set out in Our Five Year Transport Delivery Plan. This includes interventions that are committed for delivery in the next five years, and interventions that currently require further development in the next five years and beyond.

**10.38** We aim to invest in the bus and highway network to reverse the decline in bus patronage and increase bus use by measures including:

- Development of Quality Bus Transit Corridors through whole-route upgrades of key bus routes and Bus Corridor Upgrades focused on delivering improvements to bus journey time and reliability;
- Development of Bus Rapid Transit (BRT) links for longer and middle-distance journeys;
- New multi-modal interchanges;
- Development of new bus services; and
- Enhancement of our Ring and Ride offer.

**10.39** We plan to build on the success of Metrolink through measures to improve reliability, capacity and customer experience including:

- New stops / travel hubs on the Metrolink network;
- New Metrolink connections, including exploring the feasibility of Tram-Train;
- Renewing the Metrolink fleet assets providing more trams and expanding Tram Management Systems to increase capacity and resilience; and
- A City Centre Metro Tunnel.

**10.40** Working with rail industry partners, we plan to deliver a number of key priorities and continue work on long term, large scale projects that will improve the reliability, capacity and customer experience of rail travel, including:

- Central Manchester / Castlefield Corridor capacity expansion;

- A programme of rail improvements on key rail corridors including further electrification to address capacity issues and reduce the carbon footprint and air quality impact of rail operations;
- Station enhancements including access for all and platform lengthening;
- New stations; and
- NPR (Northern Powerhouse Rail) including growth strategies.

**10.41** Additionally, we will work with our rail partners to help to ensure that sufficient stabling and depot facilities are available to improve network resilience. Where appropriate we will work with adjacent local authorities to improve rail connectivity into/within Greater Manchester where schemes will have benefits for GM residents, for example the proposed rail link at Skelmersdale, west of Wigan.

**10.42** Improved access to Metrolink, Bus Rapid Transit stops and Rail stations through the provision of Travel Hubs that expand the catchment of rapid transit (by facilitating the “first and last mile” of a trip) and Park and Ride facilities, may also be required to enable those more distant from public transport to access the network. Shared services (such as car clubs and bike hire), demand-responsive services such as Local Link and taxis, and electrification of both private and shared vehicles with appropriate Ultra Low Emission Vehicle (ULEV) charging infrastructure, are also likely to play an important role.

**10.43** This will all require an enormous amount of additional investment in infrastructure and services, and in supporting initiatives such as integrated smart ticketing, reform of the bus market and rail franchising. Careful prioritisation of investment will be needed to ensure that maximum benefit is delivered from the available public and private funding. Even with a major increase in investment, there will still be some locations that are not particularly well-served by public transport. It will be important to ensure that options are available that enable people to make the trips that they need to without, owning or having access to a car.

- 10.44** The complexity of the public transport network, coupled with the scale of investment needed, means that it is not possible at this stage to identify all the interventions needed. Further work will be required throughout the Plan period to identify and deliver new routes and services that function effectively as part of the overall network. The new routes and services will be influenced by development and, as they are delivered, they will influence new development in turn.
- 10.45** The scale and lead-in times for the more significant public transport infrastructure, such as a potential city centre tunnel, will mean that construction may only begin towards the end of the plan period and completion may be beyond 2039.

### **Northern Powerhouse Rail (NPR)**

- 10.46** The proposals for “Northern Powerhouse Rail / NPR” are still being progressed as new and improved services through “Network North” and are anticipated to include new stations at both Piccadilly Station and at Manchester Airport. Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open-up a wider range of employment and leisure opportunities for residents. Delivery of Northern Powerhouse Rail will put Greater Manchester at the heart of a new high-quality rail network with improved connections to and from Greater Manchester.
- 10.47** Proposals for NPR will consolidate further the position of Greater Manchester as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. We support the economic benefits of NPR but we will seek to ensure that any negative impacts on our communities and natural environment are kept to a minimum.
- 10.48** Safeguarding Directions require local planning authorities to consult HS2 Ltd on all relevant planning applications within the safeguarded area as set out in the Directions in order that the proposals can be assessed for any conflict with plans for the railway. The aim of safeguarding is not therefore

necessarily to prevent development on the land that may be needed to build and operate the railway, but to ensure that no conflict is created.

- 10.49** It should be noted that Government has not yet withdrawn the HS2 Safeguarding Directions<sup>116</sup>, they will remain in force until amended for NPR.

### **Policy JP-C3: Public Transport**

In order to help deliver major improvements to public transport, we will support a range of measures, including:

1. Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;
2. Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
3. Improved public transport routes and services to the City Centre and wider Core Growth Area;
4. Improved public transport routes and services to Manchester Airport;
5. Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
6. More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;
7. Improved access to rapid transit routes including first/last mile solutions.

- 10.50** Further information on the strategic approach to public transport is set out in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan provides further detail on the public transport interventions currently proposed.

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<sup>116</sup> [Safeguarding information and maps for HS2](#)

## The Strategic Road Network

- 10.51** The Strategic Road Network will be required to perform the function of facilitating the safe and efficient movement of people and goods. Ongoing collaboration between National Highways, TfGM and the Local Authorities will be essential in ensuring that the SRN in Greater Manchester operates in an effective and efficient manner; and best contributes to sustainable economic growth. Greater Manchester benefits from a strategic location on the national motorway network, but some stretches of the city-region's motorways and trunk roads (known as the Strategic Road Network) are among the most congested and unreliable in the country. Major investment is already coming forward through the National Highways Roads Investment Strategy (RIS) to address some of these issues, for example through progression of the Smart Motorway programme for the M56, M62 and M6 and the Simister Island interchange improvements.
- 10.52** We continue to work in partnership with Department for Transport, National Highways and Transport for the North to address other SRN issues through major studies such as the Manchester M60 North West Quadrant Study, which is looking at the operation of the M60 between Junctions 8 and 18, and the Trans-Pennine Tunnel Study, which is exploring options to improve highway connectivity between the Greater Manchester and Sheffield City Regions. The recommendations of these and other studies could have major implications, both in terms of improving connectivity and network reliability and the physical impacts of new infrastructure. In the southern part of Greater Manchester, the study at the Airport around the M56 and the proposed study of the M60 corridor in the south-east will also be key. However, the scale and lead-in time for some of the infrastructure proposals and the five-year planning/investment periods for RIS may mean that they are only completed towards the end of the Plan period or beyond.

### Policy JP-C4: The Strategic Road Network

We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as

Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.

## **Streets for All**

- 10.53** Streets for All is Greater Manchester’s integrated approach to taking decisions about all streets in our city-region in a way that helps to balance the complex demands of everyone who uses, lives and works alongside our streets. The significant economic and population growth in Greater Manchester, over the past 20 years, has also led to rapid growth in demand for travel and traffic across the conurbation. In parallel, the city-region has also seen a growth in communities living in and around our urban centres and the City Centre. This has led to a range of pressures on streets, in local neighbourhoods, town and city centres and on major corridors, such as excess traffic, parked vehicles and local air pollution.
- 10.54** Streets for All provides a new way of managing streets to help achieve the ambition for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 10.55** Central to this is enabling people to switch more of the short journeys – that are currently made by car – to walking or cycling. Half of all journeys will continue to be made by car and we will continue to support those journeys, but if we want more people to spend more time on streets, travelling sustainably, we need a people-centred approach to the decisions we make about how streets are designed and managed. This will be essential for delivering a high quality of life, meeting environmental objectives, supporting social inclusion, and enabling us to compete with cities across the world for residents, skilled workers and tourists.
- 10.56** Recognising that streets vary greatly is at the heart of the Streets for All approach. Each street is unique, and many of them change in character throughout the day, across the week and along their length. Streets for All entails nurturing the distinct character of each street, based on a good

understanding of what both local communities and people travelling want from different streets.

**10.57** There will remain some places where streets act as vital social spaces, supporting community cohesion and local businesses, while others function mainly as routes for the movement of goods and people. Understanding this balance between functions will enable us to address a range of issues including:

- Poor air quality and high carbon emissions from road transport;
- Congestion caused by increased use of private vehicles;
- Low levels of physical activity as people make fewer journeys on foot or by bike;
- Too many road traffic injuries and deaths;
- Communities divided by major roads;
- Declining use of buses;
- Fewer children playing in our streets;
- Increased isolation, particularly for older or mobility impaired people, and those without access to a car; and
- Limited community cohesion and social interaction influenced by poor quality of place and hostile environments.

**10.58** Streets for All allows all these issues to be addressed through a single, coherent approach. Whilst the emphasis will be on sustainable travel, there will still be a need for targeted improvements to the highway network so that people and goods can move around the city-region efficiently. It will, however, be essential that any highways investment is part of a comprehensive multi-modal strategy that supports the overall aim of increasing walking, cycling and public transport, to avoid generating a higher proportion of car journeys.

**10.59** There is great potential to increase walking, cycling and public transport to and from the city centre, in our town centres and in local neighbourhoods. The ambition is to better support these types of journeys through a



combination of good urban planning and making streets safer and more welcoming. This means:

- People will benefit from an attractive and inclusive walking environment;
- Streets will provide a safe and connected cycling experience;
- Goods will reach their destinations on time, with minimal impact on local communities;
- Streets will facilitate a reliable, integrated and accessible public transport network;
- Streets will feel like welcoming and healthy places to spend time;
- They will enable us to harness future mobility innovations; and
- On our streets, we will make best use of existing assets.

### **Policy JP-C5: Streets for All**

Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport').

We will seek to ensure:

1. The design and management of streets will follow a Streets for All approach, including by:
  - a. Understanding the 'movement and place function' of streets as the starting point for improvement;
  - b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
  - c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network;

- d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
  - e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';
  - f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;
  - g. Incorporating increased levels of greenery including trees where possible;
  - h. Offering shelter from wind and rain, and shade from the sun;
  - i. Delivering priority for public transport and facilities for public transport users;
  - j. Providing appropriate places and routes for servicing, deliveries and 'drop-off';
  - k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;
  - l. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and;
  - m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.
2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
  3. Any new infrastructure minimises the negative effects of vehicle traffic; and
  4. New infrastructure includes provision for utilities and digital infrastructure where required.

- 10.60** Further information on Streets for All and the strategic approach to highway infrastructure improvements is set out in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan provides further detail on the highway infrastructure interventions currently proposed.

## Walking and Cycling

- 10.61** Currently around half of the trips made by our residents are less than 2km in length with 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking in the Plan area which will be fundamental in achieving the city region's overall transport vision.
- 10.62** Both walking and cycling have minimal costs and are open to people of all ages. So encouraging more people to walk and cycle will support greater social inclusion and independence. The increased physical exercise they bring, particularly in comparison to driving, will also help benefit peoples' health and wellbeing. By encouraging fewer people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.
- 10.63** If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of our walking and cycling infrastructure will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. High-quality walking and cycling infrastructure will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.
- 10.64** Central to all of this will be the delivery of the Greater Manchester Cycling and Walking Infrastructure Proposal (Bee Network), which is a vision for Greater Manchester to become the first city-region in the UK to have a fully joined up walking and cycling network.<sup>117</sup> Greater Manchester's Cycling and Walking Investment Plan (Change a Region to Change a Nation) sets out our ambition to connect every neighbourhood and community in Greater

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<sup>117</sup> Mayor of Greater Manchester, GMCA and TfGM (2018) Greater Manchester's cycling and walking infrastructure proposal

Manchester, covering over 1,800 miles of route. The network will have a single identity across Greater Manchester, using the symbol of the worker bee, which will represent a promise of route quality: that all such routes will be easily useable by a competent 12 year old on a bike, or by a parent pushing a double buggy. A broad range of improvements will be required, varying from route to route, including easy crossing points of major roads, innovative junction designs, 'active' neighbourhoods with through motor traffic removed, and the creation of fully segregated cycleways on major corridors.

### **Policy JP-C6: Walking and Cycling**

In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;

**10.65** Further information on the strategic approach to walking and cycling is set out in the Greater Manchester Transport Strategy 2040 refresh. Our Five Year Transport Delivery Plan and Greater Manchester's Walking and Cycling

Investment Plan (Change a Region to Change a Nation) provide further detail on the walking and cycling interventions currently proposed.

## Freight and Logistics

- 10.66** Freight is essential for both our economy and productivity. It supports a broad range of sectors, including manufacturing, retail and waste management. Logistics is also an important sector in its own right, with significant growth potential within the Plan area. The PfE Plan identifies a strong portfolio of employment sites, many of which will be suitable for logistics, including regional and national distribution centres. Logistics is also becoming even more important to everyday life, with the increase in internet shopping and demands for same or next day deliveries.
- 10.67** Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution. The Plan area benefits from having a large rail freight terminal at Trafford Park, which provides daily services to/from the major ports of Felixstowe, Southampton and London Gateway. Sustainable freight will be further enhanced by the completion of Port Salford, which will provide rail connections via the main Manchester-Liverpool line, shipping links along the Manchester Ship Canal to the deep-water facilities at the Port of Liverpool, and a new on-site container terminal. It will be important to make the most of these facilities as additional opportunities for new rail and water-served sites elsewhere in the Plan area are limited.
- 10.68** Many logistics sites in the Plan area will be reliant on road-based freight, taking advantage of the strategic location within the national motorway network. This reinforces the importance of delivering the strategic highway improvements identified above. The Plan area also benefits from outstanding air freight connections at Manchester Airport and its World Freight Terminal.
- 10.69** It is recognised that on certain parts of the SRN and at certain times a shortage of parking facilities for HGVs can make it difficult for drivers to find safe space to stop and adhere to requirements for mandatory breaks and rests. The provision of new and improved facilities would improve driver

welfare and help avoid inappropriate HGV parking on local roads. To alleviate the shortage, the expansion and improvement of existing facilities, or creation of new facilities, will be supported where it is appropriate to do so.

- 10.70** The growth in on-line retailing and ‘just in time’ approaches to manufacturing and other businesses is increasing the number of smaller scale deliveries, contributing to congestion and pollution particularly in urban areas. Higher population and employment densities in locations such as the city centre will exacerbate these pressures. It will therefore be important to manage such deliveries in a way that minimises their adverse impacts, such as through centres where deliveries can be consolidated, the use of low- and zero-emission vehicles including electric vehicles, cargo bikes and E-cargo bikes, changing procurement practices, and avoiding the need for repeat delivery attempts. This could require shared facilities where different operators can consolidate their deliveries.

### **Policy JP-C7: Freight and Logistics**

We will support the more efficient and sustainable movement of freight, including by:

1. Protecting existing rail- and water-served sites and associated infrastructure.
2. Completing the tri-modal Port Salford, including a rail spur from the Manchester-Liverpool line, canal berths on the Manchester Ship Canal, and a container terminal.
3. Accommodating the expansion of air freight activities at Manchester Airport.
4. Enabling the provision of consolidated distribution centres and the use of low- and zero-emission vehicles including electric vehicles, cargo bikes and E-cargo bikes for local and last mile deliveries.
5. Enabling the provision of overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where there is likely to be demand, and it is appropriate to the location.

6. Ensuring that new development makes appropriate provision for deliveries and servicing in terms of road safety, traffic congestion and environmental impacts, in accordance with Policy JP-C8.

## **Transport Requirements of New Development**

- 10.71** The location, design and density of development is fundamental, as it influences how far people need to travel and their ability to make these journeys by sustainable modes as well as equality of opportunity for all. Good access to local facilities and amenities is critical to encouraging sustainable journeys by providing opportunities to work, learn, shop, play and socialise locally. To be sustainable, developments need to be located close to existing facilities or be mixed use developments that provide community facilities such as schools, healthcare centres, shops, parks and play areas. Higher density developments help to make the provision of these community facilities and public transport economically viable.
- 10.72** The design of new development will be critical in encouraging more people to walk, cycle and use public transport. It will also help minimise the negative effects of car dependency, such as traffic congestion, greenhouse gas emissions, air and noise pollution and poorer quality places. Given the importance of these issues, and the related objectives in improving health and quality of life, it is critical that we get this right.
- 10.73** Increased traffic is often one of the biggest concerns for existing residents when faced with new development, however there is potential for growth to provide new opportunities for improved public transport, cycling and walking that can benefit both new and existing communities.
- 10.74** Although the focus is on increasing walking, cycling and public transport, it must be recognised that there is a need to accommodate other forms of transport. New development will be designed to make these journeys as sustainably as possible, for example by supporting the use of low- or zero-emission vehicles by providing the appropriate ULEV charging infrastructure for both private and shared vehicles. Improvements to the public transport network are planned, but it will be impossible to provide every area with

good public transport access at all times. Flexible on-demand and shared services such as car clubs, Local Link and taxis, will have an important role to play in filling the gaps in public transport routes and services, and so it will be important that new developments are designed to accommodate them where appropriate.

- 10.75** Policies within JP-C8 seek to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements on the highway network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.
- 10.76** In the first instance, new development should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. Appendix D sets out the indicative transport mitigation that has been identified in relation to the Plan allocations (through the Locality Assessment process and the SRN Future Work Programme Technical Report) in a single strategic “worst-case” scenario. Detailed scenarios, underpinned by local traffic counts, will need to be assessed and developers will need to develop effective detailed mitigation for the site which demonstrates that the mitigation will deliver the vision identified.
- 10.77** The interventions in Appendix D to support walking, wheeling and cycle movements and to facilitate access to high-quality public transport should be considered as a starting point for developers to mitigate the impacts of allocations.
- 10.78** The highway interventions in Appendix D should be considered by developers to mitigate the impact of allocations only once alternative options to manage down the traffic impacts of planned development have been considered as a first preference.
- 10.79** The existing evidence suggests that the “necessary” mitigation would be required to deliver the allocations in the scenario tested, and “supporting”



mitigation are complementary measures that could further improve the accessibility and/or transport sustainability of the allocation. As a starting point, it would be beneficial to consider both necessary and supporting interventions through the Transport Assessment scenario testing.

**10.80** In order to assess the cumulative impacts of growth, when undertaking a Transport Assessment for development proposals that are consistent with the Plan, developers will need to consider committed development, including relevant local plan allocations, where there is a reasonable degree of certainty they will proceed within the next 3 years. In consultation with local highways authorities, developers should agree the committed developments /allocations and potential transport interventions (which may come forward in the next 3 years) that should be considered in the assessment. Where development proposals are not consistent with an up-to-date plan or strategy, the Transport Assessment should include all relevant development that is consented or allocated over the entirety of the plan period.

**10.81** Developers will be expected to contribute to the funding and delivery of required new infrastructure or services.

### **Policy JP-C8: Transport Requirements of New Development**

We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

#### Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;
  - Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:
    - be direct, safe and convenient;

- connect to nearby facilities, employment areas, public transport stops; and
- improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
- Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
- Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;

2 Ensure appropriate connectivity to the existing highway network.

### Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;

### Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

### Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers;

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;
9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
  - i. Showers, changing facilities and lockers for cyclists and walkers
  - ii. Pool or hire bikes for use by occupiers
  - iii. Information in advance about facilities to visitors;
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

#### Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;
14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:
  - meets road safety requirements,
  - reduces transport emissions and other environmental impacts,
  - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

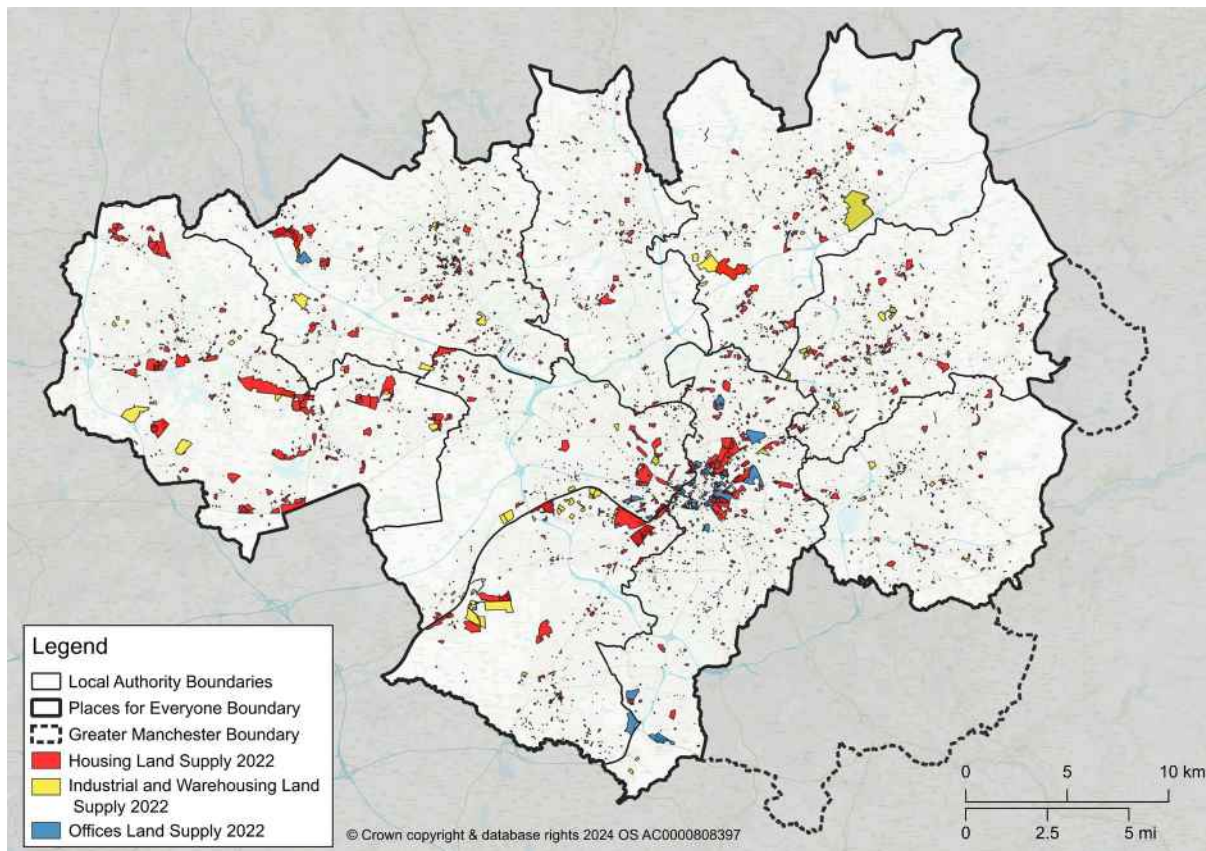
- 16 Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.
- 17 Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.

## Allocations

### Strategic Allocations

- 11.1** To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we have sought to maximise the use of land outside of the Green Belt, giving the highest priority to brownfield land.
- 11.2** The majority of the development required to deliver this Plan's spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development 2022' shows the existing land identified for office, industrial and housing development through our land availability assessments. This land supply is updated annually and includes the identification of suitable brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy.
- 11.3** As appropriate, district Local Plans will allocate sites from this supply reflecting the distribution set out in tables 6.1, 6.2 and 7.2, to ensure that the spatial strategy can be met. In the event that it proves necessary to look to land beyond the existing supply, as updated, national planning policy would apply including in the case of the Green Belt the requirement for exceptional circumstances.

Picture 11.1 Existing land identified for office, industrial/warehousing and housing development 2022



- 11.4** As set out in both Chapter 6 ‘Places for Jobs’ and Chapter 7 ‘Places for Homes’, insufficient land has been identified within these assessments to meet our development needs.
- 11.5** Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of our development needs, but it has been agreed that this would not be appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns.
- 11.6** Some additional development sites, outside the urban area, are therefore required to deliver our inclusive growth needs. The role of this Plan is to identify these sites, provide the policy context for their development and make the associated changes to the Green Belt. Combined with the existing land supply these sites will enable us to meet our overall objectives.

- 11.7** The sites identified reflect the overall spatial approach set out in Chapter 4 'Strategy' with the aim of making the most of existing locations and assets whilst providing opportunities across the Plan area that help address current disparities. The identification of the sites within this section will help to achieve the sustained economic growth in the Core and our southern parts of the conurbation whilst significantly boosting the economic competitiveness of the northern districts in Greater Manchester. This is not only linked to the provision of new jobs and opportunities but also the choice and quality of housing, the infrastructure required to support the new development and the delivery of high quality places.
- 11.8** The strategic employment allocations have been selected based on their location and the opportunity they provide to address some of the economic disparities evident within the conurbation. Some of these sites straddle local authority boundaries and are of a scale that are nationally and, in some cases, globally significant in terms of attracting new businesses and investment.
- 11.9** The strategic housing allocations provide an opportunity to widen housing choice within districts. This will include the provision of affordable housing as well as larger and higher value homes in those areas which there is currently a lack of such housing. This will create a more inclusive housing offer across our boroughs and improve the overall housing offer within individual districts and improve their ability to attract and retain residents.
- 11.10** To ensure that these strategic allocations deliver scale and quality of development required the use of masterplans, where appropriate, will be an important component in ensuring a comprehensive approach to development which is aligned with the delivery of associated infrastructure. This approach will help to deliver high quality, sustainable places which maximises the benefits of the land release for development.
- 11.11** If successful places are to be created then it will be vital that developments deliver the infrastructure and facilities necessary to support them. The specific type and scale of infrastructure required to support this new

development is set out within the policies. This includes infrastructure relating to accessibility, public transport, social infrastructure (such as schools, health and community facilities) and green infrastructure (including open spaces and biodiversity resources). More general requirements that would be applied to all development are set out in the broader thematic policies set out in earlier sections of the plan.

**11.12** Picture 11.2 'Places for Everyone Allocations' shows all the sites allocated within this Plan. These are defined on the Policies Map and a detailed policy framework for each allocation is set out in this Chapter.

**11.13** The allocation policies include figures for the number of new homes and/or amount of employment floorspace expected to be delivered during, and in some cases also after the end of, the plan period. Those figures are indicative only, as the amounts of development will be determined through the masterplanning and planning application processes. Furthermore, the policies are not intended to prevent the completion of any of the development proposed on the allocations during the plan period.



Picture 11.2 Places for Everyone Allocations

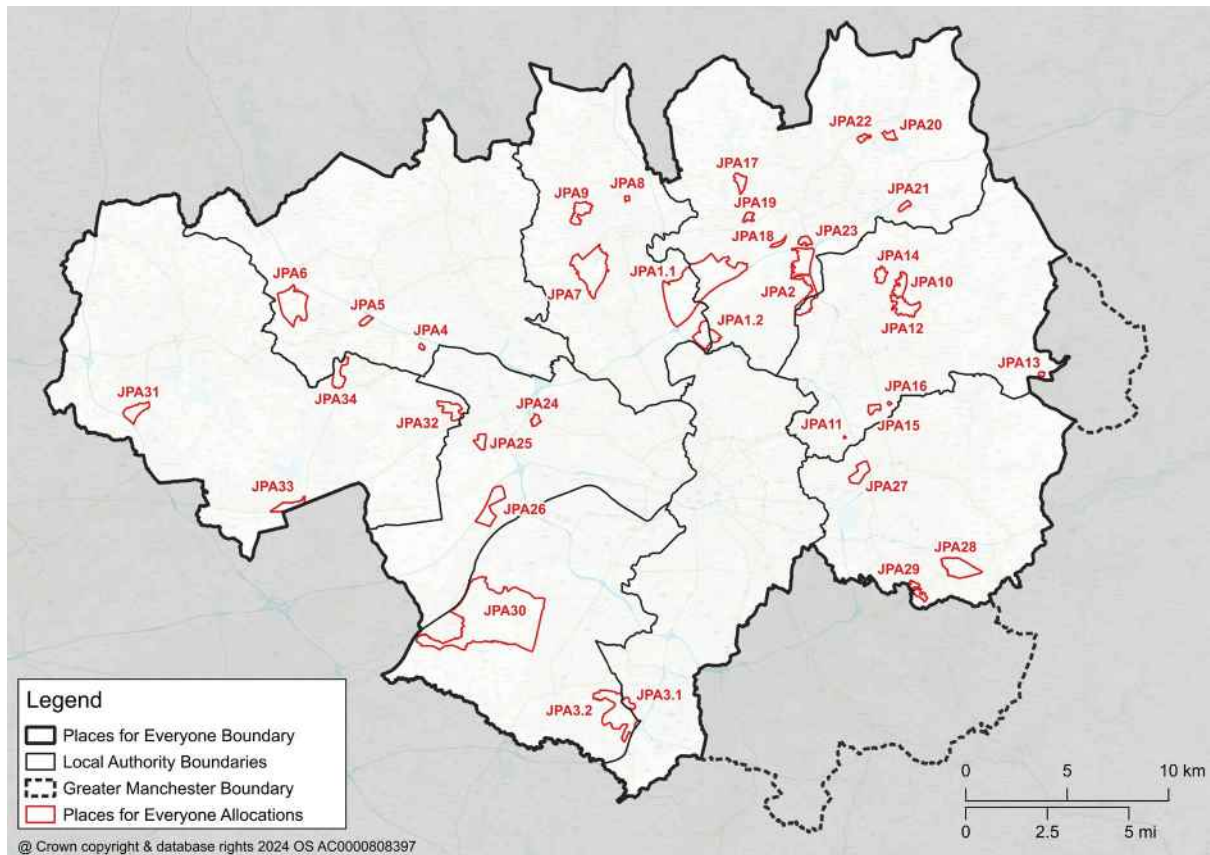


Table 11.1 List of Places for Everyone Allocations

District	Places for Everyone 2021 Policy Number	2021 Policy Name
Cross Boundary	JPA1.1	Northern Gateway Heywood / Pilsworth
Cross Boundary	JPA1.2	Northern Gateway Simister and Bowlee
Cross Boundary	JPA2	Stakehill
Cross Boundary	JPA3.1	Medipark
Cross Boundary	JPA3.2	Timperley Wedge
Bolton	JPA4	Bewshill Farm
Bolton	JPA5	Chequerbent North
Bolton	JPA6	West of Wingates
Bury	JPA7	Elton Reservoir

<b>District</b>	<b>Places for Everyone 2021 Policy Number</b>	<b>2021 Policy Name</b>
Bury	JPA8	Seedfield
Bury	JPA9	Walshaw
Oldham	JPA10	Beal Valley
Oldham	JPA11	Bottom Field Farm (Woodhouses)
Oldham	JPA12	Broadbent Moss
Oldham	JPA13	Chew Brook Vale (Robert Fletchers)
Oldham	JPA14	Cowlishaw
Oldham	JPA15	Land south of Coal Pit Lane (Ashton Road)
Oldham	JPA16	South of Rosary Road
Rochdale	JPA17	Bamford and Norden
Rochdale	JPA18	Castleton Sidings
Rochdale	JPA19	Crimble Mill
Rochdale	JPA20	Land north of Smithy Bridge
Rochdale	JPA21	Newhey Quarry
Rochdale	JPA22	Roch Valley
Rochdale	JPA23	Trows Farm
Salford	JPA24	Land at Hazelhurst Farm
Salford	JPA25	East of Boothstown
Salford	JPA26	Port Salford Extension
Tameside	JPA27	Ashton Moss West
Tameside	JPA28	Godley Green Garden Village
Tameside	JPA29	South of Hyde
Trafford	JPA30	New Carrington
Wigan	JPA31	M6 Junction 25
Wigan	JPA32	North of Mosley Common
Wigan	JPA33	Pocket Nook

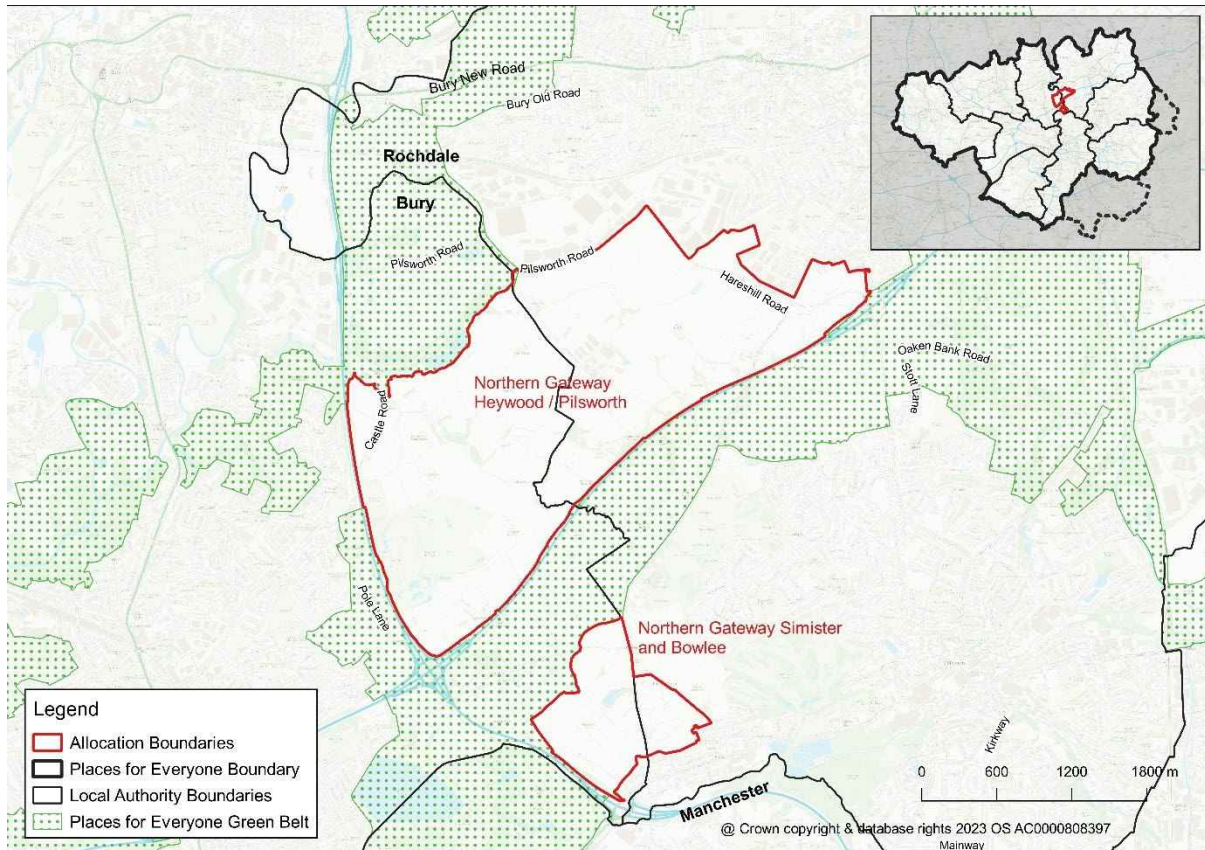
<b>District</b>	<b>Places for Everyone 2021 Policy Number</b>	<b>2021 Policy Name</b>
Wigan	JPA34	West of Gibfield

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## Cross-Boundary Strategic Allocations

### Northern Gateway

Picture 11.3 JPA 1 Northern Gateway



**11.14** 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) (see Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'); and
- Simister and Bowlee (Bury and Rochdale) (see Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)')

**11.15** 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

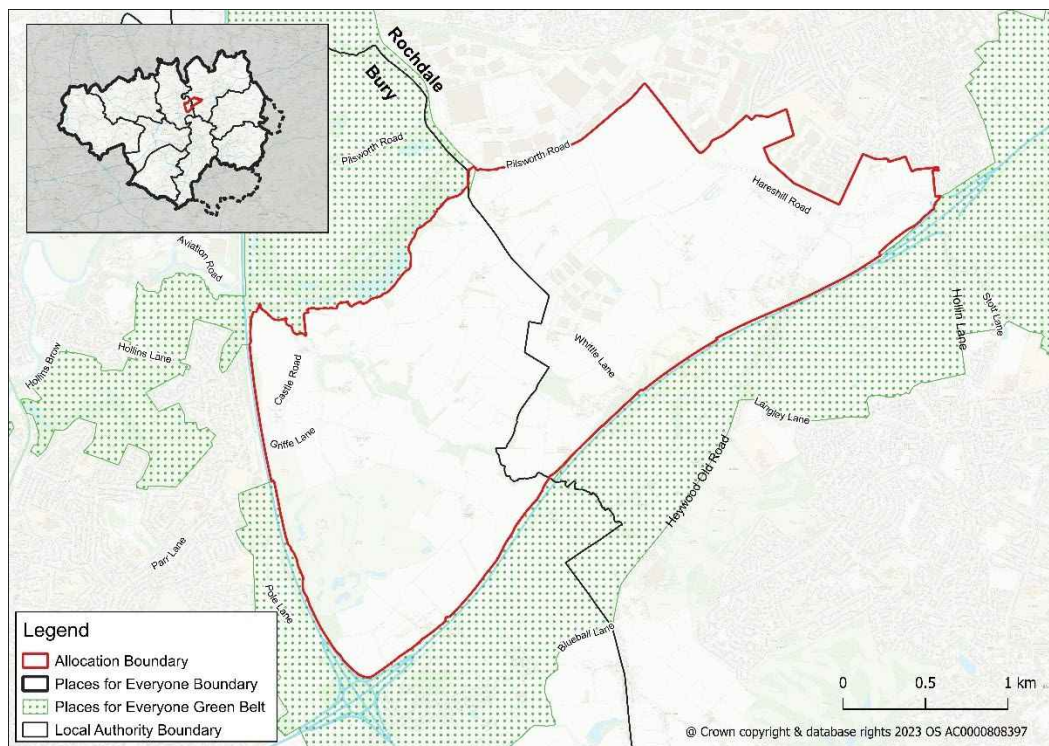
level. The central theme of the spatial strategy for the joint plan is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key growth locations that will help to deliver these fundamental objectives.

- 11.16** 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.
- 11.17** 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 joint plan plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.
- 11.18** This 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.
- 11.19** To be successful and sustainable, the employment and housing opportunities need to be accessible by a range of transport modes and be linked directly to existing and new communities in the surrounding area 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, potentially 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.

- 11.20** The opportunities at Heywood/Pilsworth and Simister/Bowlee will need to incorporate extensive supporting infrastructure. The full delivery of the allocation at Heywood/Pilsworth is likely to extend beyond the plan period.

## Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway)

Picture 11.4 JPA 1.1 Heywood / Pilsworth (Northern Gateway)



### Policy

Development at this allocation will be required to:

1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities;
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 and should;
3. Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 935,000 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;



4. 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;
5. 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 (subject to local demand, having regard to Bury's self-build register and other relevant evidence), 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;
6. Deliver an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation;
7. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
8. Make provision for affordable housing in accordance with local planning policy requirements;
9. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
10. 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);
11. Retain and enhance existing recreation facilities (including Castlebrook High School playing fields and Pike Fold Golf Course) or, where necessary,

- make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location;
12. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure including the integration and enhancement of existing features such as Brightly Brook, Whittle Brook and Castle Brook;
  13. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;
  14. Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent;
  15. 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;
  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. Take appropriate account of relevant heritage assets, and their settings, including Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings in accordance with Policy JP-P2;
  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;
  19. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester

Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans); and

20. Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided.

#### Reasoned Justification

- 11.21** 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.
- 11.22** 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. 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.
- 11.23** 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 935,000 sqm of this will be delivered within the plan period (including 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.

- 11.24** 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.
- 11.25** 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.
- 11.26** 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.
- 11.27** 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.

- 11.28** 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 growth 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.
- 11.29** 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.
- 11.30** 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.
- 11.31** 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.

- 11.32** 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.
- 11.33** 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.
- 11.34** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.35** Remaining Green Belt boundaries to the south and west of the site are clearly defined by the M62 and M66 motorways. However, at present, the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.

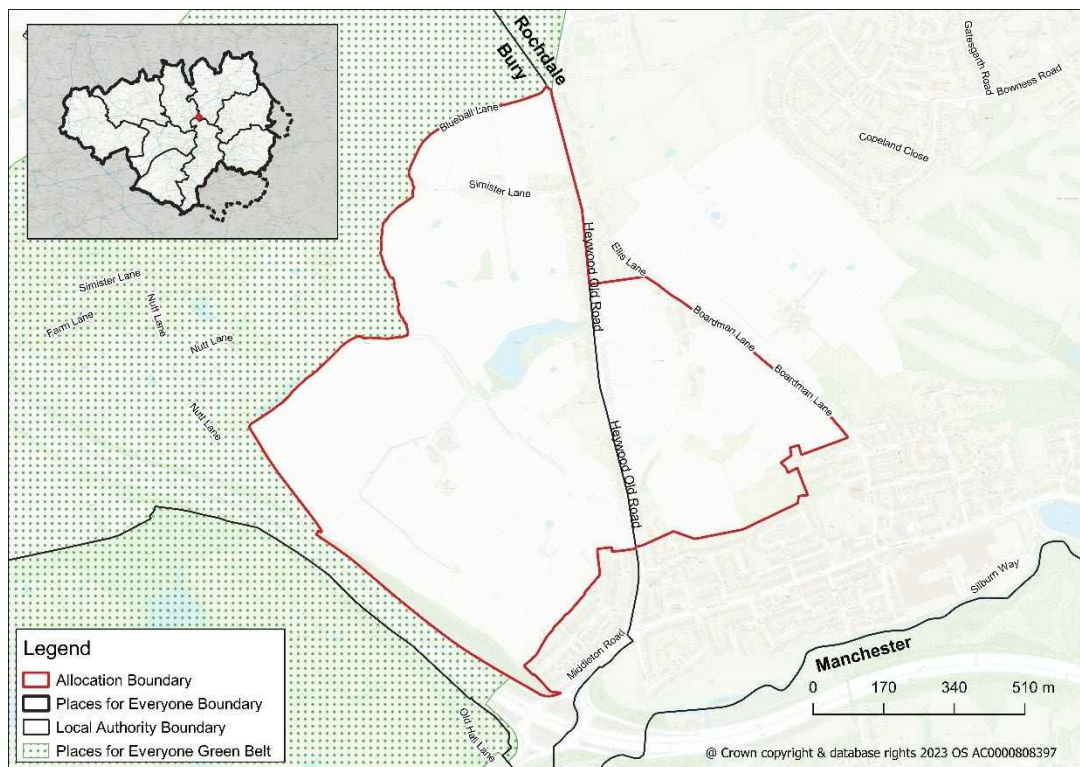
- 11.36** Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4 which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be 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 to discharge surface water, only foul flows should connect with the public sewer.
- 11.37** 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.
- 11.38** 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.
- 11.39** The allocation is identified as containing Mineral Safeguarding Areas for sandstone (3.9% of the site); sand and gravel (10.2%); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.
- 11.40** The Natural England/Defra 'Peaty Soils Location (England)' layer is published on the Natural England website with the intention of identifying the

extent of peaty soils and this shows a potential area of peat in the south-western part of the site to the north of the M60 Junction 18 Simister Island Interchange. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.



## Policy JP Allocation 1.2: Simister and Bowlee (Northern Gateway)

Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



### Policy

Development at this allocation will be required to:

1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities;
2. Deliver a broad mix of around 1,550 homes to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This should include an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (subject to local demand having regard to the Councils' self-build registers and other relevant evidence) and a mix of housing densities with higher densities in areas of good accessibility and potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context;

3. Make provision for new and improved sustainable transport and highways Infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
4. Make provision for traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation except by public transport;
5. Make provision for affordable housing in accordance with local planning policy requirements;
6. Make provision for a new two-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;
7. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities and ensure it is integrated with existing communities;
8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and the new areas of employment at Heywood/Pilsworth (JPA1.1);
9. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;
10. Strengthen the boundary of the Green Belt to the north-west of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
11. Make provision for biodiversity, including taking appropriate account of Bradley Hall Farm SBI, in accordance with Policy JP-G8;
12. Incorporate appropriate noise and air quality mitigation measures and high-quality landscaping along the M60 motorway corridors and local road network if required within the allocation;

13. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
14. Take appropriate account of relevant heritage assets, and their settings, including Heaton Park, in accordance with Policy JP-P2; and
15. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.41** The delivery of this urban extension has transformational potential in enabling new housing development of 1,550 units, community facilities and new transport infrastructure to come forward in what is currently an area that contains significant pockets of high deprivation. Any housing development within the allocation will be required to make provision for recreation and affordable housing to meet the needs of the prospective residents in line with Local Plan policy requirements, across a range of housing types, sizes and tenures.
- 11.42** The delivery of such a major opportunity will require significant investment in infrastructure if it is to be successful and sustainable. In particular, the allocation will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at JPA1.1 Heywood/Pilsworth. This could potentially include Bus Rapid Transit linking Manchester City Centre to the Northern Gateway allocation. The allocation may also benefit from a potential Bus Rapid Transit or Metrolink extension to Middleton. Higher density development close to these corridors will help support the viability of new services. These public transport improvements will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.
- 11.43** The development of a large-scale community such as this will require new facilities for residents such as shops, health facilities, community facilities

and recreational areas. These will be provided in accessible locations within walking distance of homes. In addition, demand on school places will also increase and therefore investment in new facilities for primary and secondary education will be required.

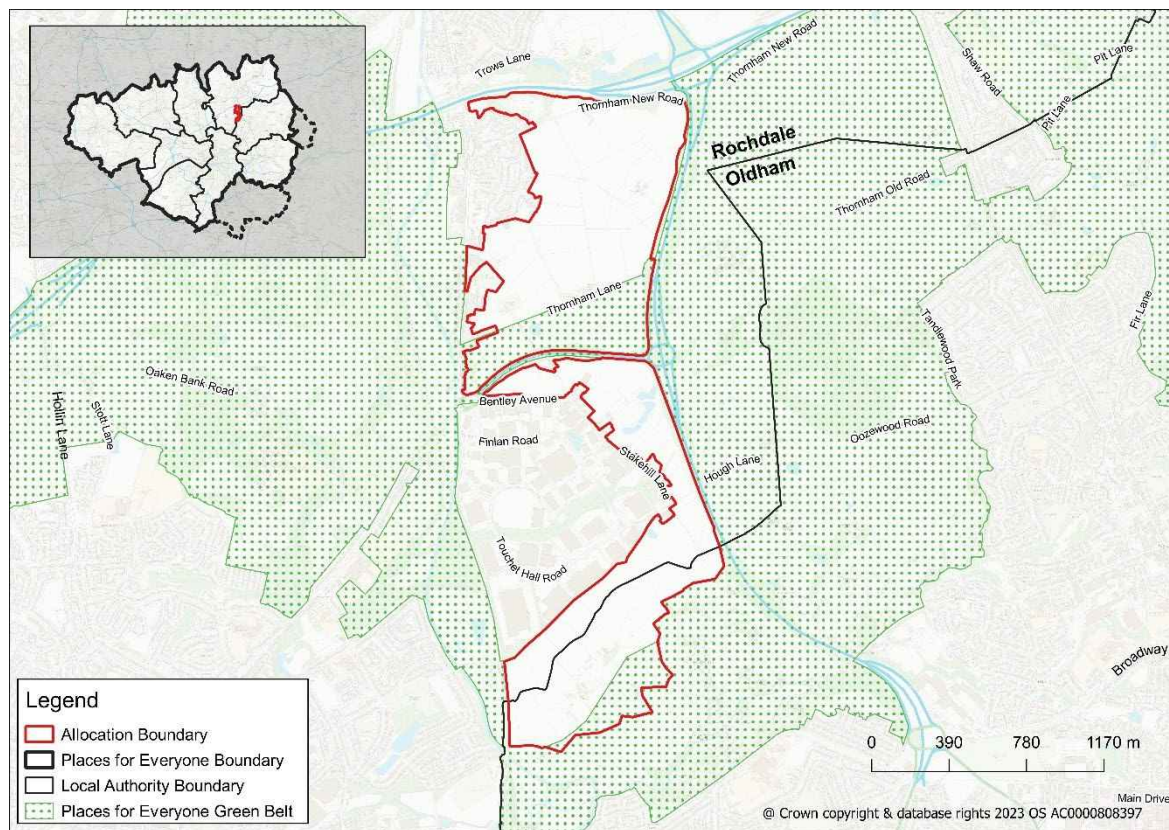
- 11.44** The semi-rural nature of this part of Greater Manchester and the character and setting of small villages such as Simister and Bowlee will be respected and will inform the layout, density and built form of development in these locations. Areas of open land and green infrastructure will be incorporated to maintain the identities of these places, including the retention of historic field boundaries, routeways and woodlands where practical. The allocation also includes existing areas of biodiversity value, notably the streams and flushes at Bradley Hall Farm which form a Site of Biological Importance in the eastern part of the allocation. This SBI and other areas of identified biodiversity value should be taken fully into account in the masterplanning of the site.
- 11.45** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.46** Remaining Green Belt boundaries are clearly defined by the M60 motorway to the south-west of the site. However, at present, the boundary of the Green Belt to the north-west of the site is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.
- 11.47** Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4 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.

- 11.48** Given that the site is located adjacent to the M62 motorway, there may 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.
- 11.49** There are a number of assets of historical significance in proximity to the allocation, and whilst outside the allocation boundary, any development would need to consider the impact on their setting through the completion of a Heritage Impact Assessment.
- 11.50** The allocation is identified as containing Mineral Safeguarding Areas for sand and gravel (2.9%); surface coal (63.9%); and brickclay (63.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 2: Stakehill

Picture 11.6 JPA 2 Stakehill



### Policy

Development at this site will be required to:

1. Deliver around 150,000 sqm of high quality, adaptable industrial and warehousing floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and/or other key economic sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor;
2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high-quality extension to the urban area. This includes making provision for affordable housing in accordance with relevant local plan requirements;

3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1Policy . The scale of the residential development on the northern part of the allocation provides an opportunity to adopt a 'garden village' approach to create a locally distinctive residential offer;
4. Take appropriate account of relevant heritage assets, and their settings, including the listed St John's Church and war memorial in accordance with JP-P2;
5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Stakehill Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ;
6. Have regard to views from Tandle Hill Country Park to the east which lies within Pennine Foothills (West /South Pennines) landscape character type. This should reflect and respond to the special qualities and sensitivities of the key characteristics of this landscape character type in accordance with policy JP-G1 in order to minimise the visual impact as much as possible;
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2. This should include improvements to the retained areas of Green Belt between the A627(M) spur and Thornham Lane and in the south of the site;
8. Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognizable and likely to be permanent, in particular separating the development area and land to be retained as Green Belt to the south;
9. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;

10. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;
11. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
12. Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include making provision for biodiversity, including taking appropriate account of the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site, in accordance with policy JP-G8;
13. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 1,000 sqm / 50 dwellings or more;
14. Development of the residential element of the site will be expected to make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5. In addition, the provision of land to deliver the expansion of Thornham St John's Primary School located within the allocation will also be required;
15. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors; and
16. Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.51** Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the



potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key economic sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the North-East Growth Corridor and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the North-East Growth Corridor and elsewhere.

- 11.52** The location of the housing and employment development within the allocation takes account of existing land uses and the potential to separate out residential and industrial traffic. The residential development will be focused to the north of Thornham Lane and to the south of the A627(M) spur. The employment development will be located to the south and east of the existing industrial estate.
- 11.53** Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. Public transport on the western edge of the site is good but public transport access, particularly from Oldham borough, requires improvement. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the North-East Growth Corridor gateway providing different types of premises and appeal to a wide range of uses and sectors.
- 11.54** As well as the expansion of the employment offer, an opportunity exists to deliver a significant amount of housing that will both support the new employment development and boost the supply of housing in this part of the sub-region. The site lies between the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by generally good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

- 11.55** It is important that the whole site is subject to masterplanning and design codes in order to deliver a comprehensive scheme. Given the size of the allocation, a single masterplan or design code may not be necessary. However, where more than one masterplan or design code is produced these should demonstrate how they relate to masterplans/design codes for adjoining areas in order to deliver a high-quality development across the whole site.
- 11.56** There will need to be significant public transport improvement to and within the site as a whole. The site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development. While the edges of the site nearest to these stations are potentially within walking distance it is unlikely that such trips will be made without additional supporting bus services that link these modes of transport. A new southerly link to Mills Hill station could form part of any expansion of the industrial estate. The scale of development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated Park & Ride facility. This opportunity is currently being investigated further by TfGM and a contribution from the proposed development would assist in the delivery of this new station. Investment in public transport infrastructure or services will also be needed to provide access to the site's employment opportunities for Oldham residents, which needs to be investigated further by TfGM. Investment in public transport and associated infrastructure should be complemented by a high-quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.
- 11.57** The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. A proportion of the site to the south is also to be retained as

Green Belt. Much of the allocation is contained by permanent, physical boundaries. However, all the Green Belt boundaries, particularly the southern boundary, should utilise existing landscape features and incorporate high quality boundary treatment to provide an attractive defensible Green Belt boundary.

- 11.58** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation also provide an opportunity to provide compensatory improvements to the environmental quality and accessibility of retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). The area of Green belt retained in the south also allows for the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network reflecting its ‘green’ employment park setting.
- 11.59** Whilst the development does not encroach into the areas around Tandle Hill Country Park, which lies within Pennine Foothills (West /South Pennines) landscape character area, the relative proximity of some development to the park means it is vital that development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for links between the site for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials used within the development can help mitigate against any visual impact. The site does include areas of biodiversity, including ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.
- 11.60** As the development site forms part of the setting of the Church of St John, a Grade II listed building, the masterplan must seek to retain key views to and from the designated heritage, specifically those from the footpath on Church

Avenue. The masterplan will also consider these sensitivities in terms of design, density and provision of green space to preserve the tranquillity of the Church. Similarly, where practical, historic field boundaries as highlighted by the Historic Environment Assessment 2020 should be retained and incorporated into the masterplan to help retain the rural character of the site. These areas and assets identified by the Stakehill Historic Environment Assessment 2020 will require a programme of archaeological investigation. These sites will be considered through the detailed masterplanning of this site and any subsequent planning application.

- 11.61** The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. 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 to ensure that development close to the canal is designed sensitively to the protected habitat.
- 11.62** The wider opportunity area is adjacent to and includes areas existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.
- 11.63** The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places as well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.
- 11.64** In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. There is an opportunity to expand this small, village school to assist in meeting demand for primary school places generated from the proposed development and provide a highly accessible school for new residents.
- 11.65** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sand and gravel (97.5%); and surface coal

(99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

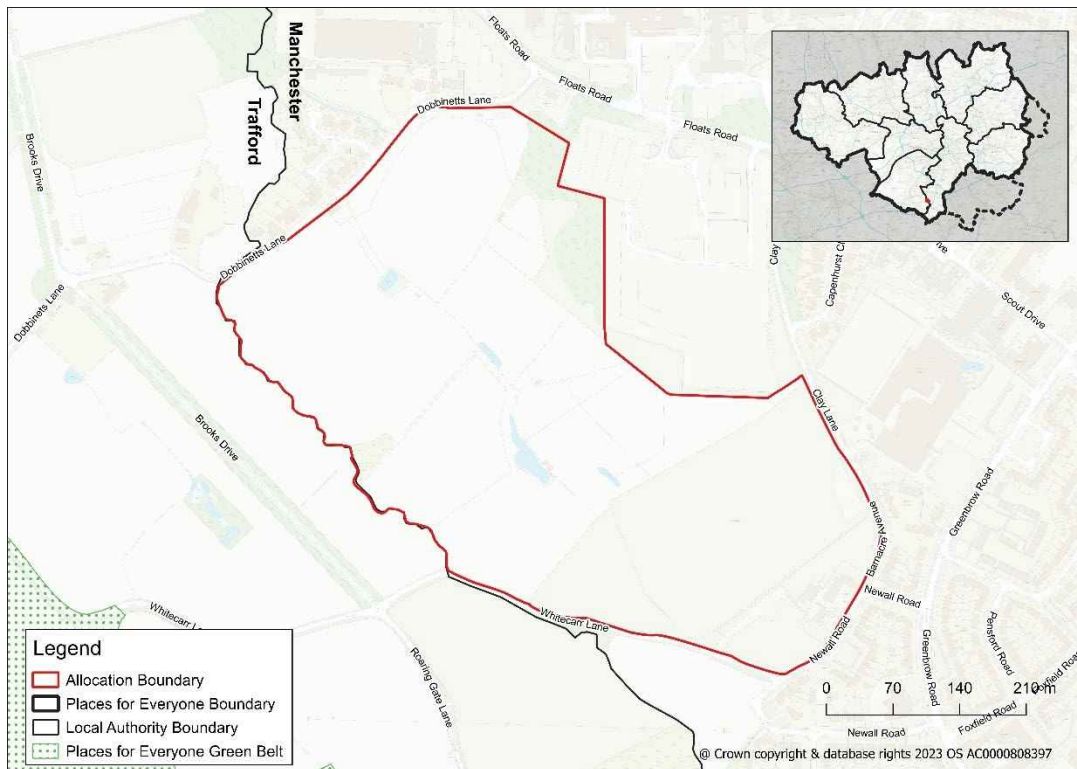


benefits of NPR will support existing businesses, inward investment and job creation and the advantages this gives to new development in this location are hugely significant.

- 11.69** Strategically situated between Manchester University NHS Foundation Trust, Wythenshawe Hospital, Manchester Airport and Airport City, these allocations form part of the Manchester Airport Strategic Location (Policy JP-Strat10 'Manchester Airport'). The significance of these locations collectively, as regards delivering in an integrated manner development which meets the Joint Plan area's needs, is considerable. The development at Medipark, will accommodate specialist knowledge-based businesses, while the Timperley Wedge allocation will provide office employment land.
- 11.70** Significant transport improvements are required and will need to be subject to further, more detailed traffic assessment and masterplanning for each of the allocations.
- 11.71** There is significant potential to provide strong green infrastructure connections between the two allocations, especially along new walking and cycling routes and across and along in particular Fairywell Brook both north into Manchester and south towards Manchester Airport and into the wider countryside south of Timperley Wedge into Cheshire and north along Timperley Brook towards Altrincham.

## Policy JP Allocation 3.1: Medipark

Picture 11.8 JPA 3.1 Medipark



### Policy

Development on this site will be required to:

1. Deliver about 86,000 sqm Class E (g) -focused floorspace;
2. Development should be configured to take advantage of transport infrastructure in the area including the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Deliver a new spine road through the site with connections to the existing road network and JP3.2 Timperley Wedge;
4. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
5. Complement the wider Roundthorn Medipark development and the development proposed in Timperley Wedge;



6. Take appropriate account of relevant heritage assets, and their settings, including the listed buildings of Newall Green, in accordance with policy JP-P2;
7. Take appropriate account of the adjacent playing field in accordance with policy JP-P7;
8. Take appropriate account of the historic landscape features within the site;
9. Provide a flood risk management strategy, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure; and
10. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2.

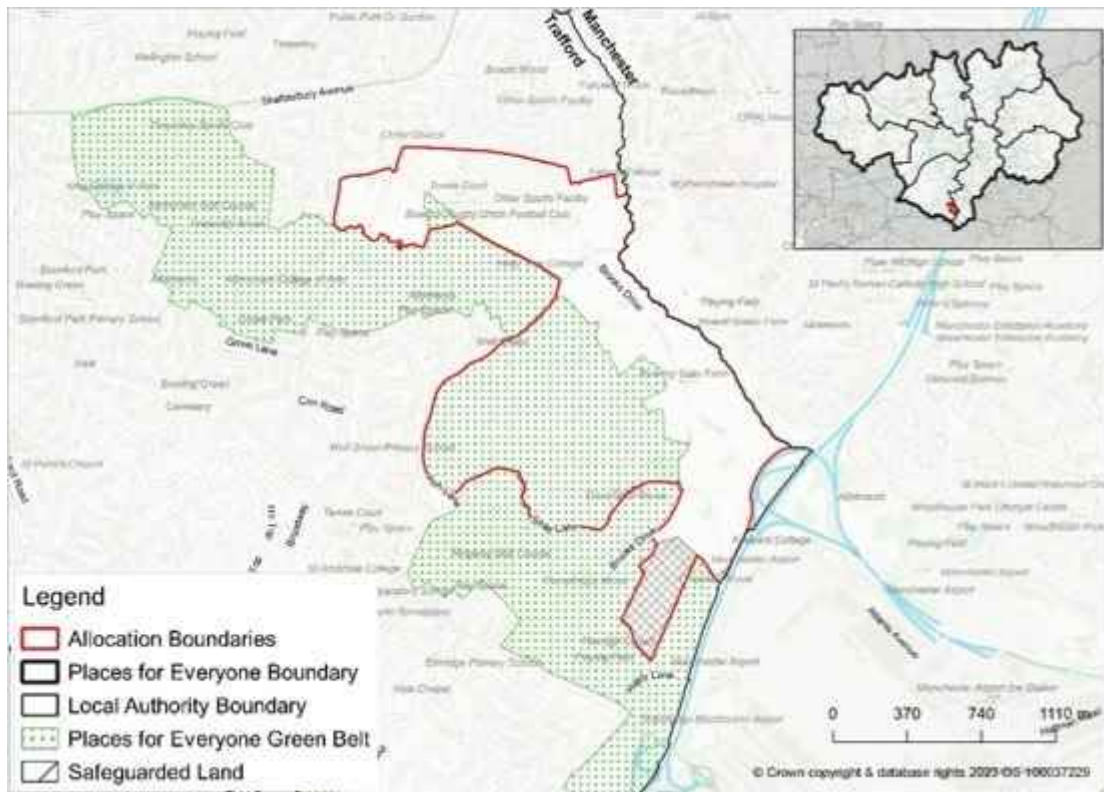
#### Reasoned Justification

- 11.72** The opportunity that this area offers because of its proximity to Manchester University NHS Foundation Trust (Wythenshawe Hospital) and the wider Roundthorn Medipark development is significant. By attracting investment from knowledge-based industries to a high-quality development, this area can provide a major boost to the economy of the city and the wider region. This is a singular location close to a major hospital and with improvements to local transport infrastructure, including Metrolink, it can play its full part in maximising future economic growth. The proposed arrival of NPR, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.
- 11.73** The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the

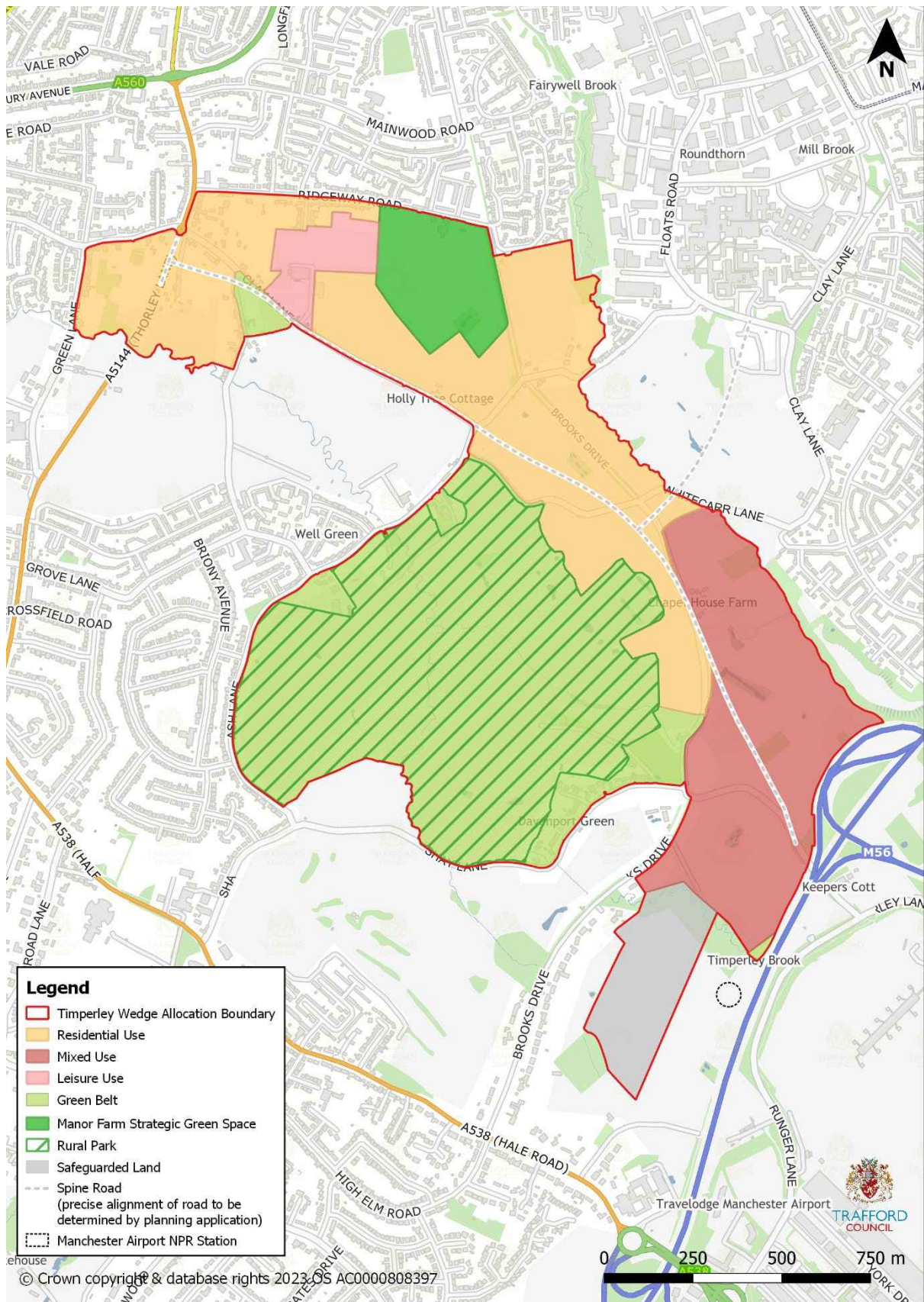
development will encourage active travel through the site, as well as creating a positive environment for wildlife. Moreover, development can be planned to provide mitigation that takes account of the site's historic landscape elements.

## Policy JP Allocation 3.2: Timperley Wedge

Picture 11.9 JPA 3.2 Timperley Wedge:



Picture 11.10 Timperley Wedge Indicative Allocation Plan



## Policy

Development of the site will be required to:

1. Be in accordance with a Masterplan that has been developed in consultation with the local community and other stakeholders, and approved by the Local Planning Authority. The Masterplan must include a robust phasing and delivery strategy, as required by policy JP-D1. This will be prepared in partnership with key stakeholders and ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure;

### Residential Development

2. Deliver around 2,500 homes of which 1,800 will be in the plan period as set out on the Indicative Allocation Plan (Picture 11.10);
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Deliver residential development at an average density of 35 dph in the northern part of the allocation area, reflecting the existing urban area. Higher density development at an average of 70 dph will be appropriate close to the new local centre, Davenport Green Metrolink stop and the NPR Manchester Airport station;
5. Provide a minimum of 45% affordable housing throughout the site;
6. Make appropriate provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;

### Employment Development

7. Deliver around 60,000 sqm E (g(i)) office employment land within a mixed employment residential area set out in the Indicative Allocation Plan (picture 11.10); of which 30,000 sqm will be in the Plan period;

Transport Integration and Accessibility

8. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
9. Deliver a network of new safe cycling and walking routes through the allocation, including enhancements of Brooks Drive and creating new/enhancing existing Public Rights of Way;
10. Accommodate the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s);
11. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space as well as bus priority infrastructure to improve east west connections between Altrincham and Manchester Airport;

Community Facilities

12. Provide a local centre comprising a range of shops and services to meet local needs close to the Davenport Green stop of the Metrolink Western Leg extension;
13. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development (where appropriate) and make provision for a new primary school, located close to the local centre, in accordance with JP-P5;

Green Belt

14. Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
15. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2;

Green Infrastructure

16. Provide a significant area of enhanced and publicly accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on the Indicative Allocation Plan (picture 11.10), ensuring protection of heritage assets in this area;
17. Create wildlife corridors and steppingstone habitats within the development areas to support nature recovery networks, provide ecosystem services and publicly accessible green infrastructure. Including the following which will be defined through the Masterplan and Trafford Local Plan:
  - i. From Clay Lane through to Brooks Drive and Fairywell Brook
  - ii. Through Davenport Green Ponds SBI to Medipark
18. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space policies, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas; outdoor sports pitches and allotment plots, ensuring arrangements for their long-term maintenance;
19. Protect Manor Farm identified in the Indicative Allocation Plan (picture 11.10) and enhance its sports facilities to meet local needs;
20. Accommodate land for leisure facilities (Use Class E(d) and F2 (c)) at Hale Country Club as identified on the Indicative Allocation Plan (picture 11.10);
21. Seek to relocate Bowdon Rugby Club either within or in close proximity to the allocation and redevelop the existing Rugby Club site for residential use as shown on the Indicative Allocation Plan (picture 11.10);

Natural Environment

22. Make provision for biodiversity, including taking appropriate account of the Ponds at Davenport Green and Davenport Green Wood SBIs, in accordance with Policy JP-G8;
23. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve

'good' status having regard to the North West River Basin management plan (2019);

#### Landscape

24. Retain important landscape views and landscape features such as ponds, woodland and hedgerows and use these features to develop a distinct sense of place;
25. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the Green Belt boundary to mitigate the impact on the rural landscape to the south west of the allocation area;

#### Design

26. Ensure new development is place-led, respecting the local character, heritage and positive local design features of the area;
27. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting and demonstrate high standards of urban design;

#### Historic Environment

28. Take appropriate account of relevant heritage assets and their settings, including the Deer Park, listed buildings and areas of high archaeological potential in the south west of the site, in accordance with Policy JP-P2;

#### Utilities, Environmental Protection and Climate Change

29. Mitigate flood risk and surface water management issues through the design and layout of development in accordance with an allocation wide flood risk, foul and surface water management strategy which forms part of the Masterplan/delivery strategy (Criterion 1);
30. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and NPR corridor;



### Safeguarded Land

31. The land identified to the south and west of the proposed NPR Airport station as shown on the Indicative Allocation Plan, although removed from the Green Belt, it is safeguarded and not allocated for development at the present time;
32. Permanent development of this land will only be permitted following an update to a plan that proposes its development; and
33. Any future allocation should have regard to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated and/or superseded) as part of a plan review.

### Reasoned Justification

- 11.74** Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan which provides a framework for the sustainable delivery of a new community at Timperley Wedge.
- 11.75** All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan and delivery strategy together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required, which will be linked to the development trajectory.
- 11.76** Approximately 700 new residential units and 30,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 safeguarding area and therefore is expected to be unavailable for a temporary period whilst the route, new Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of the new Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The area of land

required for construction may be altered as details of NPR proposals are confirmed. However, delivery of development is not dependent on NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.

### Residential development

- 11.77** The Timperley Wedge allocation will deliver around 1,800 homes in the plan period and around 2,500 in total. In the northern areas of the allocation site, development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, within the mixed housing and employment area to the south east of the allocation between the Local Centre and the NPR Airport Station. The density of areas closest to Green Belt and areas of ecological or historic importance may need to be lower subject to detailed design.
- 11.78** The site is expected to deliver affordable housing across all parts of the site at a minimum of 45% in line with the requirements identified in the Housing Needs Assessment 2019. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.
- 11.79** There are a number of existing pockets of residential development across the site some of which contain locally distinctive design features. New development should therefore be designed so that it is sensitively integrated into these areas.

### Employment development

- 11.80** Employment development will deliver around 15,000 sqm in the plan period and 60,000 sqm in total. This will be located in the south eastern area of the site at Davenport Green as a mixed-use area with some higher density residential units. It will support the expansion of Manchester Airport and

Manchester University NHS Foundation Trust, Wythenshawe Hospital. This land is already allocated for high quality office use.

- 11.81** The area is close to areas of deprivation, including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford.

Transport integration and accessibility

- 11.82** The delivery of new and improved public transport and active travel infrastructure is integral to the success of the Timperley Wedge allocation enabling modal shift from car travel to sustainable travel modes. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and GM. This will benefit both existing and new residents providing improved access to jobs and services. A proportionate contribution towards the Metrolink extension infrastructure is, therefore, appropriate and will need to be agreed with TfGM.
- 11.83** The road network currently consists of country lanes which are unable to support the proposed development but which will be enhanced to provide cycling and walking routes and thereby promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus priority infrastructure and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area.
- 11.84** An appropriate proportioning of contributions between the allocations and individual development plots together with more local interventions will need

to be determined by further masterplanning, detailed design and a Transport Assessment.

### Community Facilities

**11.85** A new local centre close to the proposed Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate the need for a new primary school located close to the local centre. Secondary schools within the area can accommodate the new pupils but will require a contribution per pupil place. Small high street shops and community facilities including health facilities and a local supermarket would also be appropriate within the local centre.

### Green Belt

- 11.86** The development will involve the removal of some land from the Green Belt, however, a considerable area of Green Belt within the allocation boundary will remain. This area of retained Green Belt will maintain the separation of Timperley and Hale, and will be enhanced to improve green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and the large SBI areas.
- 11.87** Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. The incorporation of 'old' (19th century or earlier origins) hedgerows within development areas will help to enhance the sense of place of the local landscape. These will also contribute to the green setting of development.
- 11.88** The new Green Belt boundary is defined by existing features, where possible, and there is also a requirement to strengthen the boundary as part of the development. The majority of the boundary is defined by existing roads and hedgerows. There is a particular need to strengthen the boundary which borders the rural park and also the safeguarded land boundary. The western boundary of the safeguarded land area will be defined by woodland

planting and the eastern boundary by the new Airport Station and associated infrastructure. It is therefore not currently identified by existing features.

### Green Infrastructure

- 11.89** Where green spaces remain in the part of the allocation area that is to be removed from the Green Belt, there is a need to provide the highest level of protection in line with policies in Trafford's Local Plan.
- 11.90** The allocation contains Bowdon Rugby Club along Clay Lane, which is identified as suitable for residential development. As part of the development proposals, the club is intending to relocate and improve its facilities within the Timperley Wedge area and it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.
- 11.91** Manor Farm sports fields along Ridgeway Road are an existing valued community resource and will be protected in line with policies in Trafford's Local Plan. The facilities have the potential to be enhanced and more widely used with a new access created from Clay Lane.
- 11.92** Hale Country Club is looking to make improvements to its leisure facilities (Use Class E(d) and F2(c)) creating job opportunities and providing a higher quality of leisure experience for local communities.

### Natural Environment

- 11.93** The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Fairywell Brook and Timperley Brook.

### Landscape

- 11.94** An area of open land will remain alongside the allocation and development will therefore be required to consider the landscape setting and enhance the transition between the urban edge and the open countryside having regard to views / vistas into and out of the site.

Design

- 11.95** Development will need to set a new high quality design standard for this area and should draw upon the guidance in relevant Design Guides and Code. Specific parameters for the development of the site will be set out in the Masterplan.

Historic Environment

- 11.96** The Timperley Wedge Historic Environment Assessment 2020 considered the characterisation of the land in respect to the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets, their settings and important views, and this has been taken into account in considering appropriate quantum of development for the site. The area of highest archaeological potential is within the south-western portion of the site. Although this particular area remains in the Green Belt there is potential for enhancement as part of development proposals.
- 11.97** Areas of particular sensitivity are the Deer Park and listed structures including Davenport Green Farmhouse, Hall and Barn. The Assessment makes recommendations for mitigation and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

Utilities, environmental protection and climate change

- 11.98** Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management.
- 11.99** A high-quality coordinated drainage strategy will be required which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area.

- 11.100** Landowners and developers will be expected to work together in the interest of sustainable drainage. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.
- 11.101** Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and NPR are not seen to be bad neighbours to development.

#### Safeguarded Land

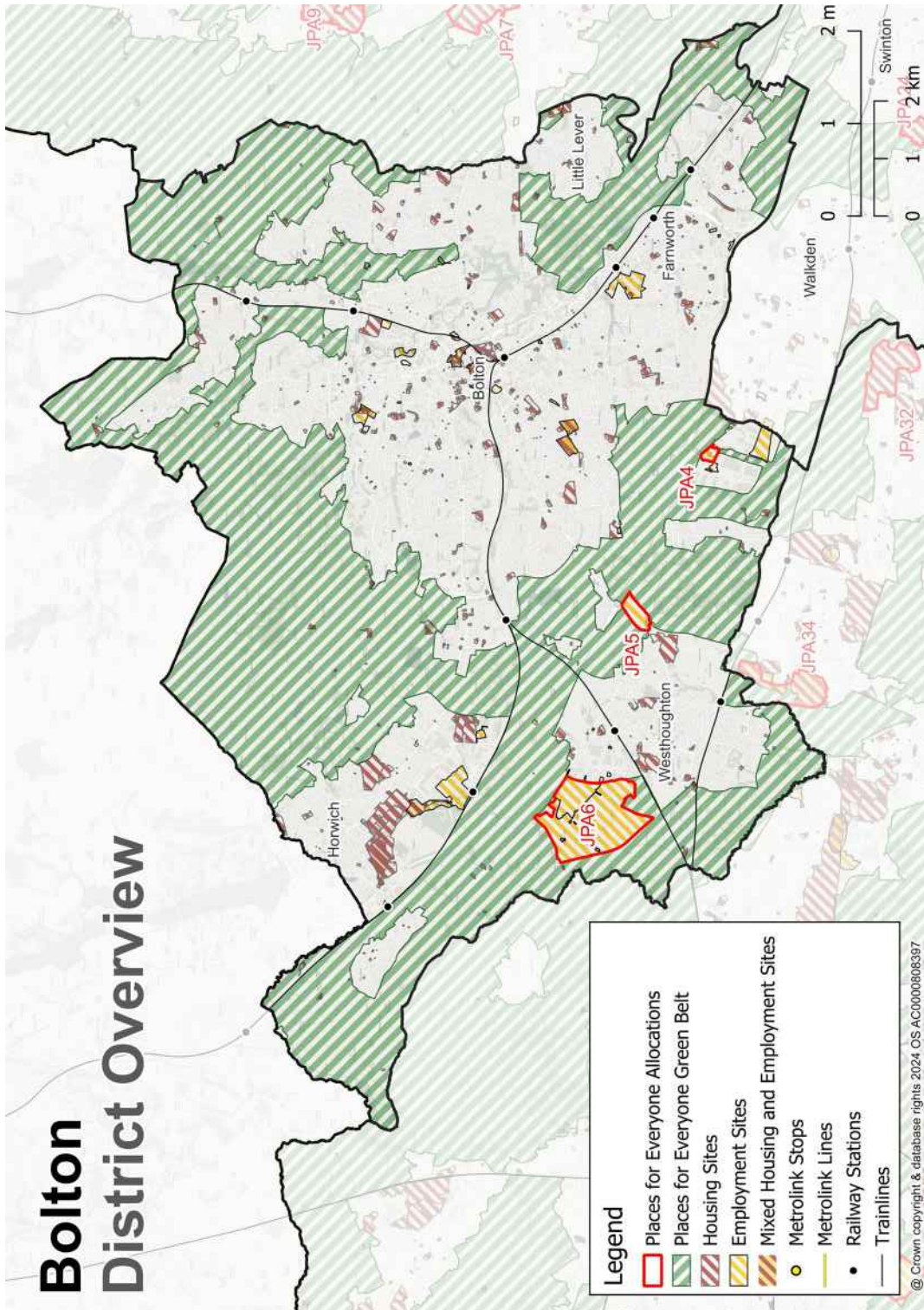
- 11.102** The Greater Manchester NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the proposed NPR Airport station. The exceptional circumstances for taking the safeguarded land out of the Green Belt are directly related to the potential this land has to capitalise directly on the economic benefit brought by NPR. The south eastern area of the allocation, adjacent to the NPR station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester NPR Growth Strategy ambitions.
- 11.103** NPR will include the delivery of fast east west rail connections across the north, further enhancing public transport connections to the station.
- 11.104** The area around the proposed Manchester Airport NPR Station has been removed from the Green Belt but will only be considered a sustainable location after delivery of NPR Airport Station. It is likely much of this land will be utilised to support NPR during construction but after the delivery of NPR, land adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location.
- 11.105** As part of the delivery of NPR a substantial landscaped screen / buffer will form a boundary to this land and housing on Brooks Drive and will form the new Green Belt boundary.

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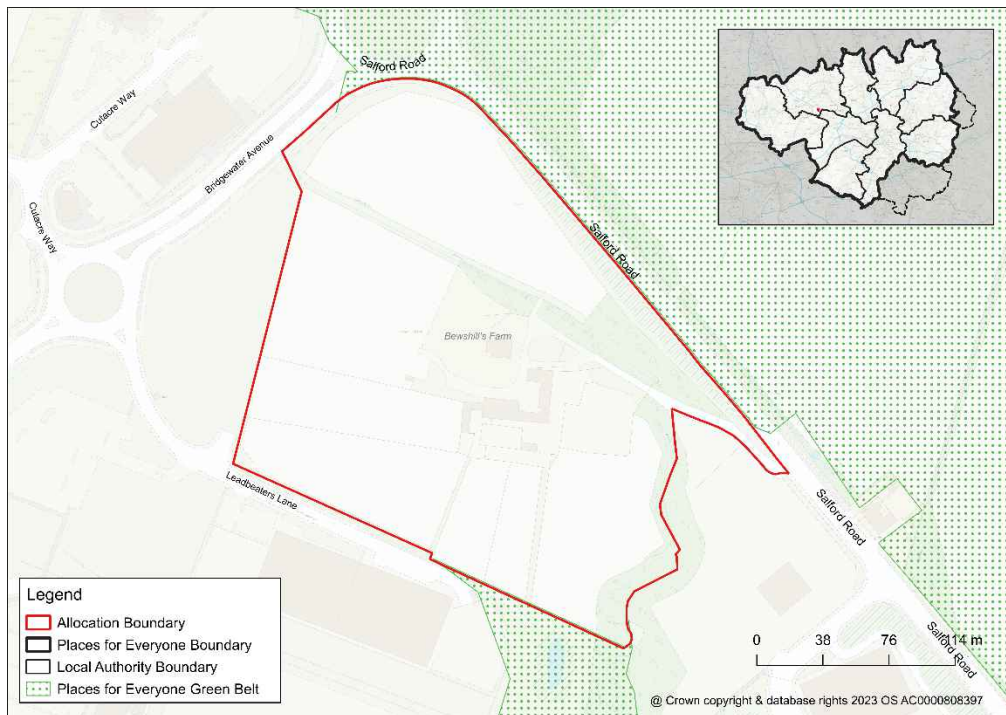
# Strategic Allocations in Bolton

Picture 11.11 Bolton District Overview



## Policy JP Allocation 4: Bewshill Farm

Picture 11.12 JPA 4 Bewshill Farm



### Policy

Development at this site will be required to:

1. Provide a location for around 21,000 sqm of industrial and warehousing floorspace to compliment the adjacent development at Logistics North;
2. Take access from the Logistics North site;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
4. Provide high quality landscaping especially along its prominent frontage with the A6;
5. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and
6. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with policy 8 of the Greater Manchester

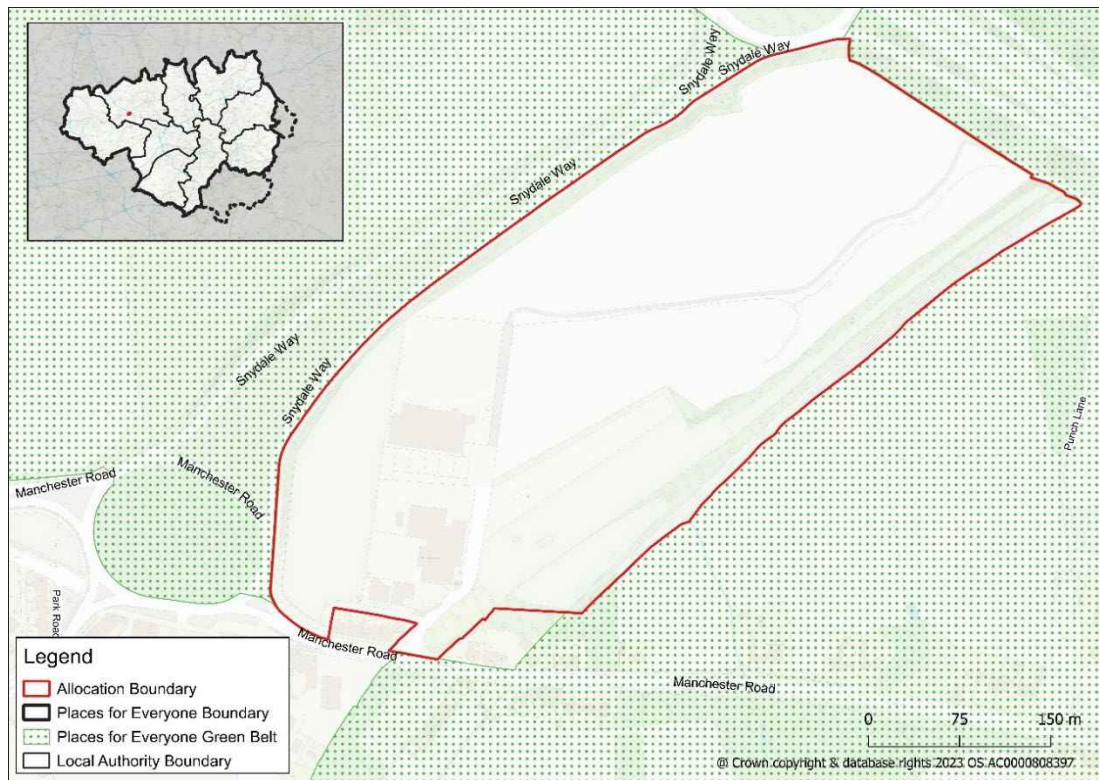
Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.106** The Logistics North site at Over Hulton is currently experiencing considerable pressure for development and is almost completely committed. This site provides the opportunity for a modest extension to Logistics North. Development would be for industrial and warehousing uses to reflect the uses at Logistics North.
- 11.107** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.108** The allocation is identified as containing Mineral Safeguarding Areas for sandstone (98.8% of the site); surface coal (98.8%); and brickclay (98.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 5: Chequerbent North

Picture 11.13 JPA 5 Chequerbent North



### Policy

Development at this site will be required to:

1. Provide a location for around 25,000 sqm of industrial and warehousing floorspace in the Wigan to Bolton Growth Corridor;
2. Be accessed from the A6, with a potential access via Snydale Way, subject to detailed highway design considerations;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
4. Mitigate impacts on the Highway Network including any necessary improvements to Chequerbent roundabout and/or other improvements identified through a transport assessment;

5. Provide high quality landscaping particularly to the west along Snydale Way and to the north along the M61; trees and hedgerows along the eastern boundary should be retained for screening;
6. Take appropriate account of relevant heritage assets, and their settings, including Chequerbent Embankment Scheduled Monument, in accordance with policy JP-P2;
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and
8. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

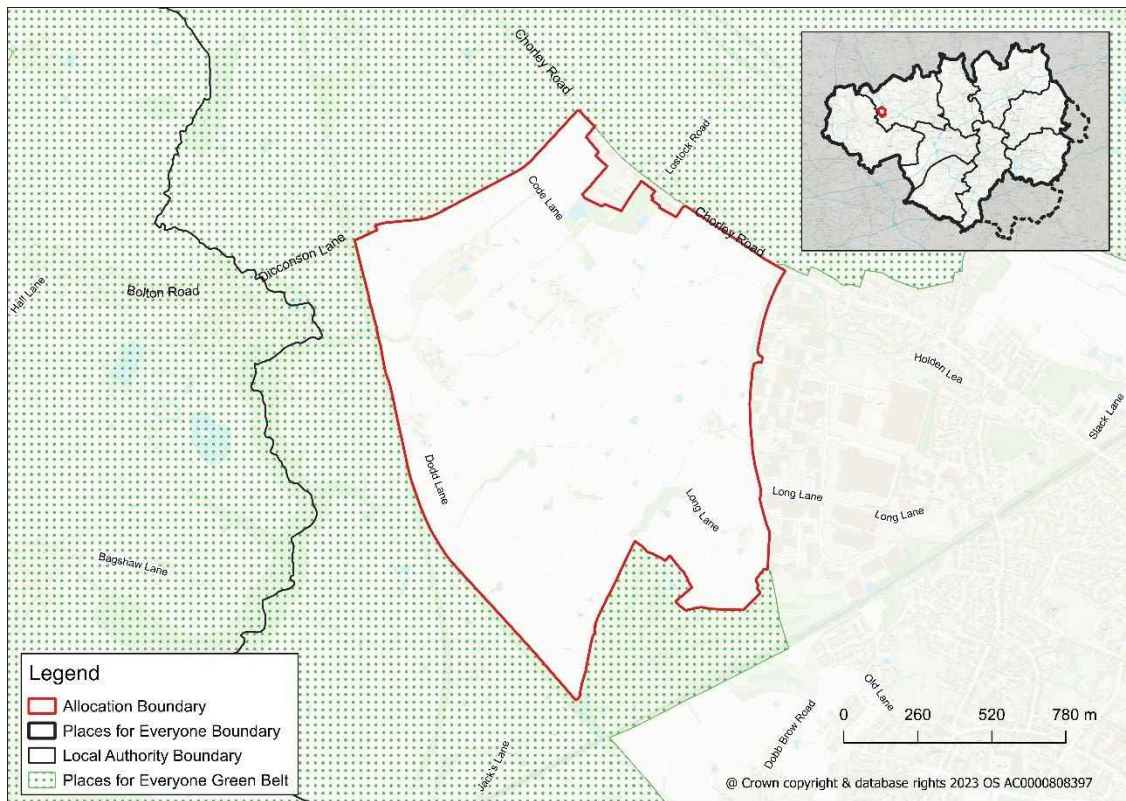
- 11.109** The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.
- 11.110** There are no obstacles to the construction of the site and it could come forward within 5 years. Other developments in the vicinity may change the layout of the Chequerbent roundabout before the development of this site, and the requirements of this site to contribute to improving the roundabout will be considered at the time of any planning application.
- 11.111** Chequerbent Embankment, which runs along the eastern boundary of the allocation, was designated as a Scheduled Monument in February 2022. Any development would need to consider the impact on Chequerbent Embankment, and its setting, including through a Heritage Impact Statement.
- 11.112** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification

of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

**11.113** The allocation is identified as containing Mineral Safeguarding Areas for surface coal (99.8%); and brickclay (99.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 6: West of Wingates / M61 Junction 6

Picture 11.14 JPA 6 West of Wingates / M61 Junction 6



### Policy

Development at this site will be required to:

1. Provide a location for around 440,000 sqm of industrial and warehousing floorspace;
2. Be in accordance with a comprehensive masterplan agreed by the local planning authority that shows phasing within the site, and which areas should or should not be developed, in accordance with policy JP-D1;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
4. Ensure that the siting and scale of buildings and the landscape planting scheme minimises the prominence of the development and its impact upon the surrounding landscape and views;

5. Make provision for biodiversity, including taking appropriate account of Four Gates Site of Biological Importance, in accordance with policy JP-G8;
6. Make provision for green and blue infrastructure including, where practicable, the retention and enhancement of existing woodland, hedgerows and ponds in accordance with policy JP-G2;
7. Define and strengthen the boundaries of the Green Belt around the site, particularly at Westhoughton Golf Course, such that they will comprise physical features that are readily recognisable and likely to be permanent;
8. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
9. Ensure that there is no undue adverse impact of light pollution from the development and its associated operations;
10. Ensure that the integrity of the extensive network of existing rights of way network is protected; and
11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.114** The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.
- 11.115** The Logistics North site at Over Hulton is currently experiencing considerable pressure for development and is almost completely committed.
- 11.116** Developing the land to the west of Wingates would allow a continuing supply of land for industry and warehousing in the M61 corridor and make a

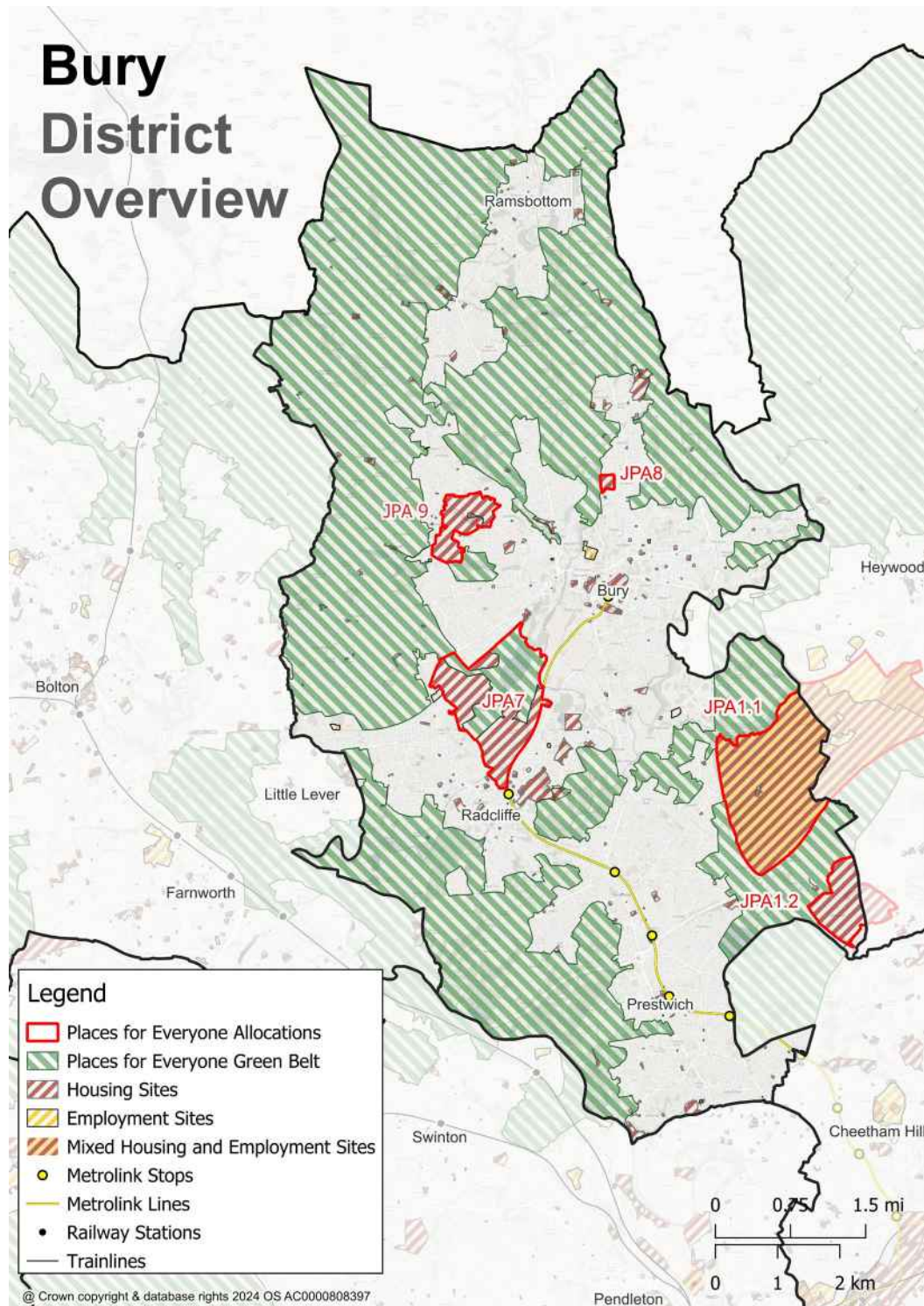


significant contribution to the economy of Bolton and the northern part of Greater Manchester. The size of the site and its location make it particularly appropriate for large scale distribution uses.

- 11.117** Where practicable development should protect the alignment of a sustainable transport corridor running from Westhoughton, through Bowlands Hey, across the site to the A6 and to the north to link with the De Havilland Way corridor and junction 6 of the M61. This transport corridor should be focused on sustainable and active transport. There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.
- 11.118** The proposed Green Belt boundary consists of the A6 Chorley Road, the B5239 Dicconson Lane, the former railway line and Westhoughton golf course. At Westhoughton golf course opportunities should be taken to reinforce the new Green Belt boundary.
- 11.119** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.120** The allocation is identified as containing Mineral Safeguarding Areas for sandstone (11.5% of the site); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

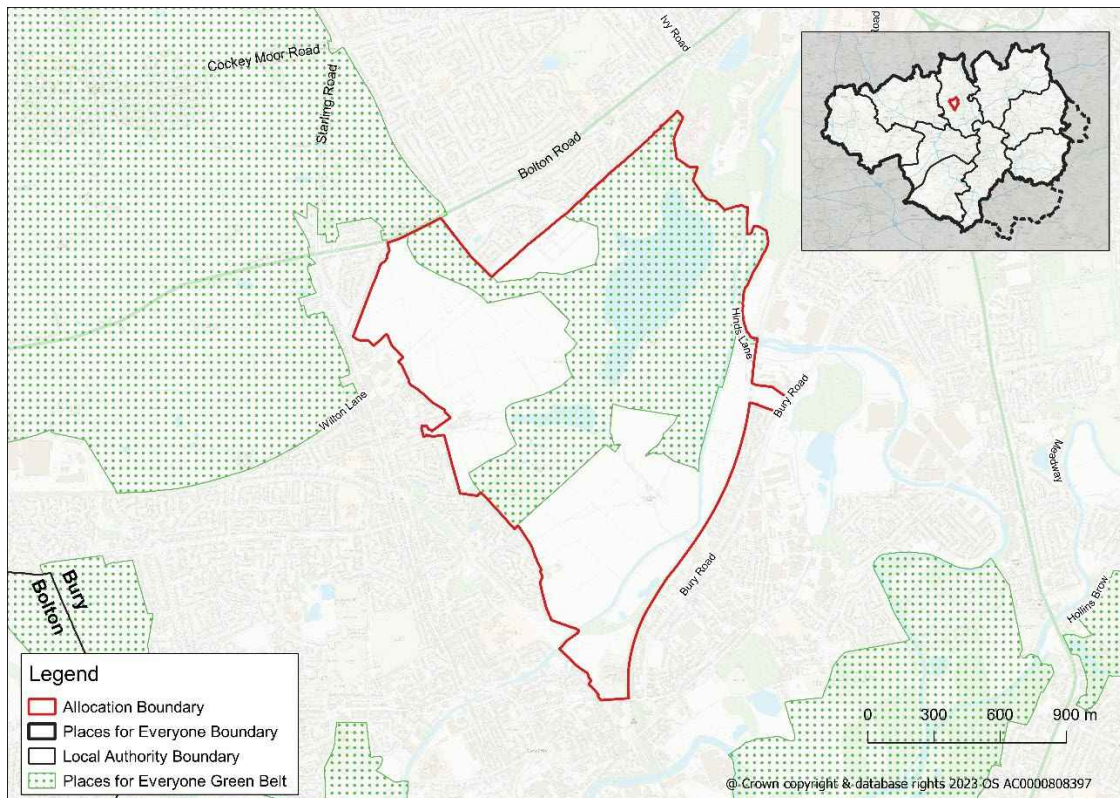
## Strategic Allocations in Bury

Picture 11.15 Bury District Overview



## Policy JP Allocation 7 Elton Reservoir

Picture 11.16 JPA 7 Elton Reservoir



### Policy

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'.

Development within this allocation will be required to:

1. Deliver a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (subject to local demand as set out in the Council's self-build register) and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around 2,100 of these homes will be delivered during the plan period;

2. Make provision for key enabling infrastructure including:
  - i. A north-south strategic spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe that is designed to be suitable for buses, would not adversely impact on the operation of Metrolink services, incorporates provision for active travel and is in line with local design standards;
  - ii. A strategic connection from the spine road to Spring Lane, Radcliffe via the former Coney Green High School site that is designed to be suitable for buses, incorporates provision for active travel and is in line with local design standards;
  - iii. Other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
 

and
  - iv. Appropriate structural upgrades to Elton Reservoir, where required.

Residential development within the allocation will be controlled to ensure that the rate of housing delivery is coordinated with the implementation of the above infrastructure (or key elements of it);

3. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);
4. Make provision for two new two-form entry primary schools to meet needs generated by the development, in accordance with policy JP-P5;
5. Make provision for a new secondary school or, in the event that secondary school provision is delivered in an alternative way, make a financial contribution towards secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;

6. Make provision for two new local centres in accessible locations which include a range of appropriate retail, health and community facilities required to serve purely local needs and ensure they are integrated with existing communities;
7. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to Inner Radcliffe, Radcliffe town centre, Radcliffe Metrolink station, local schools and Bury town centre;
8. Make provision for the replacement of existing recreation space at Warth Fold that is equivalent or better in terms of quantity and quality and in a suitable location;
9. Provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation including the enhancement and the integration of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal to create an extensive recreation, tourism and leisure asset;
10. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the site in accordance with Policy JP-G2;
11. Define and/or strengthen the boundaries of the retained area of Green Belt within the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
12. Make provision for biodiversity, including taking appropriate account of SBIs at Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goit; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands in accordance with Policy JP-G8;
13. Ensure the allocation is safe from and mitigates for potential flood risk from all sources including the River Irwell, Elton and Withins Reservoir and surface water 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;

14. Take appropriate account of relevant heritage assets, and their setting, including the Old Hall Farmhouse Grade II Listed Building in accordance with Policy JP-P2; and
- 15 Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.121** The area around Elton Reservoir is of strategic significance, not only for Bury, but also in the Greater Manchester context given that it will bring forward one of the joint plan's largest contributions to future housing supply and provide a diverse mix of house types and affordable housing provision for the Bury and Radcliffe areas.
- 11.122** The allocation is almost entirely surrounded by the existing urban area and is well-connected to existing infrastructure although the delivery of around 3,500 new homes will require the provision of significant levels of new and improved highways, public transport and other supporting infrastructure. Although the allocation has the capacity to deliver a total of around 3,500 new homes, it is anticipated that around 2,100 of these will be delivered within the plan period. 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 will still be able to come forward beyond the plan period.
- 11.123** Fundamental to the delivery of residential development in this area will be the provision of major highways infrastructure. This will include the need to incorporate a strategic north-south spine road through the allocation connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe. This will provide an essential alternative to Bury Bridge for traffic travelling south

towards Manchester from the west Bury area. The new road must not adversely impact on the operation of Metrolink services. Furthermore, in order to improve linkages to and assist in the physical and social regeneration of inner Radcliffe and Radcliffe town centre, there is a need to provide a significant spur road connecting the allocation to Spring Lane via the former Coney Green High School site. The new highways infrastructure must be in place before significant amounts of housing are developed and this should be reflected in the Phasing Strategy.

- 11.124** Proposals for development of the allocation will be required to fully assess the impacts on traffic generation on existing highways and, where necessary, to incorporate or facilitate the delivery of the required improvements to other roads and junctions.
- 11.125** The Bury to Manchester Metrolink line runs along the eastern edge of this area and, in order to reduce reliance on the car, development within the allocation will be required to incorporate the provision of a new Metrolink stop and any associated park and ride facilities in the Warth area. Direct walking and cycling connections to the Metrolink stop will also be necessary.
- 11.126** New development and investment in this area will need to be fully integrated into the existing urban fabric and with surrounding neighbourhoods and communities. In doing so, any development will need to facilitate new pedestrian and cycle links through the development and into surrounding areas. This will include strong linkages to Inner Radcliffe and Radcliffe town centre, Radcliffe Metrolink and local schools which, in addition to the spur road, will further help in supporting on-going physical and social regeneration efforts in this area.
- 11.127** Development of this scale will significantly increase demands for education provision and, as a result, the development will need to include the provision of new facilities for primary and secondary education. It will also generate a need to make provision for appropriate local centres that are more accessible to and meet the day-to-day needs of surrounding communities.

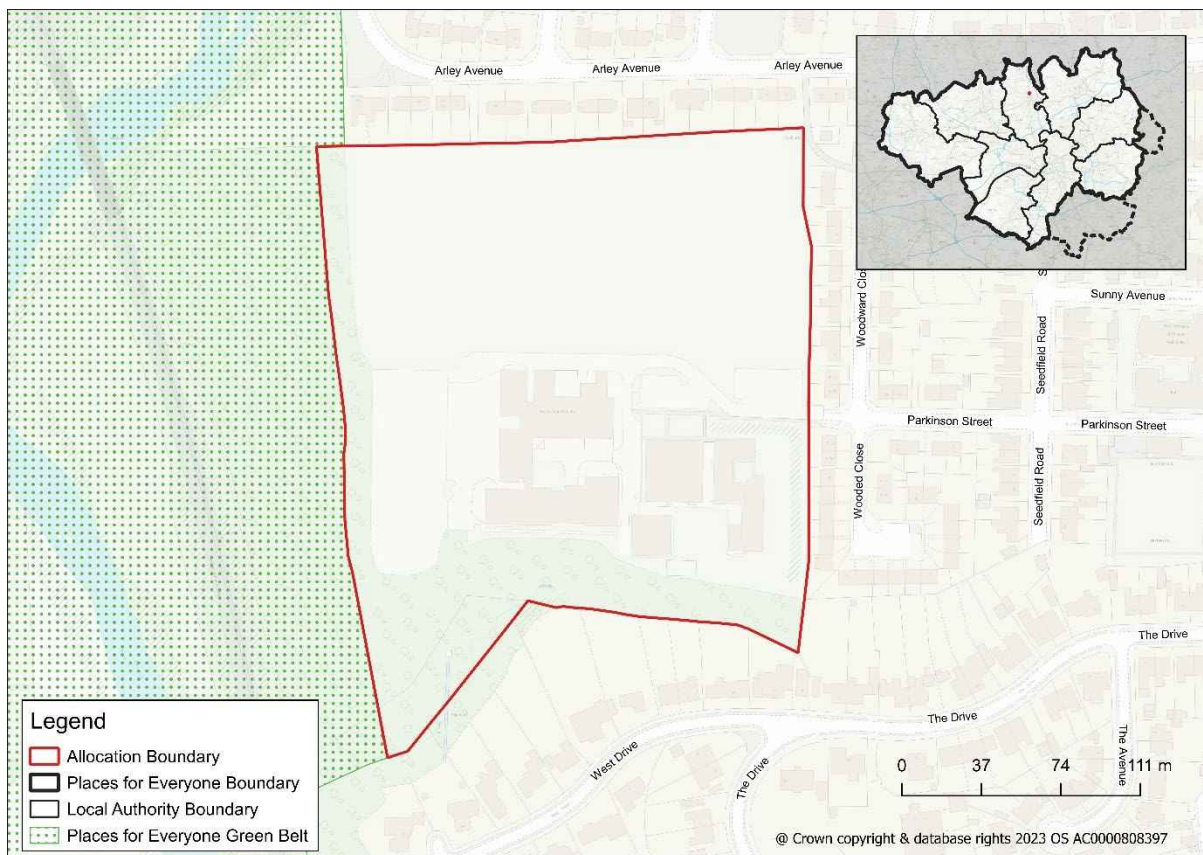
- 11.128** A significant amount of the allocation is to remain as Green Belt. This provides the opportunity to significantly enhance the green infrastructure and biodiversity value of the allocation, enhance and incorporate existing assets such as the priority habitats and the water features of Elton and Withins Reservoirs and the Manchester and Bolton and Bury Canal and improve access to open space for the local community. The development will need to have regard to existing features of ecological and wildlife interest by minimising impacts on and providing net gains for biodiversity.
- 11.129** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). A significant corridor of land through this site is retained as Green Belt and this should be the focus of compensatory improvements.
- 11.130** There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.
- 11.131** Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4 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.



- 11.132** Structural upgrades may be required to Elton Reservoir to reflect any changes to the categorisation of the reservoir as a result of new residential development being located downstream.
- 11.133** There is one Grade II Listed Building within the allocation – Old Hall Farmhouse and there are a number of locally listed buildings and structures throughout the allocation. Any development will be required to respect the setting of the Farmhouse and capitalise on opportunities to draw on the contribution that the Farmhouse makes to the character of the area. The completion of a Heritage Impact Assessment will be required.
- 11.134** The allocation is identified as containing Mineral Safeguarding Areas for sandstone (15.5% of the site); sand and gravel (40.2%); surface coal (96.2%); and brickclay (96.2%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 8: Seedfield

Picture 11.17 JPA 8 Seedfield



### Policy

Development in this allocation will be required to:

1. Deliver a broad mix of around 140 homes to diversify the type of accommodation in the Seedfield area;
2. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
3. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of around 60% social or affordable rented and 40% affordable home ownership);

4. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links to Burrs Country Park and employment opportunities in Bury Town Centre;
5. Retain and enhance existing recreation facilities or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location;
6. Retain and enhance the wildlife corridor and green infrastructure to the west and south of the allocation and introduce appropriate mitigation measures in accordance with Policy JP-G2 'Green Infrastructure Network';
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and
8. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

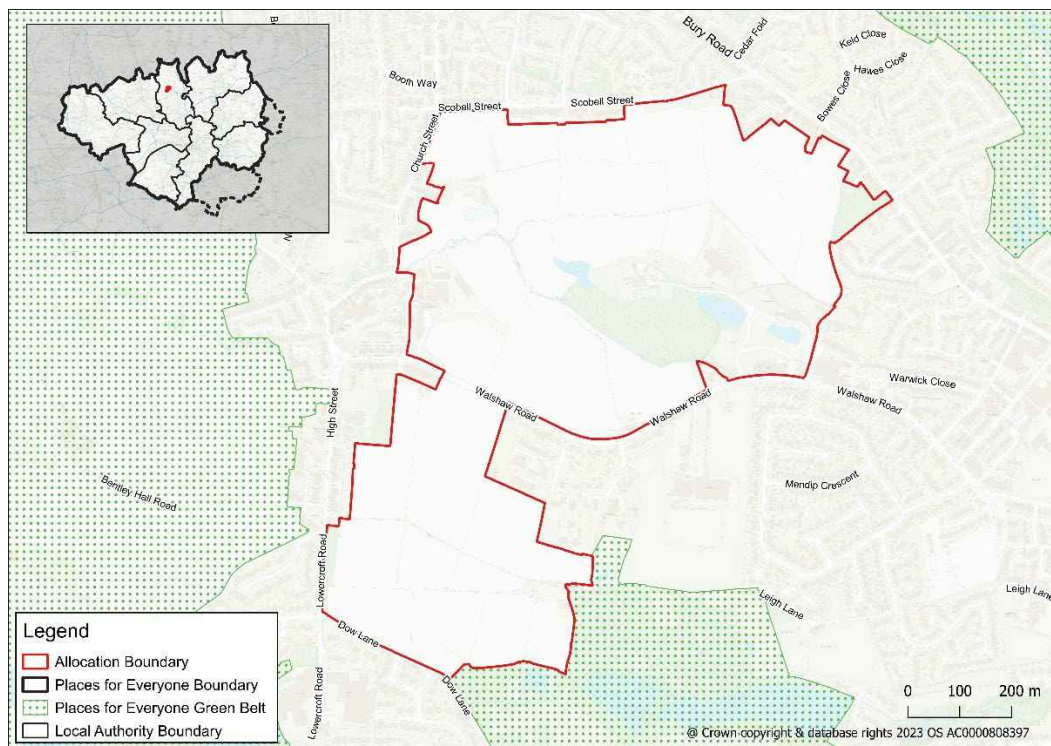
**11.135** The allocation is well-connected to the existing urban area and is less than 2 kilometres from Bury town centre. It provides an opportunity to deliver a diverse mix of house types and affordable housing provision for the Seedfield area.

**11.136** Around 50% of the allocation is previously-developed and a large part of the remaining land is used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision in the event that the existing playing fields within the allocation are to be lost to development. It will be important that the replacement provision is laid out and usable prior to the commencement of any development on the existing playing fields within the Seedfield allocation.

- 11.137** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.138** The attractive setting of the development will be further strengthened by the provision of improved east/west pedestrian and cycle linkages, particularly to and from the expanding leisure attractions at Burrs Country Park.
- 11.139** Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4. 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.
- 11.140** The allocation is identified as containing Mineral Safeguarding Areas for sandstone (5.4% of the site); sand and gravel (36.4%); surface coal (64%); and brickclay (64%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 9: Walshaw

Picture 11.18 JPA 9 Walshaw



### Policy

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'.

Development in this allocation will be required to:

1. Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing (subject to local demand as set out in the Council's self-build register);
2. Make provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards;

3. Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane;
4. Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
5. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings proposed on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);
6. Make provision for a new one-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development in accordance with Policy JP-P5;
7. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities required to serve purely local needs and ensure that it is integrated within existing communities;
8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre;
9. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks;
10. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;

- 11 Define and/or strengthen the boundaries of the Green Belt to the south-east of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
12. Take appropriate account of relevant heritage assets, and their setting, including the Christ Church Grade II\* Listed Building, in accordance with Policy JP-P2; and
- 13 Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.141** This is an extensive area of land occupying a sustainable and well-connected location set entirely within the existing urban area. The land is loosely bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east Lowercroft to the south and Walshaw to the west.
- 11.142** The allocation has the potential to deliver around 1,250 houses, providing a diverse mix of house types and affordable housing provision for the local area.
- 11.143** This number of new homes will require significant improvements to the local highway network to accommodate increased traffic generation. This will require the provision of a new route through the allocation that provides an alternative to the use of the existing highway network through Walshaw and may require a contribution to the proposed strategic route through the Elton Reservoir allocation which will also allow traffic from the Walshaw area to travel south without needing to travel through Bury town centre. The development will need to facilitate improvements to public transport into and around the allocation in order to allow for more sustainable transport choices.
- 11.144** The scale of the development will create additional demands for education and the provision of a new one-form entry primary school and contributions

to off-site secondary school provision will be required in order to accommodate needs that cannot be met through existing facilities.

- 11.145** The development will generate the need to make provision for a new accessible local centre providing facilities such as shops, health facilities and community facilities.
- 11.146** Existing sport and recreational facilities at Dow Lane and Elton Vale Sports Club are situated to the south of the allocation and the development should incorporate a green corridor to provide access from the allocation to these existing recreational assets.
- 11.147** The development will need to have regard to any existing ecological and wildlife features including Walshaw and Elton Brooks which run through the northern and southern parts of the allocation by minimising impacts on and providing net gains for biodiversity. The brooks should provide the focal point for the creation of a good quality green infrastructure network providing publicly accessible open spaces and recreational opportunities for residents in the area. Such a network should seek to maximise the value of existing features and areas of nature conservation value and offer opportunities for active travel, particularly between homes, schools, shops, places of work and recreation. Connectivity from west to east is already well established although there is potential for improved pedestrian and cycle routes linking Tottington in the north to Elton and Starling in the south. There are existing reservoirs within the allocation and other opportunities for blue infrastructure may exist to enhance visual amenity, provide sustainable drainage and widen local biodiversity.
- 11.148** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

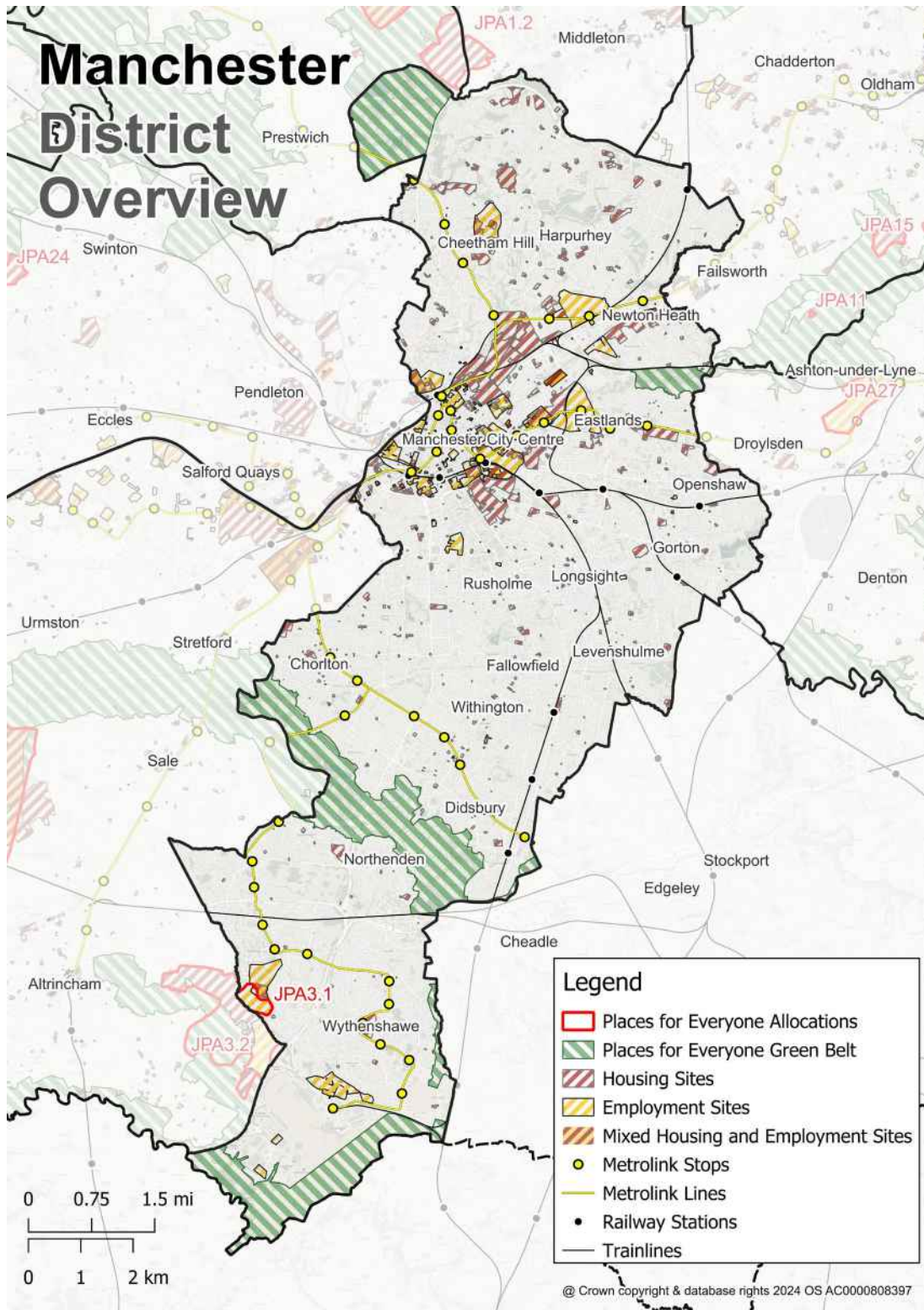


- 11.149** There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.
- 11.150** To reduce the risk of flooding, the development should minimise the risk associated with inadequate sewer capacity and minimise and control the rate of surface water run-off through an appropriate drainage strategy in accordance with Policy JP-S4 and, where possible, safeguard land within the allocation for flood storage. 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.
- 11.151** Christ Church in Walshaw is a Grade II\* Listed Building sitting adjacent to the allocation. Any development will, therefore, be required to respect the setting of the church and capitalise on opportunities to draw on the contribution that the church makes to the character of the area. The completion of a Heritage Impact Assessment will be required.
- 11.152** The allocation is identified as containing Mineral Safeguarding Areas for sandstone (6.3% of the site); sand and gravel (9.8%); surface coal (94.3%); and brickclay (94.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

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# Manchester District Overview

Picture 11.19 Manchester District Overview

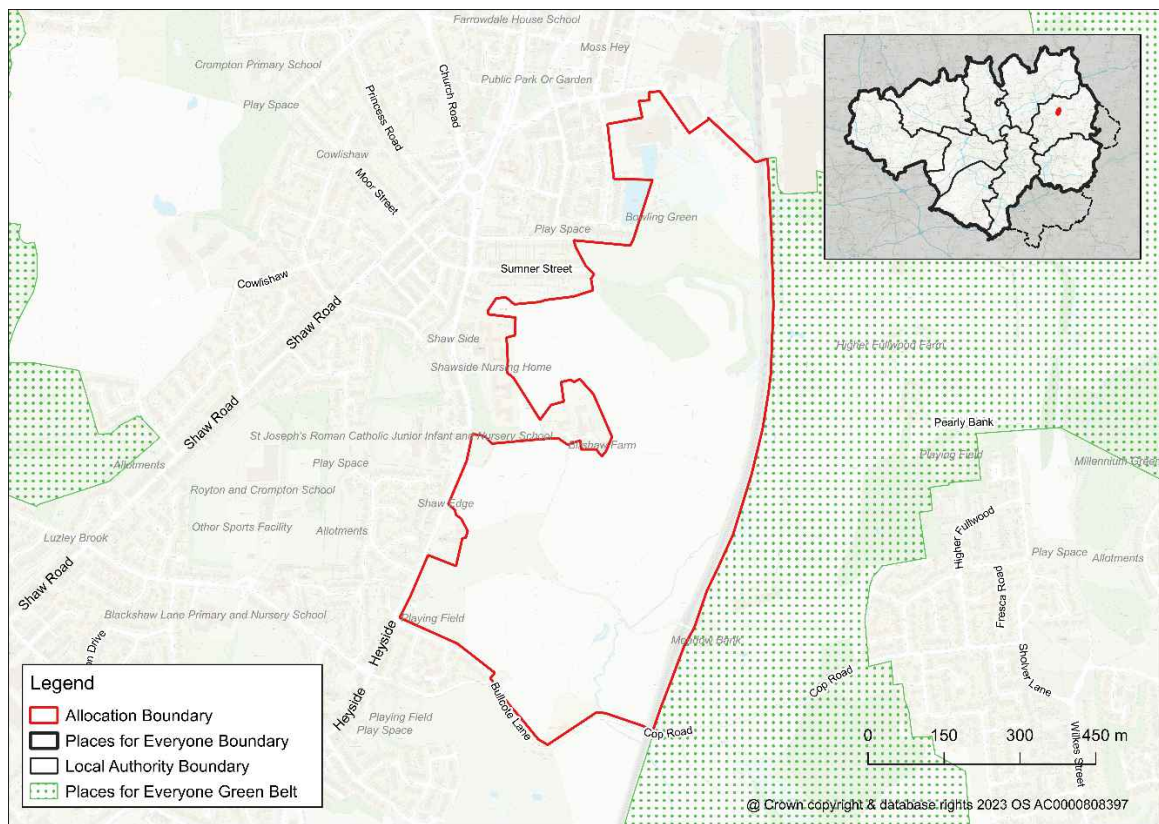


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## Policy JP Allocation 10: Beal Valley

Picture 11.21 JPA 10 Beal Valley



### Policy

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code as agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;
3. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main point of access will be from Oldham Road (directly into the allocation) linking to a new internal spine

road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;

4. Safeguard an accessible route for walking and cycling connections from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Centre and further improve connectivity to the local area and beyond;
5. Provide a proportionate and evidence-based contribution to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations;
6. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss allocation, the bus network and surrounding area, as part of the multi-functional green-infrastructure network to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network
7. Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
8. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;
9. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
10. Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network;

11. Make provision for biodiversity, including taking appropriate account of Shawside SBI, areas of priority habitat, including Deciduous Woodland and Lowland Fens, and Twingates local nature reserve, in accordance with policy JP-G8;
12. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);
13. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality;
14. Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the expansion and/or improvement of existing facilities at Heyside Cricket Club, commensurate with the demand generated in accordance with relevant local plan requirements;
15. Make provision for onsite, and/or financial contributions towards offsite, additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation;
16. Take appropriate account of relevant heritage assets, and their settings, including the listed buildings of Birshaw House and New Bank, in accordance with policy JP-P2;
17. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Lead Local Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;
18. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure



compliance with the Environment Agency's approach to groundwater protection and any relevant position statements;

19. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and
20. Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.153** The site is currently designated as Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. There are also two brownfield sites in the northern part of the allocation; these are included within the red line to ensure they form part of the comprehensive development of the site. They are not included in the residential capacity set out in the policy, as they are already identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA).

**11.154** Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to, and enhance, the housing mix within the area through adding to the type and range of housing available.

**11.155** Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been

prepared by Oldham Council which will inform the Local Plan affordable housing policy.

- 11.156** The site is in a sustainable and accessible location, on the edge of a large area of open land and in a strong housing market which offers the potential to provide a range of high-quality housing in an attractive setting. It is located near to existing residential communities, including Shaw Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.157** The main points of access will be from Oldham Road (directly into the allocation) and from Ripponden Road to the south and east (as part of the Broadbent Moss allocation). These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the wider area. A network of accessible walking and cycling routes will be provided through the site and a route through the northern part of the site is to be safeguarded to provide sustainable and active travel options for movement to and from Shaw Centre. Development of this northern part of the site will have highway access linking to the adjoining existing local road network.
- 11.158** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.
- 11.159** The site is split into two halves – the developable area to the west, close to the existing urban area, and the green wedge to the east, reflecting the topographical constraints of the site. The policy protects

this green wedge from development and provides an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology, as well as improving access to the open countryside for the local community. Deciduous Woodland and Lowland Fen priority habitats are located in the northern part of the allocation.

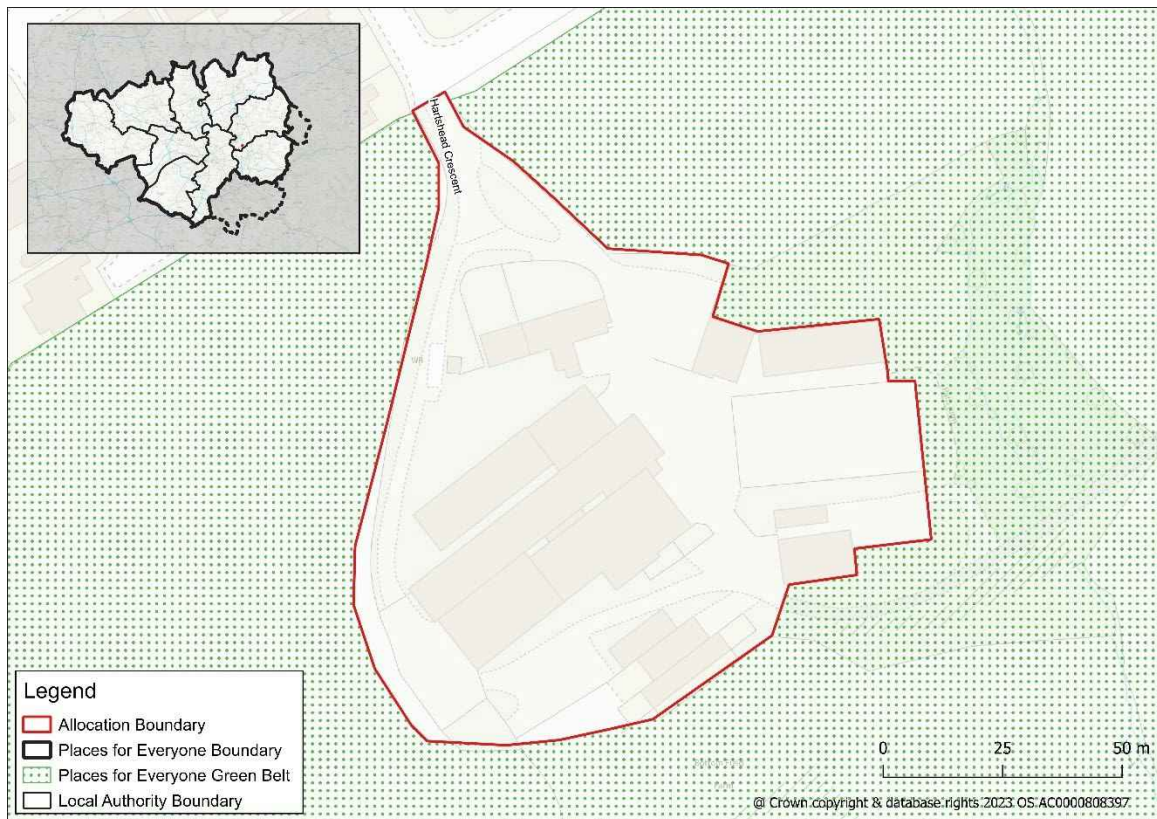
- 11.160** The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature. For these sites, net gains can be applied to Green Infrastructure, priority habitats and protected species. The development of the two allocations should include partnership work with appropriate bodies, to ensure that they contribute towards a wider ecological network approach.
- 11.161** The allocations provide an opportunity to demonstrate an exemplar development, using green infrastructure that can be designed in a way to support local biodiversity, and strengthen coherent ecological networks beyond the site boundary. There is an opportunity to use SUDs, following the existing site hydrology, to create a network of wetlands that incorporate and enhance the existing fen, pond and watercourses within the site.
- 11.162** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.163** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts

on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).

- 11.164** Relevant heritage assets and their settings, including the listed buildings of Birshaw House and New Bank and Duke Mill, an undesignated heritage asset identified in the Oldham Mill Strategy, will need to be taken account of where appropriate.
- 11.165** A flood risk assessment will be required to inform any development, in accordance with policy JP-S4. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.
- 11.166** The area in the south-eastern corner, which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Lead Local Flood Authority, to develop a wetland catchment area. As well as being an attractive feature of the site, this will allow the site to take a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.
- 11.167** The allocation is identified as a Minerals Safeguarding Area for: brickclay (77.3% of the site); sand and gravel (11.9%); sandstone (2.4%) and surface coal (77.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 11: Bottom Field Farm (Woodhouses)

Picture 11.22 JPA 11 Bottom Field Farm (Woodhouses)



### Policy

Development of this site will be required to:

1. Deliver around 30 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;
2. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
3. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;

4. Define and/or strengthen the boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
5. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
6. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and;
7. Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.168** The site is currently designated as Green Belt in the Oldham Local Plan. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to contribute to meeting local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area, adding to the type and range of housing available. The location of the site, in a strong housing market, provides the potential for a range of high-quality housing in an attractive and accessible location.

**11.169** Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been

prepared by Oldham Council which will inform the Local Plan affordable housing policy.

- 11.170** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.
- 11.171** There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.
- 11.172** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.173** The site is close to Woodhouses Village Conservation Area, as such any development should be in keeping with the local character of the conservation area in terms of materials, design and landscaping in accordance with policy JP-P1.
- 11.174** A flood risk assessment will be required to inform any development, in accordance with policy JP-S4. A comprehensive drainage strategy for the site as a whole should be prepared, in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance, to ensure that undue pressure and burden is not placed on

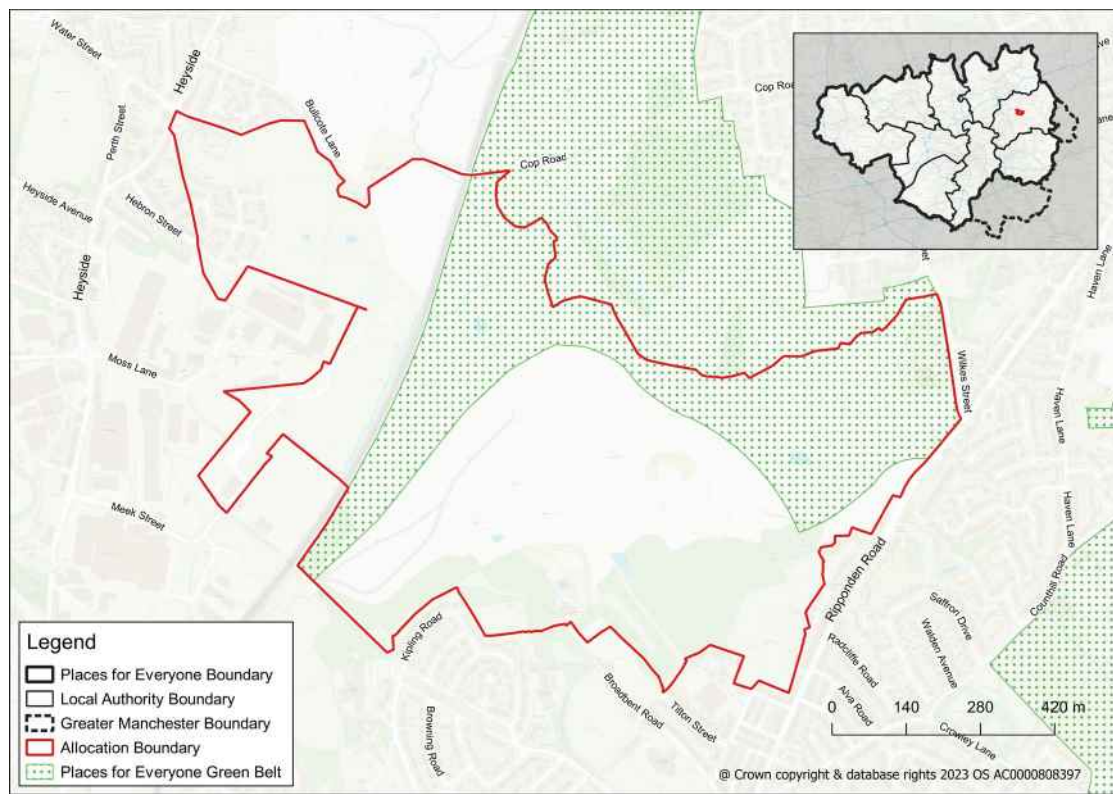
existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should be supported by a maintenance plan.

**11.175** The allocation is identified as containing Mineral Safeguarding Areas for: brickclay (92.5% of the site); and surface coal (99.8% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.



## Policy JP Allocation 12: Broadbent Moss

Picture 11.23 JPA 12 Broadbent Moss



### Policy

Development on the site will be required to:

1. Be in accordance with a comprehensive masterplan and design code as agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. This includes making provision for affordable homes in accordance with relevant local plan requirements and incorporating higher density housing in accordance with policy JP-H4 adjacent to the proposed Metrolink stop. It is estimated that around 376 of these homes will be delivered post 2039;

3. Deliver around 21,000 sqm of industrial and warehouse floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
4. The main points of access will be from Ripponden Road to the east and Oldham Road via the proposed spine road to be constructed as part of the development of JPA10 Beal Valley allocation. The spine road from allocation JPA10 will be extended across the site, including the part to be retained in the Green Belt, to Ripponden Road with a bridge over the Metrolink line. The spine road will serve the residential development and provide a through route between Ripponden Road and Oldham Road to the west of allocation JPA10. The industrial and warehouse development will be accessed from the existing industrial estate;
5. Safeguard land for, and provide a proportionate and evidence-based contribution towards, the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;
6. Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
7. Make provision for a local centre which provides a range of shops and services in accordance with relevant local plan requirements, in a suitable and accessible location within the site;
8. Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, as part of the multi-functional green-infrastructure network, to encourage sustainable modes of travel and maximise the sites accessibility. This will include an accessible cycle and walking connection between the employment and residential developments within the allocation;

9. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;
10. Define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
11. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within, and in the vicinity of, the site in accordance with policy JP-G2;
12. Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which includes Deciduous Woodland and Lowland Fens, in accordance with policy JP-G8;
13. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).
14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality;
15. Make provision for onsite, and/or financial contributions towards offsite, additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation;
16. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the Strategic Flood Risk Assessment (SFRA) Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multifunctional green infrastructure network and delivered in line with the GM Level 1 SFRA advice. Opportunities to use

natural flood management and highway SUD's features should be explored;

17. Include provision for a wetland catchment area, in liaison with the Environment Agency, Lead Local Flood Authority and Greater Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs;
18. Have regard to the Groundwater Source Protection Zone in the design of the development, to ensure that there are no adverse impacts to groundwater resources or groundwater quality, and to ensure compliance with the Environment Agency approach to groundwater protection and any relevant position statements. A detailed hydrological assessment should support any planning application within this zone;
19. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
20. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension; and
21. Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.176** The site is currently designated as Land Reserved for Future Development (LRFD), Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. Land at Hebron Street (with planning permission for 77 homes) is included in the red line boundary to ensure

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Version presented to Council meetings for Adoption with effect from 21 March 2024

it forms part of the comprehensive development. It is not included in the residential capacity set out in the policy as it has already been identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA). It is therefore anticipated that around 998 homes will be delivered during the plan period. The scale of development proposed means that a proportion of the site capacity may fall outside the plan period.

- 11.177** Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.
- 11.178** Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.
- 11.179** Development of the site will also provide the opportunity to enhance and extend the existing employment offer at Higginshaw BEA and across the borough, which would otherwise have limited opportunity to emerge elsewhere due to the built-up nature of the borough.
- 11.180** The site is in a sustainable and accessible location, on the edge of a large area of open land. It is located near to existing neighbouring residential communities and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this and the Beal Valley allocation, providing increased access to Rochdale

Town Centre, Oldham Town Centre, Manchester City Centre and beyond.

- 11.181** The proposed spine road through the site provides the opportunity to improve connectivity to Shaw Centre, Beal Valley to the north and the wider area. Improvements to the highway network will help to improve connectivity to the wider area by a range of modes of travel, in particular providing connections to Sholver.
- 11.182** The main points of access to the site will be from Ripponden Road to the east and (via JPA10 Beal Valley allocation) Oldham Road in the west. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, and to the wider area. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with Ripponden Road over the existing Metrolink line. At least one crossing point over the Metrolink line will be required to connect the eastern and western parts of the site. Access to the proposed new employment development will be via Meek Street or Moss Lane, and this development will be connected to the rest of the allocation by accessible walking and cycling routes.
- 11.183** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.
- 11.184** There is a need to define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site utilising existing landscape features and incorporating high quality boundary treatment

so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.

- 11.185** A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation provide an opportunity to enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.186** Deciduous Woodland is located along the southern boundary to the east of the Metrolink line and outside the allocation boundary to the south of Cop Road. Lowland Fen priority habitat is located to the west of the Metrolink line.
- 11.187** The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, priority habitats and protected species. The development of the two site allocations should include elements of partnership work with appropriate bodies, to ensure they contribute towards a wider ecological network approach.
- 11.188** The site allocations provide an opportunity to demonstrate an exemplar development using green infrastructure, that can be designed in such a way that it can support local biodiversity and strengthen coherent ecological networks beyond the site boundary, creating a resilient landscape through a network of connected sites. There is an opportunity to use Sustainable Urban Drainage (SUDs) systems following the existing site hydrology, to create a network of wetlands

that enhance and incorporate the existing fen, pond and watercourses within the site that is subject to hydrological investigations.

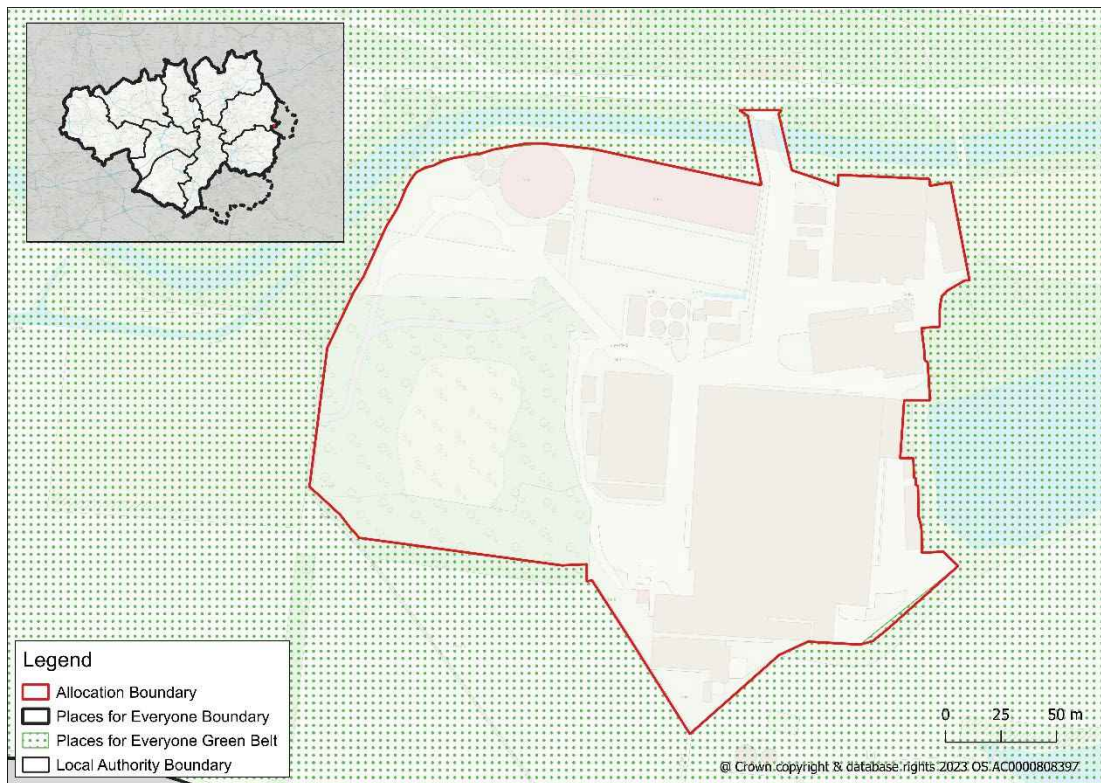
- 11.189** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).
- 11.190** A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should apply greenfield run off rates and be supported by a maintenance plan. Regard should be had to the GM SFRA SUDs guidance. The area in the northern central part of the site, and which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Local Lead Flood Authority, to develop a wetland catchment area which, as well as being an attractive feature of the site, will allow a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.
- 11.191** Part of the allocation is in within a Source Protection Zone. Any planning applications within this zone are expected to be supported by a detailed hydrological assessment. This will need to consider the vulnerability of the land and to propose suitable mitigation measures which will be employed to reduce the risk of pollution of groundwater.
- 11.192** The allocation is identified as a Minerals Safeguarding Area for: brickclay (79.3% of the site); sand and gravel (29.7%); sandstone (19.2%) and surface coal (79.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of



that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 13 Chew Brook Vale (Robert Fletchers)

Picture 11.24 JPA13 Chew Brook Vale (Robert Fletchers)



### Policy

Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code agreed by the local authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 138 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;
3. Provide a range of commercial, leisure and retail facilities of up to 3,000 sqm in accordance with relevant local plan requirements, as part of a mix of uses, to support tourism and leisure facilities, connected to its gateway location to

the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir;

4. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8 including an improved access off the A669 / A635 and improvements to the existing access road up to the mill complex, including the river crossing over Chew Brook, up to adoptable standards;
5. Incorporate multi-functional green and blue infrastructure and high levels of landscaping to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance pedestrian and cycling linkages with neighbouring communities, including Greenfield, Dove Stone reservoir and the surrounding countryside. This should include footpath networks and recreation routes that incorporate existing trees and habitat areas, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas surrounding the site;
6. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Open Moorlands and Enclosed Upland Fringes (Dark Peak) landscape character type in accordance with policy JP-G1 and the site's proximity to Dove Stone Reservoir and the Peak District National Park;
7. Make provision for biodiversity, including taking appropriate account of areas of adjoining priority habitat, which includes Deciduous Woodland, in accordance with policy JP-G8;
8. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7( c );
9. Be designed to relate positively to Chew Brook along the northern boundary, and other watercourses running through the site, integrating them as part of the multi-functional green infrastructure network, creating green routes along the watercourses, ensuring that development is set back to allow ecological movement, and providing opportunities to improve the existing water quality;

10. Define and/or strengthen the boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
11. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
12. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
13. Have regard to the setting of heritage assets in close proximity to the site, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed Buildings, and be informed by a Heritage Statement which identifies those buildings and structures on the site that are considered to be non-designated assets and should be retained as part of development proposals. The alteration, extension or demolition of any buildings contributing to the landscape or heritage interest of the site will require clear justification in relation to the significance and setting of the asset within and/or in close proximity to the site; and
14. Be informed by an appropriate flood risk assessment, which takes account of any recommendations from the Level 2 Strategic Flood Risk Assessment Site Summary Report, and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere. The strategy should include details of full surface water management throughout the site which should be integrated into the proposed multi-functional green and blue infrastructure and include the de-culverting of Fletcher's Brook and the creation of an open channel watercourse running through, and discharging downstream of, the site.

## Reasoned Justification

- 11.193** The site comprises the redundant Robert Fletchers mill complex, which is brownfield land. Given the previous use of the Robert Fletchers site as a paper mill, and its subsequent dereliction, it is considered that the need for remediation will be high contributing to higher viability costs in preparing the site for development.
- 11.194** The site is in a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester. As such, there may be an opportunity to deliver complementary tourism and leisure development as part of a mix of uses on the site where these are in accordance with relevant local plan requirements, such as small convenience retail or café that may benefit the visitor economy given its proximity to Dove Stone Reservoir. Any tourism and leisure offer provided on the site should capitalise on, and complement, its location in a way that is sensitive to its unique setting.
- 11.195** The site provides the potential to provide a range of dwellings, including high-quality family homes, in an attractive and desirable rural location. It also provides an opportunity to enhance Oldham's housing offer and contribute to meeting Oldham's housing need. Due to the scenic location of the site, it should be an attractive location for larger and bespoke housing, providing a distinctive offer to the borough's housing market.
- 11.196** There is also a need for affordable homes across the Saddleworth villages as many residents who wish to remain living within the area cannot currently afford to do so. Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

- 11.197** Existing access to the site will need to be improved as part of any development, which may include its relocation. This includes the current road from the site, the existing river crossing over Chew Brook from the site to the access road and the access arrangements onto the A669 / A635. Any proposals will need to be agreed by the local highway authority and to adoptable standards.
- 11.198** The policy seeks multi-functional green and blue infrastructure and high levels of landscaping as part of the comprehensive development of the site. This includes the retention and enhancement of existing public rights of way and recreation routes to improve linkages to and from the site to Greenfield, Dove Stone Reservoir, the Peak District National Park and surrounding countryside. It will also be important to ensure that any development is designed to relate positively to Chew Brook which runs along the northern boundary and any other watercourses running through the site so as to allow for ecological movement.
- 11.199** Given the proximity of the site any development will need to have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act 1995. This will be addressed through policies elsewhere in the Plan, such as policy JP-C8 in relation to the requirements for transport assessments, and criteria above addressing matters such as landscape and green infrastructure.
- 11.200** The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland adjoining the site.
- 11.201** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

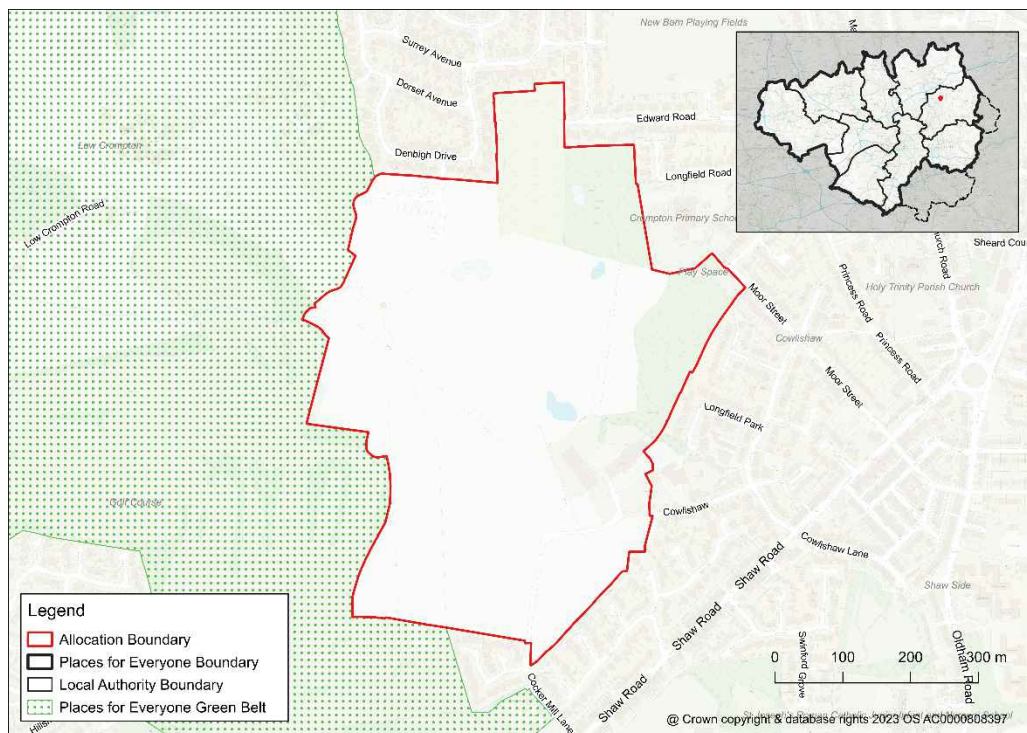
- 11.202** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).
- 11.203** There is a need to define and/or strengthen the boundaries of the Green Belt around the whole site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.
- 11.204** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.
- 11.205** Heritage assets play an important role in the area's local historical and cultural identity and distinctiveness. There are undesignated assets throughout the site and a number of other heritage assets within close proximity, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed Buildings which lie outside of the strategic allocation boundary. Development should conserve heritage assets and their setting in accordance with policy JP-P2 and relevant local plan requirements. Finally reflecting the sites unique location, the design code should ensure new development is in keeping with the surrounding character of the area through the use of local materials and design.
- 11.206** The Greater Manchester Level 2 Strategic Flood Risk Assessment considers the flood risk to the site and provides recommendations that will need to be considered to meet the requirements of the Exception Test. As such, any development would need to follow the sequential approach on site and a

flood risk assessment would be required to inform any development, including the recommendations from the Level 2 report. A comprehensive drainage strategy, including a maintenance plan, for the whole site would be required as part of the more detailed masterplanning. As part of the strategy for surface water management across the site Fletcher's Brook should be de-culverted and an open space channel watercourse created that runs through, and discharges downstream of, the site. When preparing the strategy, regard should also be had to the SUDS guidance set out in the Greater Manchester Level 1 Strategic Flood Risk Assessment and other National Standards (such as CIRIA, Water UK Design and Construction Guidance).



## Policy JP Allocation 14: Cowlishaw

Picture 11.25 JPA 14 Cowlishaw



### Policy

Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code agreed by the local planning authority;
2. Deliver around 460 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs, including the delivery of a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;
3. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be Cocker Mill Lane to the south, Kings Road to the west where any access arrangements will need to take account of the nearby priority habitats and children's play area and Denbigh Drive to the north where access will be limited to the small parcel at the north only. An emergency / controlled secondary access to the site should be provided via Cowlishaw;

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4. Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
5. Make provision for green infrastructure (incorporating the retention and enhancement of existing public rights of way where appropriate), landscaping and biodiversity, including taking appropriate account of Cowlshaw Ponds SBI, the areas of priority habitat near to Kings Road, areas of woodland and other features on the site, so as to mitigate its environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;
6. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;
7. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);
8. Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the retention, or relocation to elsewhere in the site, of the existing play area off Kings Road, commensurate with the demand generated and local surpluses and deficiencies, in accordance with relevant local plan requirements; and
9. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5.

#### Reasoned Justification

**11.207** The site is currently designated as Other Protected Open Land (OPOL) in the Oldham Local Plan. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and

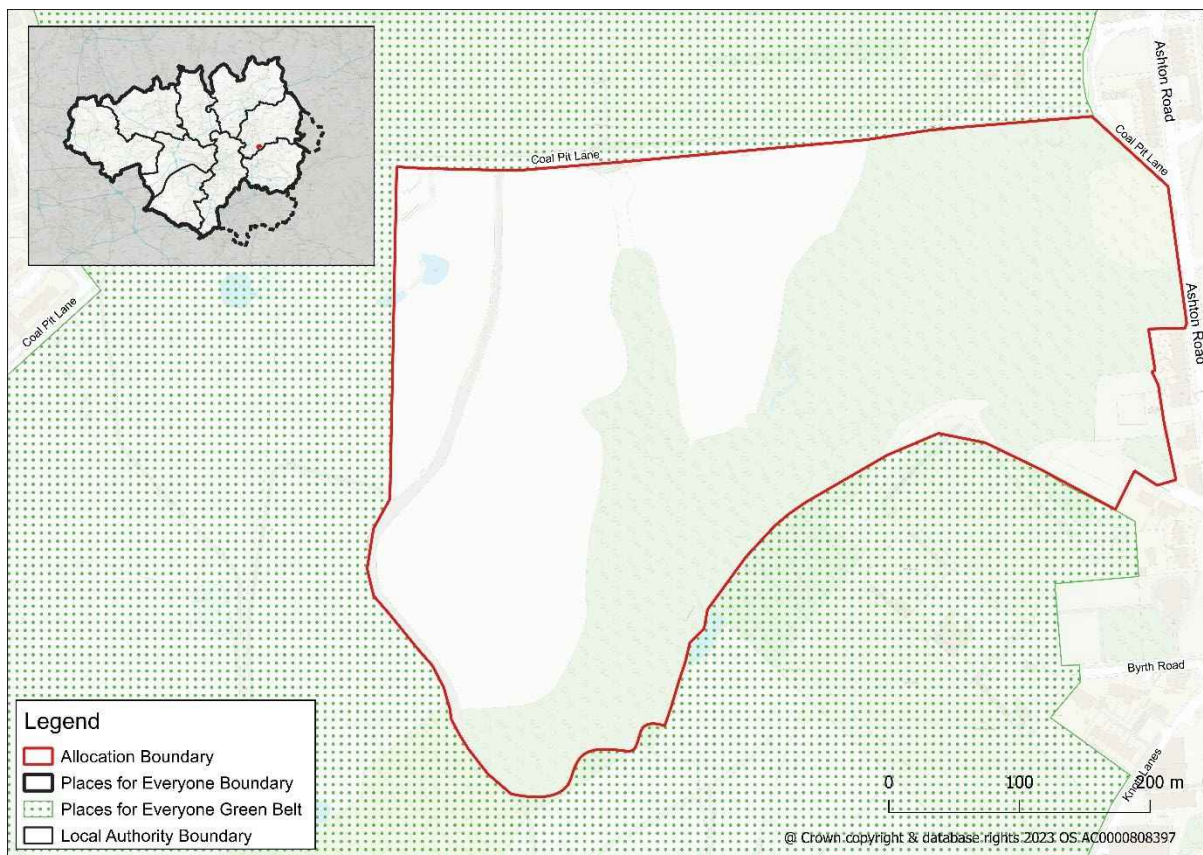
across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.

- 11.208** Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.
- 11.209** The site is in a sustainable and accessible location, on the edge of a large area of open land and in a successful and attractive neighbourhood, and connected to neighbouring communities in Low Crompton, Cowlshaw, Royton and nearby town centres, including Shaw, where there is a Metrolink stop. Any development would be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travel and maximise the site's accessibility, developing the existing recreation routes and Public Right of Way network.
- 11.210** The development will need to provide for suitable access to the site, in liaison with the local highway authority. As stated in the policy the main access points to the site will be Cocker Mill Lane (supported by an emergency/controlled secondary access to Cowlshaw), Kings Road and Denbigh Drive. The access at Denbigh Drive is constrained and will be limited to provide access to the small parcel in the northern section of the site only.
- 11.211** Cowlshaw Ponds SBI is made up of three pond areas and there are additional areas of priority habitat to the south of Crompton Primary School near Kings Road. Any development will need to retain and enhance these, incorporating them as a key feature within the green infrastructure network and landscaping proposals for the site.

- 11.212** Biodiversity net gain could be applied to Green Infrastructure, deciduous woodland, lowland fen and protected species.
- 11.213** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).
- 11.214** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and takes account of the increased demand it may place on existing provision. As such, any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.
- 11.215** A flood risk assessment will be required to inform development, in accordance with policy JP-S4. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates, be supported by a maintenance plan and the use of highway SUD's features.

## Policy JP Allocation 15: Land South of Coal Pit Lane (Ashton Road)

Picture 11.26 JPA 15 Land South of Coal Pit Lane (Ashton Road)



### Policy

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 175 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;
3. Provide for appropriate access points to and from the site in liaison with the local highway authority, with the main point of access being from Ashton Road. In addition, ensure that vehicular access from the

western edge of the site is safeguarded so as to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane (Limeside) and that the layout of development and design of roads within the site are capable of accommodating the said link road;

4. Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
5. Make provision for green infrastructure, landscaping and biodiversity, including taking appropriate account of areas of priority habitat, which includes Deciduous Woodland, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;
6. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;
7. Define and/or strengthen the boundaries of the Green Belt to the south and west of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
8. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
9. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
10. Incorporate necessary remediation measures in areas which are affected by previous coal mining and landfill on the site; and
11. Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater

Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.216** The site is currently designated Green Belt. The red line boundary incorporates the existing saved Oldham UDP allocation at Danisher Lane, to ensure it forms part of the comprehensive development of the site. The saved UDP allocation is not included in the residential capacity set out in the policy, as it has already been identified as part of Oldham's baseline housing land supply. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that this site will help to diversify the existing housing stock in the area and the borough as a whole. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area, through adding to the type and range of housing available.

**11.217** Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

**11.218** The site is well positioned in a sustainable and accessible location and has good connectivity to the wider strategic highway network. The site has good access to public transport and a range of local services, with access to a number of bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the 'Streets for All' corridor studies to improve connectivity on Greater Manchester's Key Route Network. These corridors have been identified on the basis of their potential to support a range of GM

agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travel and maximise the site's accessibility, developing the existing recreation routes and Public Right of Way network.

- 11.219** The development will need to provide for suitable access to the site, in liaison with the local highway authority with the main point of access being from Ashton Road. The allocation provides an opportunity to consider how movement and connectivity along Coal Pit Lane can be enhanced to improve highway safety for pedestrians, cyclists and vehicles. As such, any development will be required to safeguard a vehicular access from the western edge of the site to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane, Limeside. To facilitate this the layout of development and design of roads within the site will need to be capable of accommodating the future link road.
- 11.220** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.
- 11.221** The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland located throughout the site.
- 11.222** The allocation is contained by permanent, physical boundaries, to the north and east. However, there is a need to define and/or strengthen the boundaries of the Green Belt to the south and west of the site

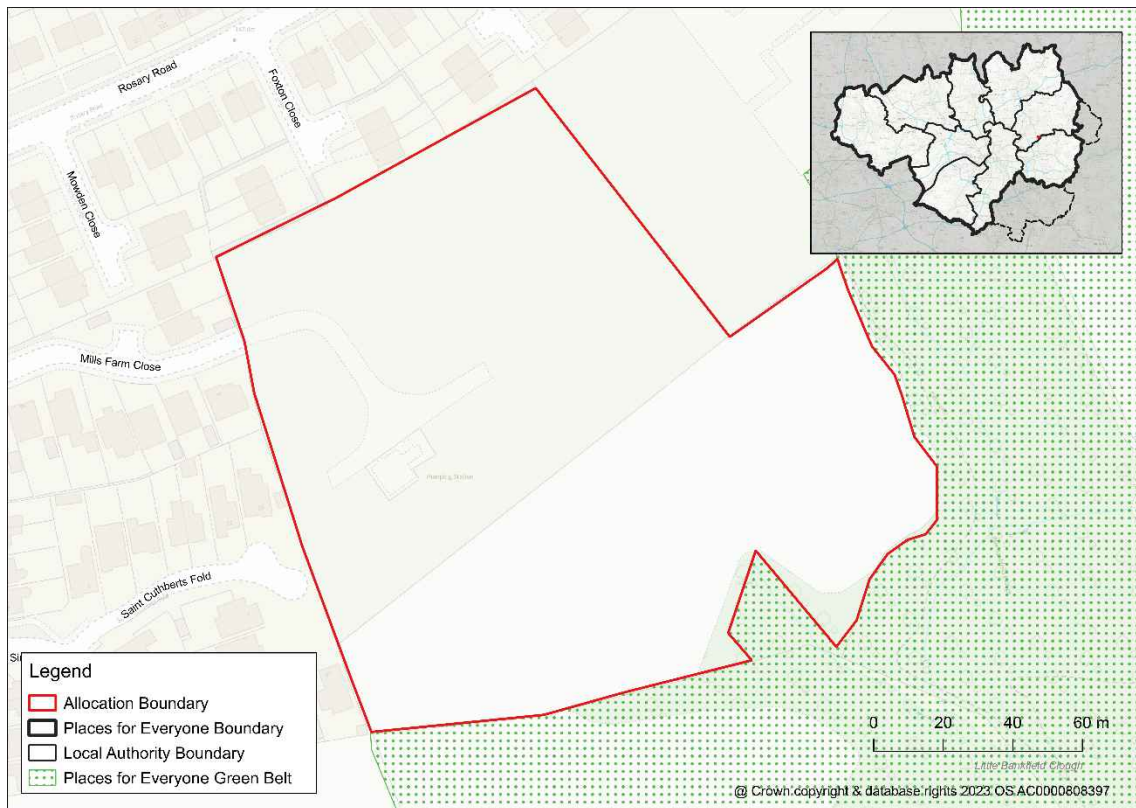


utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.

- 11.223** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.224** A flood risk assessment will be required to inform any development, in accordance with policy JP-S4. A comprehensive drainage strategy should be prepared, for the site as a whole, as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.
- 11.225** There has been previous coal mining and landfill on the site, as such there will need to be liaison with the Coal Authority and the necessary remediation measures undertaken.
- 11.226** The allocation is identified as a Minerals Safeguarding Area for: brickclay (96.4% of the site); and surface coal (96.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 16: South of Rosary Road

Picture 11.27 JPA 16 South of Rosary Road



### Policy

Development at this site will be required to:

1. Deliver around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;
2. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
4. Make provision for green infrastructure and biodiversity net gain across the site, incorporating a suitable landscaping buffer between the

proposed houses and the adjoining Bankfield Clough SBI and Deciduous Woodland priority habitat, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;

5. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;
6. Define and/or strengthen the boundary of the Green Belt to the south of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
8. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
9. Take appropriate account of relevant heritage assets, and their settings, including Bank Top Farmhouse listed building to the south of the site, in accordance with policy JP-P2; and
10. Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.227** The land south of Rosary Road is within the Green Belt. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local

housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the surrounding area through adding to the type and range of housing available, informed by Oldham Council's Housing Strategy and Local Housing Needs Assessment.

**11.228** The site is well positioned in a sustainable and accessible location that has good connectivity to the wider highway network. The site has good access to public transport and a range of local services with access to bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the ‘Streets for All’ corridor studies to improve connectivity on Greater Manchester’s Key Route Network. These corridors have been identified due to their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travels and maximise the sites accessibility, developing on the existing recreation routes and Public Right of Way network.

**11.229** The development will need to provide for suitable access to the site, in liaison with the local highway authority. The main point of access to the site is through the neighbouring former Centre of Professional Development site, which along with the former Marland Fold School, is identified as a potential housing site in Oldham’s current Strategic Housing Land Availability Assessment. Integration of the allocation with the neighbouring development sites will therefore be important. Any development will also be required to minimise and mitigate the impact of associated traffic on the local highway network, including the neighbouring Fitton Hill housing estate.

**11.230** It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any

development takes account of the increased demand it may place on existing provision. Any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.

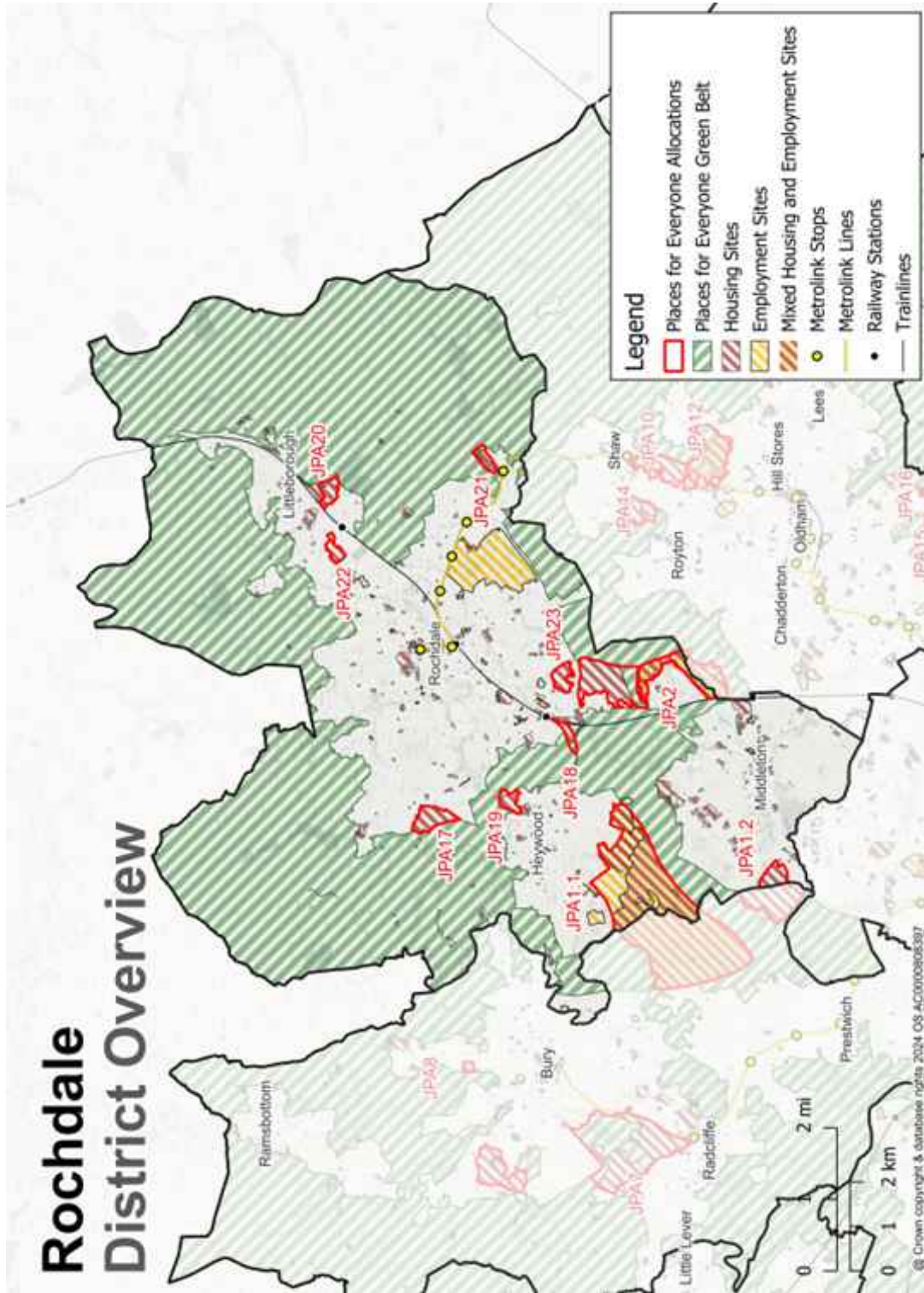
- 11.231** Bankfield Clough SBI and an area of Deciduous Woodland priority habitat sit just outside the eastern and southern boundary. Any development should incorporate a landscaping buffer between the proposed houses and adjoining SBI and priority habitat as part of the wider green infrastructure network for the site.
- 11.232** The allocation is contained by permanent, physical boundaries, to the north, east and west. However, there is a need to define and/or strengthen the Green Belt boundary to the south utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.
- 11.233** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.234** There are assets of historical significance close to the site, including Bank Top Farmhouse. Whilst outside the boundary any development proposal would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment. Furthermore, it is considered that additional tree planting and native hedgerows would help to enhance the interface between the existing farmhouse and any development, as well as the green wedge that will sit in between.
- 11.235** A flood risk assessment will be required, in accordance with policy JP-S4. A comprehensive drainage strategy for the whole site should be

prepared, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Proposals should apply greenfield run off rates, be supported by a maintenance plan and make use of highway SUD's features.

- 11.236** The allocation is identified as a Minerals Safeguarding Area for: brickclay (98.1% of the site); and surface coal (98.1%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

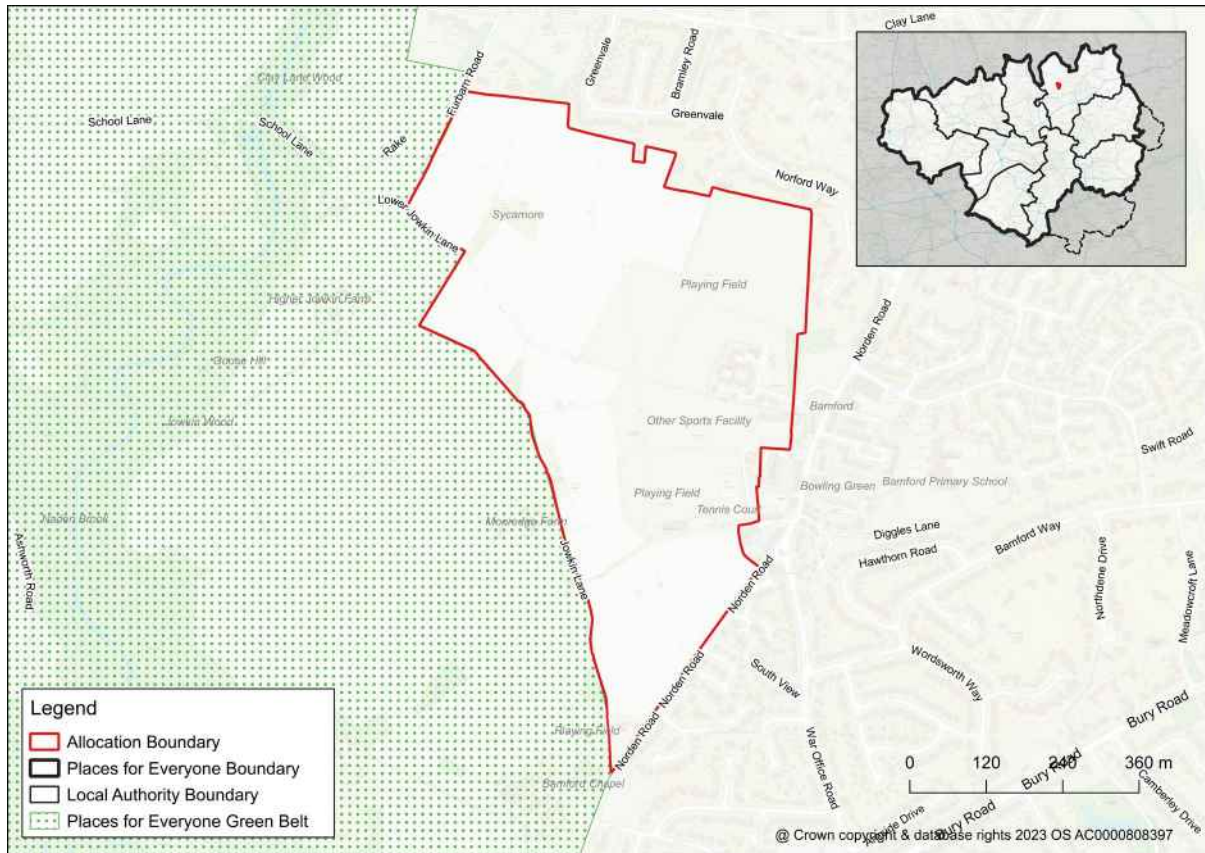
# Strategic Allocations in Rochdale

Picture 11.28 Rochdale District Overview



## Policy JP Allocation 17: Bamford / Norden

Picture 11.29 JPA 17 Bamford / Norden



### Policy

Development at this site will be required to:

1. Deliver around 450 new homes including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots, to reflect the grain and density of the surrounding residential areas, or similar types of larger homes as agreed with the Local Planning Authority and affordable housing in accordance with relevant local plan requirements;
2. Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. The residential development on the site will provide contributions towards the improvement of the facilities which will create a high quality recreational and sports 'hub' serving the local area and the borough as a whole. The development should incorporate existing public rights of way along with new

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routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site;

3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Bamford/Norden Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
5. Provide access to the site from suitable points along Norden Road;
6. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
7. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1. This should take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area;
8. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
9. Take appropriate account of relevant heritage assets, and their settings, including the listed Bamford United Reform Church, in accordance with Policy JP-P2;

10. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and
11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.237** Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for homes within the area. It is one of the most significant areas of larger, higher value homes within the sub-region and is considered to be a desirable and aspirational place to live. This development offers an excellent opportunity to expand on this area to deliver a type of housing which is in short supply across the borough. Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. Properties in these bands are situated in well-landscaped settings, with spacious plot sizes and larger internal floorspaces. The provision of such housing is important to ensure that a good range of housing is available and will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

**11.238** The area does contain a number of sporting recreational facilities in the form of playing pitches, a cricket ground and tennis courts. The Council's 2018 Playing Pitch Strategy identified the playing pitches as a key club site supporting clubs with a large number of junior teams. Any proposal should seek to ensure that these pitches and the other sporting facilities are retained and significantly enhanced as part of a high quality, integrated development, and the residential development on the site should contribute towards the delivery of these improvements. The improvements to the playing pitches should include, but not be limited to, the following:

- Underground pitch drainage;
- A replacement pavilion incorporating necessary changing facilities and community space; and
- The provision of a 'red path' around the pitches to accommodate a range of walking and running activities.

**11.239** There is a proposal, linked to the development at Northern Gateway, to provide a bus rapid transit service linking Heywood and Manchester city centre. There is potential to extend some of these services to Norden which could serve this development and the wider western part of the town. This proposal should provide a financial contribution to support the delivery of this route extension.

**11.240** There is an opportunity to deliver improvements to the local highway network in the area to improve the flow of traffic and ensure that the proposed development does not have an adverse impact on local roads. The development will be expected to contribute to identified mitigations.

**11.241** The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. This requirement offers an opportunity to improve existing routes along with other identified improvements. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

**11.242** It is important that any development does not have a negative impact on Ashworth Valley and where practical historic field boundaries as identified in the Bamford/Norden Heritage Assessment should be retained and incorporated into the masterplan. Similarly, the existing footpath network should also be maintained. This could be addressed through a high-quality boundary treatment on the western edge of the opportunity area. To ensure any development does not impact upon the setting of the Bamford United

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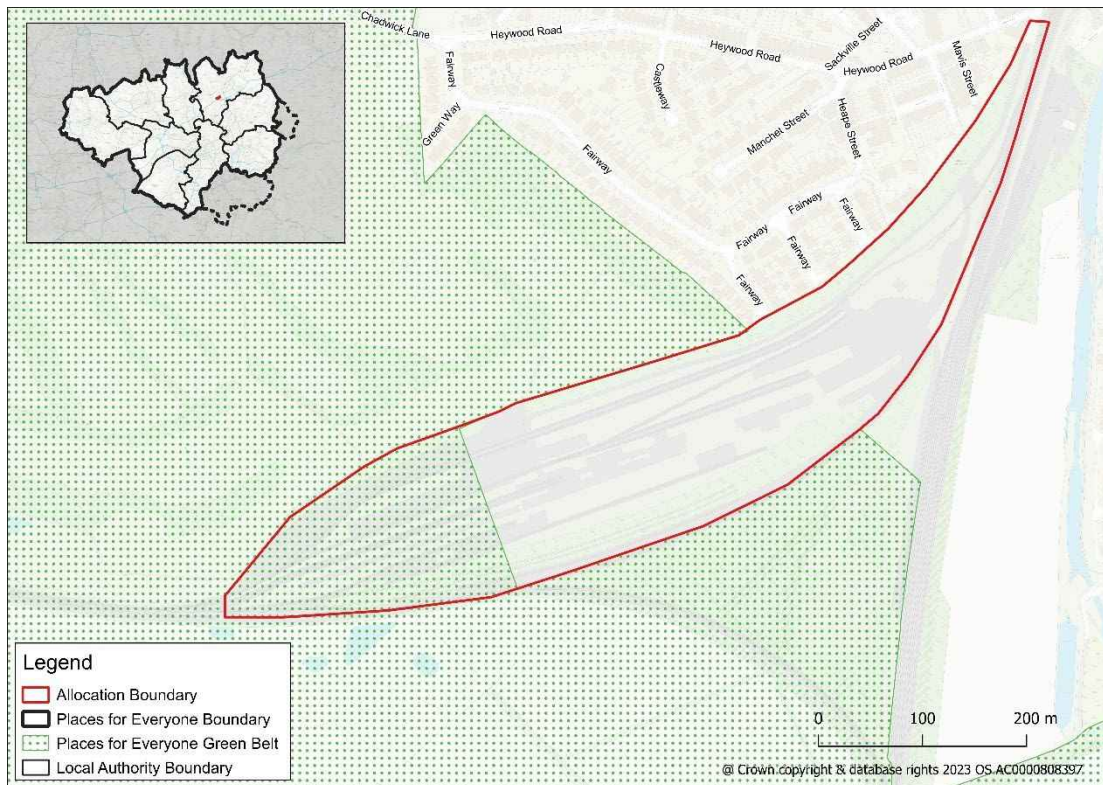
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Reform Church, a Grade II listed building, the tree line along Jowkin Lane should be retained to provide screening.

- 11.243** As with a lot of areas within the borough there is limited capacity in relation to primary school places. Therefore, any proposal would need to address this through a contribution to expand existing schools in the area.
- 11.244** The layout of development will also need to take account of the location of electricity pylons that cross the site. This could be linked to a high-quality network of green infrastructure and landscaping within the scheme.
- 11.245** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.9% of the site); sand and gravel (10.6%); sandstone (22.0%) and surface coal (99.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 18: Castleton Sidings

Picture 11.30 JPA 18 Castleton Sidings



### Policy

Development at this site will be required to:

1. Deliver around 125 homes including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;
2. Create an area of accessible open space on the part of the site to be retained as Green Belt as part of a multi-functional green and blue infrastructure network. This will include defining a new Green Belt boundary to the west of the residential development that will comprise physical features that are readily recognisable and likely to be permanent and mitigation of the visual and noise impacts of the nearby railway.
3. Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and provision of tram-train infrastructure;

4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include the provision of good quality pedestrian and cycling routes through the site to Heywood Road/Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course in order to facilitate safe and convenient access to the centre of Castleton, Castleton station, bus stops and employment locations around Heywood;
6. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;
8. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and
9. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.246** The site offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable. Overall, the site is well placed to utilise existing community facilities and social infrastructure.

- 11.247** Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.
- 11.248** The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. There could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.
- 11.249** Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high-quality area of accessible open space on the part of the site to be retained as Green Belt. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, this area also provides an opportunity to provide compensatory improvements to retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt

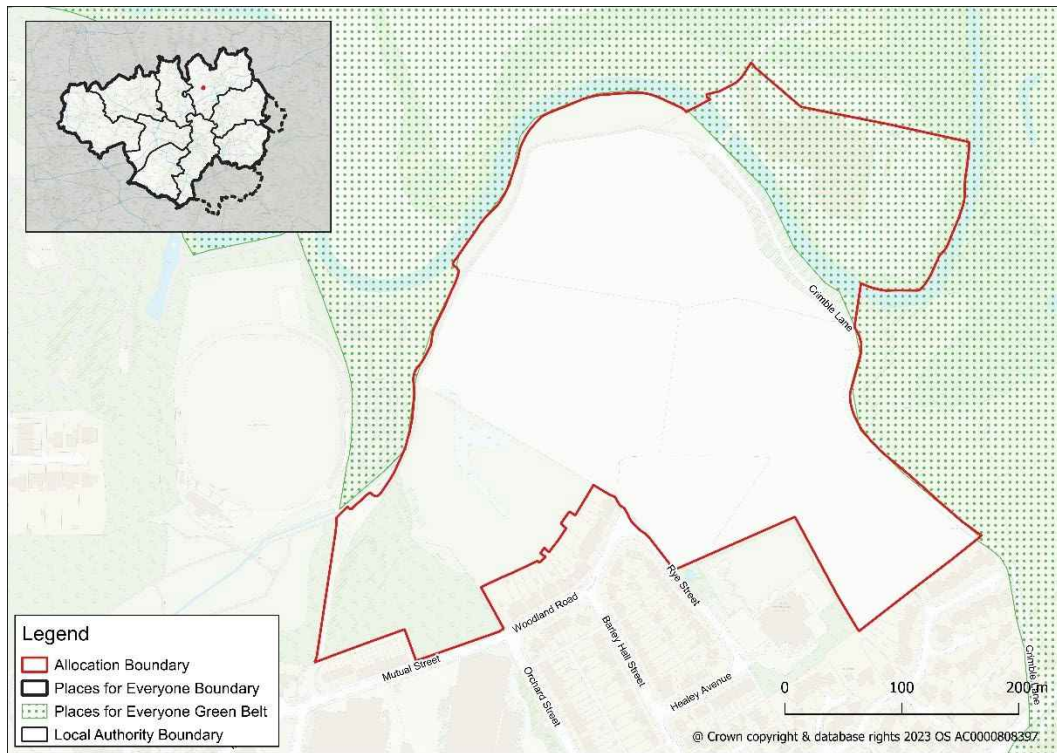
Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

- 11.250** The proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents.
- 11.251** The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.
- 11.252** The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the site.
- 11.253** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (72.8% of the site); sand and gravel (57.8%); and surface coal (72.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.



## Policy JP Allocation 19: Crimble Mill

Picture 11.31 JPA 19 Crimble Mill



### Policy

Development at this site will be required to:

1. Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements, within an attractive riverside setting. This includes the provision of new homes within the converted Grade II\* Listed Crimble Mill and on adjoining parts of the allocation retained in the Green Belt, in accordance with national policy relating to the partial or complete redevelopment of previously developed land in the Green Belt;
2. Secure the conversion and long term future of the listed mill buildings as part of a comprehensive, high quality development through masterplanning, design codes and a phasing and delivery strategy;

3. Protect and enhance the significance of the listed mill buildings and their setting, having regard to the Crimble Mill Historic Environment Assessment 2020;
4. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1, having regard to the adjacent Queens Park, the River Roch and the wider river valley setting, including the incorporation of high-quality green and blue infrastructure;
5. Define the archaeological potential of the development site to the south of the mill complex and river through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Historic Environment Assessment (2020). The masterplan must detail where significant archaeology will be preserved in situ;
6. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
7. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include vehicular access from an improved Crimble Lane access from the A58 as well as from Mutual Street and/or Woodland Road. This should also include retaining and enhancing existing rights of way and general access through and around the site including:
  - a. New and improved walking and cycling access to the adjacent Queens Park;
  - b. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and
  - c. Facilitating a route adjacent to the River Roch to support the wider Roch Valley Way;

8. Any proposal needs to take into account the risk of flooding, particularly in respect of those parts of the site that are identified as being within Flood Zone 3. This includes ensuring that the mill building can be accessed from the north;
9. Any proposal should provide land adjacent to the existing **primary** school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to meet the needs generated by the development in accordance with policy JP-P5; and
10. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.254** The proposal provides an opportunity to deliver a sustainable urban extension to the north east of Heywood whilst safeguarding and preserving a heritage asset. The sustainable attributes of the site would be enhanced by the creation of new and improved pedestrian and cycle access. The site is adjacent to Queens Park, an award-winning Victorian park which includes a range of recreation and leisure facilities. Any proposal should create high-quality physical and visual links to the park. The site also has the potential to deliver convenient access to Heywood town centre to the south west of the site as well as destinations further afield via the Roch Valley Way.

**11.255** The site will deliver high quality homes in an attractive location which will also secure the future of a Grade II\* Listed Building. Crimble Mill dates back to the mid-18th Century as a fulling mill. It is a rare surviving example of a textile mill that illustrates the transition from water to steam power on a rural site. It is likely to be the last, large-scale water powered rural mill to survive in Greater Manchester. The property is on Historic England's Heritage at Risk Register at Category A (Immediate risk of further rapid deterioration or

loss of fabric: no solution agreed). The condition is recorded as “Very Bad”. Building condition and recording surveys must be agreed and completed to document the premises prior to any development or demolition taking place.

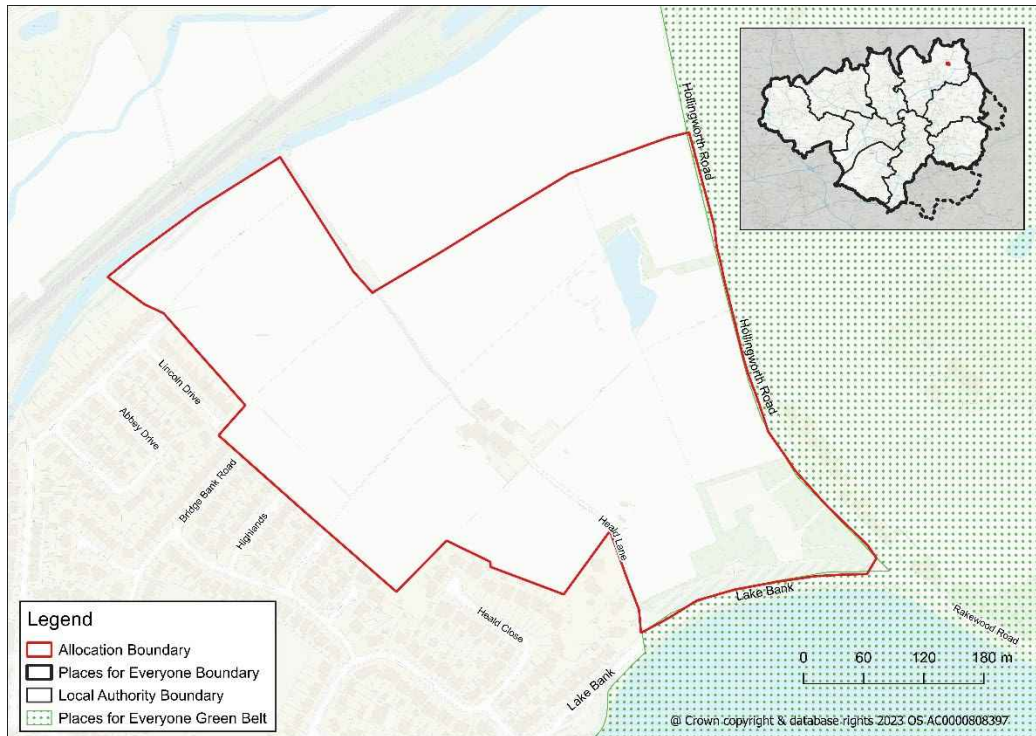
- 11.256** Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.
- 11.257** The proposal will be required to demonstrate how it would support the retention and enhancement of the mill complex. This would need to be agreed by the local planning authority prior to commencement of any development with a clear timetable secured via a legal agreement or planning condition as part of any planning permission. The expectation would be that this would be the first phase of any development given the condition of the listed mill building. The design and layout of any scheme should respond to its rural setting and location adjacent to the River Roch and have full regard to the listed mill and its semi-rural surroundings. Key views to and from the listed mill complex from the development site, historic field boundaries and areas of woodland which contribute to the rural character of the site should also be retained. Where opportunities for interpretation are present these should be included in the masterplan.
- 11.258** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.259** Parts of the site adjacent to the River Roch are at risk from flooding and this includes part of the mill complex itself. Any proposal would need to

demonstrate how it has addressed the issue of flooding within the scheme. Any proposed mitigation would need to consider the effects of the development downstream from the site. The development will also need to ensure that the mill site can be accessed from the north via Crimble Lane and onto Bury and Rochdale Old Road.

- 11.260** The site is adjacent to All Souls C of E Primary School. The development will place significant demand on school places within the area and local schools are already at or near to capacity. Any proposal should therefore provide some land adjacent to the school to allow for future expansion including associated outdoor playing space. This would provide new places in a location convenient for the residents of the new development.
- 11.261** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.8% of the site); sand and gravel (52.8%); and surface coal (96.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 20: Land North of Smithy Bridge

Picture 11.32 JPA 20 Land North of Smithy Bridge



### Policy

Development at this site will be required to:

1. Deliver around 300 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Deliver a landscape-led development, incorporating high-quality green and blue infrastructure, that takes advantage of the site's attractive setting next to Hollingworth Lake and the Rochdale Canal and reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1;

4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Land North of Smithy Bridge Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
5. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;
6. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
7. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;
8. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);
9. Facilitate the delivery of a new primary school and associated outdoor playing space. Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
10. Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost; and
11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

## Reasoned Justification

- 11.262** This site provides an excellent opportunity to deliver a high-quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.
- 11.263** Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.
- 11.264** The site is within walking distance of both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. Given these important linkages, the masterplanning of the site should have regard to the proposed residential development to the north.
- 11.265** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.266** The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats



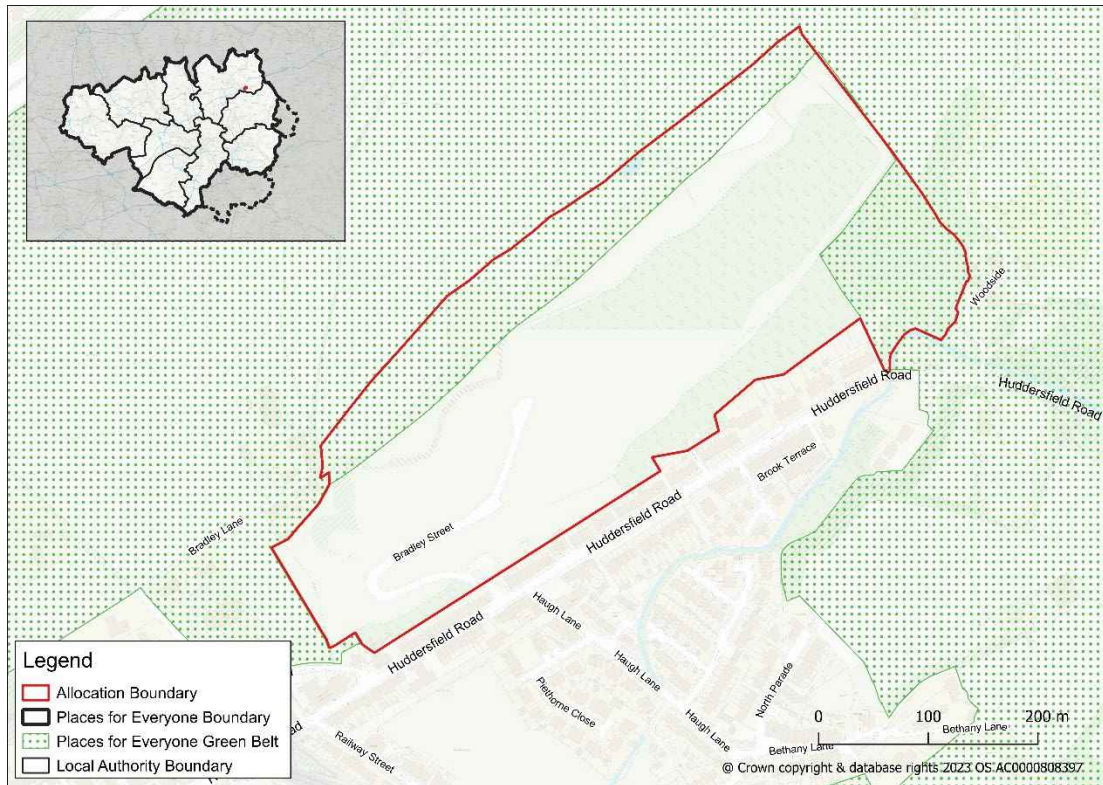
Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.

- 11.267** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).
- 11.268** The Land North of Smithy Bridge Historic Environment Assessment 2020 identifies heritage assets which may be impacted upon through the development of this site. The masterplan must seek to protect and enhance such assets where possible, otherwise their harm must be robustly justified and mitigated.
- 11.269** There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.
- 11.270** The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. Any spaces lost as a result of the development will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.
- 11.271** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sandstone (34.7%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to

ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 21: Newhey Quarry

Picture 11.33 JPA 21 Newhey Quarry



### Policy

Development at this site will be required to:

1. Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;
2. Deliver a mix of housing density, with the potential for higher density development in the south west part of the site closest to the village centre and the Metrolink stop. The northern and eastern parts of the site could include larger housing to diversify housing choice in the local area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;

4. Create a unique, high quality development including attractive and interesting open spaces and landscaping incorporating water features and safeguarding and enhancing biodiversity. This should include carrying out any necessary re-profiling of the quarry face, which is retained within the Green Belt;
5. Define and/or strengthen the Green Belt boundaries around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
6. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;
7. Take appropriate account of relevant heritage assets, and their settings, including the listed St Thomas Church and Bradley's Farmhouse, in accordance with Policy JP-P2;
8. Provide publicly available car parking to serve the Metrolink stop in Newhey and, if necessary, the residents on Huddersfield Road;
9. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This will include retaining and enhancing existing rights of way and creating a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycling / walking network;
10. Provide vehicular access to serve the proposed residential development and car parking via the existing access from Huddersfield Road;
11. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
12. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and

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

#### Reasoned Justification

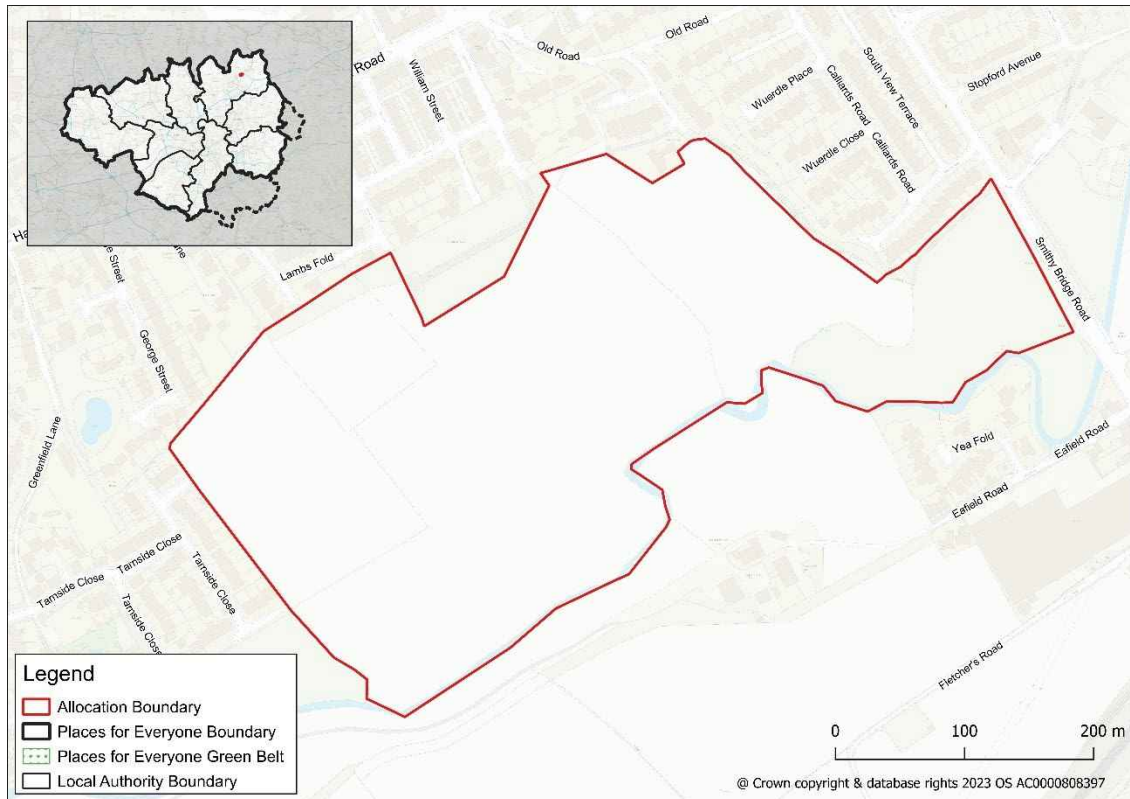
- 11.272** Newhey Quarry has been disused for a number of years but does have existing permission for mineral extraction. This allocation provides an opportunity to deliver a high-quality development incorporating a range of house types in an attractive and spectacular setting. The setting of this site will be the key driver in terms of any detailed designs and layout for the site. Given the opportunity that exists to create something exceptional, a 'traditional' suburban housing development would not be considered acceptable for this site.
- 11.273** Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.
- 11.274** The site is in a sustainable location with easy access to the centre of Newhey and the Metrolink stop. Presently the Metrolink stop at Newhey is well used and has no dedicated parking. The development of this site will be required to deliver publicly available car parking. The size, location and design of any parking would need to be agreed between the Council, TfGM and the developer. In addition to parking to serve the Metrolink stop, the development should, if necessary, also provide parking for residents on Huddersfield Road. This would be to deal with existing issues as well as taking account of any impact accessing the development may have on existing on-street parking e.g. to ensure necessary visibility along Huddersfield Road.

- 11.275** Given the location of the site and the nature of the surrounding area, it will be important for any layout to incorporate a high-quality green and blue infrastructure network and attractive open spaces and maximise opportunities presented by the quarry face, even where re-profiling of the quarry face is necessary. This should reflect and utilise the features within the site to create attractive and usable spaces for new and existing residents. The re-profiled quarry face is to be retained within the Green Belt along with the south east corner of the site. These retained areas of Green Belt provide opportunities for enhancement of retained Green Belt in accordance with NPPF as well as providing opportunities to safeguard habitats and deliver biodiversity net gain within the site. Although the site is generally well screened from a number of points, the impact on the wider landscape should be taken fully into account in terms of the choice of materials and landscaping.
- 11.276** Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The retained Green Belt within the allocation provides some opportunities for improvements. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.277** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).
- 11.278** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sand and gravel (0.9%); sandstone (10.4%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any

subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 22: Roch Valley

Picture 11.34 JPA 22 Roch Valley



### Policy

Development at this site will be required to:

1. Deliver around 200 homes including provision of larger (4, 5 and 6 bedroom) houses or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements, on the northern part of the site adjacent to existing residential areas;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre;
4. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape



character type in accordance with policy JP-G1, particularly in relation to the materials used, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site;

5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation for areas specified in the Roch Valley Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ;
6. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include maintaining and enhancing pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south;
7. The layout of the development should be designed so as not to preclude the future delivery of potential relief road incorporating attractive, high quality pedestrian and cycle routes between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site;
8. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
9. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and
10. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.279** This site is located within the wider Roch Valley between Rochdale and Littleborough which is outside the current defined urban area but is not within the Green Belt, being currently designated as Protected Open Land.

This land is adjacent to well-established areas of housing and is within an attractive setting. Some development has recently gained planning permission and the opportunity exists for more, relatively small scale, proposals which respect the river valley location and setting.

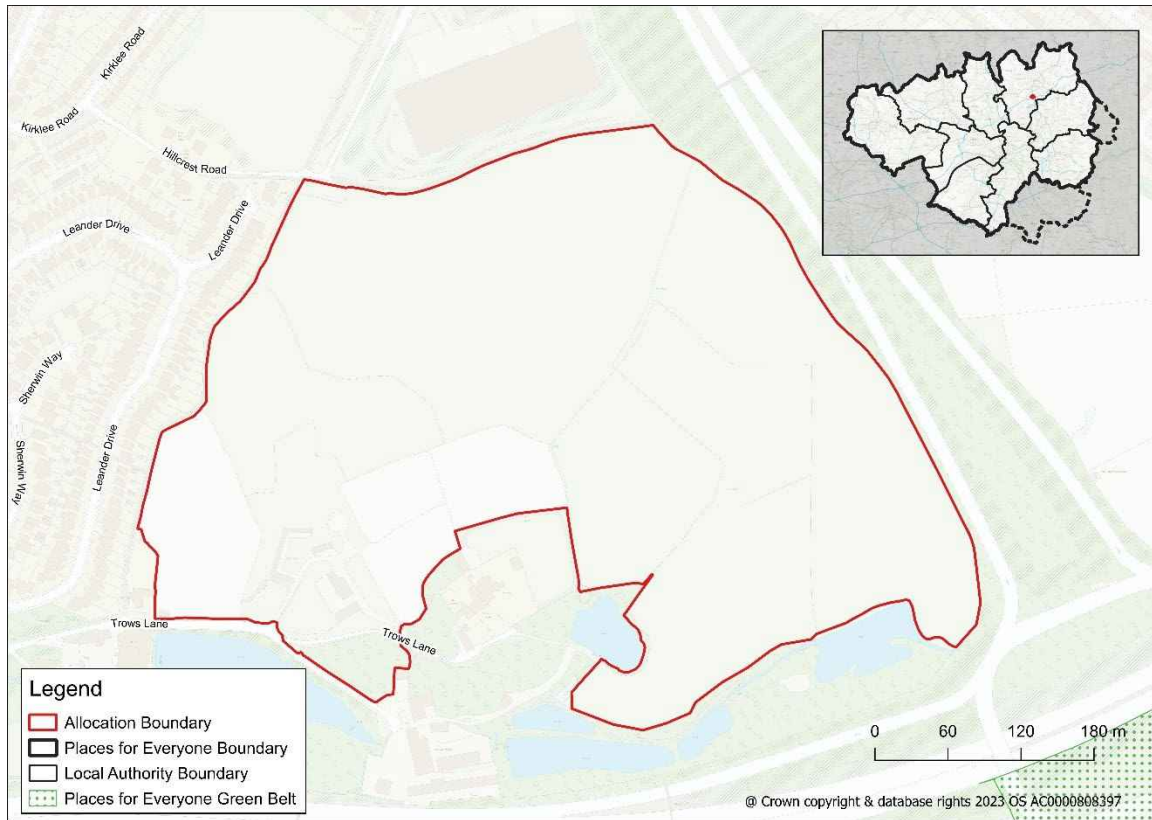
- 11.280** Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.
- 11.281** The Roch Valley Historic Environment Assessment identified the sensitivities that need to be taken in to account in relation to the masterplan and any subsequent planning applications for this site.
- 11.282** The area has good access to the A58 bus corridor and there are local services and facilities along this route. The development will need to provide good walking and cycling routes to the Calder Valley Railway line station at Smithy Bridge which offers good access to the city centre and other areas.
- 11.283** Although none of the land proposed for development would be at risk from flooding the land to the north of the River Roch has been identified by the Environment Agency and the Council as a location where flood water storage capacity should be safeguarded to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. Any development should take account of this proposal and, where possible, include measures that will contribute to the ability of this location to mitigate against flood risk in the wider Roch Valley.
- 11.284** The river valley setting of the site, as part of the Pennine Foothills (West/South Pennines) landscape character type, means that the impact of any development must be taken into account in terms of any design and layout. There are some long-distance views into the site from across the

valley and therefore it is important that the impact of any scheme is minimised as much as possible through the use of appropriate materials and high-quality landscaping.

- 11.285** There are proposals to deliver a residential relief road linking Smithy Bridge Road and Albert Royds Street. This route would improve traffic flow on the local route network and reduce congestion at a number of junctions in the area. This site provides an opportunity to accommodate the eastern section of this road as part of a high-quality residential layout. Any new road will include attractive, high quality pedestrian and cycle routes to promote sustainable modes of transport from, to and through the site.
- 11.286** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).
- 11.287** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.3% of the site); sandstone (94.5%) and surface coal (99.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 23: Trows Farm

Picture 11.35 JPA 23 Trows Farm



### Policy

Development at this site will be required to:

1. Deliver around 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and provision for affordable housing in accordance with relevant local plan requirements;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include vehicular access to the site from Cowm Top Lane, as well as facilitating safe and

attractive walking and cycling routes to the local centre of Castleton and the railway station;

4. Deliver a well-designed scheme which incorporates good quality green and blue infrastructure that reflects and responds to the special qualities and sensitivities of the key characteristics of the Urban Fringe Farmland landscape character type in accordance with policy JP-G1, having regard to the topography of the site, its prominent location adjacent to the M62 and A627(M) motorways, and existing biodiversity and greenspace corridors;
5. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Trows Farm Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
6. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors;
7. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and
8. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.288** The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.

- 11.289** Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.
- 11.290** Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be facilitated as part of the development. The site also has good access to the motorway network.
- 11.291** The topography of the site does not affect its deliverability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. Where possible, the masterplan should incorporate the retention of historic field boundaries as highlighted in the Trows Farm Historic Environment Assessment 2020. This will help retain the rural character of the site and will contribute to the green infrastructure offer within the site.
- 11.292** There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.
- 11.293** There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area. Therefore this development will be expected to contribute to the provision of a new school to ensure that the demand for new school places created by the development can be met.
- 11.294** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (100% of the site); sand and gravel (99.5%); and surface coal (100%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be

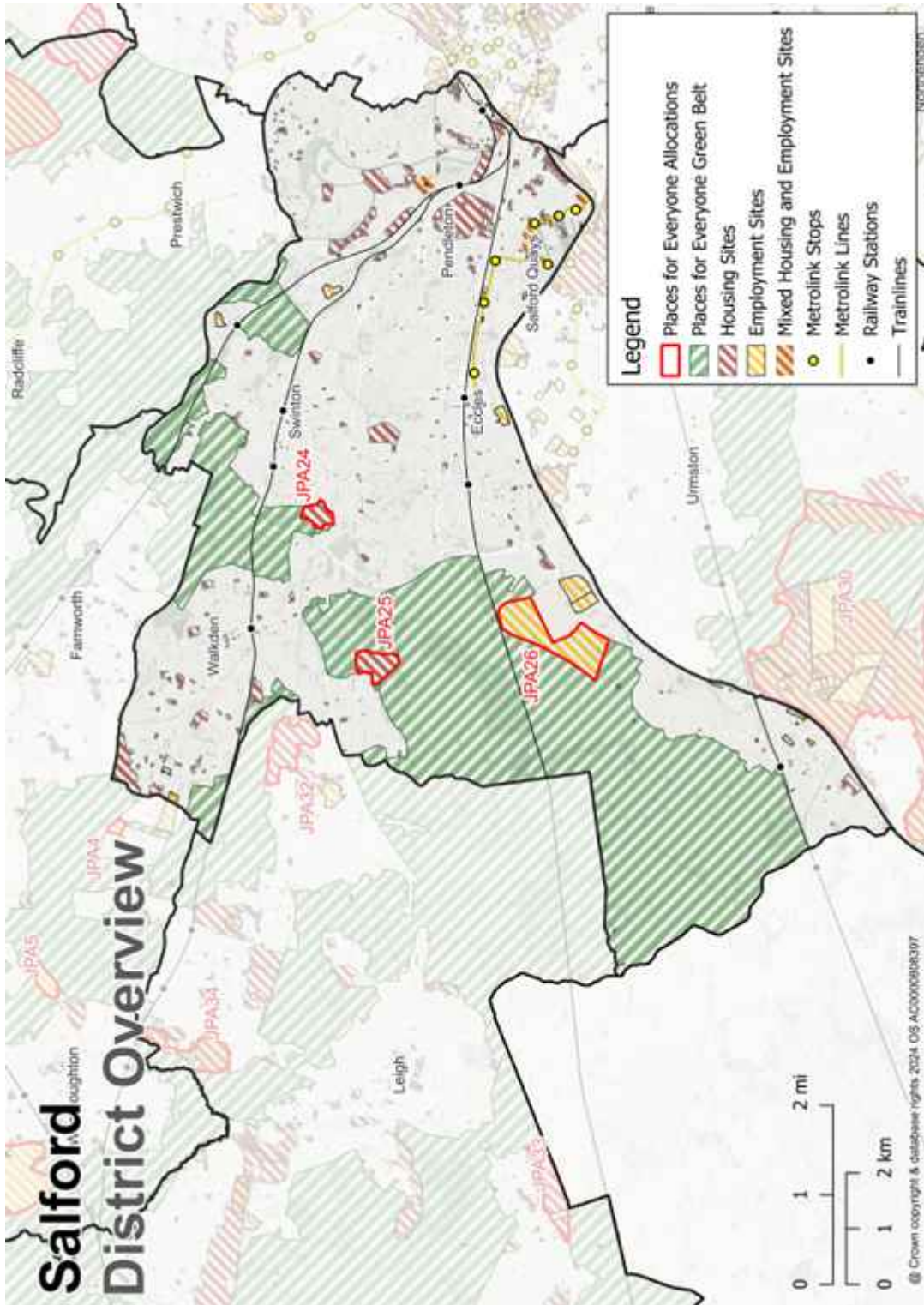
assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

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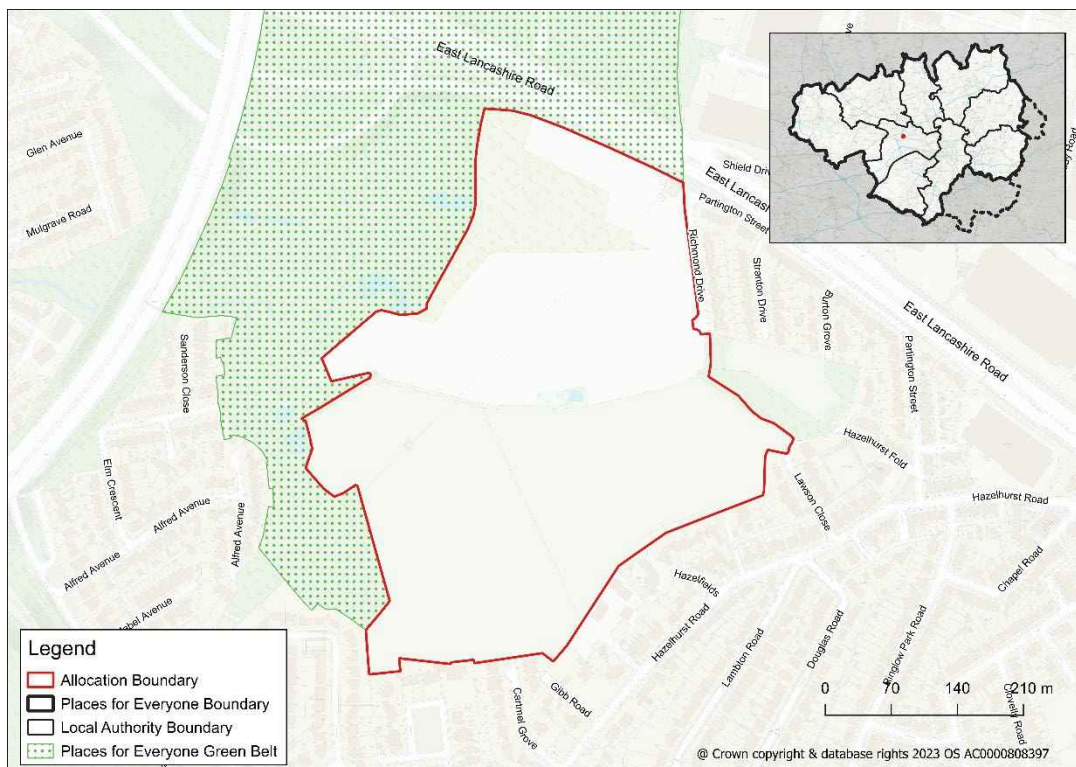
# Strategic Allocations in Salford

Picture 11.36 Salford District Overview



## Policy JP Allocation 24: Land at Hazelhurst Farm

Picture 11.37 JPA 24 Land at Hazelhurst Farm



### Policy

Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 400 dwellings.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework, consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council;
2. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed towards off-site provision;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8; including:

Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

- a) Being designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;
  - b) Incorporating attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;
4. Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;
  5. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
  6. Protect the quality of watercourses through and around the site;
  7. Respond to the site's location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area;
  8. Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site;
  9. Retain mature woodland, hedgerows, swamp and water bodies as important landscape features within the site, supporting an overall increase in its nature conservation value;
  10. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies;
  11. Make provision for biodiversity in accordance with policy JP-G9;
  12. Provide a buffer for the overhead power lines that run across the site;
  13. Provide mitigation to address noise and air pollution from nearby roads;

14. Contribute to the achievement of recreation space standards in accordance with local planning policies;
15. Set aside land to accommodate additional primary school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing;
16. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and
17. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.295** The site benefits from close proximity to stops for the Leigh-Salford-Manchester bus rapid transit service, providing good public transport access to the employment and leisure opportunities in the City Centre. It is important to the sustainable development of the site that it is designed to maximise the use of those services, and this is likely to require some off-site improvements to pedestrian routes to the stops as well as influencing the on-site layout. The landscape features within and around the site are important to the character of the wider area, and their retention will help to differentiate its development and ensure a high quality residential environment. The woods to the west of the site are already designated for their nature conservation importance, and the development should secure further improvements.

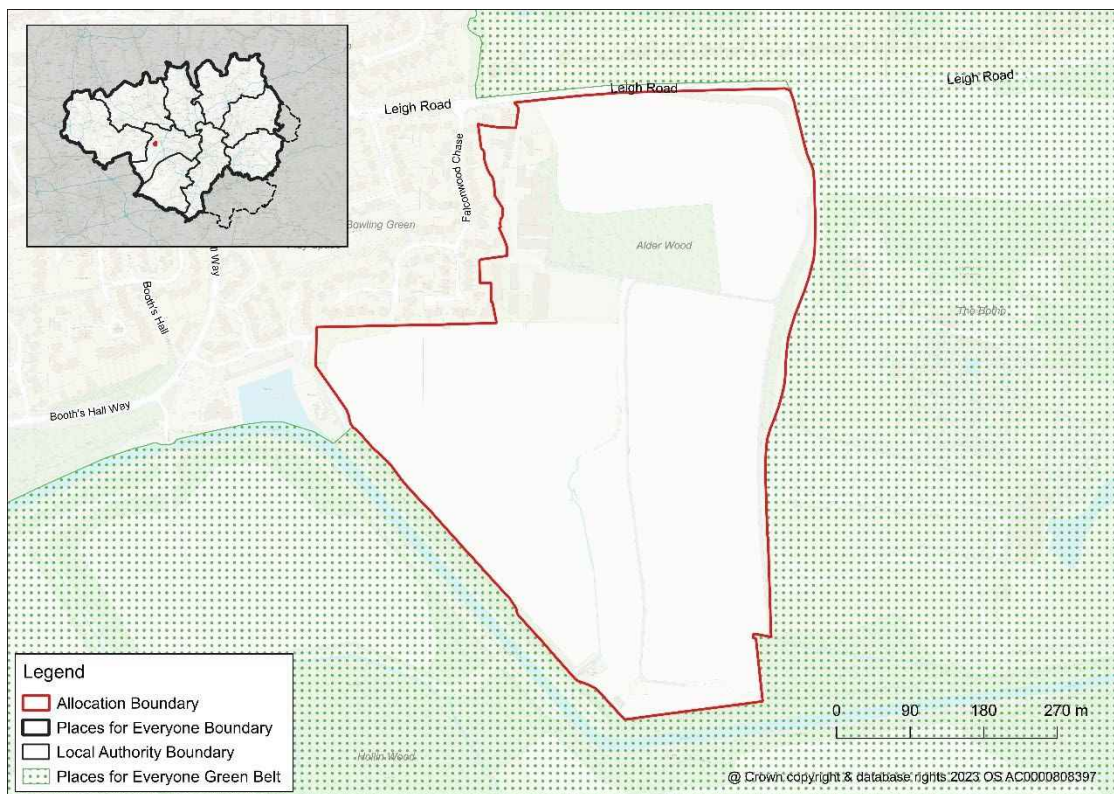
**11.296** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study –

Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

- 11.297** The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 25: East of Boothstown

Picture 11.38 JPA 25 East of Boothstown



### Policy

The area between the existing settlement of Boothstown and the RHS Garden Bridgewater site, between Leigh Road and the Bridgewater Canal, will be developed for around 300 dwellings. The site will be developed at a low density and to an exceptional quality, primarily targeting the top end of the housing market with the intention of attracting and retaining highly skilled workers within Greater Manchester.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework, consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council;

2. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed to off-site provision;
3. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
4. Retain Alder Wood and the other areas of mature deciduous woodland and protected trees;
5. Take opportunities to enhance the ecological value of Shaw Brook, including naturalising where practicable and retaining significant open land around it, and utilise the brook as a central landscape feature running through the site;
6. Incorporate a landscaped buffer along the eastern boundary of the site facing RHS Garden Bridgewater;
7. Provide a detailed drainage and flood risk management strategy which addresses the outcomes of the Strategic Flood Risk Assessment, ensuring that development does not increase flood risk elsewhere;
8. Incorporate high quality sustainable drainage systems as part of the green infrastructure for the site and accommodate sufficient space for any necessary flood storage, particularly in the south of the site;
9. Protect the quality of watercourses through and around the site;
10. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies;
11. Make provision for biodiversity in accordance with policy JP-G8;
12. Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the southern part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided;

13. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8; including:
  - a. Ensuring good quality access by walking and cycling for all residents to services and facilities in Boothstown and the local area, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south, including through the provision of a high quality network of pedestrian and cycle routes throughout the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road;
  - b. Securing further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route to RHS Garden Bridgewater, Worsley Village and Boothsbank Park;
14. Include a new neighbourhood equipped area of play and contribute to the achievement of recreation space standards in accordance with local planning policies;
15. Make financial contributions for offsite additional primary and/or secondary provision to meet needs generated by the development, in accordance with JP-P5;
16. Provide an easement for the significant utilities infrastructure running through and near the site;
17. Take its primary access from Occupation Road;
18. Incorporate mitigation to address noise and air pollution from nearby roads;
19. Take appropriate account of relevant heritage assets, and their settings, including Worsley Hall Garden Cottage; the Bothy; and Worsley Park, in accordance with policy JP-P2;
20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and



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

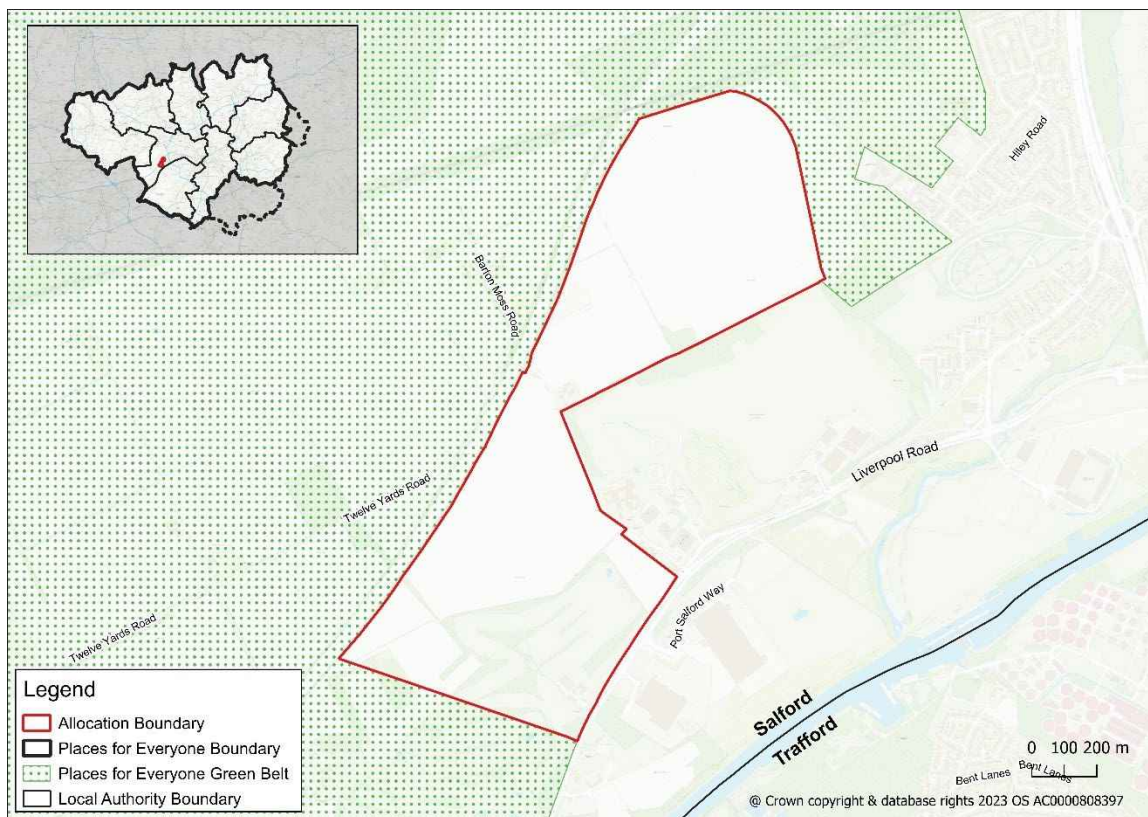
#### Reasoned Justification

- 11.298** This site to the east of Boothstown offers one of a small number of opportunities within Greater Manchester to deliver very high value housing in an extremely attractive environment, benefiting not only from an established premium housing market but also a location immediately next to the new RHS Garden Bridgewater which is due to open in 2021. It is essential that the development of the site fully maximises the opportunities presented by this location, and delivers the highest quality living environment. A lower density of development than would normally be required under Policy JP-H4 'Density of New Housing' will be acceptable on this site.
- 11.299** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.300** The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to be the restoration of lowland raised bog and complementary habitats in Chat Moss to the south.
- 11.301** The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

**11.302** The Natural England/Defra 'Peaty Soils Location (England)' layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the southern part of the site to the north of the Bridgewater Canal. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.

## Policy JP Allocation 26: Port Salford Extension

Picture 11.39 JPA 26 Port Salford Extension



### Policy

A major expansion of Port Salford accommodating around 320,000 sqm of employment floorspace will be delivered to the north and west of Barton Aerodrome, taking advantage of the new port facilities, rail link and highway improvements that will have been completed as part of the early phases of Port Salford. This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities (Use Class B8) but also incorporating high quality manufacturing floorspace (Use Classes E(g)(iii) and B2).

Development of this site will be required to:

1. Be in accordance with a masterplan/framework, consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and Places for Everyone Joint Development Plan 2022 to 2039
- Version presented to Council meetings for Adoption with effect from 21 March 2024

is considered acceptable by the city council. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site;

2. Not be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme to the south of the A57 have been completed and are operational and there is a clear commitment to the ongoing maintenance and full operation of this transport infrastructure;
3. Be designed to form part of an integrated facility with the Port Salford site to the south of the A57 and associated infrastructure, encouraging and enabling all occupiers to utilise the rail and water connections for freight movement;
4. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8; including:
  - a. Delivering necessary highway improvements of a strategic and local nature to cater for the additional traffic created by the expansion of Port Salford in a way that is compatible with any proposals for the enhancement of the wider motorway network and ensures the safe and efficient operation of the local road network;
  - b. Incorporating suitable HGV parking provision to cater for the area's anticipated use, including as appropriate stop over provision, and amenity facilities to serve the needs of HGV drivers;
  - c. Providing high quality walking and cycling routes from across the site to the bus stops on the A57 and the wider pedestrian and cycling network including Port Salford Greenway;
  - d. Maximising links to existing public transport services and support new routes and enhanced services as appropriate, including accommodating a potential extension of the Trafford Park Metrolink line to serve Port Salford;
5. Protect the full functioning and operational safety of Barton Aerodrome;

6. Take appropriate account of relevant heritage assets, and their settings, including Barton Aerodrome and the listed buildings within it, in accordance with policy JP-P2;
7. Define and/or strengthen the boundaries of the Green Belt to the north and south of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
8. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
9. Manage the loss of recreation land and facilities in accordance with local planning policies;
10. Make provision for biodiversity in accordance with policy JP-G8. Where appropriate and necessary, the priority for any off-site nature conservation enhancements will be the Foxhill Glen Site of Biological Importance and ecological enhancements to remaining areas of Green Belt to the site's south-western and north-eastern boundaries;
11. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam) and mitigate the environmental impacts of development including noise;
12. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies;
13. Minimise any adverse impact on bird species in this area and demonstrate that displacement is possible into the wider landscape;
14. Mitigate the risk of surface water and groundwater flood risk, incorporating green sustainable drainage systems as part of the landscaping of the site;
15. Undertake hydrological and ground investigations to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of

undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats either within the site and/or in other parts of Chat Moss;

16. Protect the quality of watercourses through and around the site;
17. Protect the amenity of remaining residential properties within or on the edge of the allocation, including through the provision of appropriate landscaped buffers;
18. Provide an appropriate buffer to the Barton Moss Secure Care Centre on Barton Moss Road, to protect the privacy and amenity of residents and staff;
19. Implement an agreed strategy for dealing with its local air quality impacts;
20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and
21. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.303** The combination of excellent water, rail and road access, including direct shipping links to the post-panamax facility at the Port of Liverpool, will make Port Salford one of the most attractive locations in the country for industrial and warehousing development. An initial phase of development to the south of the A57 will provide around 150,000 sqm of primarily warehousing floorspace in total. Enabling its expansion to the north of the A57 to provide an additional 320,000 sqm of floorspace will help to significantly boost the competitiveness of Greater Manchester, offering the type of site that can compete with locations internationally for investment. The transport connections mean that the location is particularly attractive for logistics activities, but high-quality manufacturing could also be provided in order to

diversify the employment and investment opportunities in this part of Greater Manchester. Much of the site is grade 1 agricultural land, but the unique economic opportunity provided by the location is considered to outweigh the loss of the land's farming potential.

**11.304** One of the key attributes of Port Salford is its potential to remove freight from roads and move it more sustainably by rail and water, and it will be vital that any development of the site takes advantage of this by utilising the infrastructure delivered as part of the permitted scheme. Nevertheless, the expansion of Port Salford will generate significant additional traffic and highway improvements to cater for these demands should be delivered as part of the site's development. The ongoing North West Quadrant Study, commissioned by National Highways, is investigating the options for broader motorway network improvements in this area, and it will be important to coordinate the development of Port Salford with any resulting proposals.

**11.305** The retention of the Green Belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles. It will be important to make positive use of this Green Belt, including by expanding the facilities at Brookhouse Playing Fields to the east, and there may be opportunities to retain/reconfigure the former golf course to the west of the site. Even with the retention of part of the Green Belt, the scale of the development is likely to have a significant visual impact, and it will be very important for it to be integrated into the landscape as far as possible, particularly through the provision of high-quality green infrastructure.

**11.306** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

**11.307** Barton Aerodrome to the south of the site is an important facility for Greater Manchester, as well as being a significant heritage asset. The expansion of Port Salford will need to be designed so that it does not adversely impact on

its successful functioning, taking into account any safeguarding requirements for flight paths, and ensure that any harm to the setting of the heritage assets is minimised. In particular, careful consideration will need to be given to the siting and orientation of units, the choice and colour of materials, and the landscaping scheme adopted.

- 11.308** The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.
- 11.309** The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to include the enhancement of Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south western and north eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Wider ecological surveys, including water vole, brown hare, great crested newts and birds, will be required prior to any development.
- 11.310** The depths of peat heighten the potential for archaeological finds. There will be a need to undertake a detailed archaeological desk-based assessment, including aerial photograph analysis, field walking, historic building assessment, and coring/evaluation trenching of the peatlands, leading to further investigations and recording in advance of and during the construction process.
- 11.311** The allocation is identified as containing a Mineral Safeguarding Area for brick and clay (4.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

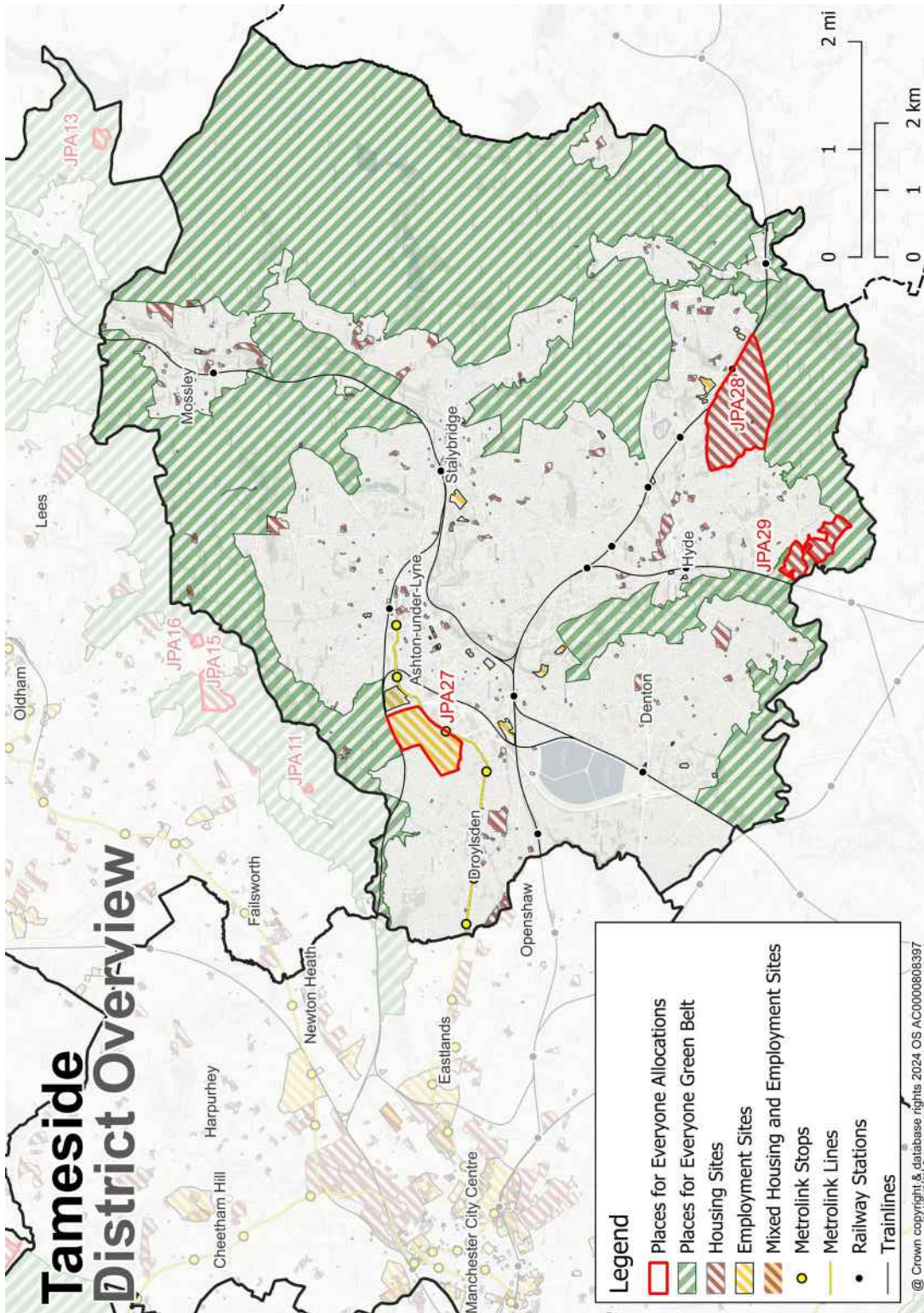




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# Strategic Allocations in Tameside

Picture 11.40 Tameside District Overview





- surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals;
5. Make provision for vehicular access into the site from the A6140 Lord Sheldon Way and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
  6. Ensure the masterplan layout is designed so as not to preclude highway access to the rail line to the northern boundary and land is set aside in that location to accommodate provision for a potential future rail station;
  7. Make provision for biodiversity, including taking appropriate account of priority species and ecological features in accordance with policy JP-G8;
  8. Incorporate and enhance as attractive and desirable routes existing public rights of way including that between the community of Littlemoss to the north and the Metrolink stop at Ashton Moss to the south and the active travel route along the site's western edge;
  9. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
  10. Use suitable construction techniques to ensure that any impact on the carbon storage function of deep peat is minimised; and
  11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.312** Having previously been identified as part of a potential World EXPO site, Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 160,000 square metres of high-quality employment floorspace. This should fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light Industrial and B2 - General

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Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key economic sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.

- 11.313** The site's urban fringe setting with proximity to existing employment, leisure and retail opportunities, excellent transport connections with close proximity to rail, Metrolink and motorway, as well as a dark fibre network and surrounding green and blue infrastructure set the framework for a unique opportunity and logical sustainable extension to the existing Ashton Moss employment area.
- 11.314** Additionally, Tameside's existing manufacturing and engineering base is currently constrained by the supply of sites available, curtailing potential growth and stifling regeneration and churn within the borough's industrial spaces. The site is therefore critical to provide expansion opportunities for existing businesses operational within Tameside as well as providing the facilities required to compete for inward investment.
- 11.315** To deliver a high-quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code; which should carefully consider matters of character, including orientation, materials and soft landscaping in respect of the setting of neighbouring heritage assets<sup>118</sup> and surrounding residential properties.
- 11.316** This should be accompanied by an integrated approach to delivering infrastructure, including for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.
- 11.317** A site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of

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<sup>118</sup> Historic Environment Assessment, GMSF Land Allocations, Tameside, Ashton Moss West, University of Salford

combating surface water flood risk and contributing towards climate change resilience. Furthermore, the site overlaps with the current Air Quality Management Area along the M60 corridor to the east and Lord Sheldon Way to the south will need to be considered in the masterplanning process. This could take the form of appropriate buffering as part of the green infrastructure network across the site.

- 11.318** One of the principle challenges to developing Ashton Moss West is the underlying peat overlain with a volume of placed material, alongside other geotechnical considerations. Contamination testing, gas monitoring, and ground investigation and analysis will therefore be required to produce an earthworks assessment and remediation strategy prior to development taking place.
- 11.319** A programme of archaeological assessment should also inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed, but first of all recorded, and opportunities that may exist to create public interpretation information relating to the sites historical past.
- 11.320** Architectural design solutions should deliver an innovative and creative development that is also resilient to climate change, using, where possible, zero-carbon development and energy-positive technology (i.e. producing more energy than is consumed), thus creating a high quality and contemporary employment development that also benefits from access to a range of sustainable modes of transport.
- 11.321** Development of the site has the potential to create a range of educational, training and employment opportunities for local residents during the construction phases and upon completion. Given the proximity of this site to areas of high deprivation in Ashton-under-Lyne, Droylsden and east Manchester the proposed development will help to bring about long-term benefits to these communities by providing locally accessible employment.

- 11.322** To enhance and optimise the excellent transport connectivity of the site further, there is the potential opportunity to deliver a new rail station on the Manchester to Leeds line that will service the employment allocation and the Droylsden and Audenshaw areas. Provision should therefore be included in the site's masterplan for the safeguarding of land along the northern boundary of the allocation to accommodate a potential new rail station, access and car parking.
- 11.323** It is important that existing landscape and ecological features alongside other green infrastructure, habitats and assets of biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the site, taking into account guidance in the Landscape Character Assessment.<sup>119</sup>
- 11.324** The development will seek to minimise the number of trips made by private car to and from the site by connecting with adjacent residential areas, employment locations, leisure uses and centres, via a network of safe walking and cycling routes and public open spaces. Priority should be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network, together with opportunities for linking access to public transport.
- 11.325** The existing active travel route to the site's western edge should be retained and enhanced and could form part of a landscape buffer to existing residential properties. In addition, consideration should be given to a number of existing informal routes and public rights of way to the site's northern edge that could also benefit from improved connectivity and enhancement, including access to Metrolink.
- 11.326** While the site is in a sustainable and accessible location, being well served by public transport and with convenient access to junction 23 of the M60, new vehicular access will be required into the site off the A6140 Lord

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<sup>119</sup> Greater Manchester Landscape Character Assessment [GM Landscape Character & Sensitivity Report](#)

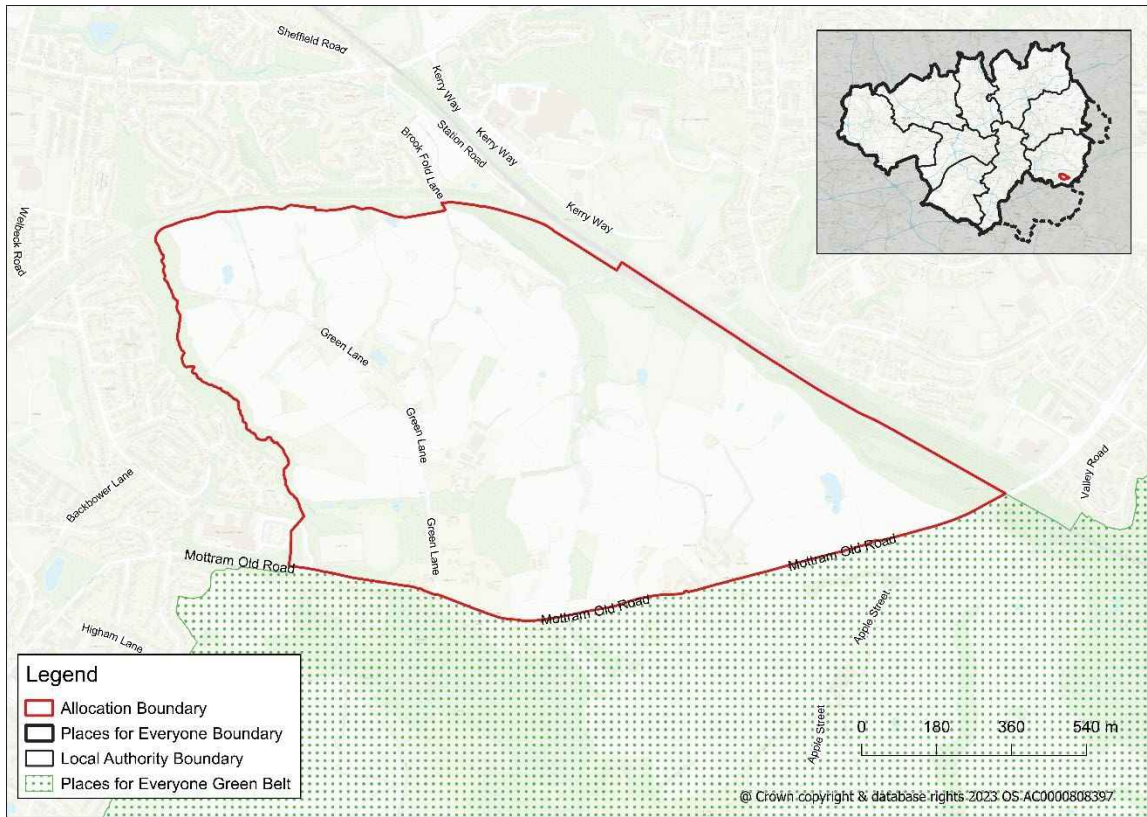


Sheldon Way, integrating with the existing and proposed pedestrian and cycle network.

- 11.327** Alongside the intention that the development will ensure active travel becomes the most attractive form of local transport, it will also contribute towards active and healthy communities through on-site open space provision, in accordance with the Council's most up to date Open Space Review, and through the provision of safe and accessible connections to neighbouring public open spaces, including Daisy Nook Country Park.
- 11.328** Where land is to be removed from the Green Belt, national planning policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects related to this site have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.329** The allocation is identified as containing Mineral Safeguarding Areas for brick clay (92.4% of the site) and surface coal (92.4% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 28: Godley Green Garden Village

Picture 11.42 JPA 28 Godley Green Garden Village



### Policy

Development of this site will be required to:

1. Make provision for around 2,350 new homes across a range of types and tenures and having regard to the Council's most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council's affordable housing requirements;
2. Ensure Garden City principles are enshrined throughout;
3. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders, in accordance with policy JP-D1;
4. Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;

5. Ensure the character of, and interface between, new and existing development including the setting of heritage assets and dwellings and gardens, particularly those within the site, are sensitively designed and acknowledged by development proposals;
6. Establish two connected villages, each with their own distinct identity and separated by Godley Brook as a central landscape feature. Each village should be served by a local hub offering flexible workspace opportunities and a range of appropriate community, retail, cultural and leisure uses required to serve local needs;
7. Deliver higher density residential development around Hattersley train station in accordance with JP-H4, and around the village hubs;
8. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, set aside land within the allocation to facilitate the expansion of Alder High School in accordance with policy JP-P5, to be completed in an early phase of development;
9. Make provision for vehicular access into the site from the A560 Mottram Old Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
10. Provide, in an early phase of development, a pedestrian, cycle, equine (multi-user and accessible to all) bridge connecting to Hattersley and be designed and located to encourage use of public transport services at Hattersley train station;
11. Incorporate and enhance as attractive and desirable routes, existing public rights of way, the Trans Pennine Trail, and linkages to local assets such as Hyde town centre, schools, public transport services and Werneth Low Country Park;
12. Make provision for biodiversity, including taking appropriate account of the designated Sites of Biological Importance of Werneth Brook and Brookfold

Wood, priority species and ecological features in accordance with policy JP-G8;

13. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);
14. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the vicinity of the site in accordance with policy JP-G2; and
15. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.330** Godley Green presents a significant opportunity to realise the ambitious vision of delivering a new large-scale settlement of around 2,350 new homes in the south of the borough, adjacent to the residential neighbourhoods of Godley and Hattersley. The site's semi-rural setting, together with an existing network of green and blue infrastructure set the framework for an attractive, high quality and accessible settlement that will be enshrined in Garden City principles and is a logical sustainable extension to the existing urban area.

**11.331** The Garden City principles, as set out by the Town and Country Planning Association, are a distillation of the key elements that have made the Garden City model of development so successful. Together, these principles form an indivisible and interlocking framework for the delivery of high-quality places. The Garden City principles are:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.

- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

**11.332** National policy states delivering new homes can often be best achieved through planning for larger scale development, such as by following Garden City principles. These principles are an overarching concept that should be considered as appropriate at all stages of the development process, in particular during the masterplanning and design code phase

**11.333** The site is in close proximity to both rail and motorway connections, with Hattersley train station located adjacent and Godley train station to the north. There is potential to enhance the existing sustainable travel opportunities, through the provision of tram-train services along the Glossop line and new bridge access to Hattersley is required, connecting to the surrounding community. The ongoing regeneration in Hattersley will be reinforced by the development at Godley Green, providing positive outcomes and opportunities in an area of deprivation.

**11.334** The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. This could include the provision of older persons housing and plots for custom and self-build.

**11.335** There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-

carbon and energy-positive technology (i.e. producing more energy than is consumed).

- 11.336** To deliver a high-quality development it will be essential to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting, including for example: orientation, materials, building heights, densities, boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to historic buildings of local significance and existing residential properties.
- 11.337** This should be accompanied by an integrated approach to delivering infrastructure. This should include for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.
- 11.338** In addition, the site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.
- 11.339** The Historic Environment Assessment<sup>120</sup> has identified a number of non-designated built heritage assets within the site as having a degree of local heritage significance. In recognition of this, built heritage in the form of historic routes, field boundaries, hedgerows, farmsteads, the agricultural hamlet at Greenside and villas within their existing residential plots along Green Lane should be retained where possible and could be incorporated into the masterplan to help create a sense of place and link with the site's past.

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<sup>120</sup> Historic Environment Assessment, GMSF Land Allocations, Tameside, Godley Green, University of Salford

- 11.340** A programme of archaeological assessment should inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains, in particular around Greenside, east of Brookfold Wood, Green Lane and north of Brookfold. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed but first of all recorded. There may also be the opportunity to involve the community in such activities through excavation projects, for example at Dove House Farm.
- 11.341** Building for a Healthy Life<sup>121</sup>, as the Government endorsed industry standard for well-designed homes and neighbourhoods, should be used alongside Garden City principles to guide the masterplanning and development of Godley Green as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.
- 11.342** Due to the site's semi-rural location, topography and landscape character; architectural and landscape design solutions must be innovative and creative; taking into account guidance in the Landscape Character Assessment.<sup>122</sup> This could include integration into the surrounding landscape, particularly along development edges, and the interface between new and existing development along Green Lane and the historic hamlet of Greenside on Mottram Old Road, particularly where the rural landscape and views contribute to the significance of farmsteads and where buffer zones could retain a sense of openness.
- 11.343** Godley Brook as a key landscape feature, which runs south-north through the centre of the site, will effectively divide Godley Green into two smaller villages, each served by a local hub offering a range of community and retail facilities in which residents can meet most of their day-to-day needs,

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<sup>121</sup> Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces [Building for a Healthy Life](#)

<sup>122</sup> Greater Manchester Landscape Character Assessment [GM Landscape Character & Sensitivity Report](#)

although it is not envisaged that convenience retail floor space should exceed 500 sqm gross external area within each local hub.

- 11.344** As part of the hubs, there may be potential to develop a hotel or elderly care facilities which would take advantage of the co-location with the proposed retail and community facilities and in particular the proximity to Hattersley train station.
- 11.345** Flexible workspace could be delivered within the site close to Hattersley train station, providing employment opportunities for residents. With the proximity of two railway stations, public transport, motorway connectivity and active travel network, it is envisaged that a wide range of employment opportunities located around Hyde, Tameside and across the city region will be accessible to Garden Village residents.
- 11.346** Although the site is within a sustainable and accessible location, new access and linkages into the site off the A560 Mottram Old Road together with the existing and proposed pedestrian and cycle network will be necessary. Fibre to the premises will also enable opportunities for home working as a sustainable alternative to traditional commuting.
- 11.347** It is also important that landscape, habitat and ecological features such as: Werneth Brook and Brookfold Wood Sites of Biological Importance (Ancient Woodland); protected trees and woodlands, hedgerows; together with the array of ponds and watercourses and other green infrastructure, are protected and managed as part of the comprehensive masterplan of the site to maintain and enhance their conservation status and prevent habitat fragmentation.
- 11.348** The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site that is within 7km of the SAC and SPAs should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).



- 11.349** Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England’s Active Design<sup>123</sup> and other age friendly design principles<sup>124</sup> should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.
- 11.350** Strengthening the Green Belt boundary is an important requirement for the proposed southern boundary along the A560. For example, strengthening the boundary could be through additional woodland planting. This will increase the future distinction between retained Green Belt land and the allocation.
- 11.351** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.352** The allocation is identified as containing Mineral Safeguarding Areas for brick clay (22.5% of the site), sand and gravel (29.0% of the site) and sandstone (1.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

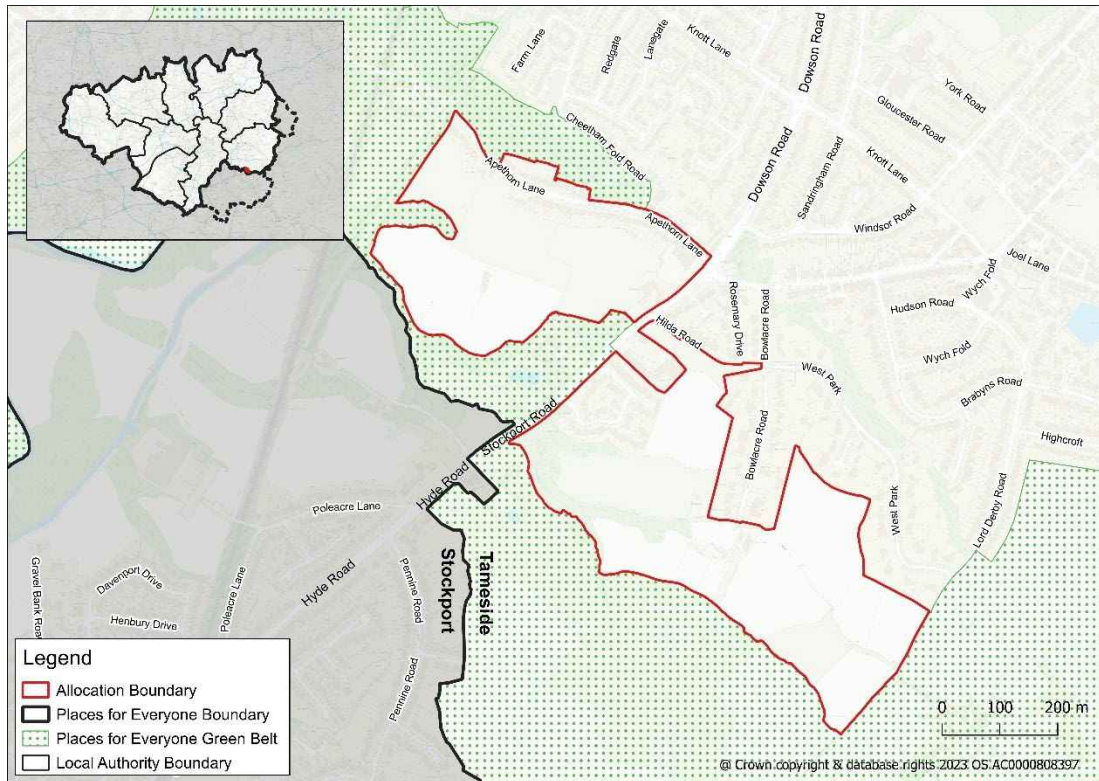
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<sup>123</sup> Sport England – [Active Design | Sport England](#).

<sup>124</sup> For example the WHO’s Age-friendly Cities Framework [Age-friendly Cities Framework](#)  
Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

## Policy JP Allocation 29: South of Hyde

Picture 11.43 JPA 29 South of Hyde



### Policy

Development of this site will be required to:

1. Make provision for around 440 new homes, across a range of types and tenures having regard to the Council's most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council's affordable housing requirement;
2. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders, in accordance with policy JP-D1;
3. Ensure the character of, and interface between, new and existing development including the setting of heritage assets and dwellings and gardens, particularly those within the site are sensitively designed and acknowledged by development proposals;

4. Ensure that development edges successfully integrate into the adjoining landscape;
5. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road, having regard to the Landscape Character and Sensitivity Assessment within the plan's evidence base, and the guidance and opportunities identified within the Pennine Foothills (Dark Peak) character type;
6. Take appropriate account of relevant heritage assets, and their settings, including the Grade II\* listed Apethorn Farmhouse and Grade II Pole Bank Hall, in accordance with policy JP-P2. This shall include delivery of the sensitive restoration and long-term future use of the Grade II\* listed Apethorn Farmhouse within an early phase of development so as to facilitate its removal from the Heritage at Risk Register;
7. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base;
8. Make financial contributions for offsite additional primary and/or secondary provision to meet needs generated by the development in accordance with JP-P5;
9. Make provision for vehicular access into the east and west parcels from the A560 Stockport Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
10. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way and linkages to other recreational assets, including the Peak Forest Canal, Trans Pennine Trail and Werneth Low Country Park;
11. Make provision for biodiversity, including taking appropriate account of the designated Pole Bank Site of Biological Importance, priority species and ecological features in accordance with policy JP-G8;

12. Define and strengthen the boundaries of the Green Belt between the eastern development parcel and the adjoining retained Green Belt to the south such that they will comprise physical features that are readily recognisable and likely to be permanent;
13. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
14. Make provision for flood risk and drainage having regard to the findings of, and indicative mitigation identified in, the Strategic Flood Risk Assessment within the plan's evidence base and prepare a site-wide drainage strategy; and
15. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.353** The two parcels that make up the south of Hyde allocation represent an opportunity to deliver housing in advance of the larger more complex sites contained in Places for Everyone due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of a grade II\* listed building together with an existing network of green infrastructure, set the framework for an attractive, high quality and accessible neighbourhood that is a logical, sustainable, extension to the suburb of Gee Cross.
- 11.354** Apethorn Fold is a small group of historic agricultural buildings, straddling Apethorn Lane to the north of the allocation. The Grade II\* listed Apethorn Farmhouse is considered to be a rare surviving example in Tameside of a medieval cruck framed open hall house, which once comprised domestic accommodation to the north and shippon used to house animals to the south, separated by a cross passage. The farmhouse which dates back to the C.15 and altered during the C.17-C.19 owes its survival in part to its

timber truss construction.<sup>125</sup> The farmhouse is currently unoccupied and has been identified on Historic England's Heritage at Risk Register, where its current condition has been recorded as very bad.

- 11.355** Development of the site is therefore expected to secure the restoration and long-term future reuse of the Apethorn Farmhouse and complex. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications, demonstrating how the proposal will support the retention, enhancement and long-term future use of Apethorn Farmhouse and complex and ensure the proposed new development has a positive impact on the heritage asset's conservation and setting.
- 11.356** It is expected that full restoration of the farm complex, including those features which are considered to be curtilage listed, will commence in the early phase of development and this be set out in the masterplan and phasing strategy. It is noted that this should include the curtilage listed building to the north side of Apethorn Lane which will remain within the Green Belt. In doing so, condition surveys, an archaeological presence on site and watching brief are all likely to be needed.
- 11.357** The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. This could include older persons housing and plots for custom and self-build.
- 11.358** There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).
- 11.359** To deliver a high-quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting. This includes for example: orientation, materials, building heights, densities,

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<sup>125</sup> Historic Environment Assessment, GMSF Land Allocations, Tameside, South of Hyde, University of Salford

boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to heritage assets and existing residential properties.

- 11.360** This masterplanning should be accompanied by an integrated approach to delivering infrastructure. This should include for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.
- 11.361** Taking into account the findings of the most recent strategic flood risk assessment, the site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.
- 11.362** A number of buildings and features have been identified within the site as having heritage significance. In recognition of this, built heritage, in the form of heritage assets, historic routes, field boundaries, hedgerows and woodland should be retained where possible and could be incorporated into the masterplan to help create a sense of place and link with the site's past.
- 11.363** A programme of archaeological assessments should inform the masterplanning approach, allowing for archaeological evaluation to determine the extent and condition of potential remains particularly around heritage assets. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where it can be removed but first of all recorded.
- 11.364** Due to the sites' semi-rural location, topography and landscape character; architectural and landscape design solutions must be innovative and creative; taking into account guidance in the Landscape Character

Assessment.<sup>126</sup> This could include: integrating into the surrounding landscape, particularly along development edges, at the interface between new and existing development and as the site ascends in elevation toward Lord Derby Road. This is also particularly relevant where the rural landscape and views contribute to the significance of heritage assets and where buffer zones could retain a sense of openness.

- 11.365** Strengthening the Green Belt boundary is an important requirement for the proposed eastern part of the allocation and the retained Green Belt land to the south. For example, strengthening the boundary could be through additional woodland planting. This will help to increase the future distinction and permanence between the retained Green Belt land and the allocation.
- 11.366** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.367** Building for a Healthy Life<sup>127</sup> as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.
- 11.368** Neighbourhoods will be linked via safe walking and cycling routes, including existing public rights of way such as the Cown Edge Way, and public open spaces, all of which will respect and integrate into the surrounding landscape. Cycle and pedestrian routes within the development area should

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<sup>126</sup> Greater Manchester Landscape Character Assessment [GM Landscape Character & Sensitivity Report](#).

<sup>127</sup> Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces [Building for a Healthy Life](#).

provide direct connection to the existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre where possible.

- 11.369** Development of this site has the potential to create education, training and employment opportunities during the construction phase for local residents, thus bringing about benefits to these communities by providing locally accessible employment.
- 11.370** Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport, with convenient access to the Marple rail line at Woodley and the highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.
- 11.371** The GM Rail Prospectus articulates the future vision for rail with longer trains and more frequent services, and TfGM has committed in Our Five-Year Transport Delivery Plan to explore the options for delivering a Metro/tram-train service on the Marple line with the potential to deliver greatly increased capacity and connectivity. Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby Woodley station will be critical in improving a move away from private car use.
- 11.372** It is also important that landscape, habitat and ecological features such as: Pole Bank Site of Biological Importance (Ancient Woodland); protected trees and woodlands; hedgerows; together with the array of watercourses and other green infrastructure are protected and managed as part of the comprehensive masterplan of the sites to maintain and enhance their conservation status and prevent habitat fragmentation.
- 11.373** Open space and recreation areas comprise an essential element of Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design<sup>128</sup> and age friendly design

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<sup>128</sup> Sport England – [Active Design | Sport England](#).



principles<sup>129</sup> should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

**11.374** The allocation is identified as containing Mineral Safeguarding Areas for brick clay (66.4% of the site), surface coal (66.4% of the site) and sandstone (13.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

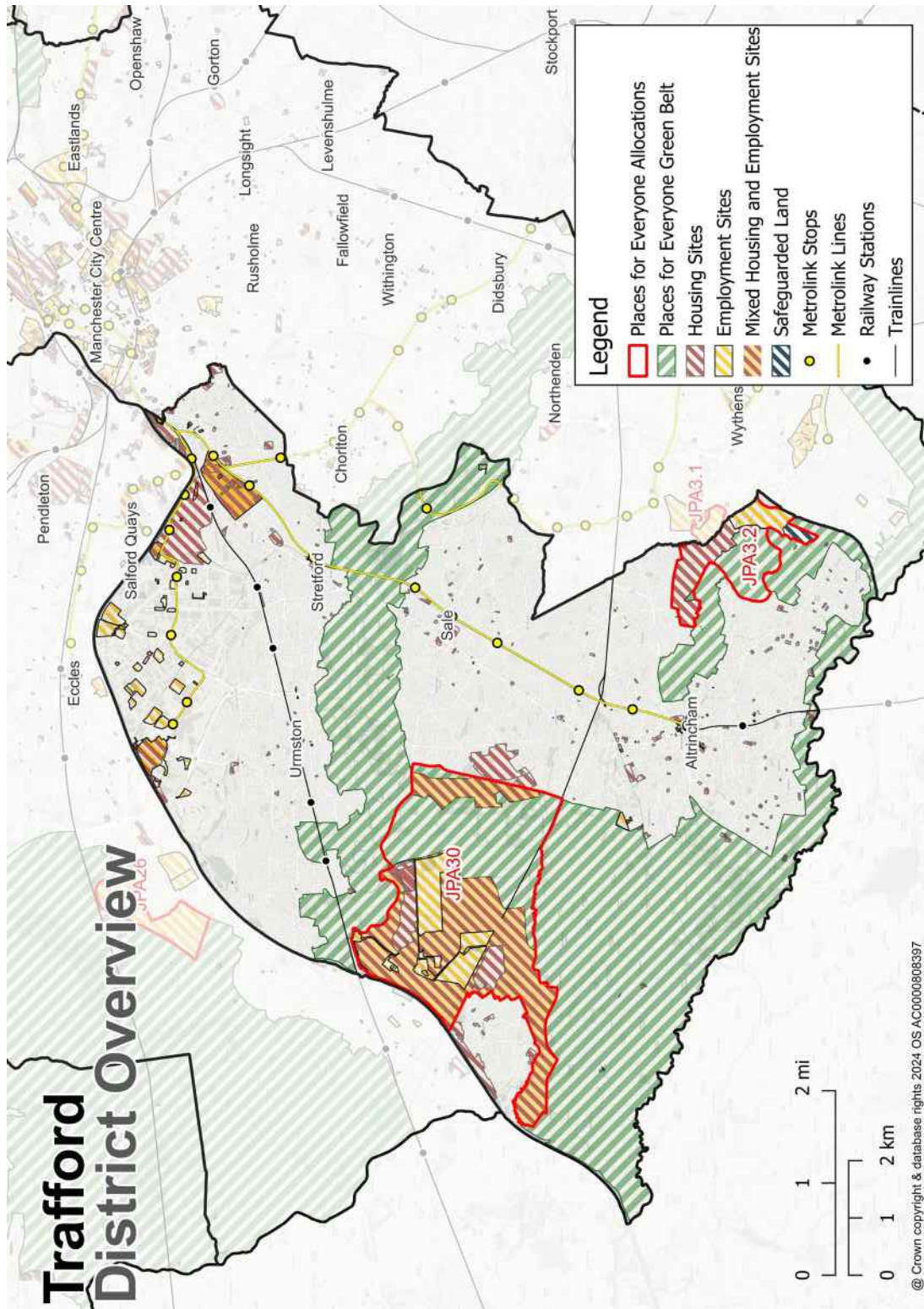
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<sup>129</sup> For example the WHO's Age-friendly Cities Framework [Age-friendly Cities Framework](#).

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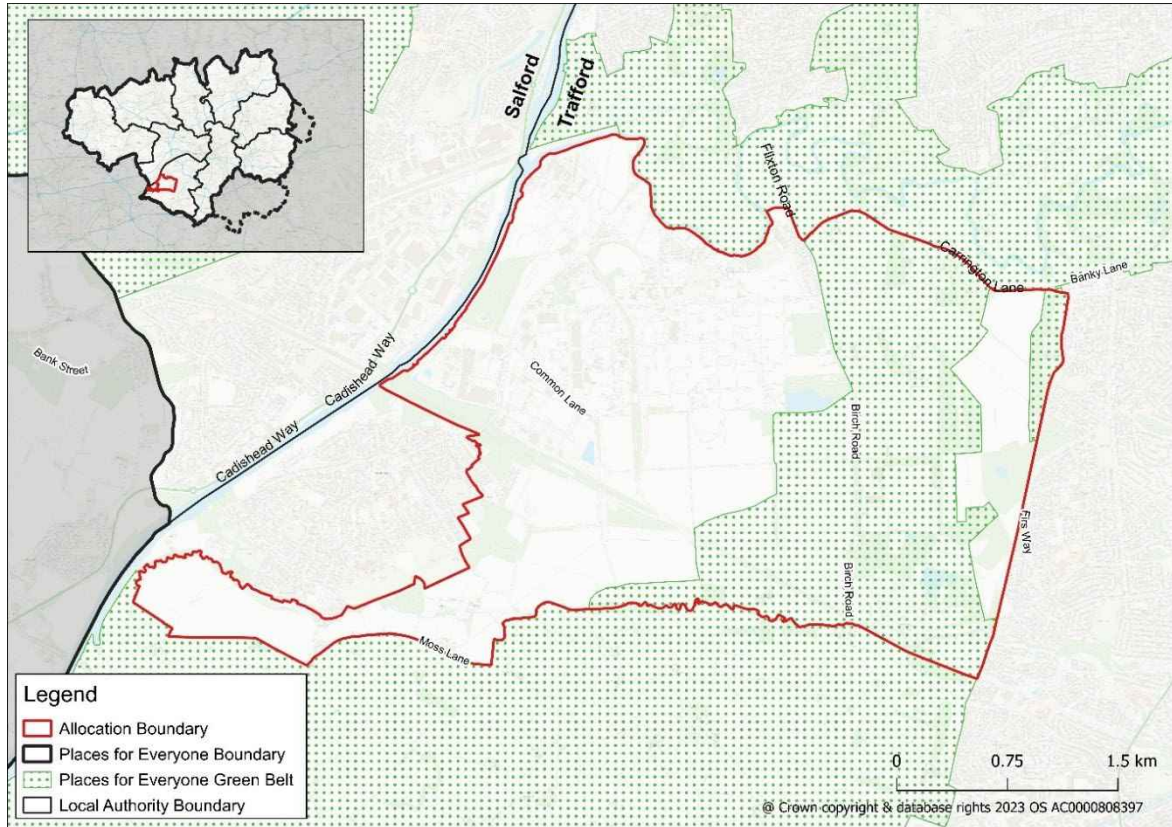
# Strategic Allocations in Trafford

Picture 11.44 Trafford District Overview

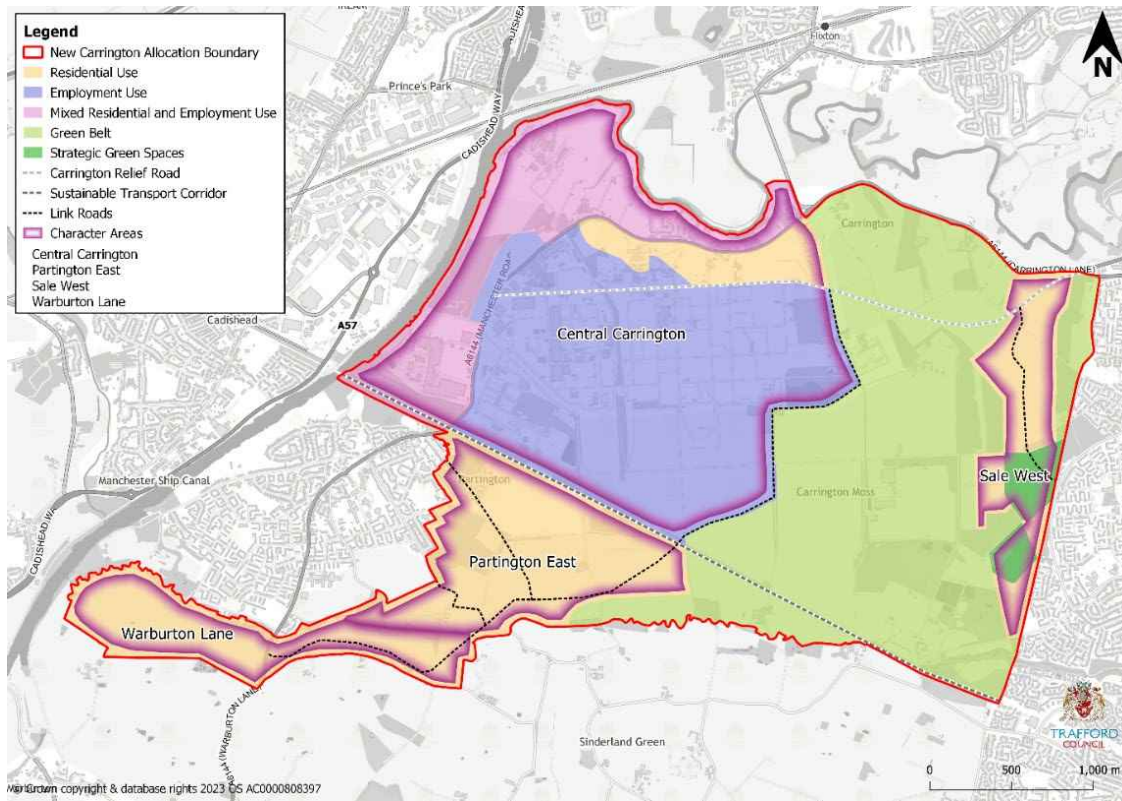


## Policy JP Allocation 30: New Carrington

Picture 11.45 JPA 30 New Carrington



Picture 11.46 New Carrington Indicative Allocation Plan



## Policy

Development of this site will be required to:

1. Be in accordance with a masterplan that has been developed in consultation with the local community and approved by the local planning authority. The masterplan must include a phasing and delivery strategy, as required by policy JP-D1. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on parts of the site It should also have regard to the anticipated Hynet North West Hydrogen pipeline (as relevant). The masterplan will be prepared in partnership with key stakeholders to ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure;
2. Have regard to the relevant Health and Safety Executive's consultation zones and Land Use Planning advice;

### Residential Development

3. Deliver around 5,000 units at Carrington / Partington and Sale West;
4. Deliver residential development at the following average densities, recognising the distinct characteristics of each area (as set out on the Indicative Allocation Plan (Picture 11.46):
  - Central Carrington – average 35 dph
  - Sale West – average 40 dph
  - Partington East – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55 dph will be appropriate close to the local centre;
  - Warburton Lane – average 25 dph

5. Make provision for a minimum of 15% affordable housing across the allocation to be provided in accordance with local policy requirements in relation to type and tenure;
6. Make appropriate provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

#### Employment development

7. Deliver around 350,000 sqm (gross) of employment opportunities for B2 / B8 uses;

#### Transport, Integration and Accessibility

8. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
9. Deliver a network of safe cycling and walking routes through the allocation and linking to surrounding areas, including utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;
10. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook and the disused railway line between Timperley and Irlam, to successfully integrate development;
11. Provide an east / west strategic sustainable transport corridor across the site from the Manchester Ship Canal to Sale to link with the wider Carrington Greenway scheme;
12. Contribute to new / enhanced bus services and deliver bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;
13. Facilitate delivery of the Carrington Relief Road to provide an alternative route to the A6144, incorporating provision for pedestrians, cyclists and bus priority measures;

Community Facilities

14. Create a local centre comprising a range of small shops and services, within the Partington East development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
15. Provide a Neighbourhood Centre in the Central Carrington and Sale West character areas to provide local services and community facilities to meet local needs;
16. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, make provision for a new primary school on site, in accordance with JP-P5;

Green Belt

17. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, publicly accessible green infrastructure;
18. Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
19. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;

Green Infrastructure

20. Provide significant areas of open and publicly accessible green space throughout the allocation as part of the wider strategic green infrastructure network. Creating important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;
21. Provide a range of types and sizes of open space in accordance with local planning policy requirements, including local open space; natural and semi-



natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long-term maintenance;

22. Provide strategic green spaces broadly in the locations identified on the Indicative Allocation Plan (Picture 11.46). These areas will be protected from development and will deliver improved green infrastructure and access (including new or improved public rights of way), to mitigate the impacts of development;

### Natural Environment

23. Make provision for biodiversity, including taking appropriate account of Brookheys Covert Site of Special Scientific Interest (SSSI), eight local Sites of Biological Importance (SBIs), local nature conservation sites and features including woodland and hedgerows within the allocation, in accordance with Policy JP-G8;
24. Undertake hydrological and ground investigations as necessary to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats elsewhere within the site;
25. Achieve enhanced delivery of ecosystem services through the restoration and creation of wildlife corridors, steppingstone habitats and areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester and, in accordance with policy JP-G2. These areas will seek to deliver the objectives of the Great Manchester Wetlands Nature Improvement Area;
26. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may

include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;

27. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality;

#### Landscape

28. Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at New Carrington;
29. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Mossland and Lowland Farmland landscape character type in accordance with Policy JP-G1, particularly as regards layout and design that respects the settings of Dunham Massey estate, Warburton Village and Warburton Deer Park;
30. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation;

#### Design

31. Ensure new development is place-led, respecting the local character, heritage and positive local design features of the area;
32. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of design;

#### Historic Environment

33. Take appropriate account of relevant heritage assets and their settings, including the Warburton Deer Park, listed buildings and areas of high archaeological potential in the south west of the site, in accordance with Policy JP-P2;

### Utilities, Environmental Protection and Climate Change

34. Mitigate flood risk and surface water management issues, both within and beyond the site, through the design and layout of development and in accordance with an allocation wide flood risk, foul and surface water management strategy, which will form part of the Masterplan/delivery strategy (Criterion 1);
35. Address land contamination issues by undertaking appropriate site investigations to identify the level of contamination and deliver effective remediation to ensure there are no unacceptable risks to human health and the water environment;
36. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;
37. Improvements to the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements; and
38. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

### Reasoned Justification

**11.375** The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site. As set out on the Indicative Allocation Plan (Picture 11.46) the allocation includes areas identified for residential use, employment use and mixed residential and employment use.

This is alongside areas of retained Green Belt, Strategic Green Spaces and strategic transport improvements.

**11.376** The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West. The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the New Carrington allocation and deliver the wide-ranging infrastructure required. All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.

**11.377** The masterplan will need to have regard to the presence of peat on parts of the site and identify opportunities to restore habitats and minimise the loss of carbon as part of the development. The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.

**11.378** Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

**11.379** In determining any planning application up to date advice from the Health and Safety Executive (HSE) will be needed to understand the full extent of

the HSE consultation zone constraints in relation to existing uses and the Hynet North West Hydrogen pipeline.

### Residential development

- 11.380** The New Carrington site will deliver around 4,300 homes in the plan period and up to 5,000 new homes in total. High quality design will be essential to ensuring the successful integration of development with existing communities and in delivering a positive step change in the local area.
- 11.381** Picture 11.46 identifies four distinct residential character areas across the allocation: Central Carrington, Partington East, Sale West and Warburton Lane. The approximate number of units expected in each character area is set out below. These are not policy requirements but they reflect the average density which is considered to be appropriate in each area (Criterion 6):
- Central Carrington – approx. 600 units
  - Partington East – approx. 2,600 units
  - Sale West – approx. 1,450 units
  - Warburton Lane – approx. 400 units
- 11.382** The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Slightly higher densities of 40 dph are appropriate close to the existing Partington and Sale West communities, which reflects and builds on existing suburban development to create a sustainable urban extension. A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid heritage assets. Higher density development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local context, landscape character and site characteristics.
- 11.383** Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. Reflecting the

PfE Viability Assessment, the policy requires a minimum of 15% affordable housing to be delivered across the whole allocation. To achieve this, it is possible that some parts of the allocation will need to deliver a higher proportion of affordable housing than others. This should be considered as part of the preparation of the masterplan, the delivery strategy and through individual planning applications. The Council will monitor affordable housing provision across the allocation to ensure the 15% overall requirement is met. The type and tenure of any affordable housing provision should be delivered in accordance with the Trafford Local Plan.

### Employment development

**11.384** Employment development for B2 / B8 uses will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing HSE consultation zone constraints. The employment land will make an important contribution to Greater Manchester's overall employment land needs and provide a strategic employment location in the south of Greater Manchester. Careful consideration should be given to the design of the employment development to ensure that it is well connected and integrated with the surrounding residential development.

### Transport, integration and accessibility

**11.385** A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. Development will also need to be connected to existing communities and, where required, overcome any physical barriers to ensure it is integrated. The development should have regard to the Greater Manchester Transport Strategy 2040 refresh, providing improved links to the city centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the Cadishead viaduct. This route will form part of the wider Carrington Greenway scheme providing an

important sustainable transport link to Irlam Station, and improved east/west connections through the New Carrington site and linking to surrounding communities.

- 11.386** Public transport from the New Carrington area is currently unattractive in relation to the private car and it will therefore be essential for the development to provide genuinely attractive alternatives. This will require significant investment in bus priority measures (potentially including bus gates, dedicated bus lanes or busways and priority and signalised junctions) to minimise any delay from congestion on key roads.
- 11.387** The New Carrington Transport Locality Assessment provides a high-level assessment of current highways infrastructure and identifies key transport interventions which will be required to mitigate the impact of the New Carrington allocation. The Carrington Relief Road, a new strategic link through the site, is integral to delivering the development at New Carrington, providing increased capacity and access to the development parcels. Development proposals within the New Carrington allocation will need to make a proportionate contribution to the Carrington Relief Road, as well as other highways infrastructure across the site.
- 11.388** The New Carrington Transport Locality Assessment also identified key highway junctions which may require intervention to mitigate the impact of development, as well as other link roads which will be required to access development parcels within the site. The detailed design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.
- 11.389** These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

### Community facilities

- 11.390** A new local centre, located in the Partington East character area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs in the Sale West and Central Carrington character areas. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the Partington Local Centre.
- 11.391** The site will be an attractive location for families and this will generate an additional demand for school places. The development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community, as required by Policy JP-P6.

### Green Belt

- 11.392** The development will require the removal of some land from the Green Belt; but a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting Sinderland Brook to the Mersey Valley in the north.
- 11.393** The new Green Belt boundary is defined by existing features such as hedgerows, roads and field boundaries, although in some locations there is a need to strengthen the boundary as part of the development. This includes the southern boundary of the employment land, which is not currently identifiable, as well as the boundary to the east of the Manchester United Football Club training facilities. The new Green Belt boundary to the east of the Altrincham Waste Water Treatment Works should also be strengthened.



## Green Infrastructure

**11.394** The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the strategic green spaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail. Where green spaces remain in the allocation area that is to be removed from the Green Belt, the highest level of protection will be applied in accordance with the Trafford Local Plan.

## Natural Environment

**11.395** The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the eight SBIs within the site boundary and the habitats and green corridors along Sinderland Brook and Red Brook.

**11.396** Parts of the allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area potentially suitable for peat restoration or wetland habitats. Much of the area which may be suitable for peatland restoration or wetland habitats is within the identified Green Belt gap and it will therefore be protected from development. Other locations within the proposed development area will require ground investigations to establish the depth and quality of peat and to consider the potential for restoration, alongside development. Regard should also be had to the hydrology of development parcels and surrounding areas in assessing the impact on peat.

**11.397** The Carrington area is included in the locally determined Great Manchester Wetlands Nature Improvement Area whose objectives seek to deliver a living Places for Everyone Joint Development Plan 2022 to 2039  
Version presented to Council meetings for Adoption with effect from 21 March 2024

landscape between Greater Manchester and Merseyside through identified wildlife corridors and through the complementary creation of, or restoration of, wetland habitat. New Carrington has the potential to be an important part of developing this Wetlands Ecological Network through the creation and restoration of wetland habitats and their designation in the Local Plan, where appropriate. In addition, the conservation of organic soils will help to reduce carbon emissions.

### Landscape

**11.398** Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside. Development should have regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features important to the Mossland and Lowland Farmland landscape character type of the area in particular hedgerows, ditches, rides and small pockets of woodland and the introduction of additional tree planting and vegetation to soften new development. Areas of the site and surrounding area, such as Warburton Deer Park, Warburton Village Conservation Area and Carrington Moss, have particularly high landscape sensitivity as regards views south to Warrington and Cheshire and therefore development proposals will need to have regard to these sensitivities (where relevant) and demonstrate how any landscape impact can be appropriately mitigated.

### Design

**11.399** The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in relevant Design Guides / Codes. Specific parameters for the development of the site will be set out in the Masterplan.

**11.400** The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing

communities. Issues such as design and linkages to existing communities and through the site should be carefully considered.

### Historic Environment

**11.401** The New Carrington Historic Environment Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. The Assessment makes recommendations for mitigation and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications. The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

### Utilities, Environmental Protection and Climate Change

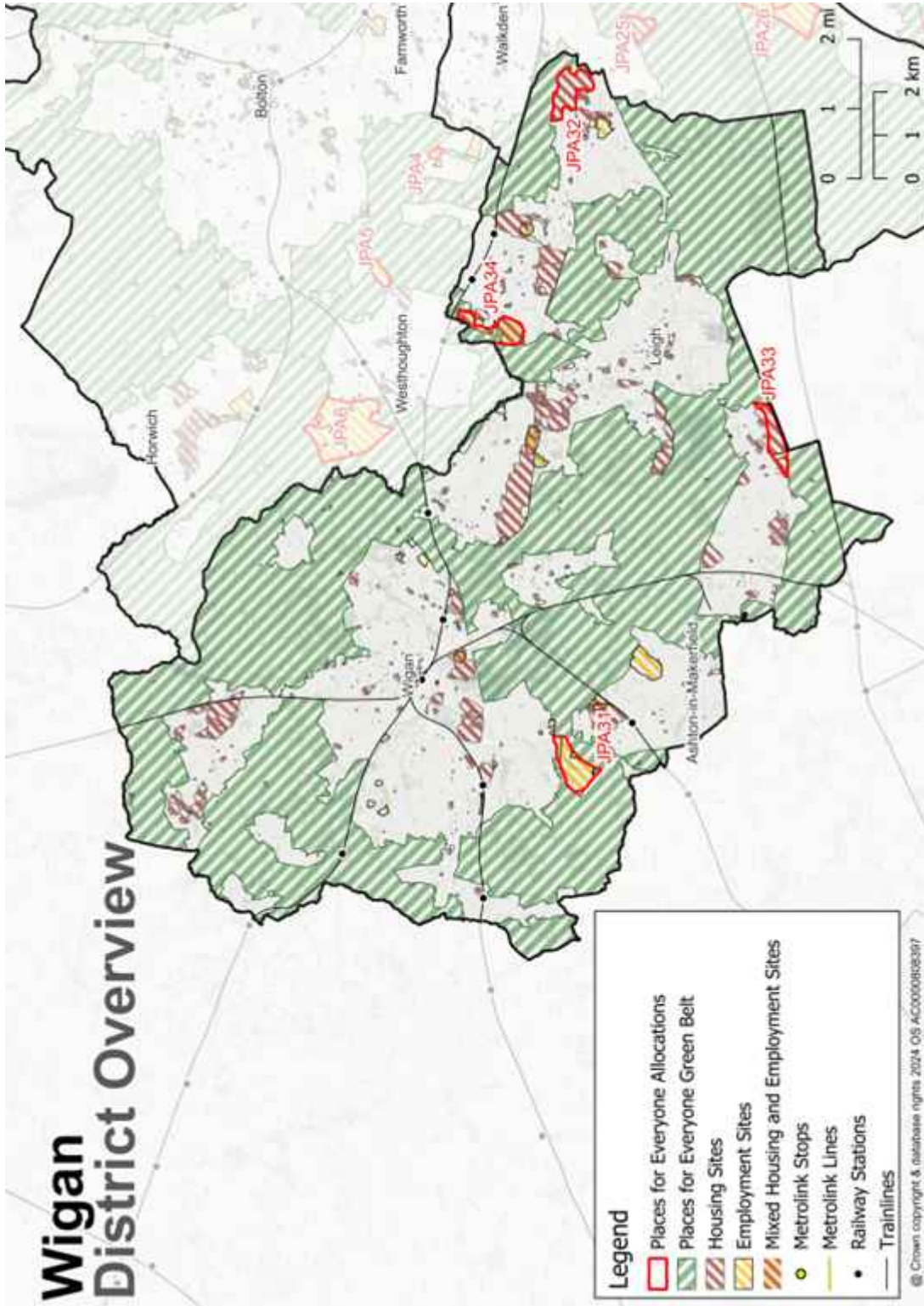
**11.402** A high-quality coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for the area – this is required as part of the overall Delivery Strategy (Criterion 1). Landowners / developers will be expected to work together in the interest of sustainable drainage. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

**11.403** Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management.

- 11.404** The allocation includes the former Shell Carrington industrial estate and other industrial land uses. Prioritising development across these areas provides an opportunity to bring previously developed land back into beneficial use. However in doing so new development will need to ensure that any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. The area is particularly sensitive for the water environment given its location above a Principal Aquifer and nearby surface waters (including the River Mersey and Sinderland Brook).
- 11.405** Noise mitigation such as woodland buffers and landscape bunds will ensure major transport corridors and employment uses are not seen to be bad neighbours to development.
- 11.406** The allocation is identified as containing a Mineral Safeguarding Area for sand and gravel (26.5%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

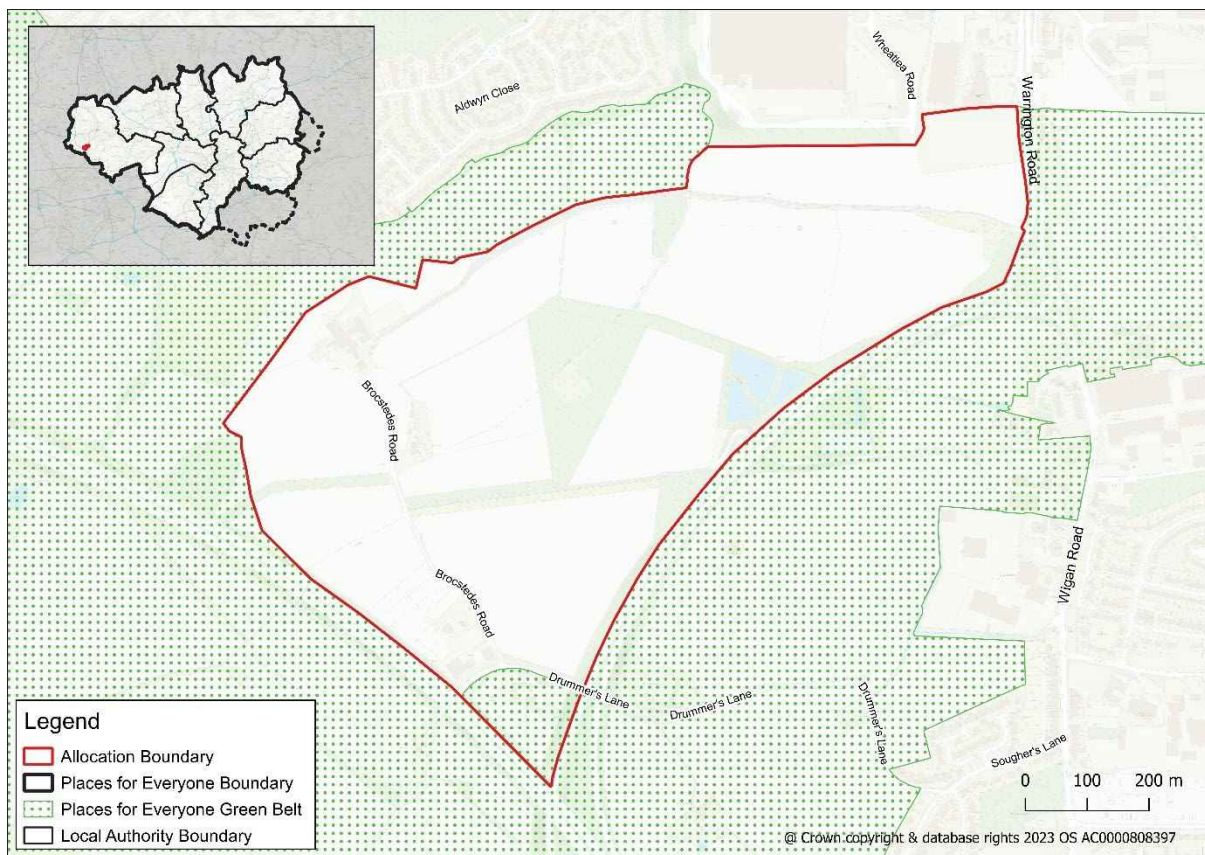
# Strategic Allocations in Wigan

Picture 11.47 Wigan District Overview



## Policy JP Allocation 31: M6 Junction 25

Picture 11.48 JPA 31 M6 Junction 25



### Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;
2. Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace;
3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
4. Provide good quality road access from the M6 motorway and the A49, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;

5. Incorporate high quality landscaping within the site and along sensitive site boundaries to minimise its visual impact on the wider area, including the A49 road frontage, the remaining Green Belt to the north, and around each building within the site, in accordance with Policy JP-G2;
6. Incorporate a landscaped green infrastructure corridor, with walking and cycling links, connecting the A49 to the remaining area of Green Belt to the north, and ensure suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway;
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site, in accordance with Policy JP-G2;
8. Ensure that the site layout will not preclude the provision of a future road connection with Wheatlea Industrial Estate;
9. Safeguard land within the allocation for the provision of an all-ways junction at M6 Junction 25; and
10. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

**11.407** The M6 Junction 25 site presents a major opportunity to provide a high-quality location for substantial employment development in the M6 corridor. A masterplanning process will guide the future delivery of this major development scheme.

**11.408** The M6 is a major business asset. It is the UK's most important strategic route for freight movement between the north and south of the country, and Wigan is the only district in Greater Manchester which has direct access to it. The site is large, relatively unconstrained, directly accessible to the motorway and has a long visible frontage along it. These attributes make the site highly attractive to the market, including key growth sectors such as

logistics and advanced manufacturing which are growing rapidly in the North West, primarily due to its strong global connections including Manchester Airport and the new deep-water port at Liverpool 2.

- 11.409** There is a significant demand and requirement for large scale logistics development within the M6 Corridor. Yet, despite its strategic location, Wigan currently does not have the sites to attract this demand. This site has the scale, prominence and motorway connectivity to satisfy this demand and deliver new jobs and investment for the local economy.
- 11.410** Junction 25 is the main gateway into Wigan from the south and an all-ways junction would enhance the economic profile of the borough whilst taking full advantage of its strategic location, which will have sub-regional benefits. The site also has the potential to provide a connection to the adjacent established Wheatlea Industrial Estate, so that it also has improved access to the M6.
- 11.411** Land to the south of the Winstanley residential area has been retained within the Green Belt and will provide a robust green infrastructure corridor. In addition to safeguarding residential amenity, this green corridor will open up the site for wider public access, including suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway. It will also provide enhanced walking and cycling opportunities for local residents to the Wigan Flashes to the east, which are a major environmental and recreation resource in the borough. As part of the delivery of necessary new and improved road infrastructure, as set out in Appendix D, a safe crossing of the A49 Warrington Road will need to be provided.
- 11.412** In accordance with Policy JP-C8, it is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area.
- 11.413** In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site

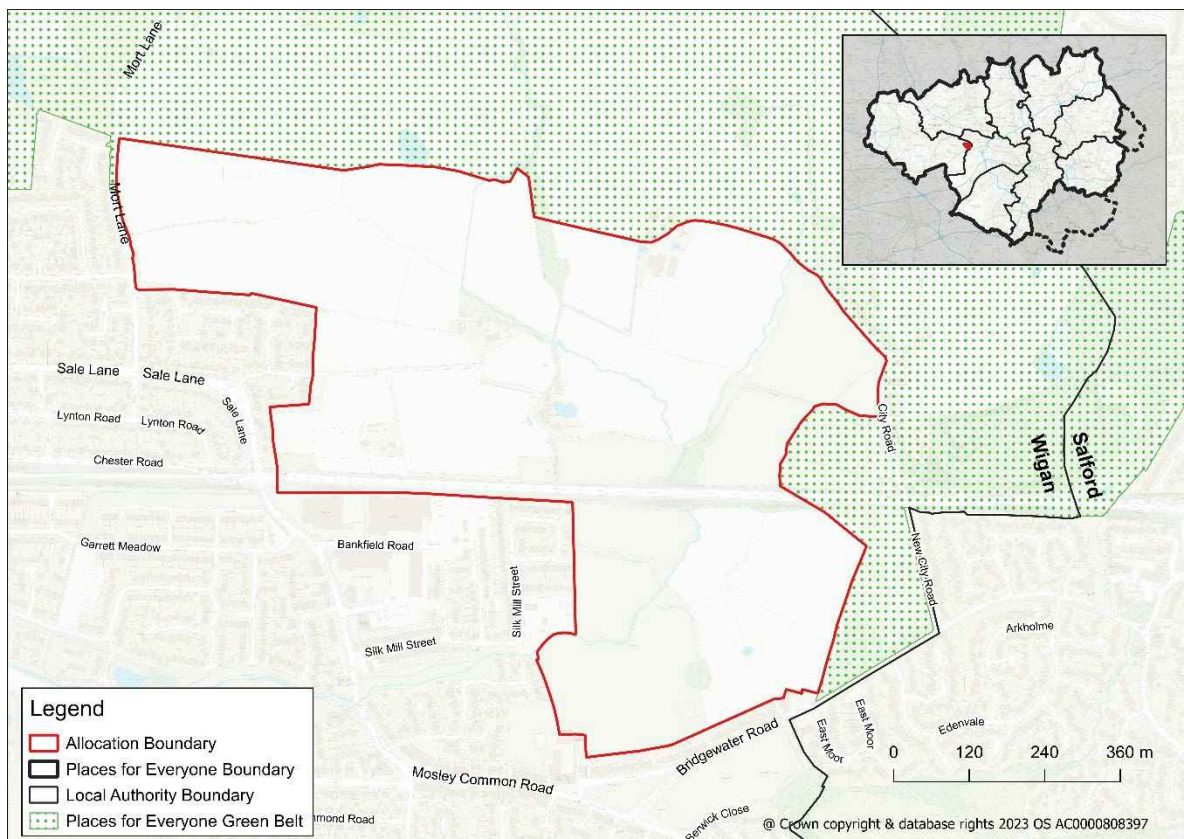


and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north.

- 11.414** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.415** The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 32: North of Mosley Common

Picture 11.49 JPA 32 North of Mosley Common



### Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 1,100 new homes, including affordable housing in accordance with local policy requirements, with higher densities close to existing and new bus stops on the Leigh-Salford-Manchester (LSM) Guided Busway, as applicable;
3. Make provision for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8. This includes an additional stop on the busway, and proportionate contributions to increased passenger capacity on the busway at peak times, subject to full detailed busway service

analysis being undertaken in conjunction with Transport for Greater Manchester;

4. Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road, City Road and Silk Mill Street. Any access arrangements from Silk Mill Street should ensure good quality pedestrian and cycle linkages into the rest of the site;
5. Provide new community facilities on-site in a suitably accessible location close to a future additional stop on the guided busway;
6. Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with Policy JP-P5;
7. Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include watercourses, ponds, hedgerows and areas of woodland on and/or around the site, in accordance with Policy JP-G8;
8. Protect and enhance the environs of Honksford Brook through the creation of a green infrastructure corridor, including safeguarding land for a flood storage area to mitigate the risk of flooding downstream;
9. Provide a robust landscaped boundary with open countryside in the Green Belt to the north;
10. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and
11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

## Reasoned Justification

- 11.416** Mosley Common and Tyldesley are located close to Salford and Manchester and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.
- 11.417** The site forms a logical eastern extension to Tyldesley and maintains a substantial Green Belt gap with Walkden to the north east. It is a relatively flat and unconstrained site with capacity for around 1,100 homes in a sustainable location.
- 11.418** This site significantly benefits from the LSM Guided Busway which crosses the site providing direct and sustainable rapid public transport access to employment, leisure and retail services within Manchester City Centre and other places along its route. The busway opened in April 2016 and has strong patronage, with extra services added in 2017 to meet demand. There is an opportunity to create a new stop within the site to serve the development and increase the frequency of the service. Higher residential densities are appropriate and could be achieved close to any new stops and also the existing stop on Sale Lane to the west of the site. Provision will need to be made for pedestrian/cycle links from the development to busway stops.
- 11.419** The site is also well connected to the highway network with direct access to the A577 to the west and a short distance to the A580 to the south, which is the main non-motorway route between Manchester and Liverpool. However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable, in accordance with Policy JP-C8. Good quality road access will need to be provided into the site from the local highway network.
- 11.420** Walkden railway station is located within 2km of the northeast of the site and a number of bus routes, in addition to the guided services, connect the site to the wider area. Both Walkden Town Centre in Salford and Tyldesley local centre are within 2km of the site and provide a range of retail and community

facilities, with additional facilities available locally in Mosley Common and Ellenbrook. Safe and convenient routes for pedestrians and cyclists will need to be provided from the development to enable residents to access these services and facilities. They will benefit the development and complement associated community facilities provided in a suitably accessible location within the site, close to a future additional stop on the guided busway. Alternatively financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site.

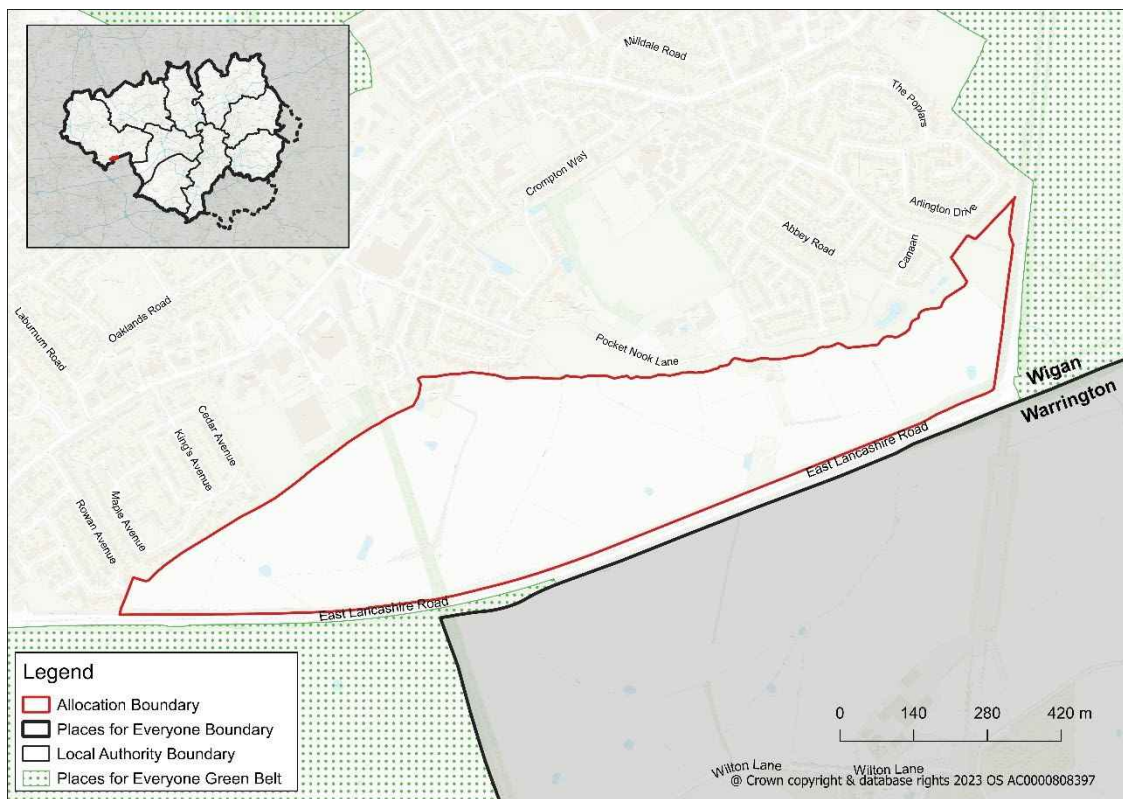
- 11.421** In terms of educational provision, new primary education facilities will be required on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School which lies adjacent to the site, unless it is determined by the Council that this provision is not needed. A financial contribution will be required to meet the demand generated by secondary pupils.
- 11.422** Honksford Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced. Given its size, the site has potential to create significant volumes of runoff if infiltration is not possible. This will be mitigated through the safeguarding of land as flood storage areas within the allocation and through the provision of sustainable drainage systems as appropriate.
- 11.423** In order to ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. In accordance with Policy JP-G1, a robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt.
- 11.424** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility

of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

**11.425** The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Policy JP Allocation 33: Pocket Nook

Picture 11.50 JPA 33 Pocket Nook



### Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;
2. Safeguard a north-south corridor towards the west of the site allocation for the potential construction of High Speed 2 Rail<sup>130</sup>;
3. Deliver around 600 homes, including affordable housing in accordance with local policy requirements. Around 75 of these homes should be to the west of the safeguarded HS2 route on land accessed from Rowan Avenue;

<sup>130</sup> It should be noted that Government has not yet withdrawn the HS2 Safeguarding Directions.

4. Deliver around 15,000 sqm of E(g), B2 and/or B8 employment floorspace on land to the west of the safeguarded HS2 route accessed from Newton Road;
5. Deliver a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line if necessary, that is of a design quality to accommodate bus services;
6. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5.
7. Make provision for new and improved sustainable transport infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
8. Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor, in accordance with Policy JP-G2;
9. Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include ponds, hedgerows and areas of broad-leaved woodland on and/or around the site, in accordance with policy JP-G8;
10. Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter; and
11. Take appropriate account of heritage assets and their settings, including the Grade II Listed Fair House Farmhouse on Pocket Nook Lane, in accordance with Policy JP-P2.

#### Reasoned Justification

**11.426** Within the East Lancashire Road Corridor, the Pocket Nook strategic area provides an opportunity for a substantial housing and employment development. The principle of development on this site is established in the adopted Wigan Local Plan Core Strategy, which identifies the site within a broad location for new development.



- 11.427** Lowton is a popular residential area with excellent road connections into both the Manchester and Liverpool City Regions via the A580 and is also in close proximity to the M6.
- 11.428** There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton and Golborne area for employment and other services in Leigh and the city centre, consequently reducing car dependency in this area; and, with possible connections to LSM Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site, in accordance with Policy JP-C8.
- 11.429** A north-south corridor in the west of the allocation has been safeguarded by the Government for the potential delivery of HS2 Phase 2B<sup>131</sup>. This safeguarded zone needs to be kept free from development to enable access and for servicing. If delivered, HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated.
- 11.430** The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west and, if necessary, will need to bridge the HS2 route. The new road will connect into Newton Road on land close to its existing junction with Enterprise Way, and serve both new housing and employment development. The road will enable the development to be properly integrated with the existing communities of Lowton and Golborne, provide local residents with an alternative route to the A580, and enable the delivery of enhanced bus services in the area.
- 11.431** A small parcel of residential development on the western edge of the site is accessible from Rowan Avenue.

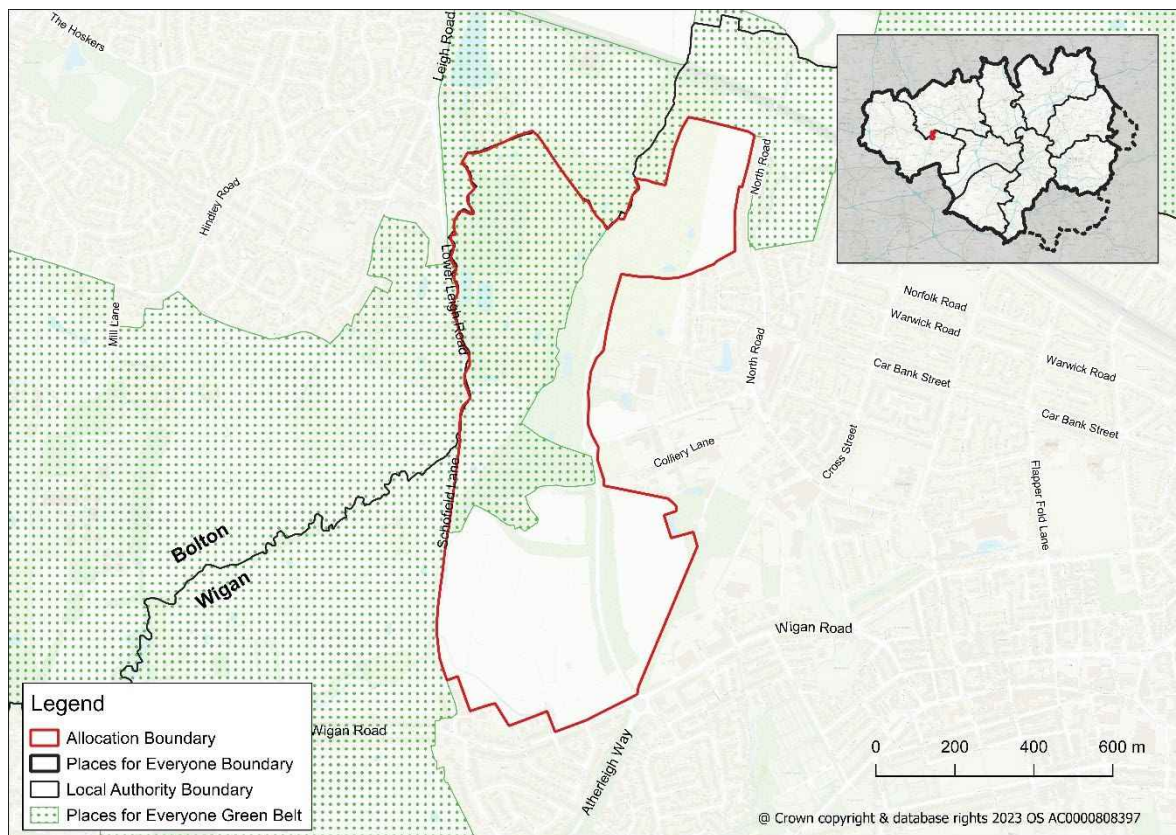
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<sup>131</sup> <https://www.gov.uk/government/publications/hs2-phase-two-safeguarding-maps-warrington-trafford-and-wigan>

- 11.432** Carr Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced.
- 11.433** Three Groundwater Source Protection Zones have been identified either within or immediately adjacent to the northern boundary of the site. The design of new development should ensure that there are no adverse impacts to groundwater resources or groundwater quality and ensure compliance with the Environment Agency approach to groundwater protection.
- 11.434** Fair House Farmhouse on Pocket Nook Lane is a Grade II Listed Building. The building is important in many respects, not least as an example of timber-framing in an area where little remains. In order that its heritage setting is retained or enhanced consideration needs to be given at a detailed stage to the treatment of the northern portion of the site to ensure that any development harmonises with the wider setting of the Listed Building and it does not harm its heritage value and significance.
- 11.435** To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout, including infrastructure provision, will need to be informed by an archaeological assessment and other constraints and opportunities provided by the site.

## Policy JP Allocation 34: West of Gibfield

Picture 11.51 JPA 34 West of Gibfield



### Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 500 new homes, including affordable housing in accordance with local policy requirements;
3. Deliver around 45,500 sqm of E(g), B2 and/or B8 employment floorspace on land in the southern part of the site;
4. Ensure good quality road access is provided into the site, including through an extension of Gibfield Park Way northwards. A route for the continuation of Gibfield Park Way further northwards towards the rail line should be

- safeguarded within the site, to connect into potential future road infrastructure to be provided in Bolton;
5. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8;
  6. Ensure convenient and safe access for pedestrians and cyclists within the site towards local bus services and Daisy Hill and Hag Fold rail stations;
  7. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;
  8. Provide a high quality, landscaped corridor along Gibfield Park Way, including its extension northwards within the allocation, through the planting of street trees and other strategic landscaping;
  9. Provide a substantial accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangement for its maintenance, agreed with the Council;
  10. Ensure appropriate provision is made to sufficiently mitigate the impact of development on great crested newts;
  11. Make provision for biodiversity, including taking appropriate account of Sites of Biological Importance and areas of priority habitat, which include ponds, watercourses, dry heath/acid grassland, hedgerows and areas of woodland on and/or around the site in accordance with policy JP-G8;
  12. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and
  13. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester

Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

#### Reasoned Justification

- 11.436** The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will be on land in the southern part of the site and is considered suitable for E(g), B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton.
- 11.437** The M61 corridor is a strategic opportunity for Greater Manchester but while Atherton, Hindley and Leigh are close to the M61, existing routes to the motorway are constrained and not conducive to attracting economic development. Improved road infrastructure between Gibfield Park Way and Junction 5 of the M61, via the Chequerbent junction on the A6, will be transformative for the area. The development is therefore required to extend Gibfield Park Way northwards as far as possible within the allocation and safeguard sufficient land to allow for a potential future extension to the A6 and M61 in Bolton.
- 11.438** In accordance with Policy JP-C8, highway improvement measures will be needed to mitigate the impact of the development, notably at the junction of the A577 and Gibfield Park Way and between the site and the A6 and Junction 5 of the M61 in Bolton. The development will be required to make an effective contribution to the provision of these measures.
- 11.439** There is also a need for strategic improvements to services along the Atherton railway line between Wigan and Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent, in accordance with Policy JP-C8. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services. This development is required to ensure

convenient and safe access within the site towards Daisy Hill and Hag Fold stations for pedestrians and cyclists.

- 11.440** The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space. Appropriate provision should be made to sufficiently mitigate the impact of the development on great crested newts that are present in the area, as well as the presence of priority habitats in accordance with Policy JP-G8. The ongoing maintenance of the country park will need to be agreed with the Council.
- 11.441** In order to make the site attractive to potential occupiers and to safeguard the amenity of existing and future residents, high quality landscaping is required within the site and along sensitive site boundaries, including the provision of appropriate screening from the employment development. Street trees and other strategic landscaping will be required along Gibfield Park Way, which is the key route through the site.
- 11.442** Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).
- 11.443** To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and opportunities provided by the site.
- 11.444** The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sandstone (18.1%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to

ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

## Delivering the Plan

- 12.1** The Greater Manchester Strategy (GMS) sets out a clear vision for Greater Manchester. This Plan has a vital role in delivering this vision but many of the necessary actions lie outside its scope and will be taken forward through other strategies, plans and programmes. Delivering these ambitions is a challenge but our history demonstrates that we are able to rise to this challenge. The level of growth proposed will require substantial amounts of investment from both the public and the private sector. It is therefore important that this Plan is supported by sources of funding and delivery mechanisms that are both timely and appropriate.
- 12.2** There are a number of adopted or emerging strategies and plans which relate to different infrastructure provision or influence the policy direction within this Plan, for instance the Infrastructure Strategy, Housing Strategy, Greater Manchester Transport Strategy 2040 refresh, Estates Strategy, Health and Social Care Strategic Plan, 5-year Environment Plan and the Natural Capital Investment Plan. Please see each of these strategies for their own methods of delivery.

## Implementation

- 12.3** In implementing the policies and proposals within this Plan, Local Authorities, the Mayor and GMCA will all have important roles, and should make best of all appropriate delivery mechanisms available, including:
- Working in partnership with other delivery agencies and organisations such as Homes England, the Environment Agency, Sport England, National Highways, Transport for Greater Manchester and utilities companies to ensure that essential infrastructure is provided.
  - Working in partnership with landowners, developers and other private sector organisations to secure deliverable development proposals and investment.
  - Establishing Mayoral Development Corporations, and preparation of Local Plans, Local Development Orders, Supplementary Planning



Documents, Masterplans and other frameworks to provide context and support for site and area-specific delivery.

- Support for Neighbourhood Planning and other local and community-led initiatives.
- Application of the Development Management process and other relevant regulatory functions.
- Use of compulsory purchase powers to assist with site assembly.
- Proactive use of publicly owned land holdings to assist in land assembly and the delivery of development.
- Use of Government grants, other sources of funding and prudential borrowing.
- Use of Section 106 agreements to secure affordable housing and other types of planning obligations.
- Use of tariff-based systems such as the Strategic Infrastructure Tariff and Community Infrastructure Levy for infrastructure delivery, where appropriate and in with the most current statutory regulations.
- Use of other sources of funding such as the lottery fund and other initiatives as they arise.

**12.4** We will work in a collaborative way with infrastructure providers, national government, regulators and others involved in infrastructure planning and funding, to ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this Framework.

### **Policy JP-D1: Infrastructure Implementation**

To ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan:

We will:

1. Take a long term, strategic, holistic and integrated approach to place shaping, supported by devolved resources and powers. Utilising the spatial locations set out in this Plan a place-based approach will be undertaken to overcome barriers, achieving prosperity and opportunity;

We will work with infrastructure providers to:

2. Promote collaboration and synchronisation of investment plans. Key infrastructure providers include NHS Greater Manchester Integrated Care Partnership (formerly Clinical Commissioning Groups), the NHS, National Highways, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers;
3. Ensure that future investment plans have regard to this Plan. The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard;
4. Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and
5. Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.

We will, through local plans, other local planning documents and development management decisions:

6. Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;
7. Require applicants to prepare an infrastructure phasing and delivery strategy to be agreed by the local planning authority for sites where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it; and
8. Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility capacity to support the delivery and occupation of their proposed development. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements where this would be necessary to mitigate the impact of development.

- 12.5** We have strong links with the various infrastructure providers that service the conurbation, including United Utilities, Environment Agency, Electricity North West, Cadent (gas) digital/telecommunication providers. The continuation of this co-operative working relationship is key to ensuring delivery of this policy. Developers, landowners and building occupants also have a role to play in demand management, early engagement with utility providers and co-operative working to avoid disruption.

## **Infrastructure Strategy**

- 12.6** The quality, distribution and resilience of infrastructure will be an important factor in determining whether the GMS and consequently this Plan, is successfully implemented and delivered. Infrastructure is essential to support the delivery of the vision and objectives of this Plan.
- 12.7** The capacity of the utility network to accommodate increased demand is considered generally robust. However, population, economic growth and changes in technology will increase demand, both for new and for existing infrastructure. Combined with a backlog of capital investment, historically low levels of investment compared to other countries and continually growing and changing expectations for infrastructure requirements over the next thirty years will be substantial. This is why we are working with the Government through the Local Industrial Strategy to ensure that the right powers and funding are in place to ensure the timely delivery of the right infrastructure in the right place at the right time.
- 12.8** An Infrastructure Framework for Greater Manchester<sup>132</sup> has been produced. It frames the key issues and priorities which need to be addressed and sets out:
- The key trends affecting Greater Manchester's Infrastructure to 2040
  - How these trends will affect each infrastructure network

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<sup>132</sup> [GM Infrastructure Framework 2040](#)

- The eleven challenges that will have to be overcome through a series of responses

**12.9** The Greater Manchester Strategic Infrastructure Board will consider and respond to the issues and challenges raised by the Infrastructure Framework. It includes representatives from United Utilities, Electricity North West, Cadent, Environment Agency, Transport for Greater Manchester as well as GMCA officers and Chief Resilience Officer.

## **Delivering New Infrastructure**

**12.10** To achieve our ambitions, investment in transport infrastructure is required, as is the need to invest in enabling infrastructure, such as social infrastructure, green infrastructure, water, wastewater, energy and digital connectivity.

**12.11** The “Greater Manchester Transport Strategy 2040” (refreshed in 2020) describes our ambitions for transport in more detail. It outlines how significant investment in sustainable modes of transport, in particular, will be essential to achieving this more sustainable vision for the future. The Strategy is supported by Our Five-Year Transport Delivery Plan, updated annually, to set out the immediate and longer-term programme for transport interventions needed to support sustainable growth. The Greater Manchester Cycling and Walking Infrastructure Proposal sets out a vision for Greater Manchester to become the first city region in the UK to have a fully joined up walking and cycling network.<sup>133</sup> To support the delivery of the proposal, a broad range of improvement measures will be required, varying from route to route, including the provision of easy crossing points, innovative approaches to junction design, and the creation of fully segregated cycleways. The availability of future funding, particularly from central government, will be a key determinant of the extent to which the necessary improvements to our connectivity and transport infrastructure can

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<sup>133</sup> [Mayor of GM, GMCA and TfGM \(2018\): Greater Manchester's cycling and walking infrastructure proposal](#)

be achieved. New development will also have a significant role in supporting the delivery of new and improved transport infrastructure and services.

- 12.12** There is a growing need for social infrastructure across the Plan area, in particular to support education and health provision. Central government provides the majority of the capital funding through the basic need grant and Department for Education (DfE) free school programme to create school places and to carry out capital maintenance and repair work to existing school buildings, supplemented by capital contributions from individual local authorities. Since 2013, Public Health has been the responsibility of local authorities, which allows for a more joined-up approach to the delivery of public health policies and facilities. In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets. As part of this, a key aim is to better integrate health and social care services including wider community health services. Local Authorities work with Clinical Commissioning Groups (now the NHS Greater Manchester Integrated Care Partnership) and NHS England to determine what investment is required by monitoring housing and population growth. Contributions secured through Section 106 agreements can be used to support the provision of new social infrastructure facilities, particularly in Strategic Allocations where there is limited existing infrastructure.
- 12.13** The city's green infrastructure provides a wide range of benefits and services that generate significant economic value in a cost-effective way. However, provision of green infrastructure has traditionally been the responsibility of public authorities and various public or third-sector land-management bodies. In an attempt to address the problem of not properly valuing the services and benefits of green infrastructure, the Government has committed to including natural capital accounts in the UK Environmental Accounts by 2020. This re-framing of our understanding of the economic value of green infrastructure should mean that developers are more willing to integrate green infrastructure into developments rather than considering the provision of green space as simply a condition of planning. A Natural Capital Investment Plan for Greater Manchester is being prepared which will

promote investment and delivery of opportunities to protect and enhance our natural capital. This Plan will help to ensure that the economic benefits of green infrastructure can be understood alongside other key indicators of economic performance.

- 12.14** Investment in energy, fresh water and wastewater infrastructure is usually funded by providers through user charges to the consumer and connections charges to developers. Spend on new assets and operating costs are agreed through negotiations between the provider and regulator. These plans are then set out at the beginning of the regulatory price-control period in the provider's business plan. Capital expenditure is funded through user charges, so utilities companies typically borrow to fund the upfront costs of investment. The scale of growth in some parts of the Plan area may require significant capital investment in water and energy infrastructure, so investment ahead of demand will be required to ensure the utilities are available when sites are developed. In collaboration with the GMCA we are working with providers to ensure the investment is secured to support development at the right time.
- 12.15** New digital connectivity infrastructure is typically paid for upfront through finance or private equity investment backed by user charges and connections charges to developers. In general, decisions on where to invest in infrastructure are determined on a demand-led basis. The fast-changing nature of digital technology and increasing dependence on faster broadband means that investment ahead of demand should be supported. In collaboration with the GMCA we are working with providers to ensure the investment is secured to support development at the right time.

## Funding

- 12.16** There is a significant gap between the public-sector funding required to deliver and support our growth, and the amount currently committed to fund it. In some areas of the city region, major development projects are not being progressed because of the uncertainty around funding. Developments will need to deliver, or help to enable the delivery of, infrastructure required to

support sustainable communities, through planning conditions, and developer contributions secured in a variety of ways. These methods include: Section 106 planning obligations, the Community Infrastructure Levy, and agreements made under Section 278 of the Highways Act 1990 (as amended).

- 12.17** Planning obligations made under Section 106 of the Town and Country Planning Act 1990 (as amended), are a mechanism used to make development acceptable in planning terms through securing the provision of affordable housing or the delivery of infrastructure or requiring development to be used in a particular way. Planning obligations must be used in accordance with national guidance and legislation and are subject to statutory and policy tests to ensure that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. A local planning authority should set out policies which indicate the level of contributions required. Site-specific legal contracts taking account of these policies are then made on a site-by-site basis, securing financial sums to pay for infrastructure provision, or through 'in-kind' contributions. Examples of in-kind contributions include: provision of land to accommodate new facilities provided by other organisations, construction and fit-out of new facilities, or provision of 'shell and core' space at peppercorn rent; however any direct delivery must not contravene state aid or public procurement rules.
- 12.18** The Community Infrastructure Levy (CIL) is a locally-determined, non-negotiable, pounds-per-square metre development charge designed to help finance the delivery of infrastructure and was introduced as a mechanism by the Government in April 2010. In contrast to Section 106, which require developer contributions for infrastructure to mitigate a specific development, CIL is intended to address the cumulative impact of developments across an area. Variations in charging rates are permitted between areas within the planning authority, as well as by different types of development, which must be set out in a published charging schedule. Local authorities are able to

determine their CIL charges according to local considerations, although these are subject to two rounds of public consultation and review by an Independent Examiner. Across the Plan area, only one Local Authority has progressed work sufficiently to implement a CIL charging schedule, adopted in Trafford in July 2014.

- 12.19** In October 2023 the Levelling-up and Regeneration Act 2023 was given Royal Assent. The Act introduces reforms to the planning system including a new mandatory and locally set infrastructure levy to replace the current system of developer contributions. The detailed design of the levy will be delivered through regulations.
- 12.20** Across the Plan area we have a range of locally based priorities to be fulfilled through developer contributions. Some boroughs have supplementary planning documents setting out these priorities and the likely scale of contributions that different types of development are likely to require.

### **Policy JP-D2: Developer Contributions**

We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime).

If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance.

Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.



## Monitoring

- 12.21** Monitoring is a key component of any development plan document and therefore is key to the success of this Plan. To be effective plans need to be kept up-to-date and monitored. We need to regularly monitor performance to assess whether we are achieving our strategic objectives and whether our policies remain relevant, or whether they need to be updated.
- 12.22** This plan is based on a number of projections, forecasts and research available at this point in time. While these provide a sound basis for the plan's overall strategy and policies, it is important to understand that circumstances can change and that the plan is flexible to this change. It is therefore important to establish indicators that can be robustly monitored, to gain an understanding of any significant changes that could give rise to reconsideration of the content of the strategy or policies and to update the associated evidence base where required.
- 12.23** The table below sets out the proposed monitoring framework for the Plan. It sets out the indicators which will be used and the geographical areas each will be applied to. In order to monitor the Vision, Objectives and Strategy effectively, the data for the indicators will be collected across varying geographical areas of the plan. The analysis will have a particular focus on the Core Growth Area (JP-Strat1), the Inner Areas (JP-Strat5), the Northern Areas (JP-Strat6) and the Southern areas (JP-Strat9). The spatial strategy geographical areas referred to in tables 12.1 – 12.7 reflect the Strategic Policies set out in Chapter 4 of the Plan. Until such time that the detailed boundaries of these areas are established in district local plans, the authority monitoring report will illustrate the geographical boundaries to which the data refers.
- 12.24** The Allocations will be monitored by districts but where a PfE indicator will form part of this monitoring it is noted in the 'Allocation' column of tables 12.1 – 12.7.
- 12.25** The outcomes of PfE monitoring will form part of each of the districts own Local Plan Authority Monitoring Reports.

**Table 12.1 Places for Everyone Monitoring Framework – Sustainable and Resilient**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Reduce carbon emissions from new development	2,5,7,8,10	JP-S1, 2, 3 and 6 JP-P1	% of net additional residential development completed with an Energy Performance Certificate rating of A and B	✓	✓		
Maximise the use of suitable previously developed (brownfield) land for development	2,3,5,7,8,9	JP-Strat1 to 6, JP-Strat9, JP Strat12, JP-S1, JP-J2, J3, J4 and JP-H1 and H4	<ul style="list-style-type: none"> <li>• % of residential development on brownfield land</li> <li>• % of gross employment development on brownfield land</li> </ul>	✓	✓	1,5,6,9	
No new homes and employment premises at	2,8	JP-S1, and 4 JP-P1	No. of planning permissions approved against EA advice	✓	✓		All allocations with employment development

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
risk of flooding							
Improve air quality	2,5,7,8,10	JP-S1, S2 and S5	Exceedance of the legal level of NO2 (as an Annual Mean) in local AQMA and Clean Air Plan Monitoring	✓	✓		

**Table 12.2 Places for Everyone Monitoring Framework – Jobs**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Improve productivity	3,5,10	JP-Strat1 to 12, JP-J1	% increase in GVA per job	✓	✓	1,5,6,9	

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Increased number of jobs	3,5,10	JP-Strat1 to 12 JP-J1 and 2	Proportion of our residents (working age) in employment	✓	✓	1,5,6,9	
Improve access to jobs	4,5	JP-Strat1 to 12 JP-J1	Number of local labour agreements	✓	✓		
Increase overall office floorspace by 2 million sq.m by 2039	3,5	JP-Strat1 to 12 JP-J1 to 3	Increase in office floorspace (gross)	✓	✓	1,5,6,9	All allocations with office development
Increase overall industry and warehousing floorspace by 3.5 million sq. m by 2039	3,5	JP-Strat1 and 4 to 11, JP-J1, 2 and 4	Increase in industry and warehousing floorspace (gross)	✓	✓	1,5,6,9	All allocations with industry or warehousing development
Secure main town centres as local economic drivers	1,2,3,5,6,7,9	JP-Strat1, 6, 9 and 12 JP-P4	<ul style="list-style-type: none"> <li>No of residential units (net) delivered in</li> </ul>	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
			main town centres <ul style="list-style-type: none"> <li>GVA in and within 800m of the main town centres</li> </ul>				

**Table 12.3 Places for Everyone Monitoring Framework – Homes**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Deliver net increase in new homes	1,2,3,5,7,10	JP-Strat1 to 3, 5 to 9, 11 and 12. JP-H1	<ul style="list-style-type: none"> <li>Deliver approx. 9,063 annually by 2025</li> <li>Deliver approx. 10,305</li> </ul>	✓	✓	1,5,6,9	All allocations with housing development

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
			annually by 2030 <ul style="list-style-type: none"> <li>Deliver approx. 10,719 annually by 2039</li> </ul>				
Maximise delivery of additional affordable homes	1,2,5,10	JP-H1 and H2	No. of new affordable homes completed	✓	✓		All allocations with housing development
Increase the number of homes meeting Nationally Described Space Standard (NDSS)	1,2,5,10	JP-H3	% new homes meeting Nationally Described Space Standard (NDSS)	✓	✓		
Increase the number of new homes meeting	1,2,5,10	JP-H3	% new homes meeting Accessible &	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Accessible & Adaptable (A&A) standard			Adaptable (A&A) standard				

**Table 12.4 Places for Everyone Monitoring Framework – Greener**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Enhance the green infrastructure network	2,5,7,8,9,10	<ul style="list-style-type: none"> <li>• JP-Strat2, 3, 5, 12 and 13</li> <li>• JP-G1 to 6, 8 and 9</li> <li>• JP-P1</li> </ul>	<ul style="list-style-type: none"> <li>• Gross area of new habitat created from the application of biodiversity net gain</li> <li>• Number, area and condition of</li> </ul>	✓	✓	1,5,6,9	All allocations

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
			sites of biological importance (SBIs)				
Increase tree planting	2,5,7,8,9,10	JP-G7	Number of trees planted annually (metric to be determined with respect to tree planting programmes and on site delivery as a result of planning decisions where available)	✓	✓		
Increase access to green infrastructure	2,5,7,8,9,10	<ul style="list-style-type: none"> <li>• JP-Strat 2, 3, 5, 12 and 13</li> <li>• JP-G2 to 6, 8 and 9</li> <li>• JP-P6</li> </ul>	Number of hectares of green infrastructure (metric will consider publicly accessible GI where information is available)	✓	✓	1,5,6,9	



**Table 12.5 Places for Everyone Monitoring Framework – People**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Conserve , sustain and enhance our historic environment and heritage assets	2,4	JP-Strat1 to 3, 6 and 12, JP-P1, 2 and 3	Increase % of buildings on the “at risk register” with a strategy for their repair and re-use	✓	✓		
Provision of additional school places to support new development	2,9	JP-Strat1, 2 and 9 JP-P1 and 5	Numbers of school places (Annual School Capacity survey). Consideration of ‘headroom’ statistics where available.	✓	✓		
Workforce is ready to benefit from new employment opportunities	3,5	JP-Strat5, 6, 9, 11 and 12 JP-P5	% of working age population with Higher Level (4+) qualification(s) and % of working age	✓	✓	5,6	

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
			population with sub Level 2 qualification.				

**Table 12.6 Places for Everyone Monitoring Framework – Connected**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Increased proportion of daily trips by modes other than the car	2,5,6,7,10	JP-Strat1 to 12 JP-Strat14 JP-C1, 3, 5, 6 and 8	% of daily trips made by active travel, public transport, car & other (monitoring subject to further analysis of data collection methods – TRADS monitor	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
			undertaken by TfGM)				
Increased proportion of new development in an accessible location	2,5,6,7,10	JP-Strat14 JP-S1, 2 and 5 JP-C1, 3, 5, 6 and 8	% of new housing (net) within 800m of good public transport accessibility and % of new employment floorspace within 800m of good public transport accessibility *definition of good public transport accessibility to be agreed with TfGM	✓	✓	1,5,6,9	
Digital connectivity	2,3,4,5,6	JP-C2	Number of premises with full fibre connectivity	✓	✓		
Increasing EV charging infrastructure	2,6,7	JP-S2 and C8	Number of EV charging points (% change can be	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
			monitored year to year or over longer time series)				

**Table 12.7 Places for Everyone Monitoring Framework – Delivering the Plan**

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Ensuring the right infrastructure is delivered at the right time (broken down by different types of contribution)	1,2,3,4,5,6,7,8,9,10	JP-S1, JP-S2, JP-J1, JP-H2, JP-G2, JP-G3, JP-G4, JP-G5, JP-G6, JP-G7, JP-G8, JP-P1, JP-P2, JP-	Links provided to each District's Infrastructure Funding Statement/ Annual section 106 monitoring report	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
		P3, JP-P5, JP-P6, JP-P7, JP-C1, JP-C2, JP-C3, JP-C5, JP-C6, JP-C7, JP-C8, Allocations (where mitigation is identified)					
Secure appropriate S106 contributions for affordable housing	1,2,3,4,5,6, 7,8,9,10	JP-H1 and H2 JP-D2	Developer contributions for the delivery of affordable housing	✓	✓		

## Appendix A: Replaced District Local Plan Policies

- A.1** Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that ‘where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.’
- A.2** The following policies have been wholly or partially replaced. Any part of the policy which is not replaced will be retained and will remain part of the respective statutory development plan.

### Bolton Council

Table A.1 Replaced Bolton Local Plan Policies

<b>Bolton Core Strategy (2011) - Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
H1 Healthy Bolton	JP-P6	All
A1 Achieving Bolton	JP-P5	All
P1 Employment land	JP-J2, JP-J3 and JP-J4	All
P3.1 Waste hierarchy	JP-S6	All
P5.1 Accessibility by different types of transport	JP-C1	All
P5.2 Accessibility by public transport	JP-C3	All
P5.3 Freight movement	JP-C7	All
P5.4 Servicing arrangements	JP-C8	All
P5.6 Transport needs of people with disabilities	JP-C5	All
P5.7 Transport assessments and travel plans	JP-C8	All
S1 Safe Bolton	JP-C8 and JP-P1	All
CG1.1 Green infrastructure in rural areas	JP-G1, JP-G2, JP-G3, JP-G4, JP-G5 and JP-G7	All
CG1.2 Urban Biodiversity	JP-G2	All
CG1.3 Open space	JP-G6	All
CG1.5 Flooding	JP-S4	All
CG1.6 Energy requirements	JP-S2	All
CG1.7 Renewable energy	JP-S2	All
CG2 except CG2.2(c) Sustainable development	JP-S2	All

<b>Bolton Core Strategy (2011) - Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
CG3 Built environment	JP-G1, JP-P1 and JP-P2	All
SC1.1 Housing requirement	JP-H1	All
SC1.5 Housing Density	JP-H4	All

## Bury Council

Table A.2 Replaced Bury Local Plan Policies

<b>Bury Unitary Development Plan (1997) Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
EC1 Employment Land Provision	JP-J1	All
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4	All
EC3 Improvement of Older Industrial Areas and Premises	JP-J2	All
EC3/1 Measures to Improve Industrial Areas	JP-J2	All
EC5 Offices	JP-J3	All
H1 Housing Land Provision	JP-H1	All
H2 Housing Environment and Design	JP-H3	All
H4 Housing Need	JP-H3	All
EN1 Environment	JP-P1	All
EN1/1 Visual Amenity	JP-P1	All
EN1/3 Landscaping Provision	JP-P1	All
EN1/11 Public Utility Infrastructure	JP-P1	All
EN2 Conservation and Listed Buildings	JP-P2	All
EN4 Energy Conservation	JP-S2 and JP-S3	All
EN4/1 Renewable Energy	JP-S2 and JP-S3	All
EN4/2 Energy Efficiency	JP-S2 and JP-S3	All
EN5 Flood Protection and Defence	JP-S4	All
EN5/1 New Development and Flood Risk	JP-S4	All
EN6 Conservation of the Natural Environment	JP-G8	All
EN6/5 Sites of Geological Interest	JP-G8	All
EN7 Pollution Control	JP-P1	All
EN7/1 Atmospheric Pollution	JP-S5	All
EN8 Woodland and Trees	JP-G7	All
EN9 Landscape	JP-G1	All
EN9/1 Special Landscape Area	JP-G1	All
OL1 Green Belt	JP-G9	All
OL1/1 Designation of Green Belt	JP-G9	All
OL3 Urban Open Space	JP-G6	All



<b>Bury Unitary Development Plan (1997) Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
OL3/1 Protection of Urban Open Space	JP-G6	All
OL5 River Valleys	JP-G2 and JP-G3	All
<b>RT1 – Existing Provision for Recreation in the Urban Area</b>	JP-P7	All
RT2/3 Education Recreation Facilities	JP-P7	All
RT2/4 Dual-Use of Education Facilities	JP-P7	All
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5	All
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C5	All
HT2/6 – Replacement Car Parking	JP-C8	All
HT2/10 – Development Affecting Trunk Roads	JP-C8	All
HT3 Public Transport	JP-C1 and JP-C3	All
HT4 New Development	JP-C8	All
HT6 Pedestrians and Cyclists	JP-C1, JP-C5 and JP-C6	All
HT6/2 – Pedestrian/Vehicular Conflict	JP-C5 and JP-C6	All
HT7 Freight	JP-C7	All
CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3	All
CF2 Education Land and Buildings	JP-P5	All
CF4 Healthcare Facilities	JP-P6	All
CF5 Childcare Facilities	JP-P5	All
MW1 Protection Of Mineral Resources	JP-S6	All
MW2 Environmental Considerations For Mineral Workings	JP-S6	All
MW3 Waste Disposal Facilities	JP-S6	All
MW3/1 Derelict or Degraded Land (Waste)	JP-S6	All
MW3/2 Waste Recycling and Bulk Reduction	JP-S6	All

## Manchester City Council

Table A.3 Replaced Manchester Local Plan Policies

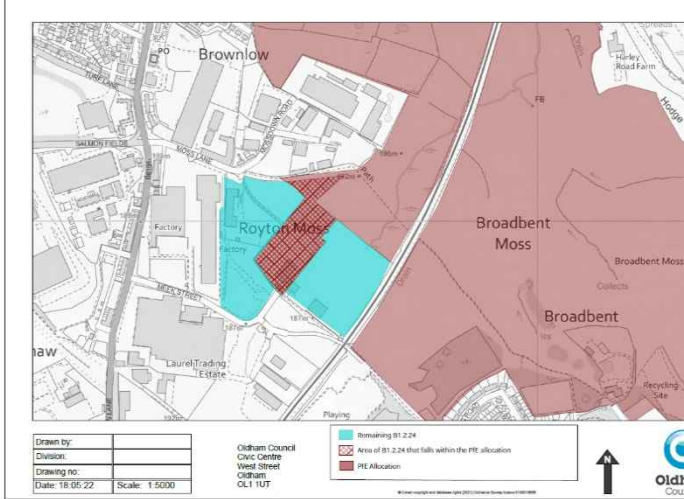
<b>Manchester Core Strategy (2012) - Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
SP1 Spatial Principles (Partially)	JP-S1	<ul style="list-style-type: none"> <li>Last but one bullet</li> </ul>
EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4	<ul style="list-style-type: none"> <li>1st paragraph including 'Offices (B1a) - 140ha Research and Development and Industry (B1b, B1c and B2) - 25 ha Distribution and Warehousing (B8) - 35ha'.</li> <li>Distribution figures in key location bullet points</li> </ul>
H1 Overall Housing Provision (Partially)	JP-H1	<ul style="list-style-type: none"> <li>First paragraph.</li> <li>Trajectory.</li> <li>Sentence in brackets in 2nd paragraph.</li> <li>1st sentence of 5th paragraph</li> </ul>
H2 Strategic Housing Location (Partially)	JP-H4	<ul style="list-style-type: none"> <li>'40-50 dwellings per hectare' from 1st bullet of 2nd paragraph</li> </ul>
H8 Affordable Housing (Partially)	JP-H2	<ul style="list-style-type: none"> <li>Last sentence of bullet 1</li> </ul>
T1 Sustainable Transport (Partially)	JP-C1	<ul style="list-style-type: none"> <li>Final bullet point</li> </ul>
EN3 Heritage (Partially)	JP-P2	<ul style="list-style-type: none"> <li>2nd paragraph</li> </ul>
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2	<ul style="list-style-type: none"> <li>1st bullet including indented bullets on Energy Hierarchy</li> </ul>
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2	<ul style="list-style-type: none"> <li>'shown in Tables 12.1 or 12.2' from 1st sentence of 1st paragraph.</li> <li>2nd, 3rd, 4th and 5th paragraphs.</li> <li>Tables 12.1 and 12.2.</li> </ul>
EN8 Adaption to Climate Change (Partially)	JP-S2, JP-S4 and JP-G8	<ul style="list-style-type: none"> <li>1st and 4th bullet points</li> </ul>
EN14 Flood Risk (Partially)	JP-S4	<ul style="list-style-type: none"> <li>3rd bullet point except final sentence</li> </ul>

<b>Manchester Core Strategy (2012) - Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
EN15 Biodiversity and Geological Conservation (Partially)	JP-G8	<ul style="list-style-type: none"> <li>• 'either on-site or adjacent to the site' in second paragraph</li> <li>• Last sentence</li> </ul>
EN16 Air Quality (Partially)	JP-S5	<ul style="list-style-type: none"> <li>• ', and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport' from 1st sentence.</li> </ul>
EN17 Water Quality (Partially)	JP-S4	<ul style="list-style-type: none"> <li>• 2nd bullet point</li> </ul>

## Oldham Council

Table A.4 Replaced Oldham Local Plan Policies

Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
3 An Address of Choice (Partially)	JP-H1	Section of policy on Distribution of Housing (including Table 5 - Current distribution of housing within District Partnership areas (based on the 2009 SHLAA)). Paragraphs 5.41 to 5.45 Table 6 – Current distribution of housing land types within District Partnership areas (based on the 2009 SHLAA findings)
4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4	Second and third paragraph of policy wording. Paragraphs 5.51 and 5.52 of the reasoned justification
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C5, JP-C6 and JP-C8	Policy requirements b) to j) Paragraphs 5.59 and 5.60 of the reasoned justification
18 Energy (Partially)	JP-S2	Section of policy on Carbon Dioxide Reduction Targets (including Table 8 – Energy Infrastructure Framework) Paragraphs 6.93 to 6.105 of the reasoned justification
19 Flooding (Partially)	JP-S4, JP-G3 JP-D1	Policy requirements a), b), c) and e) are superseded and replaced by policy JP-S5 Policy requirement d) is superseded by Policy JP-G3 Policy requirement f) is superseded by Policy JP-D1. Paragraphs 6.113 to 6.116 of the reasoned justification.
20 Design	JP-P1	The entirety of policy 20 is superseded by Policy JP-P1
22 Protecting Open Land (Partially)	JPA13 Chew Brook Vale  JPA10 Beal Valley	Policy wording ‘The 2006 UDP Policy OE1.8 ‘Major Developed Site in Green Belt ‘will be saved and will be assessed in the Site Allocations DPD’ and paragraph 6.140 from the reasoned justification.

Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
	<p>JPA12 Broadbent Moss JPA14 Cowlshaw</p> <p>JPA12 Broadbent Moss</p> <p>JP-G9</p>	<p>The following areas of Other Protected Open Land (OPOL) will be de-designated (and their reference removed from paragraph 6.141 of the reasoned justification) as they are included in the boundary of strategic allocations:</p> <p style="padding-left: 40px;">OPOL 9 – Bullcote Lane, Royton OPOL 10 – Shawside, Shaw (Moss Hey) OPOL 22 – Cowlshaw, Shaw</p> <p>Policy wording ‘Development on LRFD will only be granted where it would be acceptable in the Green Belt and which would not prejudice the later development of LRFD beyond the life of the LDF’ and paragraph 6.143 from the reasoned justification.</p>
25 Developer Contributions	JP-D2	The entirety of policy 25 is superseded by policy JP-D2
Saved UDP Policy D1.5 Protection of Trees on Development Sites	JP-G7	The entirety of Policy D1.5 is superseded by Policy JP-G7
<p><b>Saved</b> UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton</p>	JPA12 Broadbent Moss	<ul style="list-style-type: none"> <li>Part of policy B1.1.24 as shown on plan below</li> </ul> 
Saved UDP Policy H1.2.17 Housing Land Release Phase II	JPA15 Land south of Coal Pit Lane	The entirety of policy H1.2.17 is superseded by policy JPA15
Saved UDP Policy OE1.8 Major	JPA13 Chew Brook Vale	The entirety of policy OE1.8 is superseded by policy JPA13

Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
Developed Site in the Green Belt		

## Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

<b>Rochdale Core Strategy (2016) – Existing policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of the policy to be superseded</b>
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4	'up to 210 ha' in first bullet point of policy
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4	All
C1 Delivering the right amount of housing in the right places (Partially)	JP-H1	<ul style="list-style-type: none"> <li>• 'to deliver at least 460 net additional dwellings per year up to 2028' in the first sentence of the policy.</li> <li>• - '460' in first sentence of paragraph 8.6 of the supporting text</li> </ul>
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3	All
G2 Energy and new development	JP-S1, JP-S2 and JP-S3	All
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3	Delete the first paragraph of policy G3. The general approach to renewable and low carbon energy developments is more up to date and provided in more detail within PFE policies
G4 Protecting Green Belt land	JP-G9	All
G5 Managing protected open land (Partially)	JP-G9	Need to remove the references to existing areas of POL in the policy that are changing as a result of allocations or land going into the Green Belt.

## Salford Council

Salford City Council adopted the Salford Local Plan: Development Management Policies and Designations (SLP:DMP) on 18 January 2023. None of the policies in the SLP:DMP will be superseded by those in Places for Everyone.

## Tameside Council

Table A.7 Replaced Tameside Local Plan Policies

<b>The Tameside Unitary Development Plan (2004) – Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
H1 Housing Land Provision (Partially)	JP-H1	<ul style="list-style-type: none"> <li>• First paragraph.</li> <li>• Second paragraph.</li> <li>• The words “and to inform the need for plan review” from end of fifth paragraph.</li> <li>• Sixth paragraph.</li> </ul>
H7 Mixed Use and Density (Partially)	JP-H4	<ul style="list-style-type: none"> <li>• Paragraph (b)</li> </ul>
OL1 Protection of the Green Belt	JP-G9	All
OL2 Existing Buildings in the Green Belt	JP-G9	All
OL3 Major Developed Sites in the Green Belt	JP-G9	All
T7 Cycling (Partially)	JP-C6 and JP-C8	Fourth paragraph
T8 Walking (Partially)	JP-C6 and JP-C8	Fourth paragraph
MW14 Air Quality (Partially)	JP-S5	All
U4 Flood Prevention (Partially)	JP-S4	First paragraph



## Trafford Council

Table A.8 Replaced Trafford Local Plan Policies

<b>Trafford Core Strategy (2012) – Existing PolicyAc</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
SL1 Pomona Island (Partially)	JP-Strat5	SL1.1 only
SL2 Trafford Wharfside (Partially)	JP-Strat1 JP-Strat3	SL2.1 only
SL5 Carrington	JP-Strat9 JP-Strat11 JP-A33	All
L1 Land for New Homes (Partially)	JP-H1 JP-H4	L1.2 L1.3 L1.5 L1.6 L1.7 L1.8
L4 Sustainable Transport and Accessibility (Partially)	JP-Strat14, JP-C1, JP-C3, JP-C5, JP-C6, JP-C7 and JP-C8	L4.1 parts (a), (b), (d) L4.2 L4.3 L4.4 L4.5 L4.13
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S4 and JP-S5	L5.2 L5.3 L5.4 L5.5 L5.6 L5.7 L5.8 L5.9 L5.11 L5.12 L5.15 L5.16 L5.18
L7 Design (Partially)	JP-P1	L7.1 L7.3 bullet point 1 L7.4 L7.5
L8 Planning Obligations (Partially)	JP-D1 and JP-D2	L8.1 L8.10
W1 Economy (Partially)	JP-Strat1, JP-Strat3, JP-Strat5, JP-Strat9, JP-Strat10 JP-Strat12 JP-J1, JP-J2, JP-J3, JP-J4	W1.4 W1.5 W1.6 W1.7 W1.9

<b>Trafford Core Strategy (2012) – Existing PolicyAc</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
	JPA 3.2 JPA 30	W1.14
R1 Historic Environment (Partially)	JP-P2	R1.2 R1.8
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-Strat9, JP-Strat10, JP-Strat11, JP G10, JPA3.2 and JPA 30	R4.1 R4.2 R4.3 R4.4 R4.5 R4.7 R4.8

## Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

<b>Wigan Local Plan Core Strategy (2013) – Existing Policy</b>	<b>Replaced by PFE policy/policies</b>	<b>Sections of policy to be superseded</b>
SP1 Spatial Strategy (Partial)	JP-G9	The 10th paragraph which states: 'The full extent of the Green Belt will be maintained.'
SD1 Presumption in Favour of Sustainable Development	JP-S1	All
CP1 Health and Wellbeing	JP-P6	All
CP4 Education and Learning	JP-P5	All
CP5 Economy and Environment	JP-J1 and JP-J2	All
CP6 Housing (Partial)	JP-H1	Clause 1 only
CP8 Green Belt and Safeguarded Land	JP-G9	All
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2	All
CP12 Wildlife Habitats and Species	JP-G8	All
CP13 Low Carbon Development	JP-S2 and JP-S3	All
CP14 Waste	JP-S6	All
CP15 Minerals	JP-S2 and JP-S6	All

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## Appendix B: Additions to the Green Belt

### All Additions to the Green Belt

**B.1** In certain locations land which was not previously in the Green Belt has been designated as such. These proposed additions to the Green Belt are shown on the index map below and identified on the Policies Map.

Picture B.1 All Additions to the Green Belt

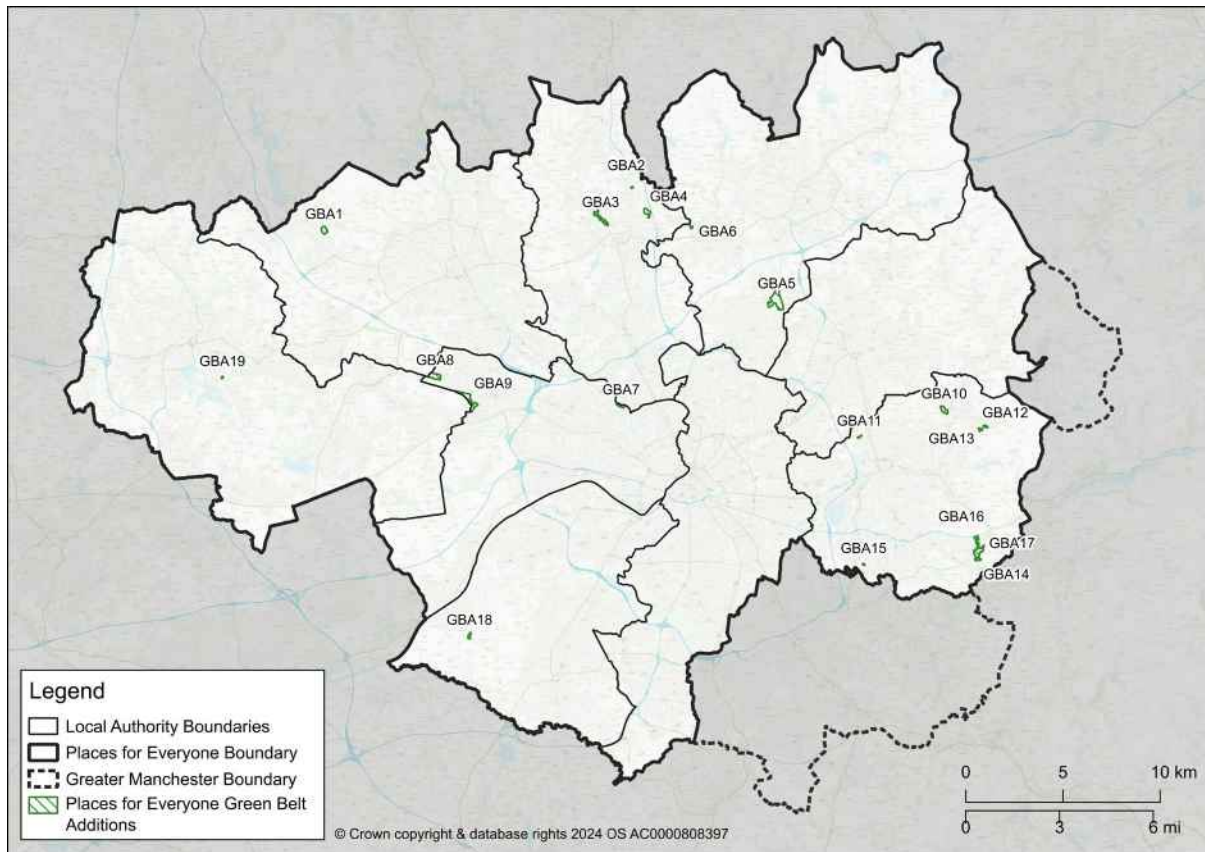


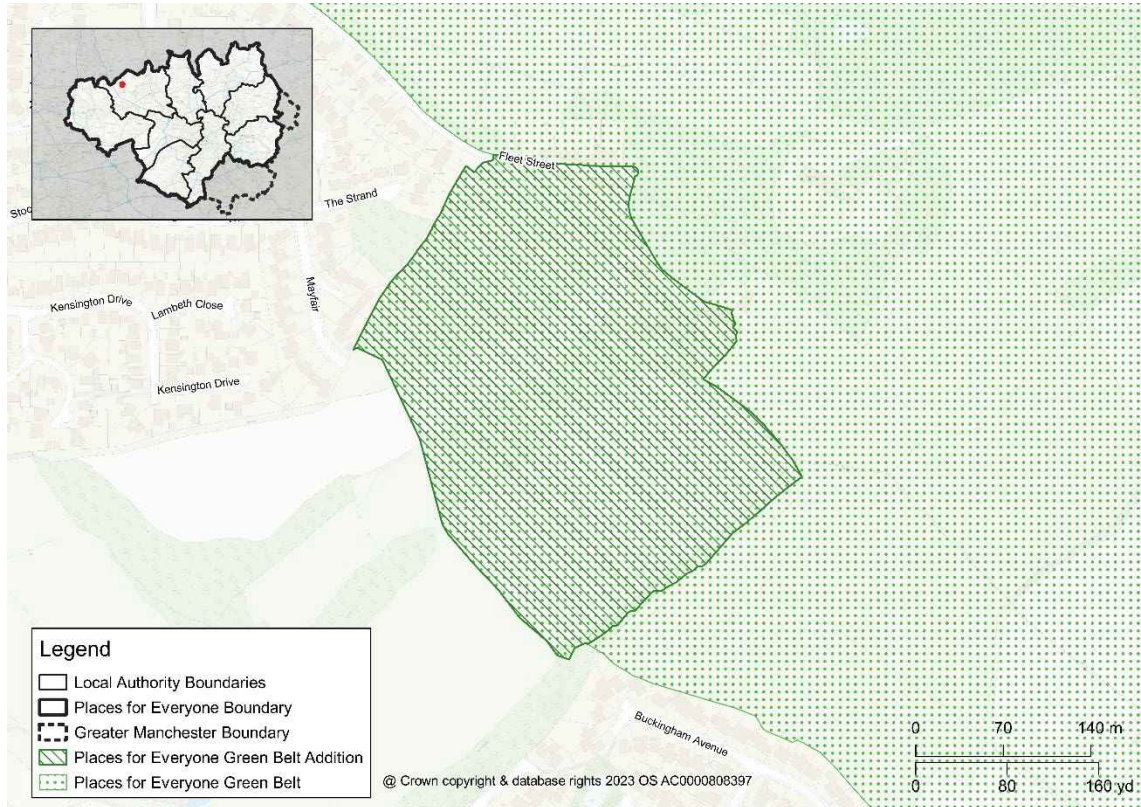
Table B.1 List of Places for Everyone Green Belt Additions

<b>District</b>	<b>Green Belt Addition ID</b>	<b>Site Name</b>	<b>Area Ha</b>
Bolton	GBA1	Horwich Golf Club / Knowles Farm	8.3
Bury	GBA2	Pigs Lea Brook	0.6
Bury	GBA3	Woolfold, Bury	12.5
Bury	GBA4	Chesham, Bury	8.1
Rochdale	GBA5	Land to west of Stakehill Business Park	46.7
Rochdale	GBA6	Land at Summit, Heywood	1.4
Salford	GBA7	Land South East of Slack Brook Open Space	4.1
Salford	GBA8	Part of Logistics North Country Park	15.3
Salford	GBA9	Land West of Burgess Farm	25.2
Tameside	GBA10	Fox Platt, Mossley	7.9
Tameside	GBA11	Manor Farm Close, Waterloo, Ashton-under-Lyne	0.8
Tameside	GBA12	Cowbury Green, Long Row, Carrbrook, Stalybridge	1.8
Tameside	GBA13	Woodview, South View, Carrbrook, Stalybridge	2.1
Tameside	GBA14	Broadbottom Road, Broadbottom	18.9
Tameside	GBA15	Cemetery Road, Denton	0.8
Tameside	GBA16	Hyde Road, Mottram	4.9
Tameside	GBA17	Ashworth Lane, Mottram	1.1
Trafford	GBA18	Midlands Farm, Moss Lane	2.7
Wigan	GBA19	Land off Fir Tree Street, Ince	0.8

## Additions to the Green Belt in Bolton

### Policy Green Belt Addition 1: Horwich Golf Club / Knowles Farm

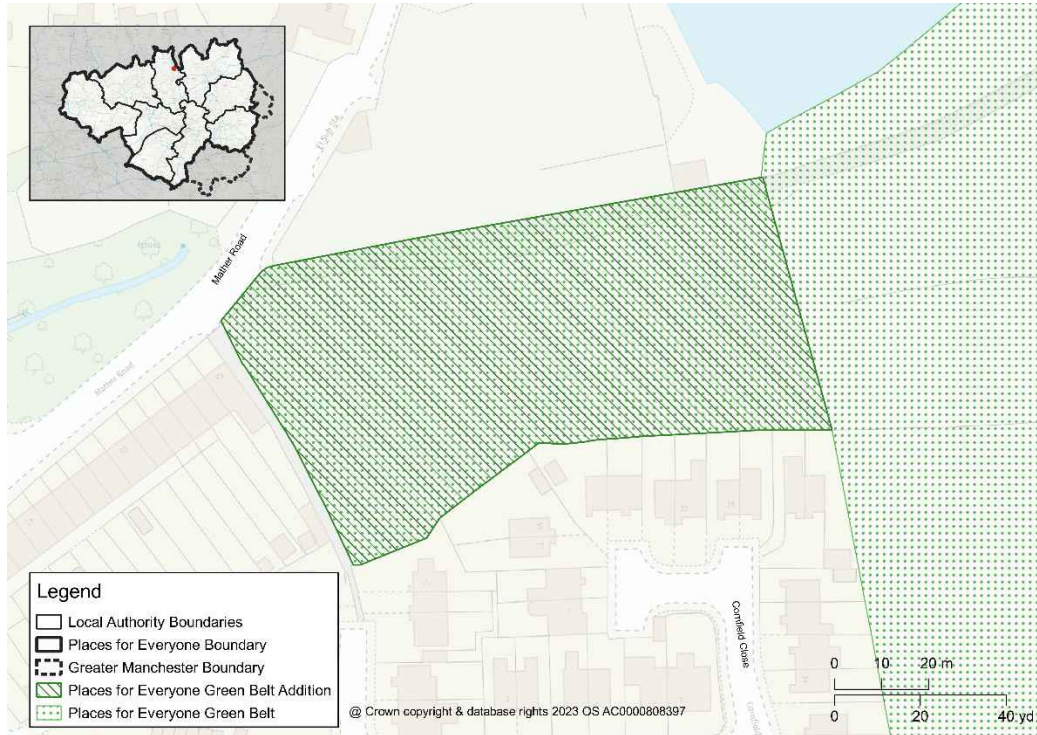
Picture B.2 GBA 1 Horwich Golf Club / Knowles Farm



## Additions to the Green Belt in Bury

### Policy Green Belt Addition 2: Pigs Lea Brook

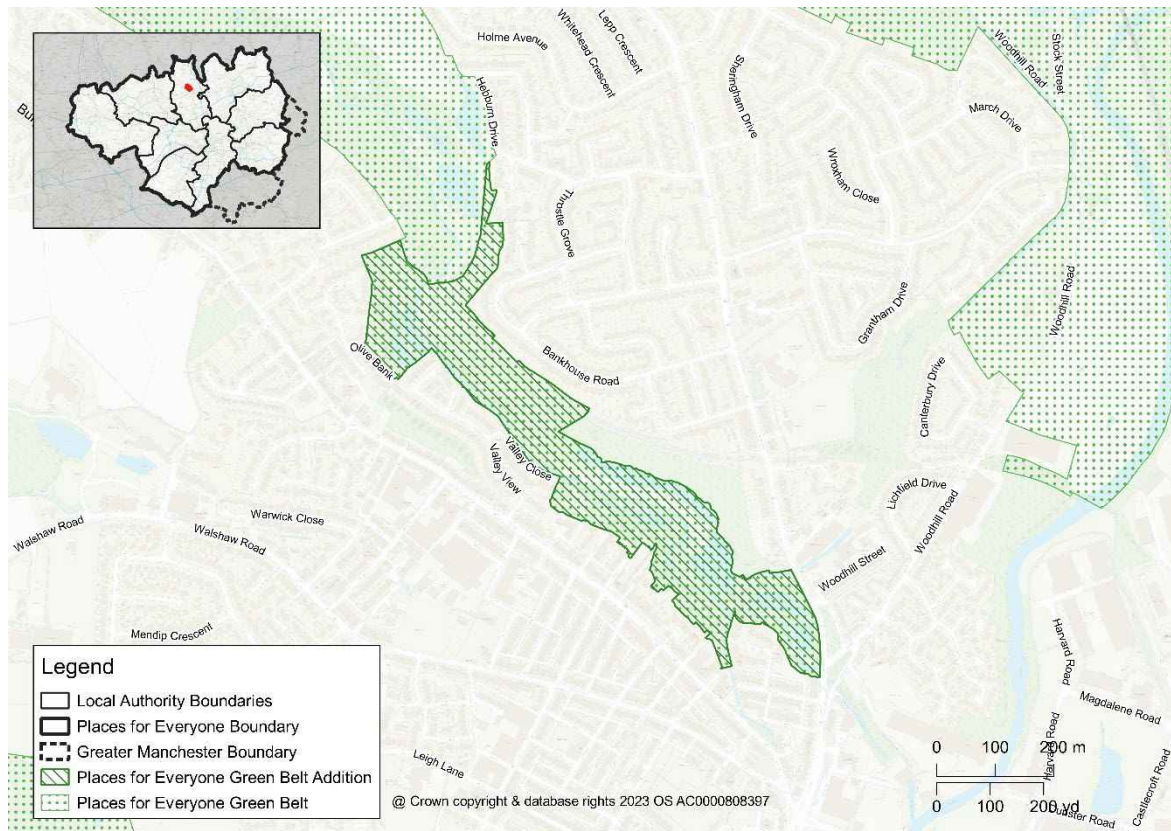
Picture B.3 GBA 2 Pigs Lea Brook





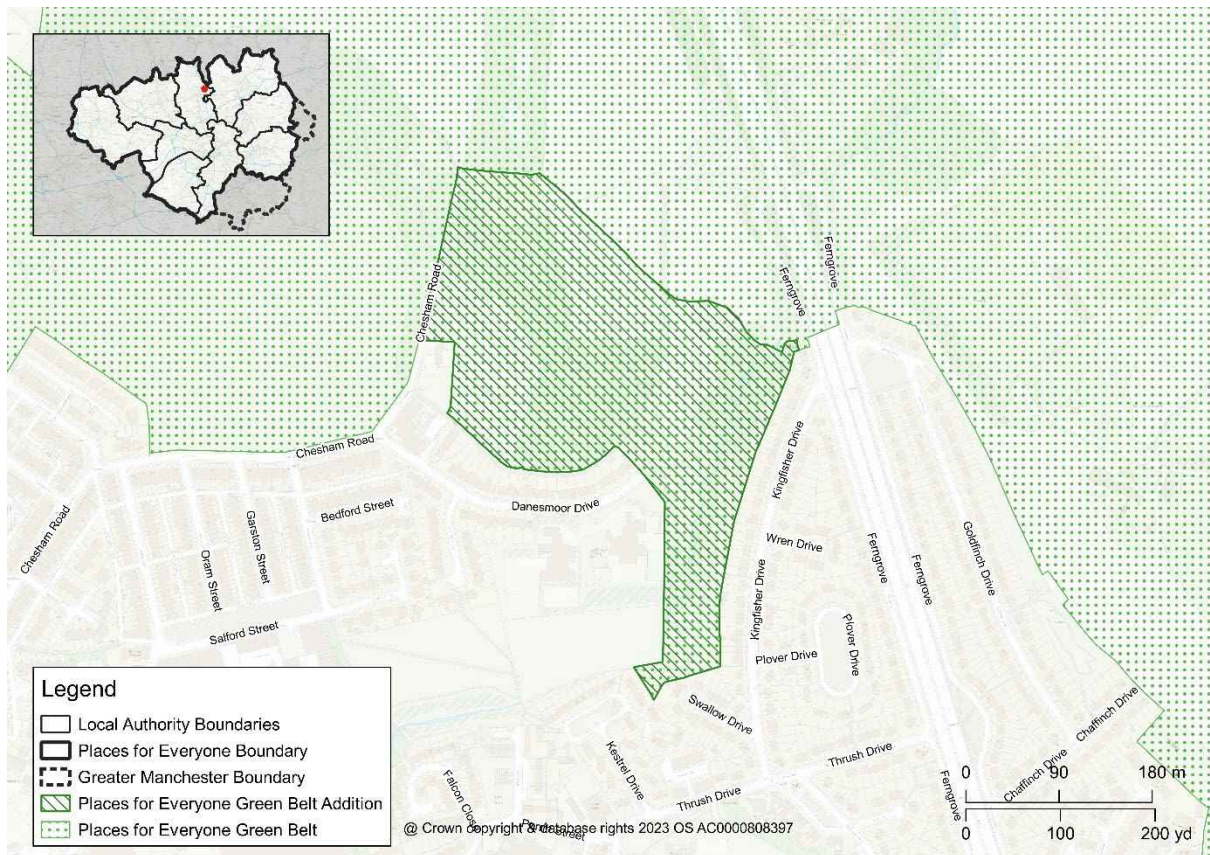
### Policy Green Belt Addition 3: Woolfold, Bury

Picture B.4 GBA 3 Woolfold, Bury



# Policy Green Belt Addition 4: Chesham, Bury

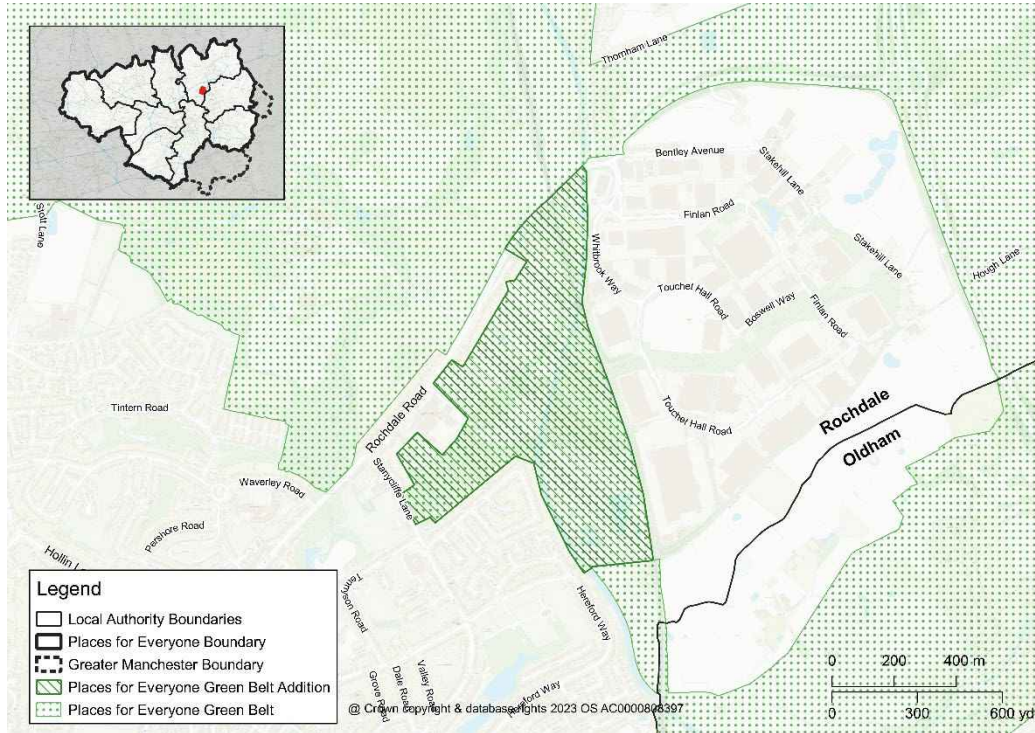
Picture B.5 GBA 4 Chesham, Bury



## Additions to the Green Belt in Rochdale

### Policy Green Belt Addition 5: Land west of Stakehill Business Park

Picture B.6 GBA 5 Land west of Stakehill Business Park



## Policy Green Belt Addition 6: Land at Summit, Heywood

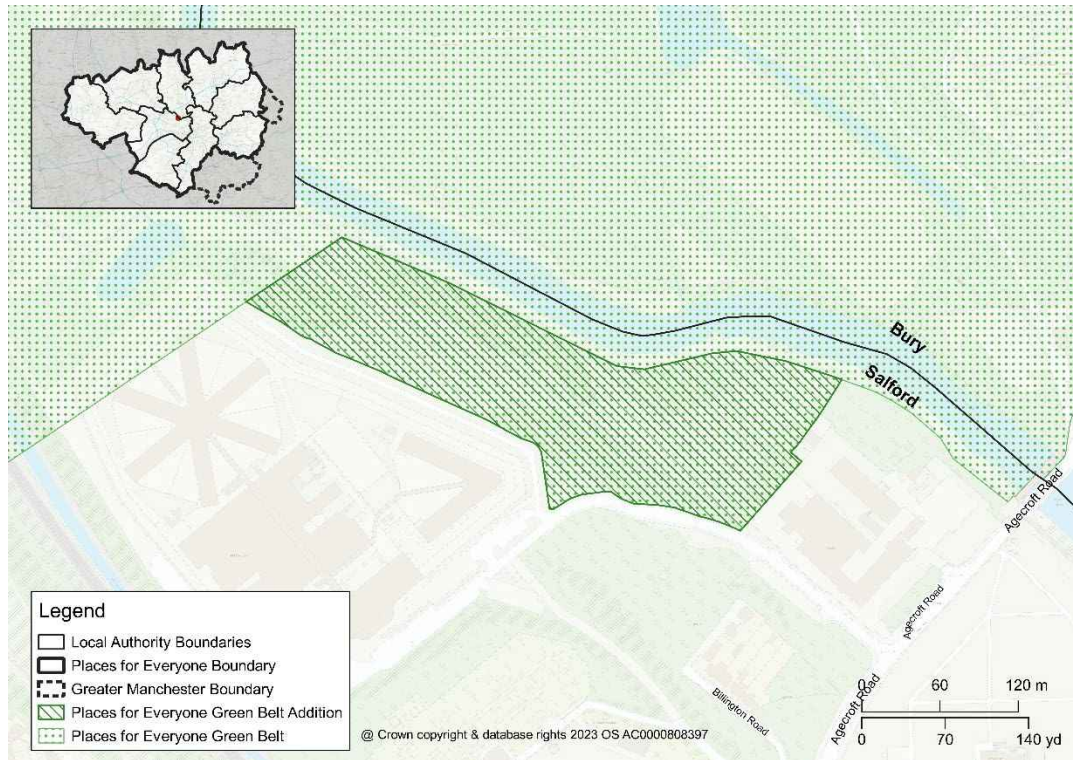
Picture B.7 GBA 6 Land at Summit, Heywood



## Additions to the Green Belt in Salford

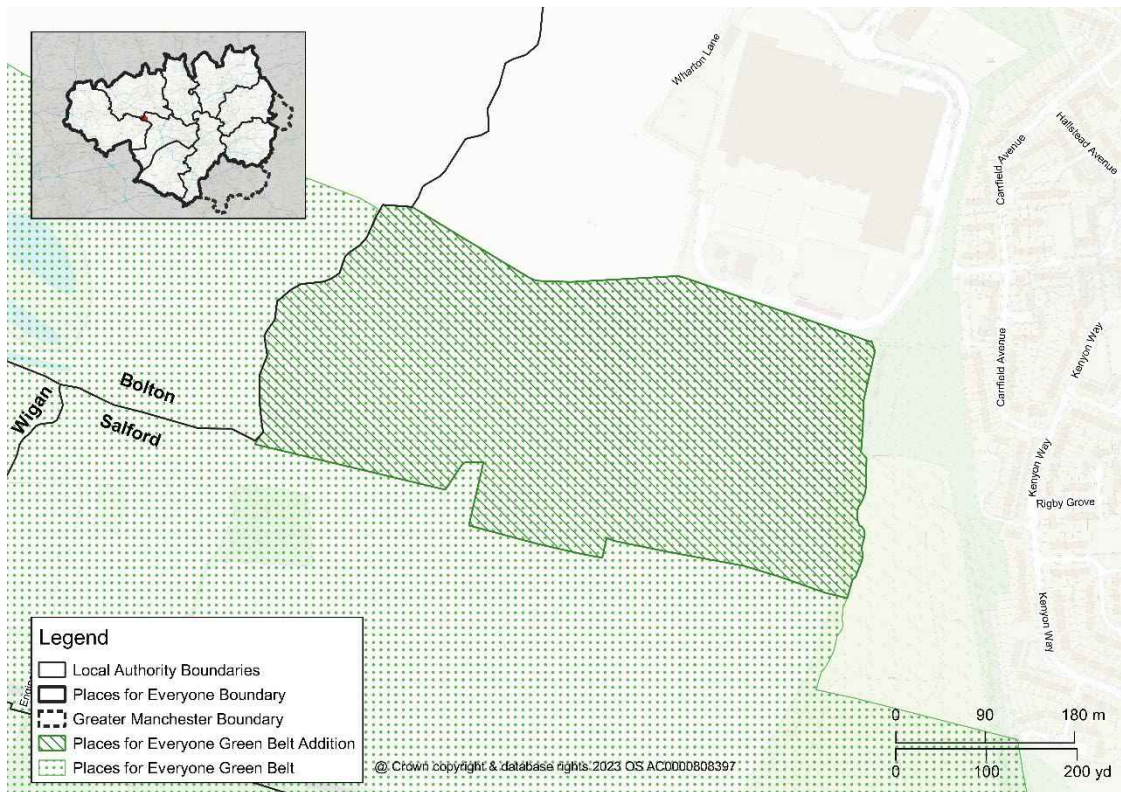
### Policy Green Belt Addition 7: Land South East of Slack Brook Open Space

Picture B.8 GBA 7 Land South East of Slack Brook Open Space



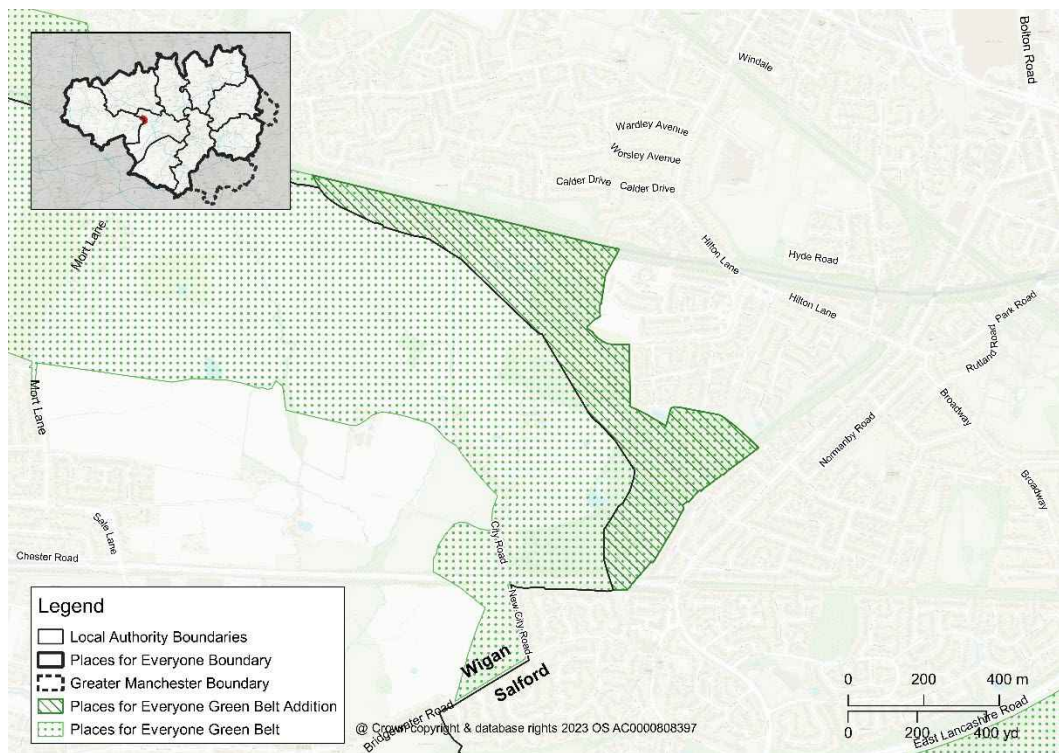
# Policy Green Belt Addition 8: Part of Logistics North Country Park

Picture B.9 GBA 8 Part of Logistics North Country Park



## Policy Green Belt Addition 9: Land West of Burgess Farm

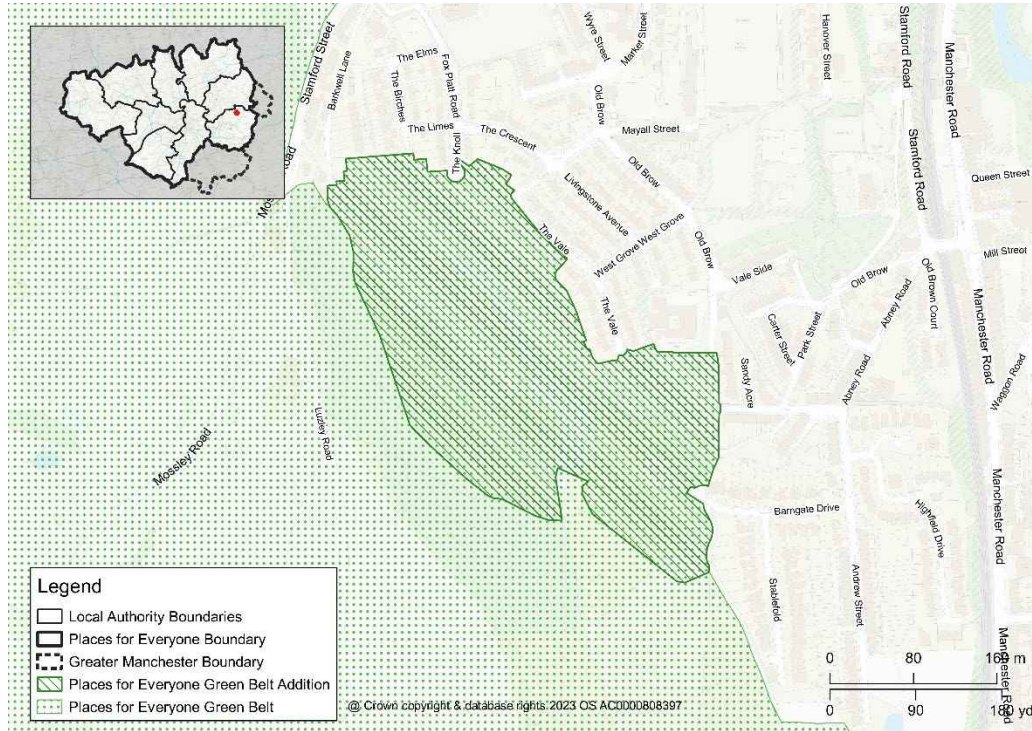
Picture B.10 GBA 9 Land West of Burgess Farm



## Additions to the Green Belt in Tameside

### Policy Green Belt Addition 10: Fox Platt Mossley

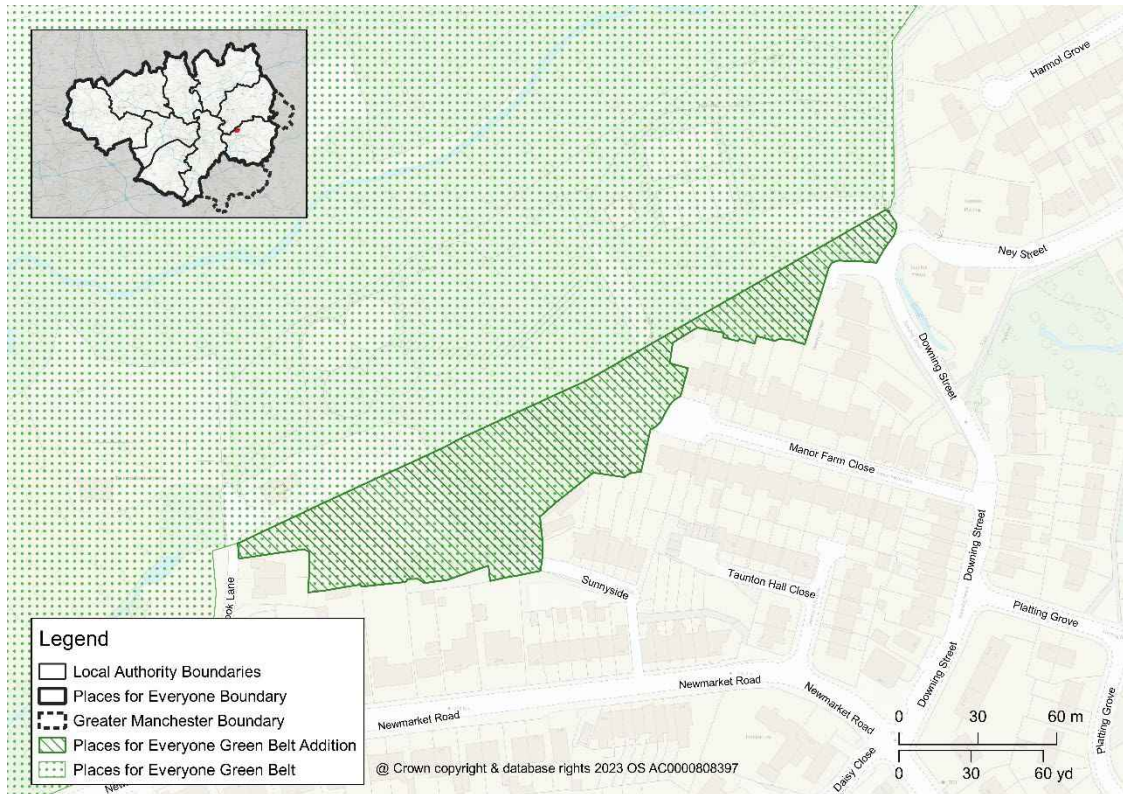
Picture B.11 GBA 10 Fox Platt Mossley





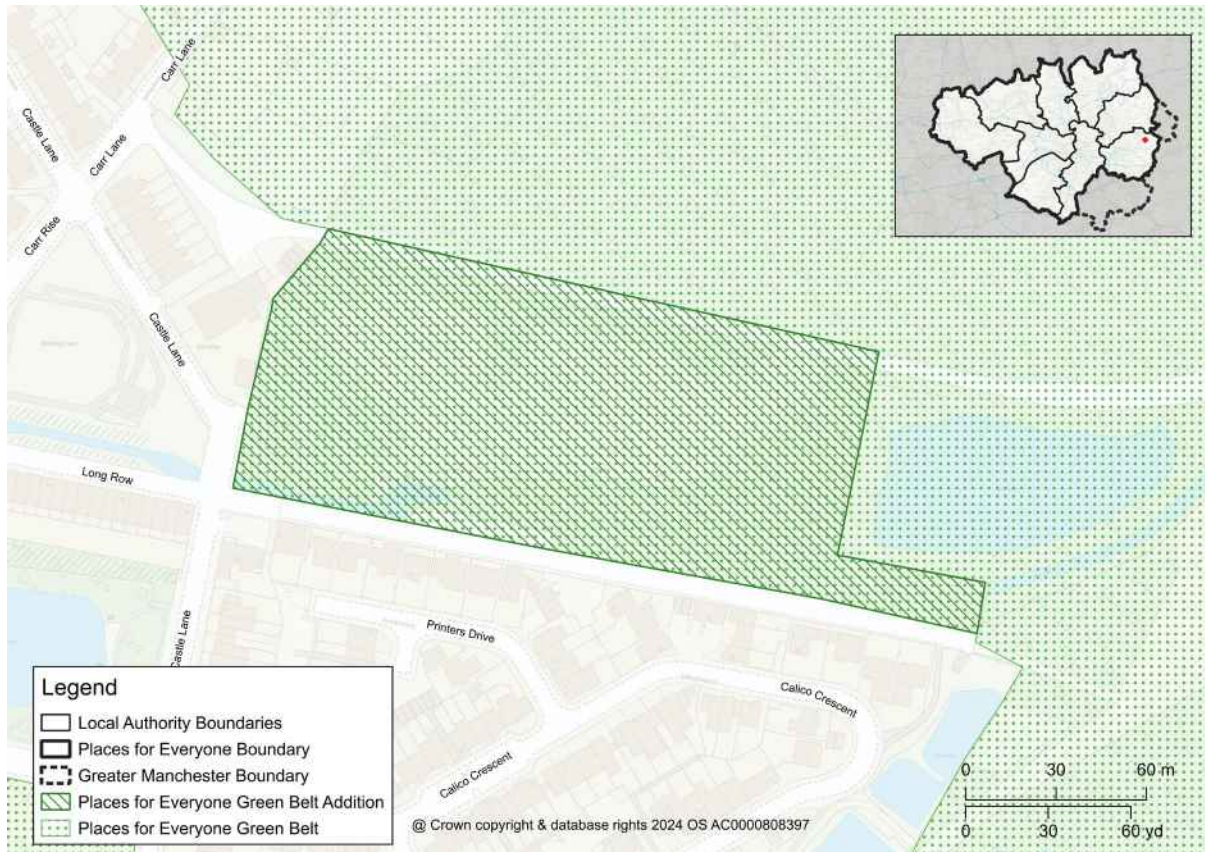
## Policy Green Belt Addition 11: Manor Farm Close, Waterloo, Ashton-Under-Lyne

Picture B.12 GBA 11 Manor Farm Close, Waterloo, Ashton-Under-Lyne



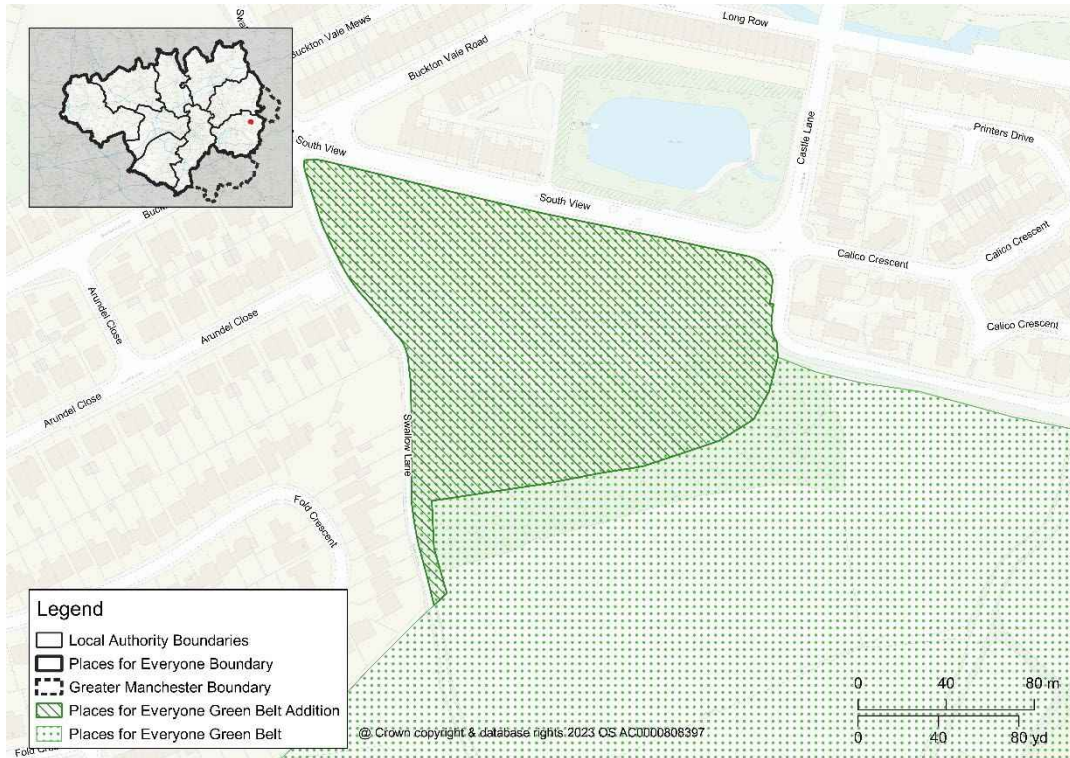
## Policy Green Belt Addition 12: Cowbury Green, Long Row, Carrbrook, Stalybridge

Picture B.13 GBA 12 Cowbury Green, Long Row, Carrbrook, Stalybridge



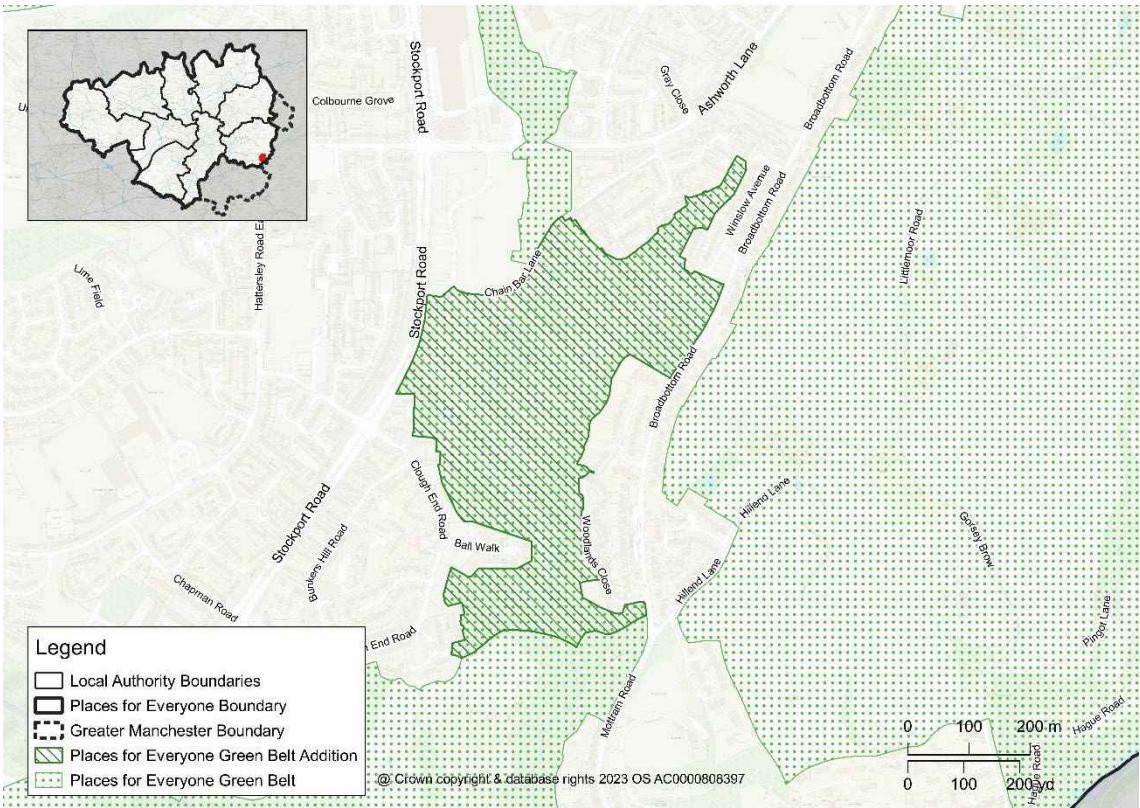
## Policy Green Belt Addition 13: Woodview, South View, Carrbrook, Stalybridge

Picture B.14 GBA 13 Woodview, South View, Carrbrook, Stalybridge



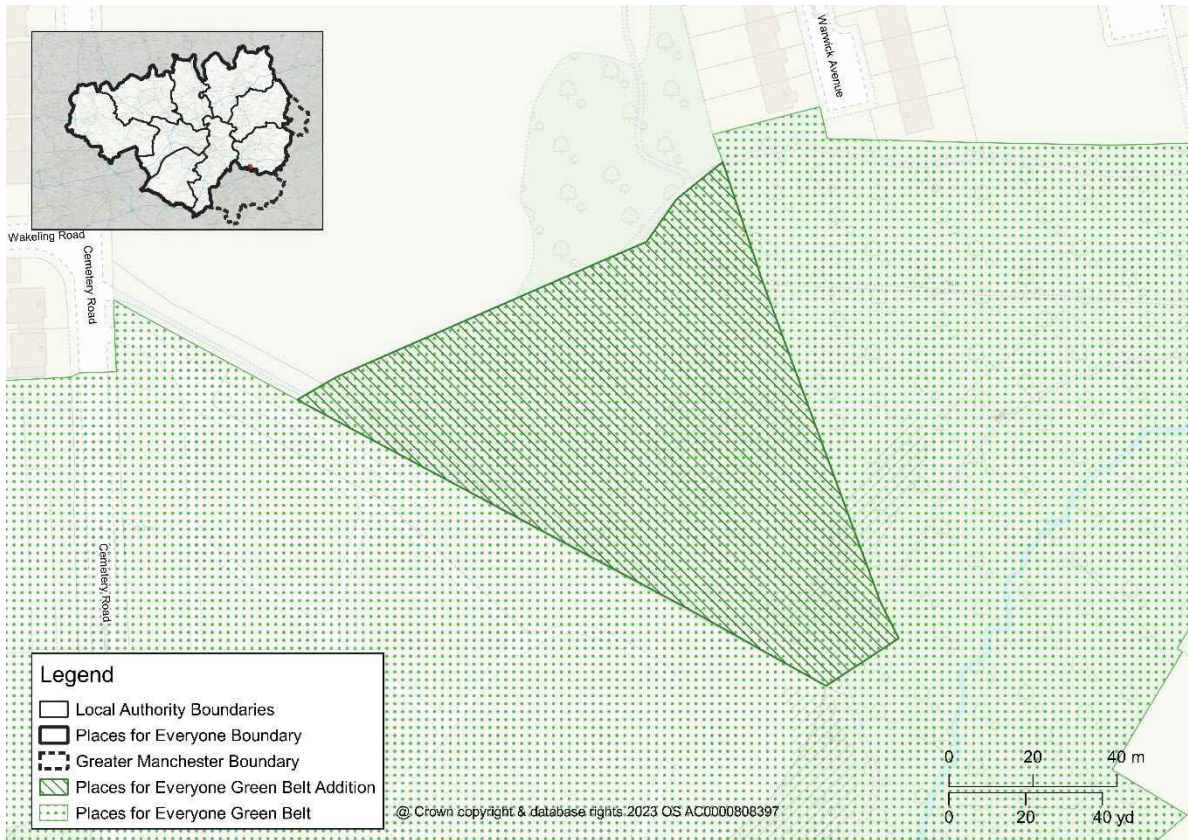
**Policy Green Belt Addition 14: Broadbottom Road, Broadbottom**

Picture B.15 GBA 14 Broadbottom Road, Broadbottom



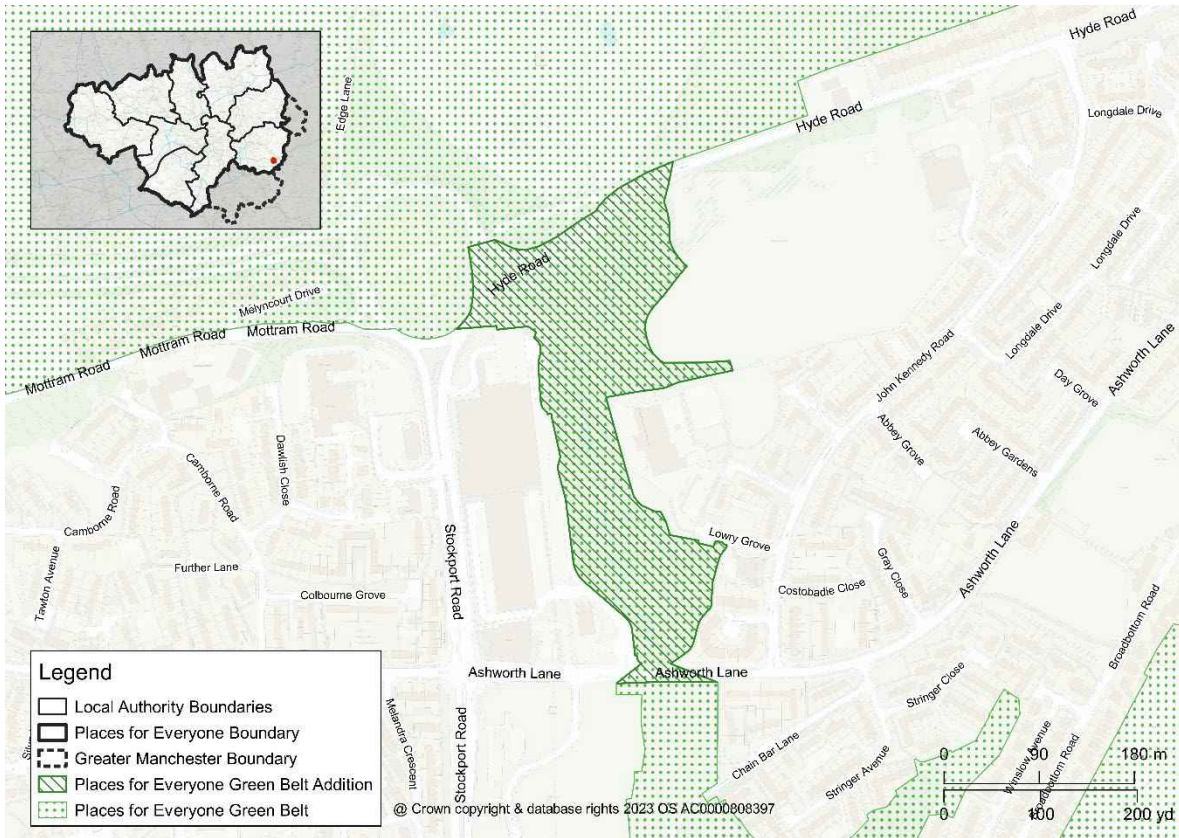
## Policy Green Belt Addition 15: Cemetery Road, Denton

Picture B.16 GBA 15 Cemetery Road, Denton



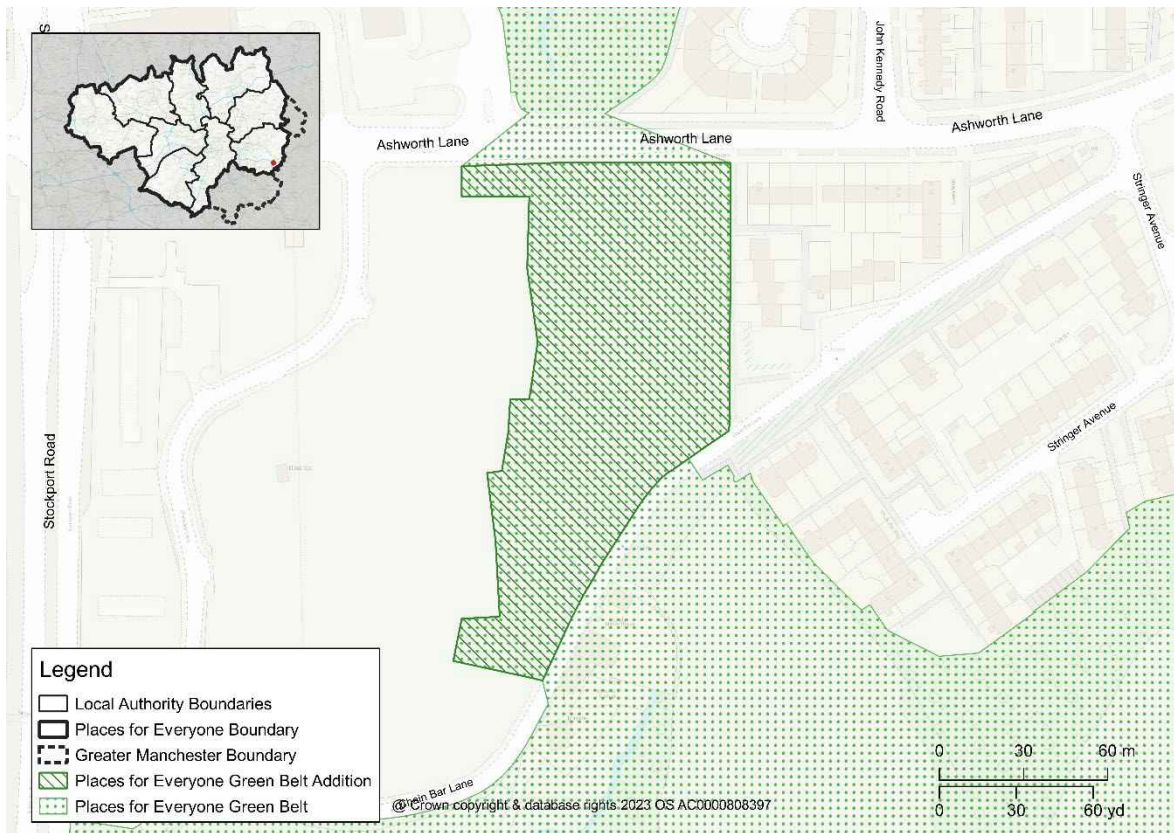
# Policy Green Belt Addition 16: Hyde Road, Mottram

Picture B.17 GBA 16 Hyde Road, Mottram



## Policy Green Belt Addition 17: Ashworth Lane, Mottram

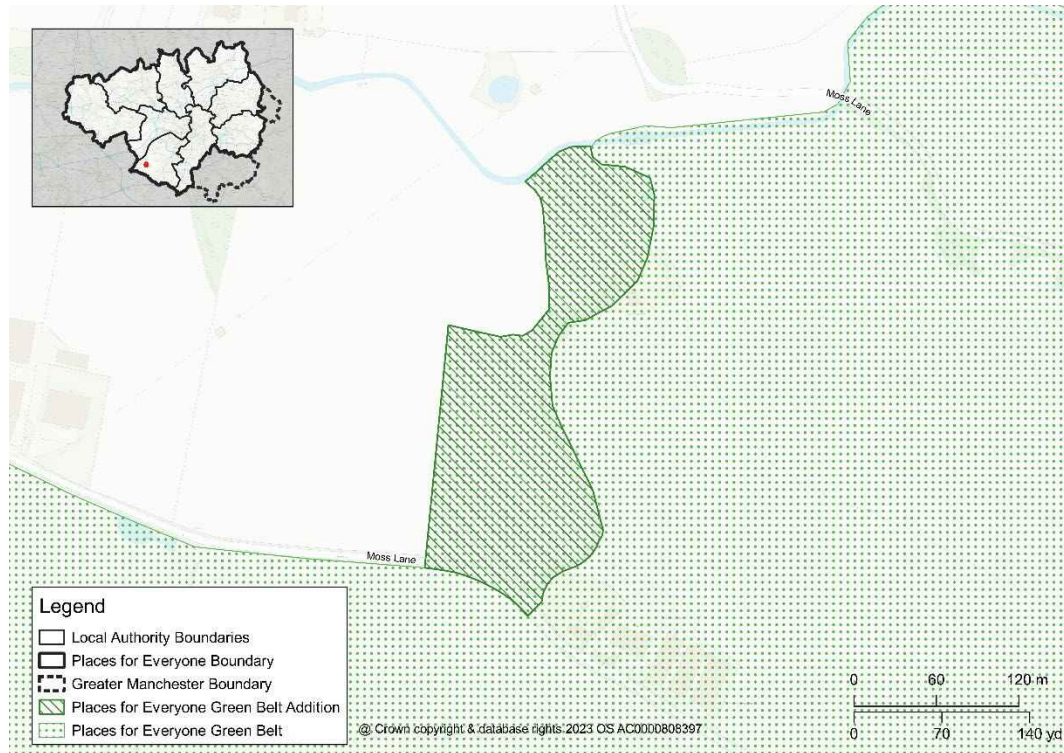
Picture B.18 GBA 17 Ashworth Lane, Mottram



## Additions to the Green Belt in Trafford

### Policy Green Belt Addition 18: Midlands Farm, Moss Lane

Picture B.19 GBA 18 Midlands Farm, Moss Lane

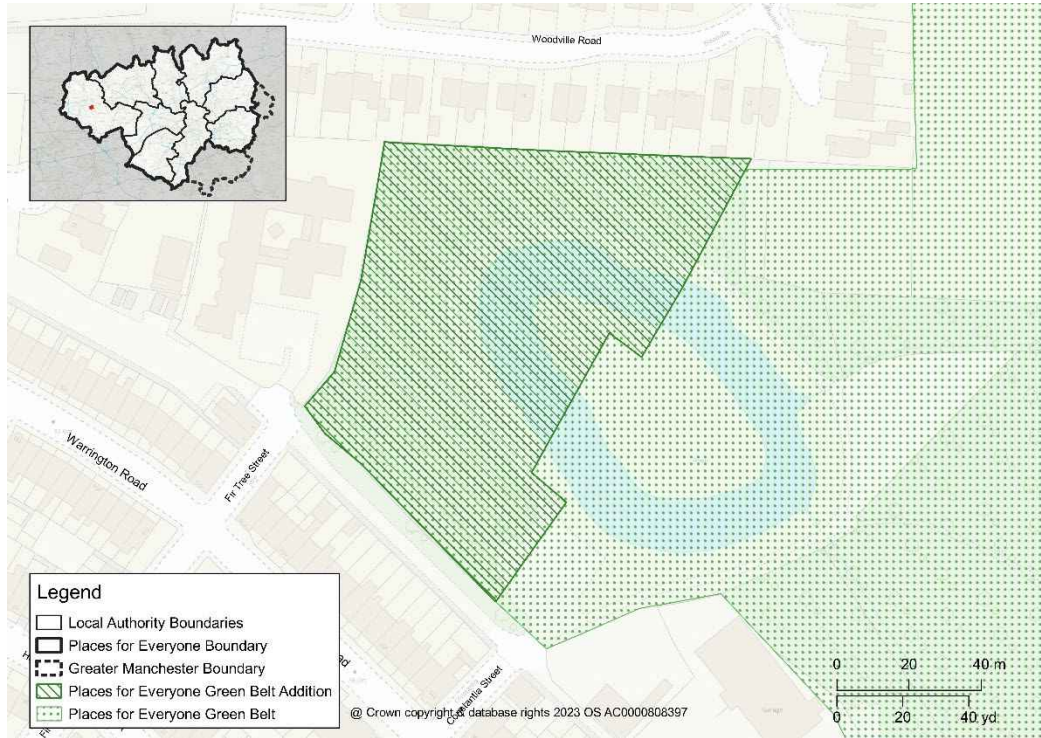




## Additions to the Green Belt in Wigan

### Policy Green Belt Addition 19: Land off Fir Tree Street, Ince

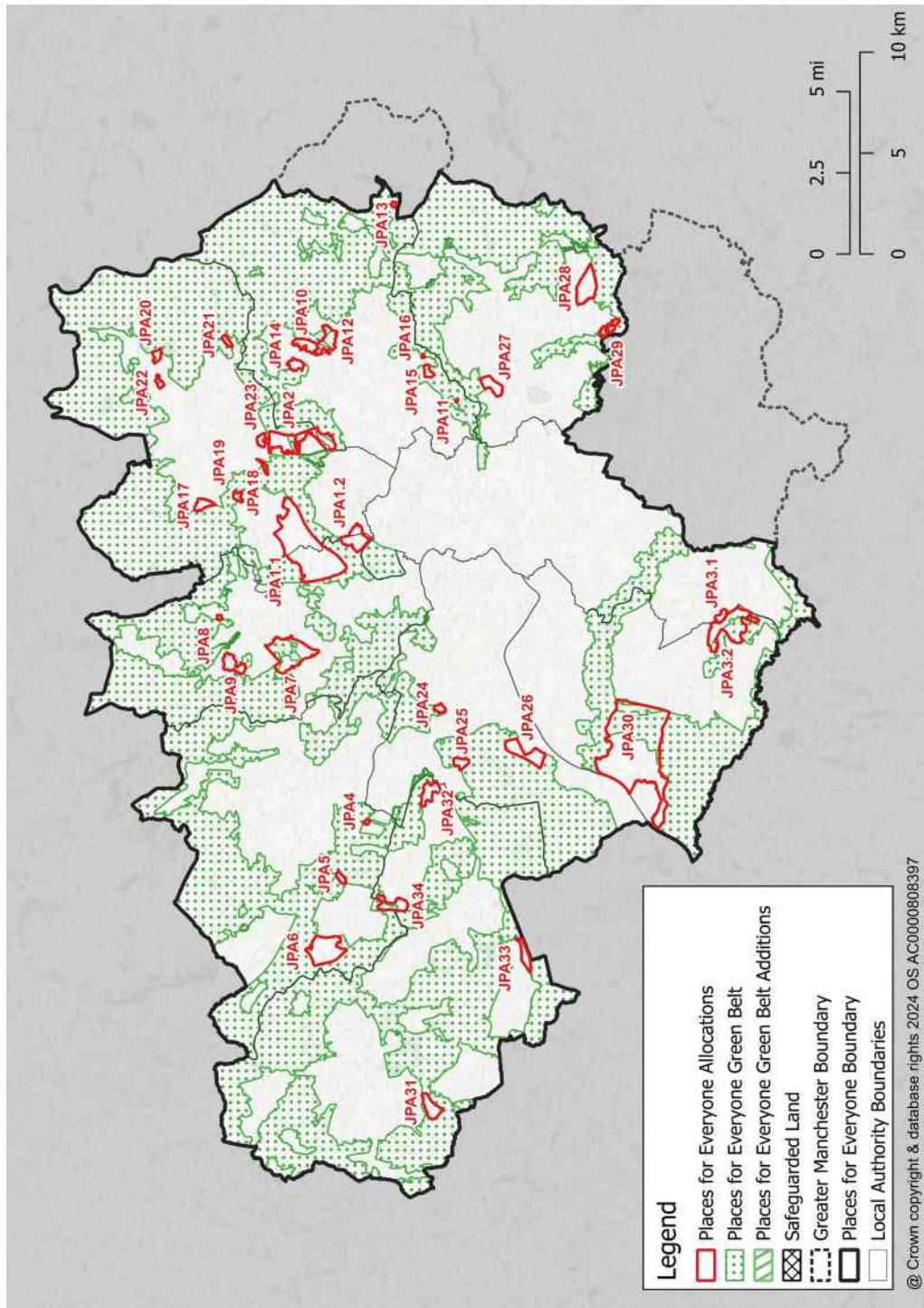
Picture B.20 GBA 19 Land off Fir Tree Street, Ince



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# Appendix C: Places for Everyone Policies Map

Picture C.1 Places for Everyone Policies Map



## Appendix D: Indicative Transport Mitigation

Table 1: Indicative transport mitigation associated with PfE Allocations

Allocation Name	Transport Interventions
JPA1.1 Northern Gateway (Heywood/Pilsworth)	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• M66 Junction 3 / Pilsworth Road junction upgrade</li> <li>• M62 J19 / A6046 Heywood Interchange – intervention to be determined</li> <li>• M66 Junction 2 / A58 – localised junction improvements</li> <li>• M66 Link Road</li> <li>• Active travel improvements</li> <li>• Introduction of local bus services to/from/within the allocation</li> <li>• Moss Hall Road / Pilsworth Road (South) junction upgrade</li> <li>• A6045 Heywood Old Rd / Whittle Lane additional traffic management measures</li> <li>• Moss Hall Road / Pilsworth Road (North) junction upgrade</li> <li>• Hollins Brow / Hollins Lane junction upgrade</li> <li>• Pilsworth Road (Between M66 Link Road and “3-Arrows” Junction) upgrade to dual carriageway standard</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road</li> <li>• Potential tram-train on the East Lancashire rail line between Bury and Rochdale</li> </ul>
JPA1.2 Northern Gateway (Simister and Bowlee)	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• M60 Junction 19 / A576 Middleton Road – localised junction improvements</li> <li>• M62 J19 / A6046 Heywood Interchange – interventions to be determined</li> <li>• Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 – interventions to be determined</li> <li>• A6045 Heywood Old Road / A576 – junction improvements</li> <li>• A6045 Heywood Old Road / Langley Lane – junction improvements</li> <li>• Active travel improvements</li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• Introduction of local bus services to / from / within the allocation</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• New Metrolink stop on proposed line between Crumpsall and Middleton</li> <li>• Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road / Manchester Road</li> </ul>
JPA2 Northern Gateway (Stakehill)	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• A627(M) / A664 Rochdale Road / Whitbrook Way / Bentley Avenue (Slattocks Roundabout) – localised junction improvements / roundabout improvements</li> <li>• M62 J20 – major junction improvements</li> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• Bus improvements including new Rochdale-Oldham service</li> <li>• Active travel improvements</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Potential New Rail Station at Slattocks</li> <li>• M62 J19 improvements / A6046 Middleton Road Heywood Interchange</li> <li>• Localised improvements - resurfacing of Thornham Lane</li> <li>• Tactile kerb installation between the northern site and Castleton Station</li> <li>• Extension of Local Link services</li> </ul>
JPA3.1 & JPA3.2 Roundthorn MediPark Extension & Timperley Wedge	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Timperley Wedge Spine Road (including new North Roundabout with existing A5144 Thorley Lane and Southern connection with existing Thorley Lane [near M56 J5])</li> <li>• Roundthorn Medipark Spine Road (including new signalised junction with Floats Road and signalised junction with Timperley Wedge Spine Road)</li> <li>• M56 Junction 3 – localised junction improvements</li> <li>• M56 Junction 6 – localised junction improvements (pedestrian and cycle facilities)</li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• Stopping up Whitecarr Lane at its junction with Newell Road</li> <li>• Stopping up Clay Lane / Barnacre Avenue from north of Capenhurst Close</li> <li>• Stopping up Clay Lane arm of the existing A5144 Thorley Lane / Wood Lane / Clay Lane roundabout</li> <li>• Dobbinetts Lane / Floats Road junction upgrade</li> <li>• Upgrade Dobbinetts Lane to standard width along its length</li> <li>• Thorley Lane / Runger Lane – localised junction improvements</li> <li>• Terminal 2 Roundabout – convert to a signalised roundabout</li> <li>• Public transport improvements including: <ul style="list-style-type: none"> <li>○ Bus service improvements</li> <li>○ Clay Lane bus gate and provision of bus priority and bus stops, where appropriate, along the Timperley Wedge Spine Road</li> <li>○ Metrolink Western Leg Extension stop at Timperley Wedge</li> </ul> </li> <li>• Active travel improvements including: <ul style="list-style-type: none"> <li>○ Timperley Wedge Spine Road Beeway</li> <li>○ Beeway link to Timperley Wedge Spine Road</li> <li>○ Spine Road crossing points</li> <li>○ Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green</li> </ul> </li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Metrolink Western Leg Extension</li> <li>• Airport to Altrincham Bus Rapid Transit (BRT) / Bus Priority</li> <li>• M56 J5 and wider corridor improvement (improvement to be determined)</li> </ul>
JPA4 Bewshill Farm	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Active travel improvements including pedestrian and cycle facilities and connection to the existing network</li> <li>• Contribution to the operation of any demand responsive transport service, public transport service or other sustainable travel initiative at Logistics North</li> </ul> <p><b>Supporting</b></p>

Allocation Name	Transport Interventions
	N/A
JPA5 Chequerbent North	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Chequerbent roundabout Link Road or junction improvement</li> <li>• M61 J5 Chequerbent Roundabout – localised junction improvements</li> <li>• Active travel improvements including pedestrian and cycle facilities and connection to the existing network</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Measures (highway connections and/or east-west public transport) delivered by policy GM Strat8</li> <li>• Metro Tram-train improvements on the Wigan-Manchester railway line</li> <li>• Implementation of the Westhoughton Bee Network scheme</li> </ul>
JPA6 West of Wingates / M61 Junction 6	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Public transport improvements – Local Link established, or increased bus service frequencies</li> <li>• M61 J5 Chequerbent Roundabout mitigation – localised strategic improvements</li> <li>• Blackrod Road / Manchester Road localised junction improvements</li> <li>• A6 De Havilland Way / A6 Chorley Road – localised junction improvements</li> <li>• Spine road and Dicconson Lane roundabout</li> <li>• Hall Lane / Bolton Road localised junction improvements</li> <li>• M61 Junction 6 improvements - localised junction improvements</li> <li>• Mansell Way / De Havilland Way localised junction improvements</li> <li>• Active travel improvements including pedestrian and cycle enhancements</li> </ul> <p><b>Supporting</b></p> <p>N/A</p>
JPA7 Elton Reservoir Area	<b>Necessary</b>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• Link Road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe and a strategic connection from the link road to Spring Lane, Radcliffe, via the former Coney Green High School site – designed to be suitable for buses and active travel with appropriate access junctions</li> <li>• Elton Metrolink Stop and Park &amp; Ride facility</li> <li>• Radcliffe Town Centre highways improvements</li> <li>• New bus services and associated stops to/through/within the allocation</li> <li>• Active travel improvements including delivery of missing section of the Bolton-Bury Cycleway</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A56 / Radcliffe Road – junction improvements</li> <li>• A58 / Ainsworth Road/ Starling Road - junction improvements</li> </ul>
JPA8 Seedfield	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Improvements to local highway infrastructure to facilitate appropriate access to the allocation</li> <li>• Active travel improvements</li> <li>• Enhancements to public transport</li> </ul> <p><b>Supporting</b> N/A</p>
JPA9 Walshaw	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road</li> <li>• Crostons Road/ Tottington Road junction</li> <li>• Tottington Road/Walshaw Road priority junction</li> <li>• Cockey Moor Road junction</li> <li>• A58 Bolton Road / Ainsworth Road junction improvement</li> <li>• A58 Bolton &amp; Bury Road/Starling Road junction improvement</li> <li>• Introduction of bus services through the allocation</li> <li>• Active travel improvements</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Appropriate linkages to Elton Link Road</li> </ul>



Allocation Name	Transport Interventions
JPA10 Beal Valley	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• New Metrolink Stop and Park and Ride facility south of Cop Road</li> <li>• Metrolink Overbridge</li> <li>• Beal Valley Spine Road (part of internal highway network) including new junction with B6194 Oldham Road and connection to Broadbent Moss Spine Road</li> <li>• A663 Shaw Road / A671 Oldham Road – junction improvements</li> <li>• A663 Crompton Way / Rochdale Road / Beal Lane – junction improvements</li> <li>• B6194 Heyside / Water Street / Bullcote Lane – junction improvements</li> <li>• Improvement to and/or provision of new local bus services and facilities</li> <li>• Active travel improvements including improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange – junction improvements</li> <li>• A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – junction improvements</li> </ul>
JPA11 Bottom Field Farm (Woodhouses)	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Active travel improvements including cycling and walking improvements connecting to Failsworth Road or existing PROW</li> <li>• Minor traffic management improvements</li> </ul> <p><b>Supporting</b> N/A</p>
JPA12 Broadbent Moss	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• New Metrolink Stop and Park and Ride facility south of Cop Road</li> <li>• Broadbent Moss Spine Road (part of internal highway network) including connection to</li> </ul>

Allocation Name	Transport Interventions
	<p>Oldham Road via the Beal Valley spine road and A672 Ripponden Road at the eastern end</p> <ul style="list-style-type: none"> <li>• Metrolink Overbridge as part of Broadbent Moss Spine Road</li> <li>• A663 Shaw Road / A671 Oldham Road junction improvements</li> <li>• A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</li> <li>• B6194 Heyside / Water Street / Bullcote Lane junction improvements</li> <li>• Improvement to and/or provision of new local bus services and facilities</li> <li>• Vulcan Street – traffic calming measures</li> <li>• Active travel improvements including walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – junction improvements</li> <li>• A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane junction improvements</li> </ul>
JPA13 Chew Brook Vale (Robert Fletchers)	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Active travel improvements including improvement to walking and cycling routes</li> <li>• Access road and bridge over Chew Brook</li> <li>• A635 Holmfirth Road access – junction improvements</li> </ul> <p><b>Supporting</b> N/A</p>
JPA14 Cowlshaw	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• A663 Shaw Road / A671 Oldham Road – junction improvements</li> <li>• A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</li> <li>• Active travel improvements including upgrade of PRow to Low Crompton to Bee Network standard</li> </ul>

Allocation Name	Transport Interventions
	<p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• A671 Rochdale Road / B6195 High Barn Street / A671 Oldham Road / B6195 Middleton Road junction improvements</li> </ul>
JPA15 Land South of Coal Pit Lane (Ashton Road)	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Coal Pit Lane / A627 Ashton Road - junction improvements including localised improvement of Coal Pit Lane</li> <li>• Active travel improvements including pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Rochdale-Oldham-Ashton Quality Bus Transit corridor</li> </ul>
JPA16 South of Rosary Road	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Active travel improvements including PRow connections to Bardsey Bridleway</li> <li>• Minor traffic management improvements to address local highway concerns</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Rochdale-Oldham-Ashton Quality Bus Transit corridor</li> </ul>
JPA17 Bamford and Norden	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• · Norden Road / War Office Road – modifications to traffic circulation and local junction improvements</li> <li>• · Norden Road – new pedestrian crossing</li> <li>• · Bus stop upgrades at the Norden Road / War Office Road junction</li> <li>• · Active travel improvements including Furbarn Road improvements and North-South Greenway corridor through the site</li> </ul> <p><b>Supporting</b> N/A</p>
JPA18 Castleton Sidings	<b>Necessary</b>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• A664 Manchester Road / Queensway – localised junction improvements</li> <li>• Active travel improvements including links to key routes beyond the allocation boundary</li> </ul> <p><b>Supporting</b> N/A</p>
JPA19 Crimble Mill	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Public Transport improvements – bus stop upgrades on A58 Rochdale Road East</li> <li>• Active travel improvements</li> <li>• Crimble Lane improvements - widening, footway provision, traffic calming and junction improvements to A58 / Crimble Lane to improve visibility splays</li> </ul> <p><b>Supporting</b> N/A</p>
JPA20 Land North of Smithy Bridge	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions</li> <li>• A58 Wardle Road – localised junction improvements</li> <li>• Hollingworth Lake car park - relocation</li> <li>• Traffic calming and parking management measures along Hollingworth Road</li> <li>• Active travel improvements including secure cycle parking at Littleborough Rail Station</li> <li>• Bus stop upgrades along Hollingworth Road and Lake Bank</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A58 Residential Relief Road</li> <li>• A58 local improvements</li> </ul>
JPA21 Newhey Quarry	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – localised junction improvements</li> <li>• Active travel improvements including pedestrian crossing on A640 Huddersfield Road</li> <li>• Existing residents' car park</li> <li>• Newhey public car park</li> </ul>

Allocation Name	Transport Interventions
	<p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Improvements to existing bus services</li> </ul>
JPA22 Roch Valley	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions</li> <li>• A58 Wardle Road – localised junction improvements</li> <li>• Active travel improvements including secure cycle parking at Smithy Bridge Rail Station</li> <li>• Bus stop upgrades along Smithy Bridge Road and Halifax Road</li> <li>• Toucan Crossing at Smithy Bridge Rail Station</li> <li>• Toucan crossing at allocation entrance on Smithy Bridge Road</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A58 Residential Relief Road</li> <li>• Cycle improvements towards Smithy Bridge Rail Station</li> <li>• Upgrade to level crossing on Smithy Bridge Road</li> <li>• A58 local improvements</li> <li>• Footway/cycleway to the south of the proposed access road</li> </ul>
JPA23 Trows Farm	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Cowm Top Lane improvements – widening and footway provision</li> <li>• A664 Queensway / Cowm Top Lane – localised junction improvements</li> <li>• A664 Queensway / A664 Manchester Road localised junction improvements</li> <li>• Active travel improvements including pedestrian and cycle improvements on Hillcrest Road</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• M62 Junction 20 – major junction improvements</li> </ul>
JPA24 Land at Hazelhurst Farm	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Active travel improvements including:</li> <li>• A580 East Lancashire Road/ Moorside Road crossing improvements <ul style="list-style-type: none"> <li>○ Worsley Road crossing</li> </ul> </li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>○ Ramped cycle &amp; disabled access from Greenleach Lane to NCN55</li> <li>● Public transport improvements</li> </ul> <p><b>Supporting</b> N/A</p>
JPA25 Land East of Boothstown	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>● Active travel improvements including: <ul style="list-style-type: none"> <li>○ Footpath along A572 Leigh Road</li> <li>○ Footpath from canal to Occupation Road access with A572 Leigh Road</li> <li>○ A572 Leigh Road active travel crossing</li> <li>○ B5232 Newearth Road active travel crossing</li> </ul> </li> </ul> <p><b>Supporting</b> N/A</p>
JPA26 Port Salford Extension	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>● WGIS infrastructure - major strategic junction improvements</li> <li>● Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be required in combination with revised WGIS improvements - major strategic junction improvements</li> <li>● Rail freight terminal to be in operation at Port Salford</li> <li>● Canal berths &amp; container terminal to be in operation at Port Salford</li> <li>● Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension</li> <li>● M60 J11 improvements – (no specific scheme identified) major strategic junction improvements</li> <li>● M60 J10 improvements – (no specific scheme identified) major strategic junction improvements</li> <li>● M60 J12 improvements – (no specific scheme identified) major strategic junction improvements</li> <li>● A57 Liverpool Road / Stadium Way - localised junction improvements</li> <li>● Bus service improvement</li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• Active travel improvements including a link to the existing active travel network</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• CLC Rail line (Liverpool Central to Manchester stations) capacity improvements</li> <li>• Metro/Tram-Train services on CLC line (Liverpool Central to Manchester stations)</li> <li>• Metrolink extension to Port Salford</li> <li>• Improvement at A57 Cadishead Way / B5311 Fairhills Road junction</li> <li>• Improvements to Local Link services</li> <li>• Walking &amp; cycling improvements: Cheshire Lines Connection / Trafford Greenway</li> </ul>
JPA27 Ashton Moss West	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</li> <li>• A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</li> <li>• M60 J23 (North) / A635 Manchester Road – localised junction improvements</li> <li>• Active travel improvements, including: <ul style="list-style-type: none"> <li>○ Direct connections to PRow either bounding or near the development</li> <li>○ Improvement of walking/cycling facilities on the A6140 Lord Sheldon Way and A635 Manchester Road</li> </ul> </li> <li>• Enhancement of Bus Service 217</li> </ul> <p><b>Supporting</b> N/A</p>
JPA28 Godley Green Garden Village	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Improvement of M67 / A57 Hyde Road / A560 roundabout junction – localised junction improvement <sup>134</sup></li> <li>• Active travel improvements, including: <ul style="list-style-type: none"> <li>○ Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station</li> <li>○ Direct connections to PRow either bounding or near the development</li> </ul> </li> </ul>

<sup>134</sup> As the A57 link road is currently under examination, the junction has been tested with and without the Link road. A local mitigation scheme has been tested for both scenarios.

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>○ Improvement of walking/cycling facilities on the A560 Mottram Old Road</li> <li>● Provision of bus services within the allocation – the routing of this service will need to influence the final internal road layout of the allocation to ensure that any new service proposals are practical and viable</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>● Improvement of M60 J24 Denton Island - scheme to be confirmed by National Highways</li> <li>● Package of measures along the A560 (including possibility of Ashton-Stockport QBT)</li> </ul>
JPA29 South of Hyde	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>● Active travel improvements, including: <ul style="list-style-type: none"> <li>○ Direct connections to PRoW either bounding or near the development; and</li> <li>○ Improvement of walking/cycling facilities on A560 Stockport Road.</li> </ul> </li> <li>● Bus improvements along the A560 Stockport Road adjacent to the allocation – e.g. build out of bus stops to provide additional waiting space.</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>● Package of measures along the A560 (including possible Ashton-Stockport QBT)</li> <li>● Improvement of M67 / A57 Hyde Road / A560 roundabout junction</li> </ul>
JPA30 New Carrington	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>● Carrington Relief Road - major strategic improvement</li> <li>● Carrington Spur widening approach to M60 J8 -major strategic junction improvements</li> <li>● B5158 Flixton Road / A6144 Carrington Lane / Isherwood Road - signalisation Phases 1 and 2- localised junction improvements</li> <li>● Carrington Link / Carrington Spur / Banky Road – Junction stage/sequence upgrade with lane widening on approaches.</li> <li>● Carrington Relief Road Junction Widening between Isherwood Road and the Carrington Spur- Phase 1 and 2 – localised junction improvements</li> <li>● M56 J7 Bowden Roundabout – minor strategic improvements</li> </ul>



Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• M60 J8 improvement - strategic improvements</li> <li>• A56 Junction / Manchester Road / Barrington Road signalised junction upgrade</li> <li>• Altrincham / A56 Dunham Road / Highgate Road realignment</li> <li>• Heatley / Paddock Lane / Bent Lane (widen radii) localised junction improvements</li> <li>• Indicative links roads within the allocation linking to development parcels: <ul style="list-style-type: none"> <li>○ Isherwood Road Upgrade (part of Eastern link road as per Masterplan 2020)</li> <li>○ Southern Link as per Masterplan 2020</li> <li>○ Eastern Link as per Masterplan 2020</li> <li>○ Sale West Link as per Masterplan 2020</li> </ul> </li> <li>• Public transport measures including: <ul style="list-style-type: none"> <li>○ Creation of new and improved bus services to and from the allocation as well as improvements to existing services</li> <li>○ Bus improvements along Carrington to Stretford (via Urmston) corridor</li> <li>○ Improved bus access to Altrincham and Sale</li> <li>○ Upgrading and extension of the existing bus services – including bus priority measures, real time information etc.</li> </ul> </li> <li>• Active travel improvements including: <ul style="list-style-type: none"> <li>○ Carrington Greenway Link to Sale</li> <li>○ PROW improvements</li> <li>○ Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road</li> </ul> </li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• WGIS infrastructure</li> <li>• Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be required in combination with revised WGIS infrastructure-major strategic junction improvements</li> <li>• Carrington Greenway &amp; Bee Network Bridge viaduct connectivity with Irlam</li> </ul>
JPA31 M6 Junction 25	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Signalisation of Bryn Interchange - localised junction improvements</li> <li>• M6 Junction 24 Improvement - minor strategic improvements</li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• Active travel improvements including crossing provision at Bryn Interchange</li> </ul> <p><b>Supporting</b> N/A</p>
JPA32 North of Mosley Common	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• B5232 Bridgewater Road / B5232 Newearth Road – localised junction improvement</li> <li>• A6 Manchester Road East / A5082 Armitage Avenue – localised junction improvement</li> <li>• A580 East Lancashire Road / A577 Mosley Common Road – localised junction improvement</li> <li>• Guided busway stop and services</li> <li>• Active travel improvements</li> </ul> <p><b>Supporting</b> N/A</p>
JPA33 Pocket Nook	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Bridge over future HS2 line (if the route through the site is confirmed)</li> <li>• Active travel improvements including: <ul style="list-style-type: none"> <li>○ good walking and cycling connections between the site and Rowan Avenue, Maple Avenue, Pocket Nook Lane, Brancaster Drive and the Mayfield Drive Estate, for onward connection in Lowton</li> </ul> </li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Improved bus service connectivity</li> <li>• New railway station(s) in local area</li> <li>• A580 East Lancashire Road / A579 Atherleigh Way – localised junction improvements</li> <li>• A580 East Lancashire Road / A572 Newton Road – localised junction improvements</li> <li>• A572 Newton Road / A579 Winwick Lane – localised junction improvements</li> <li>• A580 East Lancashire Road / A574 Warrington Road – localised junction improvements</li> </ul>
JPA34 West of Gibfield	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Chequerbent roundabout to Platt Lane link road and associated improvements at Chequerbent roundabout</li> <li>• M61 Junction 5 - minor strategic improvements</li> </ul>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• A577 Wigan Road / A579 Atherleigh Way / Gibfield Park Way roundabout – localised junction improvements</li> <li>• Active travel improvements including link to Daisy Hill &amp; Hag Fold rail station</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Any measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8</li> <li>• Metro/Tram-Train improvements on the Wigan-Manchester railway line</li> <li>• Implementation of the Leigh, Atherton and Tyldesley Bee Network scheme</li> </ul>

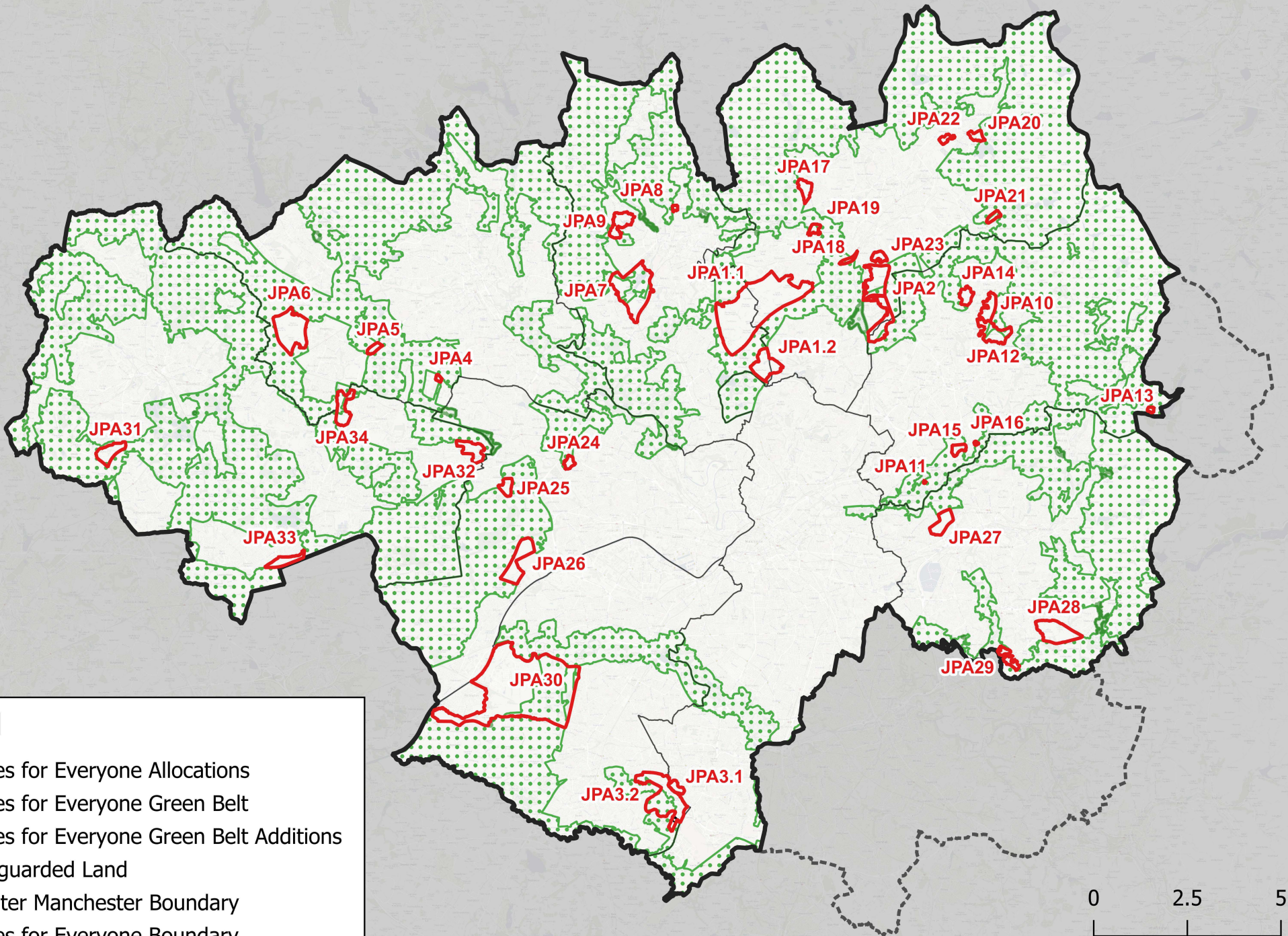
**Table 2: Location of indicative mitigation on the SRN associated with potential cumulative growth**

CORRIDOR	Term	Location	RELEVANT ORGANISATION(S)	POTENTIAL FUNDING STREAM
M60 SE	Med	Junction 24 (Denton Island)	Local Authorities Developer(s) National Highways TfGM	National Highways Road Investment Strategy
M60 SW	Long	Junction 6	Local Authority National Highways TfGM	National Highways Pinch Point / Growth and Housing Fund / similar
M60 NW	Long	Junction 13	National Highways TfGM	National Highways Road Investment Strategy / other
M61	Long	Junction 4	National Highways TfGM	National Highways Road Investment Strategy / other
M62	Short	Junction 21 and Junction 20	National Highways	National Highways Road Investment Strategy (potential gap in programme)

<b>CORRIDOR</b>	<b>Term</b>	<b>Location</b>	<b>RELEVANT ORGANISATION(S)</b>	<b>POTENTIAL FUNDING STREAM</b>
M62	Long	Junction 19	National Highways TfGM	National Highways Road Investment Strategy / other
M67	Short	Junction 4 – Committed infrastructure upgrades as part of the Mottram Moor Link Road (MMLR) project	National Highways	N/A – committed (Road Investment Strategy)
A627(M)	Long	Junction 2	National Highways	National Highways Road Investment Strategy /other

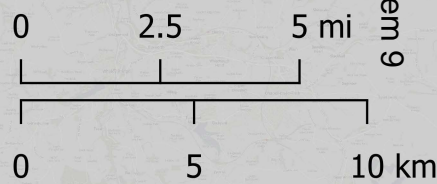
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**Legend**

- Places for Everyone Allocations
- Places for Everyone Green Belt
- Places for Everyone Green Belt Additions
- Safeguarded Land
- Greater Manchester Boundary
- Places for Everyone Boundary
- Local Authority Boundaries



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**ANDY BURNHAM****MAYOR OF  
GREATER  
MANCHESTER**

Rt. Hon Michael Gove  
Secretary of State for Levelling Up, Housing and Communities  
Via email

9<sup>th</sup> November 2023

Ref: AB/AM

*Dear Michael,*

Now that the Levelling Up and Regeneration Bill has received Royal Assent, the government has indicated that the publication of a revised National Planning Policy Framework will follow shortly, notwithstanding that the government has not yet published their response to the consultation.

As you will be aware, the Places for Everyone plan (PfE) is nearing adoption. We are currently consulting on main modifications and are hopeful that the plan will be adopted early in the New Year. This will mean that 9 of our 10 local authorities will have an up-to-date local plan which is fundamental to the delivery of sustainable and inclusive economic growth, meeting housing need, aligning with our transport strategy and intrinsically linked to our Devolution Trailblazer.

Given the position we have reached, it is essential that any changes to national planning legislation and policy is accompanied by suitable transitional arrangements, a point we made in our response to the consultation on LURB and NPPF earlier this year. The transitional arrangements should make it clear that plans which have reached Reg 19 stage and/or Submission stage should be examined under the planning policy framework within which they were prepared. To not do so would cause delay and confusion and would result in further work needing to be prepared. In all likelihood a lack of transitional arrangements would signal the end of the PfE joint plan, and the 9 local authorities would be looking at preparing local plans under the 'new' system, which does not commence until the end of 2024, leading to a significant delay, increasing opportunities for 'planning by appeal' and threatening the delivery of our ambitions for economic and housing growth.

I would welcome any detail you can provide on the timescale for the publication of the revised NPPF and your reassurance that transitional arrangements will apply to any new legislation and policy, as is normal practice. I would be happy to discuss this with you if you would find that helpful.

*Andy Burnham*

Andy Burnham  
Mayor of Greater Manchester

GMCA, Broadhurst House, 56 Oxford Street, Manchester, M1 6EU



Department for Levelling Up,  
Housing & Communities

**Rt Hon Michael Gove MP**

Secretary of State for Levelling Up, Housing &  
Communities  
Minister for Intergovernmental Relations  
2 Marsham Street  
London  
SW1P 4DF

Andy Burnham  
Mayor of Greater Manchester  
Broadhurst House  
56 Oxford Street  
Manchester  
M1 6EU

Your reference: AB/AM  
Our reference: MC2023/03091

*Dear Andy,*

*MHG* December 2023

Thank you for your letter of 9 November in relation to the National Planning Policy Framework (NPPF) update, and potential impacts on the progress of your emerging Places for Everyone plan. As you know, due to my quasi-judicial role in the planning system, I am unable to comment on individual plans. I can provide the following general comments, which I hope you find helpful.

I recognise the importance of the emerging Places for Everyone joint plan in driving forward regional growth ambitions, which remains central to the Devolution Trailblazer. I am grateful for the work by and dedication of the authorities involved, and I recognise that it has not always been a straightforward process to get the plan to this stage.

This Government is dedicated to a plan-led system, as you are aware, so I am pleased to see continued progress – most recently in taking forward the main modification consultation. This is an essential step in ensuring housing requirements are planned for appropriately and in line with local need, whilst making the best use of land and creating well-designed and attractive places to live.

As you know, the consultation for the National Planning Policy Framework (NPPF) was launched on 22 December 2022 and ran until 2 March. A consultation of this scale and complexity takes considerable time and policy work, although I do appreciate the impact such a consultation has on plan-making. I expect to publish a response to the consultation shortly and appreciate your patience as we consider the comments received.

I acknowledge the points you have raised in relation to transitional arrangements in the forthcoming NPPF, and we are working to ensure our reforms provide both clarity and certainty to the sector for Plans at different stages of the plan-making process. The details concerning transitional arrangements are still under consideration and will be outlined as part of the NPPF update. You will appreciate that it is difficult for me to say more at this stage.

I hope that the nine Greater Manchester authorities continue to progress the joint plan towards adoption. Thank you again for your letter.

*Yours, as ever,  
Michael*

**RT HON MICHAEL GOVE MP**

Secretary of State for Levelling Up, Housing and Communities  
Minister for Intergovernmental Relations

**Appendix 7 – Schedule of Policy number changes between the Submitted PfE Plan (SD1) and the PfE Plan being presented for Adoption**

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
JP-Strat 1	Core Growth Area	Strategy	JP-Strat 1	Core Growth Area	Strategy
JP-Strat 2	City Centre	Strategy	JP-Strat 2	City Centre	Strategy
JP-Strat 3	The Quays	Strategy	JP-Strat 3	The Quays	Strategy
JP-Strat 4	Port Salford	Strategy	JP-Strat 4	Port Salford	Strategy
JP-Strat 5	Inner Areas	Strategy	JP-Strat 5	Inner Areas	Strategy
JP-Strat 6	Northern Areas	Strategy	JP-Strat 6	Northern Areas	Strategy
JP-Strat 7	North-East Growth Corridor	Strategy	JP-Strat 7	North-East Growth Corridor	Strategy
JP-Strat 8	Wigan-Bolton Growth Corridor	Strategy	JP-Strat 8	Wigan-Bolton Growth Corridor	Strategy
JP-Strat 9	Southern Areas	Strategy	JP-Strat 9	Southern Areas	Strategy
JP-Strat 10	Manchester Airport	Strategy	JP-Strat 10	Manchester Airport	Strategy
JP-Strat 11	New Carrington	Strategy	JP-Strat 11	New Carrington	Strategy
JP-Strat 12	Main Town Centres	Strategy	JP-Strat 12	Main Town Centres	Strategy
JP-Strat 13	Strategic Green Infrastructure	Strategy	JP-Strat 13	Strategic Green Infrastructure	Strategy
JP-Strat 14	A Sustainable and Integrated Transport Network	Strategy	JP-Strat 14	A Sustainable and Integrated Transport Network	Strategy
JP-S 1	Sustainable Development	Sustainable and Resilient Places	JP-S 1	Sustainable Development	Sustainable and Resilient Places
JP-S 2	Carbon and Energy	Sustainable and Resilient Places	JP-S 2	Carbon and Energy	Sustainable and Resilient Places
JP-S 3	Heat and Energy Networks	Sustainable and Resilient Places	JP-S 3	Heat and Energy Networks	Sustainable and Resilient Places

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
JP-S 4	Resilience	Sustainable and Resilient Places	Deleted	Deleted	Deleted
JP-S 5	Flood Risk and the Water Environment	Sustainable and Resilient Places	JP-S 4	Flood Risk and the Water Environment	Sustainable and Resilient Places
JP-S 6	Clean Air	Sustainable and Resilient Places	JP-S 5	Clean Air	Sustainable and Resilient Places
JP-S 7	Resource Efficiency	Sustainable and Resilient Places	JP-S 6	Resource Efficiency	Sustainable and Resilient Places
JP-J 1	Supporting Long-Term Economic Growth	Places for Jobs	JP-J 1	Supporting Long-Term Economic Growth	Places for Jobs
JP-J 2	Employment Sites and Premises	Places for Jobs	JP-J 2	Employment Sites and Premises	Places for Jobs
JP-J 3	Office Development	Places for Jobs	JP-J 3	Office Development	Places for Jobs
JP-J 4	Industry and Warehousing Development	Places for Jobs	JP-J 4	Industry and Warehousing Development	Places for Jobs
JP-H 1	Scale of New Housing Development	Places for Homes	JP-H 1	Scale of New Housing Development	Places for Homes
JP-H 2	Affordability of New Housing	Places for Homes	JP-H 2	Affordability of New Housing	Places for Homes
JP-H 3	Type, Size and Design of New Housing	Places for Homes	JP-H 3	Type, Size and Design of New Housing	Places for Homes
JP-H 4	Density of New Housing	Places for Homes	JP-H 4	Density of New Housing	Places for Homes
JP-G 1	Valuing Important Landscapes	Greener Places	JP-G 1	Landscape Character	Greener Places
JP-G 2	Green Infrastructure Network	Greener Places	JP-G 2	Green Infrastructure Network	Greener Places
JP-G 3	River Valleys and Waterways	Greener Places	JP-G 3	River Valleys and Waterways	Greener Places
JP-G 4	Lowland Wetlands and Mosslands	Greener Places	JP-G 4	Lowland Wetlands and Mosslands	Greener Places
JP-G 5	Uplands	Greener Places	JP-G 5	Uplands	Greener Places
JP-G 6	Urban Green Space	Greener Places	JP-G 6	Urban Green Space	Greener Places
JP-G 7	Trees and Woodland	Greener Places	JP-G 7	Trees and Woodland	Greener Places

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
JP-G 8	Standards for Greener Places	Greener Places	Deleted	Deleted	Deleted
JP-G 9	A Net Enhancement of Biodiversity and Geodiversity	Greener Places	JP-G 8	A Net Enhancement of Biodiversity and Geodiversity	Greener Places
JP-G 10	The Green Belt	Greener Places	JP-G 9	The Green Belt	Greener Places
JP-G 11	Safeguarded Land	Greener Places	Deleted	Deleted	Deleted
JP-P 1	Sustainable Places	Places for People	JP-P 1	Sustainable Places	Places for People
JP-P 2	Heritage	Places for People	JP-P 2	Heritage	Places for People
JP-P 3	Cultural Facilities	Places for People	JP-P 3	Cultural Facilities	Places for People
JP-P 4	New Retail and Leisure Uses in Town Centres	Places for People	JP-P 4	New Retail and Leisure Uses in Town Centres	Places for People
JP-P 5	Education, Skills and Knowledge	Places for People	JP-P 5	Education, Skills and Knowledge	Places for People
JP-P 6	Health	Places for People	JP-P 6	Health	Places for People
JP-P 7	Sport and Recreation	Places for People	JP-P 7	Sport and Recreation	Places for People
JP-C 1	Our Integrated Network	Connected Places	JP-C 1	Our Integrated Network	Connected Places
JP-C 2	Digital Connectivity	Connected Places	JP-C 2	Digital Connectivity	Connected Places
JP-C 3	Our Public Transport	Connected Places	JP-C 3	Our Public Transport	Connected Places
			JP-C4	Strategic Road Network	Connected Places
JP-C 4	Streets For All	Connected Places	JP-C 5	Streets For All	Connected Places
JP-C 5	Walking and Cycling	Connected Places	JP-C 6	Walking and Cycling	Connected Places
JP-C 6	Freight and Logistics	Connected Places	JP-C 7	Freight and Logistics	Connected Places
JP-C 7	Transport Requirements of New Development	Connected Places	JP-C 8	Transport Requirements of New Development	Connected Places

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
JPA1.1	Heywood / Pilsworth (Northern Gateway)	Cross Boundary	JPA1.1	Heywood / Pilsworth (Northern Gateway)	Cross Boundary
JPA1.2	Simister and Bowlee (Northern Gateway)	Cross Boundary	JPA1.2	Simister and Bowlee (Northern Gateway)	Cross Boundary
JPA2	Stakehill	Cross Boundary	JPA2	Stakehill	Cross Boundary
JPA3.1	Medipark	Cross Boundary	JPA3.1	Medipark	Cross Boundary
JPA3.2	Timperley Wedge	Cross Boundary	JPA3.2	Timperley Wedge	Cross Boundary
JPA4	Bewshill Farm	Bolton	JPA4	Bewshill Farm	Bolton
JPA5	Chequerbent North	Bolton	JPA5	Chequerbent North	Bolton
JPA6	West of Wingates / M61 Junction 6	Bolton	JPA6	West of Wingates / M61 Junction 6	Bolton
JPA7	Elton Reservoir	Bury	JPA7	Elton Reservoir	Bury
JPA8	Seedfield	Bury	JPA8	Seedfield	Bury
JPA9	Walshaw	Bury	JPA9	Walshaw	Bury
JPA10	Global Logistics	Manchester	Deleted	Deleted	Deleted
JPA11	Number not used				
JPA12	Beal Valley	Oldham	JPA10	Beal Valley	Oldham
JPA13	Bottom Field Farm (Woodhouses)	Oldham	JPA11	Bottom Field Farm (Woodhouses)	Oldham
JPA14	Broadbent Moss	Oldham	JPA12	Broadbent Moss	Oldham
JPA15	Chew Brook Vale (Robert Fletchers)	Oldham	JPA13	Chew Brook Vale (Robert Fletchers)	Oldham
JPA16	Cowlishaw	Oldham	JPA14	Cowlishaw	Oldham
JPA17	Land south of Coal Pit Lane (Ashton Road)	Oldham	JPA15	Land south of Coal Pit Lane (Ashton Road)	Oldham
JPA18	South of Rosary Road	Oldham	JPA16	South of Rosary Road	Oldham
JPA19	Bamford / Norden	Rochdale	JPA17	Bamford / Norden	Rochdale
JPA20	Castleton Sidings	Rochdale	JPA18	Castleton Sidings	Rochdale

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
JPA21	Crimble Mill	Rochdale	JPA19	Crimble Mill	Rochdale
JPA22	Land north of Smithy Bridge	Rochdale	JPA20	Land north of Smithy Bridge	Rochdale
JPA23	Newhey Quarry	Rochdale	JPA21	Newhey Quarry	Rochdale
JPA24	Roch Valley	Rochdale	JPA22	Roch Valley	Rochdale
JPA25	Trows Farm	Rochdale	JPA23	Trows Farm	Rochdale
JPA26	Land at Hazelhurst Farm	Salford	JPA24	Land at Hazelhurst Farm	Salford
JPA27	East of Boothstown	Salford	JPA25	East of Boothstown	Salford
JPA28	North of Irlam Station	Salford	Deleted	Deleted	Deleted
JPA29	Port Salford Extension	Salford	JPA26	Port Salford Extension	Salford
JPA30	Ashton Moss West	Tameside	JPA27	Ashton Moss West	Tameside
JPA31	Godley Green Garden Village	Tameside	JPA28	Godley Green Garden Village	Tameside
JPA32	South of Hyde	Tameside	JPA29	South of Hyde	Tameside
JPA33	New Carrington	Trafford	JPA30	New Carrington	Trafford
JPA34	M6 Junction 25	Wigan	JPA31	M6 Junction 25	Wigan
JPA35	North of Mosley Common	Wigan	JPA32	North of Mosley Common	Wigan
JPA36	Pocket Nook	Wigan	JPA33	Pocket Nook	Wigan
JPA37	West of Gibfield	Wigan	JPA34	West of Gibfield	Wigan
JP-D 1	Infrastructure Implementation	Delivering the Plan	JP-D1	Infrastructure Implementation	Delivering the Plan
JP-D 2	Developer Contributions	Delivering the Plan	JP-D2	Developer Contributions	Delivering the Plan
GBA01	Ditchers Farm, Westhoughton	Bolton	Deleted	Deleted	
GBA02	Horwich Golf Club / Knowles Farm	Bolton	GBA1	Horwich Golf Club / Knowles Farm	Appendix B: Additions to the Green Belt
GBA03	Pigs Lea Brook 1	Bury	Deleted	Deleted	
GBA04	North of Nuttall Park	Bury	Deleted	Deleted	
GBA05	Pigs Lea Brook 2	Bury	GBA2	Pigs Lea Brook	

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
GBA06	Hollins Brook	Bury	Deleted	Deleted	
GBA07	Off New Road, Radcliffe	Bury	Deleted	Deleted	
GBA08	Hollins Brow	Bury	Deleted	Deleted	
GBA09	Hollybank Street, Radcliffe	Bury	Deleted	Deleted	
GBA10	Crow Lumb Wood	Bury	Deleted	Deleted	
GBA11	Nuttall West, Ramsbottom	Bury	Deleted	Deleted	
GBA12	Woolfold, Bury	Bury	GBA3	Woolfold, Bury	
GBA13	Nuttall East, Ramsbottom	Bury	Deleted	Deleted	
GBA14	Chesham, Bury	Bury	GBA4	Chesham, Bury	
GBA15	Broad Hey Wood North	Bury	Deleted	Deleted	
GBA16	Lower Hinds	Bury	Deleted	Deleted	
GBA17	Land behind Denshaw Village Hall	Oldham	Deleted	Deleted	
GBA18	Land within the Roch Valley, Smallbridge	Rochdale	Deleted	Deleted	
GBA19	Land to west of Stakehill Business Park	Rochdale	GBA5	Land to west of Stakehill Business Park	
GBA20	Land at Firgrove Playing Fields, Rochdale	Rochdale	Deleted	Deleted	
GBA21	Land between railway line and Rochdale Canal, Littleborough	Rochdale	Deleted	Deleted	
GBA22	Land north of St Andrew's Church, Dearnley	Rochdale	Deleted	Deleted	
GBA23	Land at Townhouse Brook, Littleborough	Rochdale	Deleted	Deleted	
GBA24	Land north of Shore, Littleborough	Rochdale	Deleted	Deleted	
GBA25	Land at Summit, Heywood	Rochdale	GBA6	Land at Summit, Heywood	



<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
GBA26	Land South East of Slack Brook Open Space	Salford	GBA7	Land South East of Slack Brook Open Space	
GBA27	West Salford Greenway	Salford	Deleted	Deleted	
GBA28	Part of Logistics North Country Park	Salford	GBA8	Part of Logistics North Country Park	
GBA29	Land West of Burgess Farm	Salford	GBA9	Land West of Burgess Farm	
GBA30	Blackleach Country Park	Salford	Deleted	Deleted	
GBA31	Fox Platt, Mossley	Tameside	GBA10	Fox Platt, Mossley	
GBA32	Manor Farm Close, Waterloo, Ashton-under-Lyne	Tameside	GBA11	Manor Farm Close, Waterloo, Ashton-under-Lyne	
GBA33	Ridge Hill Lane, Ridge Hill, Stalybridge	Tameside	Deleted	Deleted	
GBA34	Cowbury Green, Long Row, Carrbrook, Stalybridge	Tameside	GBA12	Cowbury Green, Long Row, Carrbrook, Stalybridge	
GBA35	Woodview, South View, Carrbrook, Stalybridge	Tameside	GBA13	Woodview, South View, Carrbrook, Stalybridge	
GBA36	Yew Tree Lane, Dukinfield	Tameside	Deleted	Deleted	
GBA37	Broadbottom Road, Broadbottom	Tameside	GBA14	Broadbottom Road, Broadbottom	
GBA38	Ardenfield, Haughton Green, Denton	Tameside	Deleted	Deleted	
GBA39	Cemetery Road, Denton	Tameside	GBA15	Cemetery Road, Denton	
GBA40	Hyde Road, Mottram	Tameside	GBA16	Hyde Road, Mottram	
GBA41	Ashworth Lane, Mottram	Tameside	GBA17	Ashworth Lane, Mottram	
GBA42	Horses Field, Danebank, Denton	Tameside	Deleted	Deleted	
GBA43	Midlands Farm, Moss Lane	Trafford	GBA18	Midlands Farm, Moss Lane	
GBA44	Land off Fir Tree Street, Ince	Wigan	GBA19	Land off Fir Tree Street, Ince	

<b>PfE2021</b>	<b>Policy</b>	<b>Chapter</b>	<b>PfE Adoption</b>	<b>Policy</b>	<b>Chapter</b>
GBA45	Pennington FC Pitches, Howe Bridge, Atherton	Wigan	Deleted	Deleted	
GBA46	Hope Carr Nature Reserve, Leigh	Wigan	Deleted	Deleted	
GBA47	Crow Orchard Road, Standish	Wigan	Deleted	Deleted	
GBA48	North Bradley Lane, Standish	Wigan	Deleted	Deleted	
GBA49	Coppull Lane, Wigan	Wigan	Deleted	Deleted	

**Manchester City Council  
Report for Resolution**

**Report to:** The Executive – 15 March 2024

**Subject:** Refreshed Tree and Woodland Action Plan – 2024 - 2034

**Report of:** Director of Planning, Building Control and Licensing

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The report brings the new Manchester Tree and Woodland Action Plan to Executive for endorsement.

On 9<sup>th</sup> November 2023 a report detailing a proposed new Manchester Tree and Woodland Action Plan was brought to Environment and Climate Change Scrutiny Committee for consideration with recommendations for public consultation.

An update report with final draft Action Plan was provided to Scrutiny on 9<sup>th</sup> March 2024. The final draft Manchester Tree and Woodland Action Plan and the results of the public consultation are attached.

**Recommendations**

That the Executive

- (1) Notes the results from the public consultation on the draft Manchester Tree and Woodland Action Plan
  - (2) Endorses the Manchester Tree and Woodland Action Plan as an integral part of the Green & Blue Infrastructure Stakeholder Implementation Plan.
- 

**Wards Affected:** All

<p><b>Environmental Impact Assessment</b> - the impact of the issues addressed in this report on achieving the zero-carbon target for the city</p>	<p>Manchester’s trees and woodlands, help to capture and store carbon, and provide resilience against the effects of extreme weather events, for example reducing the effects of flooding and cooling in times of drought.</p>
<p><b>Equality, Diversity and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments</p>	<p>The improvement of our green and blue spaces allows for greater environmental equity for all Manchester’s residents. Delivery of the strategy down to neighbourhood level seeks to increase the equitable distribution of the benefits that trees and woodlands can bring.</p>

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	A thriving treescape increases the attractiveness of Manchester as a place in which to work and invest. Jobs are created in the environmental sector through the need to plant and manage the treescape. Specialist jobs are also created such as arborists, forest schools' leaders, ecologists and wildlife related engagement officer roles.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Manchester competes on a world stage to attract skilled people. A well-managed and growing treescape makes an important contribution to this.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	An equitable and appropriate treescape is one of the aims of the Action Plan and will provide multiple benefits to communities including creating a sense of place and increasing climate resilience.
A liveable and low carbon city: a destination of choice to live, visit, work	The city's natural environment, its trees and woodlands, play a valuable role in storing carbon and creating a liveable city.
A connected city: world class infrastructure and connectivity to drive growth	Improved connectivity across the treescape contributes and links the wider Greater Manchester Local Nature Recovery Network.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

None

### **Financial Consequences – Capital**

None

### **Contact Officers:**

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

1. Draft Manchester Tree and Woodland Action Plan 2024-2034
2. Public Consultation Analysis
3. Growing Manchester's Trees Study: May 2023
4. Ward Based tree capacity posters May 2023
5. City Roots: May 2023
6. Manchester G&BI Stakeholder Implementation Plan and Tree Action Plan – Report on Progress: to Neighbourhoods and Environment Scrutiny Committee 9/3/24.

## 1.0 Introduction

- 1.1 Since inception, the previous versions of the Manchester Tree and Woodland Action Plan (TAWAP) have successfully galvanised activity across a diverse range of organisations, departments and individuals involved in tree and woodland planting and management. Information on these actions is given in the annual report to Scrutiny on Green and Blue Infrastructure.
- 1.2 The Tree and Woodland Action Plan will continue to be an integral part of the Green & Blue Infrastructure (G&BI) Strategy Implementation Plan enabling more detail to be provided regarding how the City's tree assets can be cared for not just by the Council but by a range of stakeholders.
- 1.3 The new TAWAP, together with a comprehensive suite of studies and strategies including the Manchester Biodiversity Strategy, River Valley Strategies ( Our Rivers Our City), Open Spaces study and Biodiversity Net Gain study will help increase our understanding of biodiversity needs and nature-based solutions and connect the tree and woodland agenda across other thematic priorities, such as climate resilience, health and wellbeing and air quality.
- 1.4 It will look longer term, over the course of ten years instead of five years. This report sets out how the Tree and Woodland Action Plan is being updated in line with best practice and our most recent evidence, so we can continue to meet the current challenges facing our trees and woodlands. The full TAWAP can be found in Appendix One.

## 2.0 Background

- 2.1 A revised TAWAP will be the third iteration since the first tree strategy was produced in 2005. In developing the new TAWAP, we have been working with a range of partners, including the Tree Council and City of Trees.
- 2.2 The Headline Actions have been revisited and streamlined down from 21 to 16 across the four key objectives. This will help provide clarity, maximise their effectiveness and avoid duplication.

## 3.0 Tree & Woodland Action Plan – The Vision

- 3.1 The TAWAP will allow a focus to be given to trees, helping to ensure that they will continue to be planted in Manchester selectively and appropriately, with due regard given to location, landscape character and sustainability.
- 3.2 Within the context of the wider G&BI Strategy our vision for the City's trees and woodlands will be to:

**Secure a long-term future for our trees and woodlands for generations to come, providing the right management and strong protection, ensuring their positive contribution to climate resilience in a growing, world class City.**

### 3.3 **Tree and Woodland Action Plan - Objectives**

3.4 It was considered that the four, well established, key objectives continue to provide broad, easy to understand priorities for the City's treescape.

3.5 These four objectives from the original Tree Strategy will continue to shape the many actions that both the council and stakeholders are already undertaking individually and in partnership, as well as future actions that are required.

**(i) Managing Sustainably** - The sustainable management of the City's tree stock has included tree audits and the development of an internal tree management system. This objective is still relevant and will continue to help in terms of forward planning and future proofing the City's tree stock.

**(ii) Planting Appropriately** - This objective continues to be appropriate; the right tree planted in the right place is part of creating a diverse and maturing tree stock that is sustainable and resilient and can cope better with the adverse effects of climate change, including new pests and diseases and extreme weather events that may appear over time.

**(iii) Protecting Strongly** – The aim of this objective is to ensure that Manchester's existing tree stock, both in public and private ownership, continues to have adequate protection. With a fast-growing population, demand for residential growth and developing transport infrastructure, the City's trees and woodlands will continue to face challenges, but informed decision making supported by an appropriate policy framework, application of the principles of tree management for Manchester and protecting trees of high amenity value through the TPO process where appropriate, will improve the future for trees and woodlands within Manchester.

**(iv) Involving People Creatively** – This reflects the need to raise awareness, increase understanding, build capacity and highlight the joy of trees in the City. It is vital and embraces actions by all partners not just the Council.

### 3.6 **Governance and Leadership**

3.7 The Tree and Woodland Action Plan is fully integrated into a suite of natural environment-related plans and strategies, part of a policy hierarchy that supports the city's 'Our Manchester' ambitions and its drive to be climate resilient.



- 3.8 The context for the Tree and Woodland Action Plan is provided by Manchester's Great Outdoors: A Green & Blue Infrastructure Strategy for Manchester, the overarching document that provides the strategic framework for the different elements that comprise green and blue infrastructure.
- 3.9 The G&BI Implementation Plan is delivered by the Council and its Partners, led by the Executive Member for Environment. Progress against the Council actions is steered within the Council by the G&BI Board, chaired by the Director of Planning, Building Control and Licensing and attended by relevant Heads of Service and this will also oversee progress on the updated Tree and Woodland Action Plan.
- 3.10 **How a refreshed Tree Action Plan will sit with the G&BI Strategy**
- 3.11 The G&BI Implementation Strategy was refreshed in 2022, and the TAWAP has now been updated to align strongly with 16 of the 18 G&BI Strategy Headline Actions. In particular Headline Action 3 to provide effective and appropriate tree and woodland management and planting.
- 3.12 The Tree and Woodland Action Plan will be an integral part of the G&BI Strategy Implementation Plan enabling more detail to be provided regarding how the City's tree assets can be cared for not just by the Council but by a range of stakeholders.
- 3.13 **Delivery Partners**
- 3.14 As a key part of delivering the City's G&BI Strategy, the TAWAP benefits from a strong cohort of supportive partners, both internal to the Council and externally. These include City Council tree officers, park managers, planners and policy officers, also external practitioners including environmental charities such as City of Trees, the Tree Council, the Orchard Project, Wildlife Trust, the Groundwork Trust and river valley catchment partnerships as well as landowners including registered housing providers, TfGM and the Universities.



- 3.15 Delivery partners including climate change engagement officers and projects such as In Our Nature are already using our tree related evidence while engaging with residents and communities around climate resilience.
- 3.16 One example is illustrated in this short video: with a Community Orchard planted in Crowcroft Park, Longsight supported by The Orchard Project.
- 3.17 The City Council is also a key member of the Greater Manchester Forest Partnership, an independent forum for all ten Greater Manchester Districts, chaired and facilitated by City of Trees. This forum has a direct role in feeding into the objectives of the regional Tree and Woodland Strategy for Greater Manchester “All our Trees”.
- 3.18 **Challenges & Opportunities**
- 3.19 The importance and value of nature and green spaces for the city continues to be recognised, with dedicated research, knowledge and understanding increasing year on year. The Growing Manchester’s Trees Study along with other key environmental strategies provide us with a pathway towards climate resilience, an ability to cope with extreme weather events and a way to help improve the functionality of the City’s landscape as well as helping to address environmental inequalities.
- 3.20 Key challenges and opportunities identified through the new TAWAP include:
- Planning: Integration into Places for Everyone Joint Local Plan, Manchester Local Plan, Biodiversity Net Gain, GM Local Nature Recovery Strategy
  - Climate Resilience: air quality, extreme heat, flood risk, species diversity
  - Pests and diseases: Ash dieback
  - Addressing environmental inequalities across neighbourhoods.

#### 4.0 New Evidence, New Approaches

- 4.1 The new TAWAP has been underpinned by the Growing Manchester’s Trees report, associated ward-based capacity posters, and the City Roots study. These are detailed, informative and extensive pieces of evidence that represent a step-change in our understanding of the city’s treescape.
- 4.2 They are fully accessible to all via the Council’s website and can be viewed and downloaded here:

[Trees | Green and blue infrastructure | Manchester City Council](#)

- 4.3 An assessment of the treescape with this level of detail has never been undertaken before in the UK. Delivered by consultants TEP and City of Trees, in partnership with the Council, there are three elements to the work:
- 4.4 **Evolution:** City Roots – the story of Manchester’s Urban Forest is an informative 100-year look back at how the city’s treescape and its neighbourhoods have evolved over time, referencing population decline and

growth, and reflecting the changes, both positive and negative, across the city's landscape.

- 4.5 **Opportunity and Capacity:** Using highly detailed data sets on tree cover this work provides a ward-level insight into where and how tree canopy can be increased effectively, sustainably, and appropriately, planting in parks, and green spaces, gardens and roadsides to increase the city's canopy cover where trees are needed most.
- 4.6 We are working towards a smart, achievable goal of increasing Manchester's tree canopy from 18.8% to 21.8% by 2050. The table below shows how this compares with other cities.

City	London	Bristol	Plymouth	Cambridge	Torbay	Birmingham
Existing Canopy Cover	21% (2015)	18% (2018)	18.5% (2017)	17% (2008)	12% (2008)	21% (2020)
2050 Target	30%	30%	20%	19%	20%	24%

*City canopy cover estimates and goals Source: Birmingham Urban Forest Masterplan*

- 4.7 Our city-wide target, which is for everyone not just the council, equates to approximately 64,000 large trees, or 320 hectares of planting. This target, evidenced by the Growing Manchester Report, allows a nuanced, ward level approach to be considered.
- 4.8 Every ward is provided with its own analysis, its own area-based tree opportunity assessment, taking lots of complex factors into account, including land identified for development and space for other environmental priorities. Neighbourhoods, communities, and organisations can pick these individual plans up and start shaping them into prioritised local planting plans and bids for funding.
- 4.9 **Function:** Equally important is the need to look after the one million trees we already have, and cater for constant challenges such as pests, disease, and climate resilience, e.g., Ash Dieback. We will provide options for better and sustainable treescape management. A new Ash Dieback Strategy will be developed by the City's Arboriculture Team, and the TAWAP will look to update and refresh the City's Tree Management Principles document to further sustain the climate resilience of our trees and woodlands.
- 4.10 **Delivering the Action Plan**
- 4.11 Below each objective the new TAWAP lists several headline actions and a wide range of potential activities through which the objectives will be delivered. Key examples include:
- 4.12 **Managing Sustainably**
- 4.13 The Principles of Tree Management document approved in 2019 has provided clear and concise guidance regarding what the Council does in relation to

sustainably managing its tree stock. As a priority, this document will be appraised and refreshed to ensure that it keeps up to date with tree related legislation and tree management approaches.

4.14 Manchester has committed to delivering its first Ash Dieback Strategy to ensure that the potential effects on trees within the City Council's land holding are recognised and appropriately mitigated against.

#### 4.15 **Planting Appropriately**

4.16 Within the context of a growing city which is liveable and climate resilient a key challenge will be to ensure that Manchester continues to have a healthy tree canopy formed by a mixture of trees by type, age, and location. We will encourage broad collaborative partnerships to develop neighbourhood tree action plans to realise the ambition set out in the Growing Manchester's Trees document and associated ward-based capacity posters.

#### 4.17 **Protecting Strongly**

4.18 Tree replacement and compensation measures will be investigated to inform decision making where development of a site may require the removal of existing trees.

#### 4.19 **Involving Creatively**

4.20 We will continue to promote tree related activity, for example by delivering the annual Manchester Festival of Nature at Heaton Park and deliver locally focussed tree related activity, projects and events.

### 5.0 **Consultation**

5.1 The interest and initiative by a wide group of partners that kick started the original Tree Strategy and Action Plan is still very much alive. The draft TAWAP has been refreshed through engagement with these partners both within and external to the council.

5.2 A public consultation took place between 10th November 2023 - 7th January 2024. 548 completed responses were submitted, with a further 183 incomplete responses. This is compared to 143 completed responses to the same survey undertaken in 2017. There is some consistency across both surveys, for example in that economic priorities were significantly a lower priority to respondents than environmental and social priorities.

5.3 Key findings include:

- 94% of respondents think it's extremely important to have trees as part of the urban environment.
- 90% of respondents would like to see more trees in Manchester.
- Respondents value the presence of trees in parks and public gardens the most (98%).
- Respondents value local trees mostly due to their importance for wildlife.

5.4 The responses received from the public consultation demonstrated support for the actions identified within the Action Plan. There were no actions that received significant amounts of negative feedback. Keen emphasis from the consultation was placed around protecting what we have in terms of the treescape. This would be supported by the suggested refresh of the Principles of Tree Management guidance. The consultation also resoundingly supported the need for more trees in the City, which is reflected in the delivery of the Growing Manchester's Trees capacity study, with tree planting opportunities suggested for all wards.

5.5 From an Our Manchester perspective, the Manchester Tree and Woodland Action Plan consultation provided an opportunity for local individuals and communities to get involved. The consultation asked respondents to state if they would be interested in volunteering opportunities in tree related activity across the city. 69% of respondents said they would, with a further 19% already actively involved through friends' groups and community initiatives.

#### 5.6 **Monitoring and Review**

5.7 The TAWAP will be updated and reported on annually as part of the wider G&BI Implementation Plan. The delivery and success of the TAWAP will depend on collaborative working by all partners. The TAWAP will also be monitored through the following measures:

- Number of trees planted on known schemes,
- Number of hedge trees planted on known schemes,
- Number of orchards/fruit tree groves planted,
- The number/area of trees/woodland with management plans,
- The percentage of tree canopy cover across Manchester,
- Numbers engaged through events and volunteer opportunities,
- % of Sites of Biological Importance in active conservation management,
- Number of Local Nature Reserves designated.

Note – all of Manchester's Local Nature Reserves and 73% of all Sites of Biological Importance (SBIs) have a significant tree and woodland aspect.

#### 5.8 **Funding and Delivery**

5.9 Projects identified within the action plan will either rely on collaborative funding bids being developed or have been identified as part of existing budget provision. In relation to the Council's commitments, project funding could come from prioritising or reallocating existing resource, while external bids to grant schemes such as Government's Urban Tree Challenge Fund will need to be driven locally by operational leads in parks, arboriculture and neighbourhoods teams.

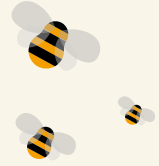
### 6.0 **Recommendations**

6.1 The recommendations appear at the front of the report.

### 7.0 **Appendices**

**Appendix One – Manchester Tree and Woodland Action Plan 2024 – 34**  
**Appendix Two – Tree and Woodland Action Plan Public Consultation**  
**Summary**

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# MANCHESTER TREE AND WOODLAND ACTION PLAN

2024-34



# FOREWORD

**Manchester, the world's first industrial city, is now leading the way in a new revolution – where landscape-led, nature-based solutions are a key consideration in city planning.**

Our trees and woodlands are key components of the city's green and blue infrastructure – the growing network of interconnected green and blue places that encompass gardens, golf courses, parks, roadsides and highway verges, river valleys and nature reserves.

Manchester has had a focus on trees since its first tree strategy was approved in 2005. In the past 18 years alone, over 125,000 new trees and hedge trees have been planted. Trees of all sizes, big and small, of different species and ages have been planted, including more than 125 community orchards and fruit tree groves.

The benefits of trees are now quantifiable. Manchester's trees provide us with over £3million worth of value every year; they improve air quality, reduce flood risk, and sequester carbon, and also provide many other benefits. (City of Trees, Itree Eco assessment 2018).

Our city has strong roots. Over the past 150 years, we have witnessed seismic changes, including massive population growth and decline, the impacts of war, and more recently extreme weather events caused by a changing climate, in addition to the ongoing impact of the COVID-19 pandemic.

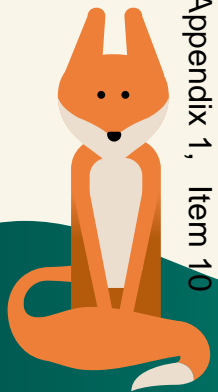
Standing silently in the background, constantly helping, shading, sheltering, nurturing, restoring, are our city's trees.

Dense housing estates have now become leafy suburbs. The city is a multicultural home to over 550,000 people, as well as thousands of workers and worldwide visitors, who all welcome the benefits provided by trees. Our trees are air conditioners, reducing flood risk and improving our neighbourhoods. Our woodlands have become valuable habitats – stepping stones for wildlife and nature reserves, and part of a steadily growing nature-recovery network.

Our new Tree and Woodland Action Plan (TAWAP) has been developed using the most detailed evidence ever provided. At last, we can understand the realistic possibilities that a growing treescape can deliver: our trees can exist and thrive positively alongside developmental change, complementing the dynamic, ever-changing landscape that is a fundamental part of the Original Modern City: Our Manchester.



**Councillor Tracey Rawlins**  
Executive Member for the Environment





# VISION AND OBJECTIVES

Within the context of the wider Green and Blue Infrastructure Strategy, our vision for the city's trees and woodlands will be:

**TO SECURE A LONG-TERM FUTURE FOR OUR TREES AND WOODLANDS FOR GENERATIONS TO COME, PROVIDING THE RIGHT MANAGEMENT AND STRONG PROTECTION, AND ENSURING THEIR POSITIVE CONTRIBUTION TO CLIMATE RESILIENCE IN A GROWING, WORLD-CLASS CITY.**



# TREE AND WOODLAND ACTION PLAN OBJECTIVES

The four objectives from the original Tree Strategy will continue to shape the many actions that both the Council and stakeholders are already undertaking individually and in partnership, as well as future actions that are required.

## 1. MANAGING SUSTAINABLY

The sustainable management of the city's tree stock has included tree audits and the development of a Geographical Information System-based tree management approach for Council-owned trees. This objective is still relevant and will continue to help in terms of forward planning and future-proofing the city's tree stock.

## 2. PLANTING APPROPRIATELY

This objective continues to be appropriate; the right tree planted in the right place is part of creating a diverse and maturing tree stock that is sustainable and resilient and can cope better with the adverse effects of climate change, including new pests and diseases that may appear over time. It will also help us address environmental inequalities, guiding us to prioritise areas and communities that need trees the most.

## 3. PROTECTING STRONGLY

The aim of this objective is to ensure that Manchester's existing tree stock, both in public and private ownership, continues to have adequate protection. With a fast-growing population, demand for residential growth and developing transport infrastructure, the city's trees and woodlands will continue to face challenges. However, informed decision-making supported by an appropriate policy framework will improve the future for trees and woodlands within Manchester.

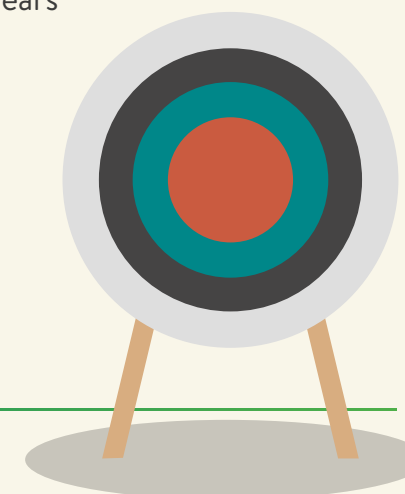
## 4. INVOLVING PEOPLE CREATIVELY

This reflects the need to raise awareness, increase understanding, build capacity and highlight the joy of trees in the city. It remains vital and embraces actions by all partners, not just the Council.

Below the four objectives lie 16 headline actions, each supported by various projects, activities and initiatives.

An approximate timescale is given where appropriate:

Short	0–2 years
Medium	2–5 years
Long	5–10 years



Appendix 1, Item 10

# NEW EVIDENCE, NEW APPROACHES

Before developing the TAWAP, we want to understand more about the extent of our city's resource, and what realistic, achievable ambition could look like.

A new commission around growing Manchester's trees is leading the way, with a new level of detail provided in this authoritative look at the way the city's treescape has evolved, how it functions and how it can be improved.

Details of the work can be found here:  
[Trees | Green and blue infrastructure | Manchester City Council](#)

An assessment of the treescape with this level of detail has never been undertaken before in the UK. There are three elements to the work:

## EVOLUTION

City roots – the story of Manchester's Urban Forest is an informative 100-year look back at how the city's treescape and its neighbourhoods have evolved over time. It references population decline and growth, and reflects the changes – both positive and negative – across the city's landscape.



## OPPORTUNITY AND CAPACITY

### Growing Manchester's Trees study

Using the most detailed data sets on tree cover ever provided, we are able to deliver ward-level insight into tree capacity, identifying where and how tree canopy can be increased effectively, sustainably and appropriately. This nuanced, exciting vision looks beyond the usual places for planting (parks and green spaces) and encourages us to look where our trees are needed most – in our own spaces, our gardens and roadsides – to increase the city's canopy cover.

We are working towards a smart, achievable goal, and other cities are also striving to deliver meaningful change over time.

Manchester will work towards increasing its canopy cover from 18.8% to 21.8% by 2050.

This equates to approximately 64,000 large trees, or 320 hectares of planting – the size of nearly 600 football pitches.

Note – this is a citywide target for everyone, not just the Council.

We want to move away from chasing numbers to a more meaningful, realistic goal – tree planting that can be achieved collaboratively over time, incrementally, and based around canopy growth – with everyone having the opportunity to play their part.

Every ward in the city has different characteristics, from overall size to its landscape and housing make-up; therefore, a one-size-fits-all approach would not be appropriate.

Consequently, every ward is provided with its own analysis and has its own area-based tree-opportunity assessment. This takes lots of complex factors into account, including land identified for development, and space for other environmental priorities. Neighbourhoods, communities and organisations can then pick up these individual plans and start shaping them into prioritised planting plans.

## FUNCTION

How do we look after the many trees we already have, and cater for constant challenges such as pests, disease and climate resilience, eg. ash dieback? We will provide options for better and sustainable treescape management. A new Ash Dieback Strategy will be developed by the city's Arboriculture Team, and the Tree and Woodland Action Plan will update and refresh the city's Tree Management Principles document to further sustain the climate resilience of our trees and woodlands.



# REFINING THE ACTION PLAN

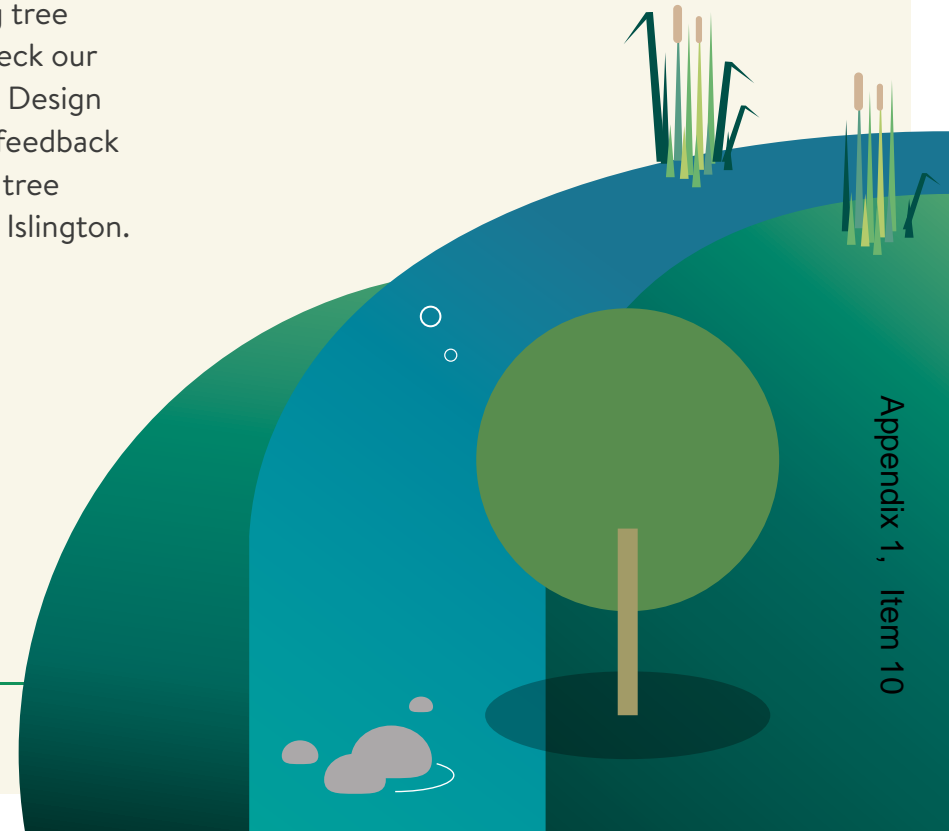
**We are not starting from scratch. We are on the third iteration of the Tree and Woodland Action Plan, as times change and new approaches, evidence and support are now available.**

In developing the new Action Plan, we have been working closely with the Tree Council. The Tree Council was established in 1973 to bring a partnership approach to tree planting and management with a shared mission to care for trees and the planet's future. The Tree Council inspires and empowers organisations, the Government, communities and individuals with the knowledge and tools to create positive, lasting change at a national and local level.

The Tree Council has acted as a strong and supportive critical friend in developing the plan, refining key focus areas such as ash dieback and hedges, and showcasing some of the key pieces of evidence the city has delivered to wider national audiences. The Tree Council has also compared the plan's development against its Tree and Woodland Strategy toolkit; its suggested approaches, case studies and reference material have been invaluable parts of the process. The Tree Council has also brokered meetings for Manchester City Council to have discussions with the country's leading tree experts. We have sought to sense-check our ideas with the independent Trees and Design Action Group, and have had positive feedback and engagement with local authority tree experts from Leeds, Birmingham and Islington.

The headline actions have been revisited and streamlined down from 21 to 16 across the four key objectives. This will help provide clarity, maximise their effectiveness, and avoid duplication.

Activity is delivered independently and collaboratively by a range of departments and partner organisations. Manchester City Council departments and organisations involved are listed separately against the relevant headline actions.



# CONSULTATION

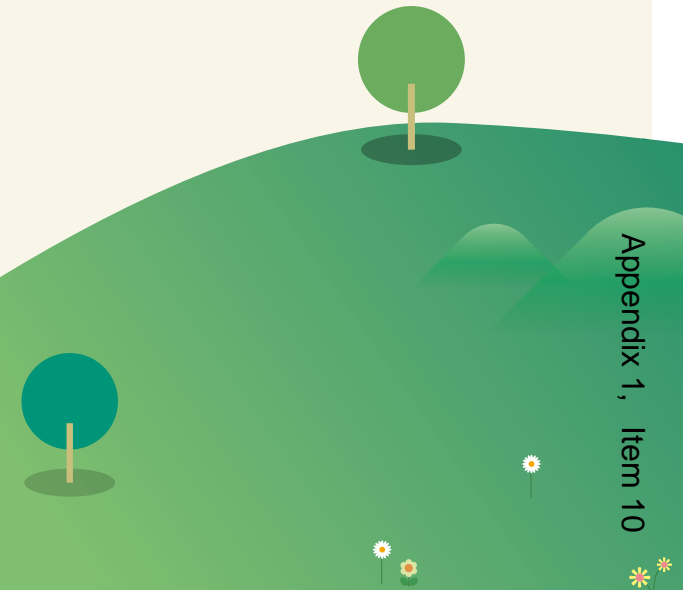
**A public consultation (Draft Tree and Woodland Action Plan Consultation) took place between 10 November 2023 and 7 January 2024. There were 549 completed responses submitted, and 183 incomplete responses, compared to 140 completed responses to the same survey undertaken in 2017.**

Key findings include:

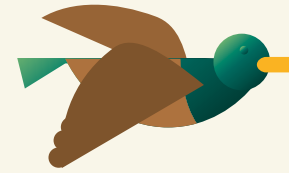
- 94% of respondents think it's extremely important to have trees as part of the urban environment.
- 90% of respondents would like to see more trees in Manchester.
- 98% of respondents value the presence of trees in parks and public gardens the most.
- Respondents value local trees mainly because of their importance to wildlife.

The responses received from the consultation showed support for the actions identified within the Action Plan, and there were no actions that received significant amounts of negative feedback. Keen emphasis was placed around protecting what we have in terms of the treescape. This would be supported by the suggested refresh of the Principles of Tree Management Guidance. The consultation also resoundingly supported the need for more trees in the city, which is reflected in the delivery of the Growing Manchester's Trees capacity study, in which tree-planting opportunities are suggested for all wards.

From an Our Manchester perspective, the Manchester Tree and Woodland Action Plan consultation provided an opportunity for local individuals and communities to get involved. The consultation asked respondents to state if they would be interested in volunteering opportunities in tree-related activities across the city; 69% of respondents said they would, and a further 19% are already actively involved through Friends groups and community initiatives.



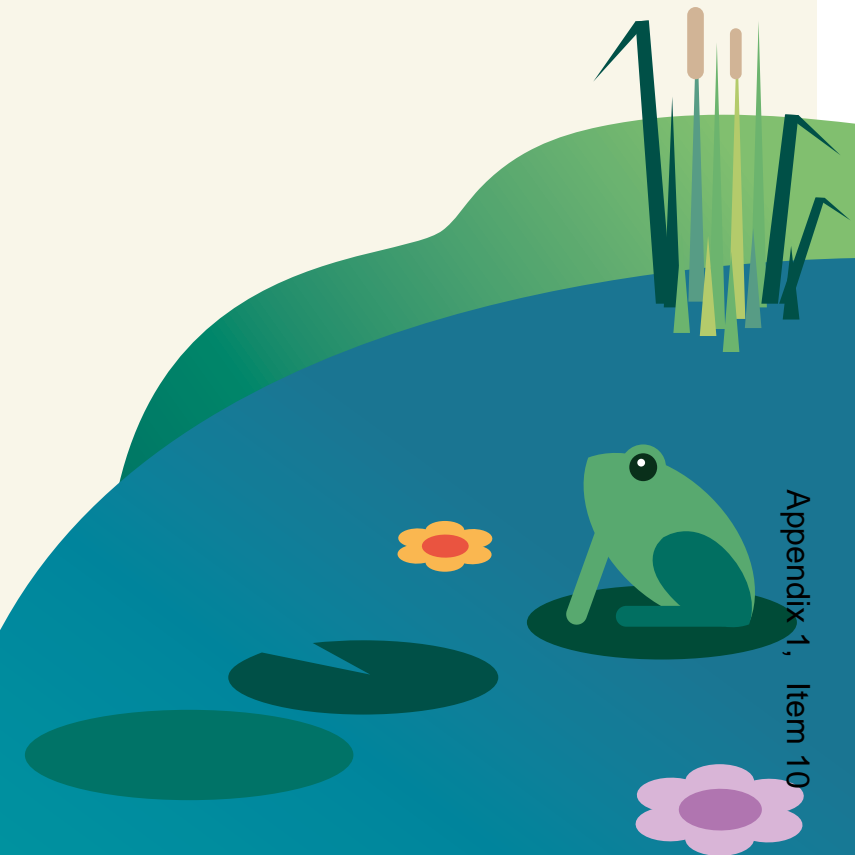
# DELIVERING THE ACTION PLAN



**In order to deliver the Action Plan, we will, in accordance with Tree Council guidance:**

- Ensure that the Action Plan includes (or leads to the creation of) short- to medium-term activity as well as longer-term objectives, so that momentum is maintained.
  - Build on and make clear links to other relevant strategies and plans, such as the city's Green Infrastructure Strategy, Parks Strategy, Open Space Study, Our Rivers Our City Strategies, and Biodiversity Strategy.
- Make clear the ownership of the actions to ensure sustainability in the future.

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Appendix 1, Item 10

# MONITORING AND REVIEW

**The Action Plan will be updated quarterly and reported on annually as part of the wider Green and Blue Infrastructure Implementation Plan.**

It is dynamic and accessible, making it easier for tree-related activity delivered by a range of partners – from statutory bodies to community groups – to be captured.

The success of the Action Plan will not just be driven by the realisation of the activity illustrated below. Ultimately, it will also depend on the ongoing push by all of us to recognise and support the true value of trees to the city, as we make commitments to enhance and protect the treescape in Manchester for many years to come.

The Action Plan will be monitored through a small number of potentially identifiable measures:

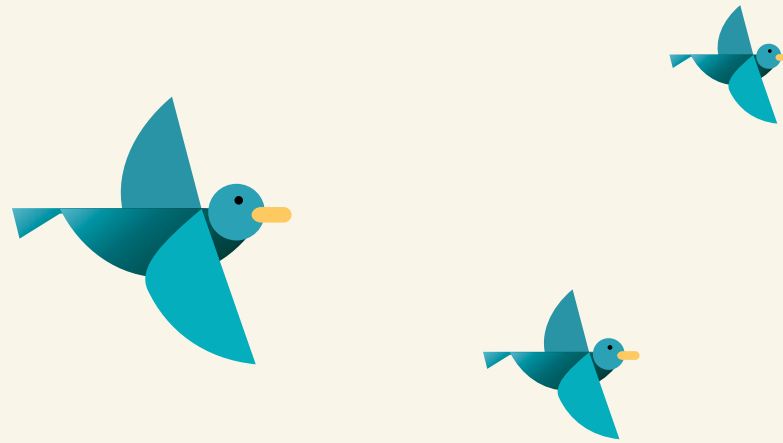
- Number of trees planted on known schemes
- Number of hedge trees planted on known schemes
- Number of orchards/fruit tree groves planted
- The number/area of trees/woodland with management plans
- The percentage of tree-canopy cover across Manchester
- Numbers engaged through events and volunteer opportunities
- Percentage of Sites of Biological Importance in active conservation management
- Number of Local Nature Reserves designated.





# FUNDING AND DELIVERY

Projects identified within the Action Plan will either rely on collaborative funding bids being developed, or have been identified as part of existing budget provision. In relation to the Council's commitments, project funding could come from prioritising or reallocating existing resources, while external bids to grant schemes such as the Government's Urban Tree Challenge Fund will be viable, but will need to be driven locally by operational leads in parks, arboriculture and neighbourhoods. It will be vital to work with key partner organisations including City of Trees, the Wildlife Trust, Groundwork Trust and The Orchard Project to maximise external funding opportunities.



# ACTION PLAN



## OBJECTIVE 1: MANAGING SUSTAINABLY

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>1. Develop a fuller understanding of our treescape (trees and woodlands)</b>	Refine datasets of tree and woodland cover by:			
	Develop online Manchester City Council green infrastructure browsers	Planning Arbor	City of Trees Universities	S
	Deliver annual highway tree-inspection programme	Arbor		S
	Encourage network of data gathering and information-sharing, eg. university access to canopy data for research	Planning Arbor		S/M
	Review nature of Manchester study – Benefits appraisal of the city’s green infrastructure, including tree stock	Planning		M/L
	Update Manchester tree audit	Planning		L
	Revisit itrees eco assessment	Planning		L

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>2. Ensure climate-resilient, sustainable management of the city's treescape</b>	Refresh Manchester Tree Management Principles	Planning	City of Trees	S/M
	Ensure the Tree Management principles continue to be used effectively by Council officers and members	Arbor	RPs Wildlife Trust	S
	Encourage use of trees within broader climate-resilience plans	Nhoods	Groundwork Trust	S
	Utilise Growing Manchester's Trees study information to address need and inform neighbourhood climate change action plans	Nhoods	The Orchard Project	S/M/L
	Develop Ash Dieback Strategy	Arbor		S/M
	Develop and implement localised SUDS guidance	Highways		S/M
	Integrate tree biosecurity considerations into new principles of tree management review	Arbor		M
	Investigate commercial timber-use opportunities	Nhoods Arbor		M/L
	Encourage the development of tree and woodland management plans for Council parks and green spaces, and other landowners	Parks		S/M/L
Encourage wider departmental ownership of tree-related issues and opportunities through the Council's internal officer GI Group	All		S	

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>3. Integrate trees into all relevant strategic regeneration frameworks, plans and policies</b>	Provide strong evidence to support the Local Plan Review, which will reflect green infrastructure themes and priorities and have strong tree-related policies	Planning	City of Trees Wildlife Trust	S/M/L
	Growing Manchester's Trees study will be used to inform and deliver strategic regeneration frameworks and development plans, including: <ul style="list-style-type: none"> <li>• Victoria North</li> <li>• ID Manchester (Oxford Road)</li> <li>• Eastern Gateway</li> <li>• Bee Network</li> <li>• Our Rivers Our City Strategy</li> <li>• Biodiversity Strategy</li> <li>• GM Local Nature Recovery Network</li> <li>• GM Environment Plan</li> <li>• GM Tree and Woodland Strategy</li> <li>• GM Local Nature Recovery Strategy</li> </ul>	Planning Strategic Regen		S/M/L
	A new commission looking at Biodiversity Net Gain Opportunities will lead to possible tree and woodland related opportunities citywide.	Planning		S/M
	Encourage use of trees within broader climate-resilient adaptive plans, eg. sustainable urban drainage projects, public realm improvements	Planning Strategic Regen Highways Transport		S/M/L

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>4. Develop and deliver partnership projects that sensitively improve the functionality of the treescape</b>	Develop appropriate projects to deliver the vision, including:	Nhoods Education	Manchester Museum	
	Forest Schools mapping work being undertaken and continuing, with successful new events being delivered through the parks service.	Parks Nhoods	Wildlife Trust Hubbub City of Trees	M
	SBI/LNR Management Planning and Action	Nhoods	RHS	S/M
	Number of partnership projects supported, including: <ul style="list-style-type: none"> <li>• Community orchard planting and management</li> <li>• In Our Nature partnership</li> <li>• City of Trees initiatives</li> <li>• Groundwork Trust initiatives</li> <li>• My Wild City programme</li> <li>• TCV Mersey Valley Willow Tit</li> <li>• RHS National Nature Park project pilot</li> <li>• Our Rivers Our City and catchment partnerships</li> </ul>		RPs Groundwork Natural England National Trust Rivers Trusts Community groups MNC Catchment partnerships The Orchard Project TCV	S/M

## OBJECTIVE 2: PLANTING APPROPRIATELY

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>1. Ensure a fair, climate-resilient, healthy and diverse canopy cover across the city</b>	Work towards agreed neighbourhood planting targets identified in the Growing Manchester's Trees Study (GMT)	Arbor Parks	City of Trees RPs	M/L
	Use Growing Manchester's Trees study ideas and planting to positively address environmental inequalities, ensuring that new tree planting is linked to local need and involves local communities	Nhoods		S/M
	Work towards a minimum of 2,000 trees to be planted annually	Nhoods		S
	Develop climate-resilient species priorities	Arbor		S
	Use of native species is encouraged on a project-appropriate basis	Arbor Parks		S/M/L
	Invasive species are recognised and discouraged on public and private lands	Arbor Parks		S/M/L
	Use Ash Dieback Strategy to identify priority areas for management and replanting	Arbor Parks		S/M
	Improve biosecurity via tree procurement processes	Arbor		S/M

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>2. Continued planting of community orchards in suitable priority locations</b>	Develop a focused study in relation to city orchard coverage and need	Planning	City of Trees RPs	M/L
	Plant orchards to positively address environmental inequalities, ensuring that new tree planting is linked to local need and involves local communities	Arbor Parks Nhoods	The Orchard Project	S/M
	Work towards a minimum of four orchards to be planted annually	Arbor Parks Nhoods		S
<b>3. Continued planting of hedges in suitable locations</b>	Develop focused study in relation to citywide hedgerow coverage	Arbor Parks Nhoods	City of Trees RPs The Orchard Project	M/L
	Investigate opportunities for roadside hedge planting to combat air pollution in areas of need eg. schools	Nhoods		S/M
	Work towards a minimum of 1,000 hedge trees to be planted annually	Arbor Parks Nhoods		S



HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>4. Investigate mechanisms for funding new tree planting, management and maintenance</b>	Support the delivery of the GM Tree Strategy and promote appropriate funding opportunities, eg. GM Environment Fund	Policy and Partnership Planning	GMCA RPs City of Trees	S/M/L
	Develop partnership funding bids as appropriate, including Urban Tree Challenge	Arbor Parks Nhoods	The Orchard Project	S/M
	Use funding to positively address environmental inequalities and identify possible opportunities through the Council, eg. Capital Programmes and NIF including urban tree challenge, trees for climate and northern forest via City of Trees	Nhoods		S/M
	Deliver training/capacity-building opportunities Investigating commercial opportunities for trees and woodlands	Arbor Parks		S/M

## OBJECTIVE 3: PROTECTING STRONGLY

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>1. Use development management tools to ensure a high standard of tree work, protection and management (INC CAVAT BNG TPOs)</b>	Tree officers to provide guidance and advice through the planning process to ensure compliance of tree work against: <ul style="list-style-type: none"> <li>• BS 5837 (the British Standard for Trees in relation to design, demolition and construction)</li> <li>• BS 3998 (the British Standard for Tree Work)</li> </ul>	Planning Arbor	RP's	S
	Continue to designate TPOs as appropriate	Planning		S/M/L
	Promotion of the Tree Preservation Order process via neighbourhood teams	Nhoods		S/M
	Continue to enforce as appropriate against unauthorised work and damage to trees	Planning		S
	Ensure that consideration is linked to local need and addresses environmental inequalities	Nhoods		S/M/L
<b>2. Deliver effective tree replacement and compensation measures</b>	Ensure that CAVAT assessments are undertaken to fully mitigate tree loss	Planning Arbor		S/M/L
	Use new Biodiversity Net Gain guidance to secure the long-term future of trees and woodland as appropriate			S/M

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>3. Sites of Biological Importance (SBIs): increase the number of SBIs in active management to conserve, protect and enhance biodiversity</b>	Increase the number of Sites of Biological Importance (SBIs) in active conservation management by 1–4% annually, working with landowners and land managers	Planning Parks	GMEU NE	S/M/L
	Provide statistical report to Defra annually	Planning		S/M
<b>4. Increase number of Woodland Local Nature Reserves to improve access and conserve, protect and enhance biodiversity</b>	Work towards 1 hectare of LNR per 1,000 population in line with Natural England targets	Planning Parks	GMEU NE	S/M/L

## OBJECTIVE 4: INVOLVING CREATIVELY

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>1. Further develop tree-related research to inform decision-making</b>	Identify relevant related research opportunities through ongoing academic collaboration	Planning Parks Nhods	GMCA UoM MM	S/M/L
	Use research to positively identify and address environmental inequalities	Planning Parks Nhods	MMU EA GMEU CoT Wildlife Trust The Tree Council	S/M/L

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>2. Promote and raise awareness of the importance and value of trees</b>	Run specific neighbourhood campaigns to generate awareness of and funding for tree planting and management	Nhoods Parks	UoM MMU	S/M
	Establish online and social media platforms for ongoing promotion of tree-related information	Nhoods Comms	Manchester Museum Wildlife Trust Hubbub City of Trees RHS RPs Groundwork The Orchard Project National Trust Rivers Trusts Community groups MNC Catchment partnerships The Tree Council	S

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>3. Encourage, provide and record opportunities for community engagement, involvement and activity</b>	Partners, councillors and local communities to use tree-capacity maps to inform climate action plans	Parks Nhoods Arbor	Manchester Museum Wildlife Trust	S/M
	Ensure that activity is linked to local need and involves local communities	Parks Nhoods	Hubbub City of Trees	S/M
	Support delivery of tree-related activity, training, capacity building and volunteering opportunities to include: <ul style="list-style-type: none"> <li>• MFoN</li> <li>• In Our Nature</li> <li>• City of Trees Woodland Accelerator Programme</li> <li>• City Nature Challenge</li> </ul>	Parks Nhoods	RHS RPs Groundwork National Trust Rivers Trusts Community groups MNC Catchment partnerships The Orchard Project	S/M

HEADLINE ACTIONS	PRACTICAL COMMITMENTS AND ACTIVITY	COUNCIL LEADS	KEY PARTNERS	TIMELINE S M L
<b>4. Showcase best practice, develop case studies and seek recognition for delivered projects</b>	Apply for national awards wherever appropriate, including Britain in Bloom RHS Awards for community greening projects	Nhoods Parks	Manchester Museum Wildlife Trust Hubbub City of Trees RHS Groundwork National Trust Rivers Trusts Community groups MNC Catchment partnerships TDAG The Orchard Project The Tree Council	S/M

## ABBREVIATIONS

FULL TITLE	ABBREVIATION
Arboriculture Services Team	Arbor
Biodiversity Net Gain	BNG
Capital Asset Value of Amenity Trees	CAVAT
Manchester City Council Corporate Property Department	Corp Prop
Environment Agency	EA
Greater Manchester Ecology Unit	GMEU
Groundwork Trust	GW
Growing Manchester's Trees Study	GMT
The Wildlife Trust For Lancashire, Manchester and North Merseyside	LWT
Manchester Climate Change Agency	MCCA
Manchester Metropolitan University	MMU
Manchester Nature Consortium	MNC

FULL TITLE	ABBREVIATION
National Trust	NT
Natural England	NE
Neighbourhood Investment Fund	NIF
Registered providers (formerly registered housing providers)	RP's
Royal Horticultural Society	RHS
The Conservation Volunteers	TCV
Tree and Design Action Group	TDAG
Tree Preservation Order	TPO
University of Manchester	UoM





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Trees play a key role in defining the character and attractiveness of Manchester’s neighbourhoods contributing to biodiversity, climatic, air quality and many other benefits. We want to make sure that we cover a range of actions to enable the City’s trees to be cared for not just by the Council but by all stakeholders, including interested residents and partner organisations.

It’s important that everyone in the City has the chance to influence the Tree and Woodland Action Plan. Therefore a consultation was open between 10/11/2023 and 07/01/2024 to collect the opinions of residents. A total of 549 were recorded. A summary of the results can be seen below.

**Section 1: Demography**

To highlight how representative the findings are from the consultation, the demographics of survey respondents can be seen summarised below in comparison to the city-wide 2021 Census results.

Age	Respondents		CENSUS 2021
	Count	%	%
15-19	2	0.4%	7.7%
20-24	14	2.6%	11.2%
25-29	32	5.8%	9.5%
30-34	50	9.1%	8.7%
35-39	47	8.6%	7.6%
40-44	53	9.7%	6.5%
45-49	55	10.0%	5.6%
50-54	65	11.8%	5.5%
55-59	64	11.7%	4.8%
60-64	50	9.1%	3.9%
65-69	47	8.6%	3.0%
70+	62	11.3%	6.50%

Ethnicity	Respondents		CENSUS 2021
	Count	%	%
Asian	10	1.8%	20.9%
Black	3	0.5%	11.9%
Mixed or multiple ethnic groups	21	3.8%	5.3%
White	462	84.2%	56.8%
Another Ethnic Group	4	0.7%	5.1%
Prefer not to say/ Skipped	49	8.9%	-

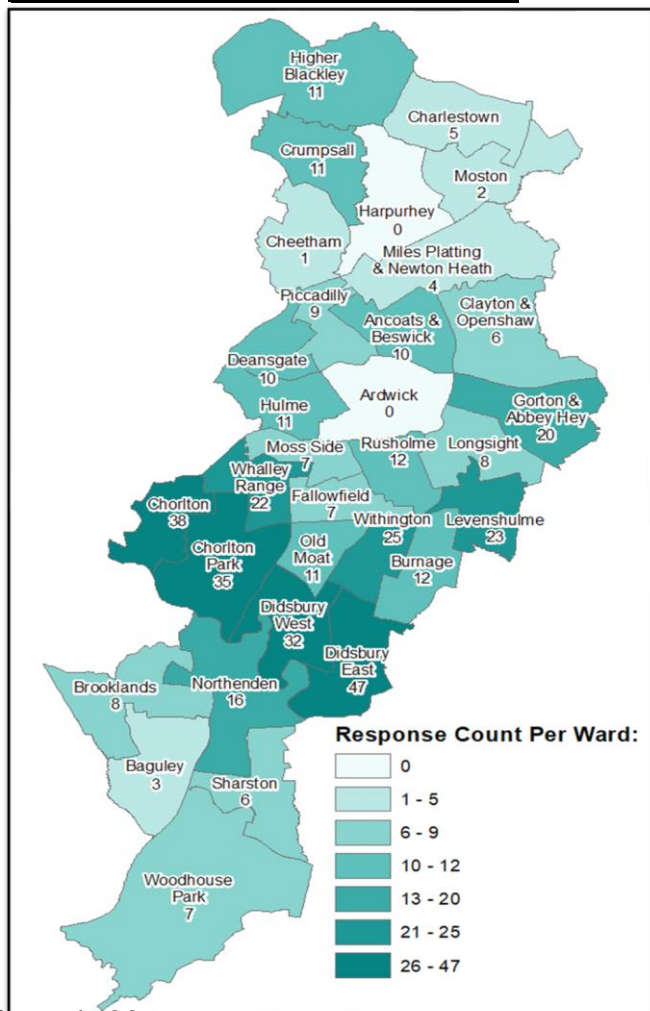
Orientation	Respondents		CENSUS 2021
	Count	%	%
Heterosexual or straight	414	75.4%	84.60%
LGBTQ+	47	8.6%	6.70%
Prefer not to say/ Skipped	88	16.0%	8.70%

Residence	Respondents	
	Count	%
<b>Manchester (ward breakdown in map)</b>	419	76%
Bolton	2	0%
Bury	24	4%
Rochdale	13	2%
Salford	8	1%
Oldham	2	0%
Tameside	12	2%
Trafford	21	4%
Stockport	25	5%
North West (Excl GM)	6	1%
Outside North West	1	0%
Partial PC	16	3%
Skipped	0	0%

Sex	Respondents		CENSUS 2021
	Count	%	%
Female	325	59.2%	50.30%
Male	185	33.7%	49.70%
Prefer not to say/ Skipped	39	7.1%	-

Do you identify with the sex you were assigned at birth?	Respondents		CENSUS 2021
	Count	%	%
Yes	506	92.2%	91.7%
No	2	0.4%	1.0%
Prefer not to say/ Skipped	41	7.5%	7.3%

Are your day-to-day activities limited because of a health problem	Respondents		CENSUS 2021
	Count	%	%
Yes	78	14.2%	17.5%
No	460	83.8%	82.5%
Skipped	11	2.0%	-



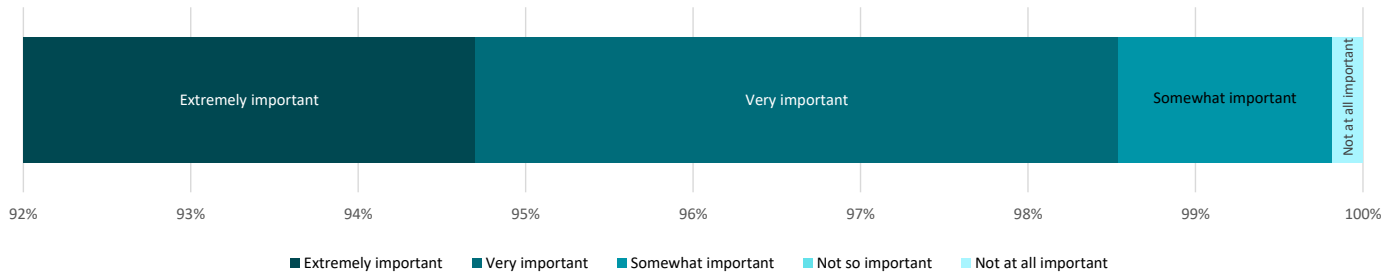
Map produced by PRI: Neighbourhoods

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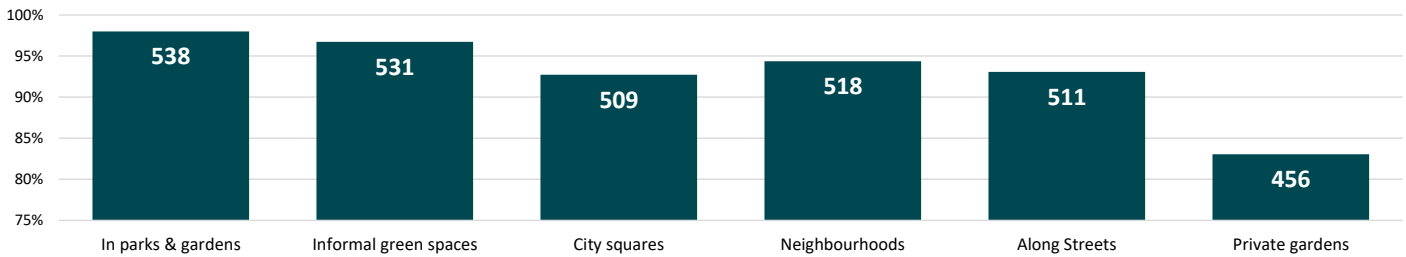
Section 2: Introduction

Are you completing this survey on behalf of:	Count	%
An individual who lives and/or works in Manchester:	492	90%
An individual who travels Manchester for leisure:	16	3%
An establishment/organisation/company	41	7%

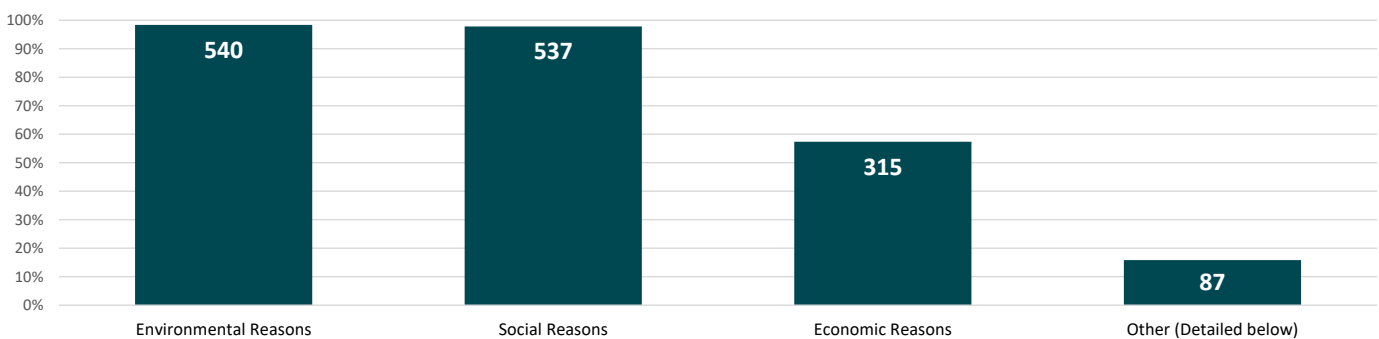
How important do you think it is to have trees as part of the urban environment in Manchester?				
Extremely important	Very important	Somewhat important	Not so important	Not at all important
94%	4%	1%	0%	0%
518	21	7	0	1



Where do you value the presence of trees:					
In parks & gardens	Informal green spaces	City squares	Neighbourhoods	Along Streets	Private gardens
538	531	509	518	511	456
98%	97%	93%	94%	93%	83%



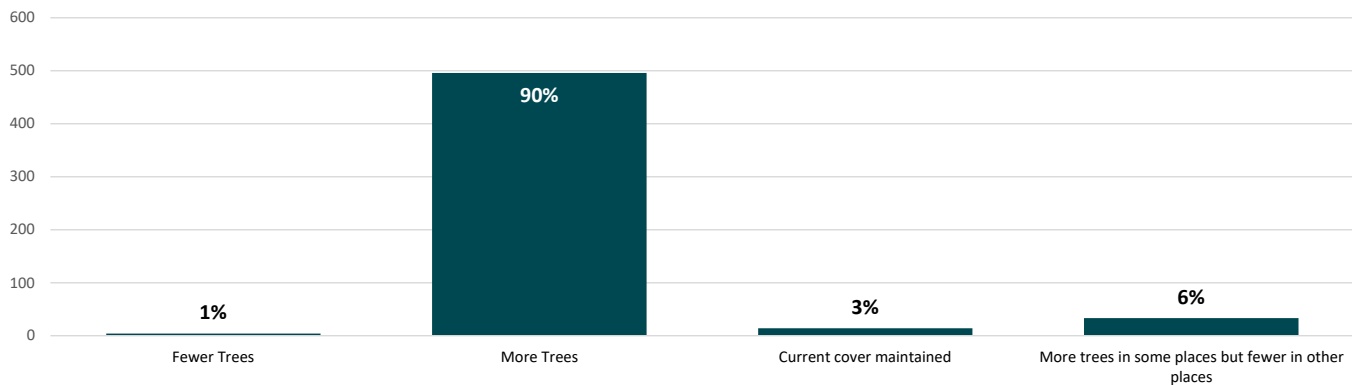
Which of the following do you think trees are important for?			
Environmental Reasons	Social Reasons	Economic Reasons	Other (Detailed below)
540	537	315	87
98%	98%	57%	16%



Within the 87 answers that indicated a further reason to those listed, 8 key themes were identified. Below, the count of which each theme occurred and a representative example can be seen.

Theme	Count	Example
Environmental	37	"Habitat for birds and insects" "They help the air quality"
Geographical (E.g. Flood prevention)	14	"Flood prevention"
Social Reasons (health)	11	"Mental health and wellbeing"
Aesthetic	11	"Trees are an important element in urban design, complementing good architecture"
Food Source	9	"Food and other resources"
Economic reasons	6	"Equalities reasons - areas of deprivation tend to correlate with lower tree cover"
All	4	"Trees are amazing and good for everything"
Other Response	1	-

In Manchester, would you like to see:			
Fewer Trees	More Trees	Current cover maintained	More trees in some places but fewer in other places
4	496	14	33
1%	90%	3%	6%



As well as being asked their opinions on the amount of trees planted in Manchester, respondents were also given the opportunity to describe where they would choose to see this implemented. Of the 267 comments given, 7 key themes were identified in the answers. Below, the count of which these themes occurred and a representative example can be seen.

Where would you like to see your answer in place?		
Theme	Count	Example
Urban	142	"Lots more along streets and highways"
Parks	70	"Parks where there is capacity"
City Centre	61	"There is not enough green space in the city centre"
Everywhere/ Anywhere	57	"All over Manchester"
Maintenance comment	44	"Woodlands need to be managed correctly in maintaining these beautiful areas"
Private Spaces	35	"More street trees, community facilities and private gardens"
Community Space	21	"Council land being given to community groups to plant more orchards"

### Section 3: Key Objectives & Headline Actions

Four objectives from the original Tree Strategy will continue to shape the many actions that both the Council and stakeholders are already undertaking individually and in partnership, as well as future actions that are required. Within each of the objectives there are various headline actions. Respondents were asked to rank the importance of each action to highlight their priorities within each objective.

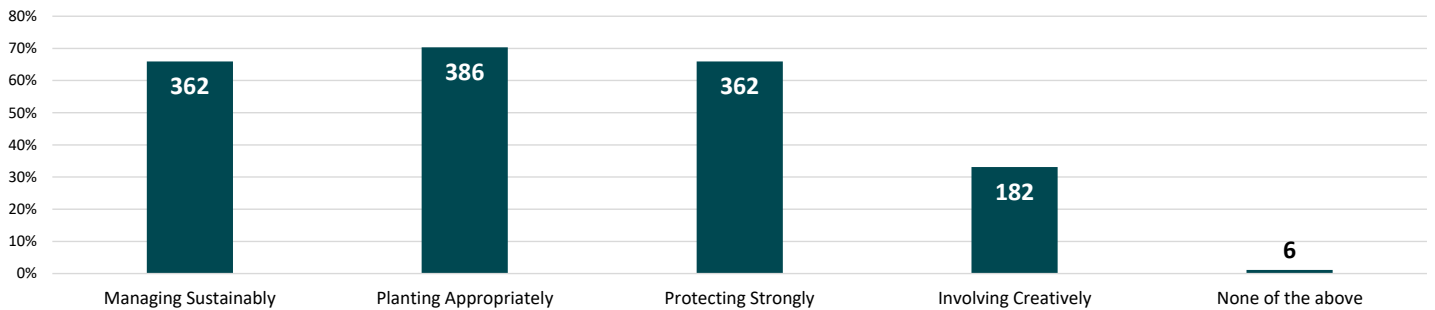
Objective 1: Managing Sustainability		
Overall Rank	Headline Action	Average Rank
1 Most Important:	Integrate trees into all relevant strategic regeneration frameworks, plans and policies	1.9
2nd	Ensure climate resilient, sustainable management of the City's treescape	2.1
3rd	Develop a fuller understanding of our treescape (trees and woodlands)	2.9
4th	Develop and deliver partnership projects that sensitively improve the functionality of the treescape	3.1

Objective 2: Planting Appropriately		
Overall Rank	Headline Action	Average Rank
1 Most Important:	Ensure a fair, climate resilient, healthy, and diverse canopy cover across the city	1.9
2nd	Investigate mechanisms for funding new tree planting, management and maintenance	2.6
3rd	Continued planting of community orchards in suitable priority locations	2.7
4th	Continued planting of hedges in suitable locations	2.8

Objective 3: Protecting Strongly		
Overall Rank	Headline Action	Average Rank
1 Most Important:	Increase the number of woodland Local Nature Reserves to improve access and conserve, protect and enhance biodiversity	2
2nd	Sites of Biological Importance (SBIs): increase the number of SBIs in active management to conserve, protect and enhance biodiversity	2.5
3rd	Use Development management tools to ensure a high standard of tree works, protection and management	2.7
4th	Deliver effective tree replacement and compensation measures	2.8

Objective 4: Involving Creatively		
Overall Rank	Headline Action	Average Rank
1 Most Important:	Promote and raise awareness of the importance and value of trees	1.9
2nd	Encourage, provide and record opportunities for community engagement, involvement and activity	2.3
3rd	Showcase best practice, develop case studies and seek recognition for delivered projects	2.9
4th	Further develop tree related research to inform decision making	2.9

If any, which of these key objectives do you think are especially important?				
Managing Sustainably	Planting Appropriately	Protecting Strongly	Involving Creatively	None of the above
362	386	362	182	6
66%	70%	66%	33%	1%



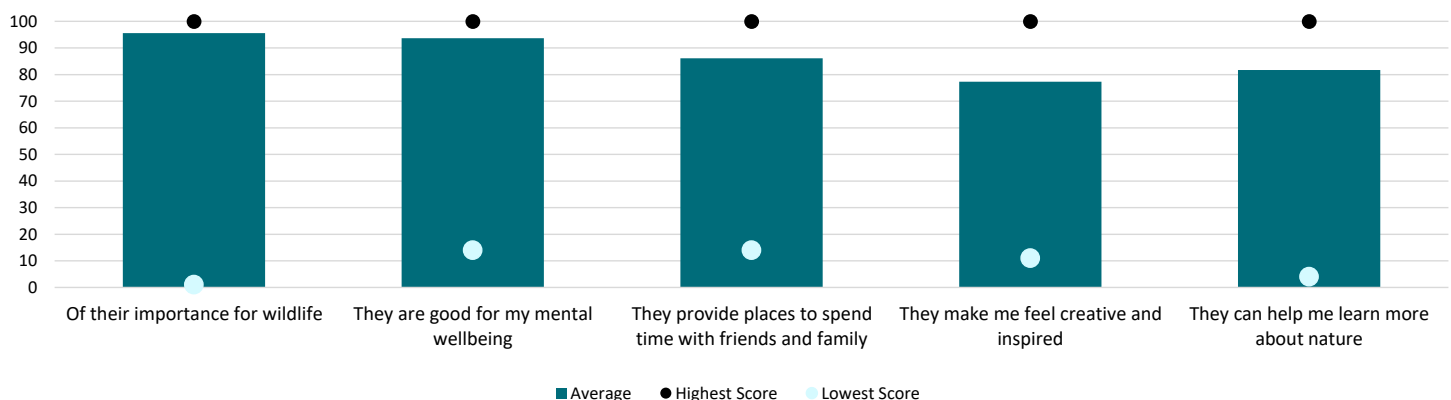
When given the opportunity to make any further comments on the existing headline actions, 359 respondents suggested they had no feedback.

Despite 190 respondents stating they had further comments, 253 left feedback. Within the 253 comments, 8 key themes were reflected. Below, the themes can be seen listed with the counts in which they occurred (broken down by their prior answer) with a representative example.

Is there anything you'd like to add to the headline actions?			
Theme	"Yes" Only	Total	Example
Maintenance Comment	59	68	"Preserving and protecting existing trees which have taken years to become established"
Urban Areas	42	49	"If new urban woodland can be created all the better"
Environmental	39	45	"Include the biodiversity benefits of soil and grasslands not just trees"
Construction/ Development	22	24	"Ensure trees are considered in all planning applications which seek to cut trees down"
Council Responsibility	18	21	"City council allow flexibility in conservation areas"
Education	16	19	"School outreach, planting events, existing tree celebrations, education for all"
Community Involvement	9	14	"Working with local organisations that have expertise and shared goals"
Food Source	12	13	"Consider trees as a food source. Foraging for fruit should be simple and available to everyone"

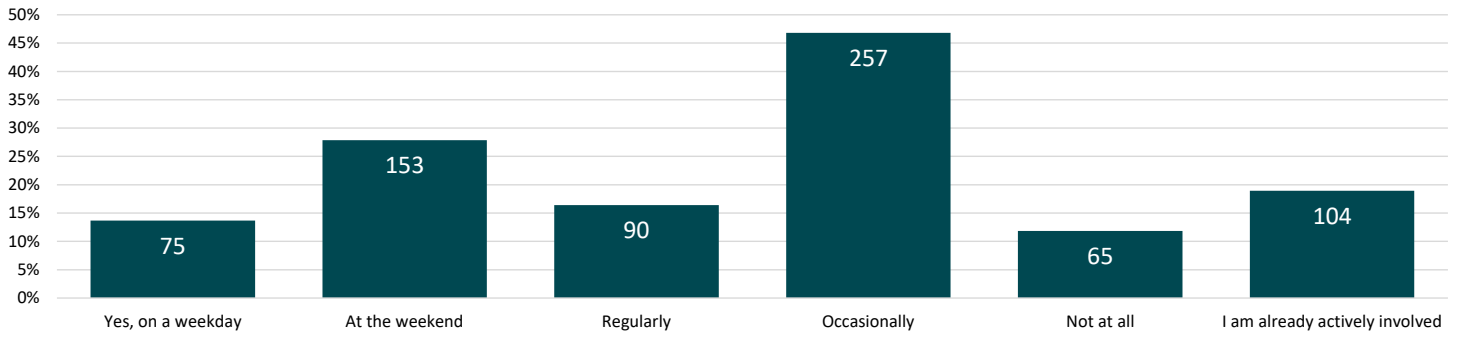
Section 4: Values

I value my local trees, woods and forests because.... (Rated between 1-100)			
Value:	Average Rating	Highest Rating	Lowest Rating
Of their importance for wildlife	95.6	100	1
They are good for my mental wellbeing	93.6	100	14
They provide places to spend time with friends and family	86.1	100	14
They make me feel creative and inspired	77.3	100	11
They can help me learn more about nature	81.7	100	4



Would you be interested in being actively involved with helping to plant or look after trees/woodland in Manchester ?

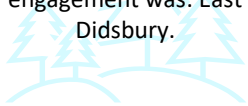
Yes, on a weekday	At the weekend	Regularly	Occasionally	Not at all	I am already actively involved
75	153	90	257	65	104
14%	28%	16%	47%	12%	19%



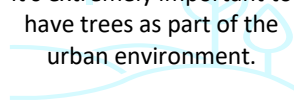
I am already actively involved		
Theme	Total	Example
Friends of Park	40	"Work with local park friends group"
Local community	27	"I work within my local community"
Volunteering	21	"I volunteer with The Conservation Volunteers who plant trees regularly in the winter"
Personal Land	18	"I have a big garden with some fruit trees and lots of bushes and other plants"
Work	16	"As an organisation we already work with and actively plan and manage trees with Manchester City Council"
School Settings	4	"I work for a primary school in Manchester and we would be happy to plant some trees"

Section 5: Summary

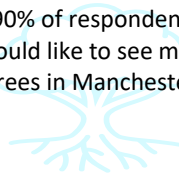
The Manchester ward with the most engagement was: East Didsbury.



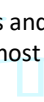
94% of respondents think it's extremely important to have trees as part of the urban environment.



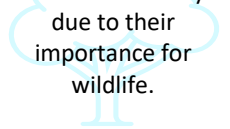
90% of respondents would like to see more trees in Manchester.



Respondents value the presence of trees in parks and gardens the most (98%).



Respondents value local trees mostly due to their importance for wildlife.



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**Manchester City Council  
Report for Information**

**Report to:** Resources and Governance Scrutiny Committee – 7 March 2024  
Executive – 15 March 2024

**Subject:** Manchester Energy Network: 2024/25 Business Plan – **PART A**

**Report of:** Deputy Chief Executive and City Treasurer

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### Summary

The purpose of the report is to provide an overview of the operation and delivery of heat and power Manchester Energy Network since trading commenced in July 2021. The report will also outline priorities for the Network for the 2024/25 financial year, with a business plan for the next 12 months being brought forward for approval under an accompanying Part B report.

### Recommendations

The Resources and Governance Scrutiny Committee is recommended to note the content of the report and comment and question as appropriate.

The Executive is recommended to:

- (1) Note the content of the report and comment and question as appropriate.
  - (2) Refer to the accompanying Part B report, which outlines the 2024/25 Manchester Energy Network Business Plan, for approval.
- 

### Wards Affected:

All

<b>Environmental Impact Assessment</b> -the impact of the issues addressed in this report on achieving the zero-carbon target for the city	The Manchester Energy Network will be a key contributor towards the delivery of the 2038 Manchester zero carbon target. The Energy Network has a number of actions to delivery within the Council Zero Carbon Action Plan, with updates provided on progress to supporting the 2038 zero carbon journey on a quarterly basis.
<b>Equality, Diversity and Inclusion</b> - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments	Not applicable for this report.

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the Our Manchester Strategy/Contribution to the Strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Not applicable.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Manchester is one of a small number of UK cities that have agreed a science-based target and is leading the way in transitioning to a zero-carbon city. The Manchester Energy Network may provide the city with opportunities in the green technology sector.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Not applicable.
A liveable and low carbon city: a destination of choice to live, visit, work	Manchester Energy Network is a key contributor towards the Manchester Climate Change Action Plan and the delivery of the 2038 net zero carbon target for the city.
A connected city: world class infrastructure and connectivity to drive growth	Not applicable.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

There are no capital consequences associated with this report.

### **Financial Consequences – Capital**

There are no capital consequences associated with this report.

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**Background documents (available for public inspection):**

*Executive:* The Manchester Civic Quarter Heat Network, 17th March 2021  
[Civic Quarter Heat Network update.pdf \(manchester.gov.uk\)](#)

*Executive:* Civic Quarter Heat Network Business Case (Part B report), 2<sup>nd</sup> June 2021

## 1. Introduction

- 1.1 The purpose of this report is to provide an overview of the operational position of Manchester Energy Network since it commenced to trade from July 2021. The report sets the scene for an accompanying Part B report in order for the Council as Shareholder to approve the Manchester Energy Network Business Plan for the 2024/25 financial year.

## 2. Background

- 2.1 The Manchester Energy Network, formally known as Civic Quarter Heat Network, has been developed to provide heat and power to buildings within the Civic Quarter using a highly efficient Combined Heat and Power (CHP) engine.
- 2.2 Through the installation of the Network's CHP, this has negated the need to replace individual heat and power units in Council and commercial buildings, which the Network now supplies, that were coming to the end of their useful life.
- 2.3 A key objective of the Network is to assist with the decarbonisation of assets within the Civic Quarter which are difficult to address through other means due to the historic nature of the buildings and / or the restrictions around development / alterations to these buildings. It is to be noted, at present, the CHP is fuelled by natural gas but there is ongoing work to put in place a decarbonisation strategy for the Network, outlined later in the report.
- 2.4 In a report to the Executive on 21st March 2018, approval was given to establish a Special Purpose Vehicle (SPV) to operate the Network. The company structure for governing and managing the Network was designed to enable the sale of heat and power to any buildings, public or private, on the route of the network. The SPV comprises of the following entities:
- A holding company for the Energy Network entities (Manchester Heat Network HoldCo Limited 11954438),
  - A trading company (Manchester Heat Network TradeCo Limited 11954693), which will supply heat and power to private sector companies. TradeCo will hold the primary generation assets and the associated contracts with Vital, gas and electricity providers and other suppliers as required; and
  - A 'Teckal' company (Manchester Heat Network SupplyCo Limited 11958857), which will procure heat and power from TradeCo to supply to Manchester's local authority buildings.
- 2.5 An overarching SPV Board has been established to govern the operations of the Network, along with a number of subject matter specific sub committees, details of which is further outlined in section 3 of this report.
- 2.6 The Network is wholly owned by the Council, with a blend of equity and debt funding provided by MCC to be repaid over a 30-year term. In addition to the initial MCC funding, a grant was also received via the government

administered Heat Network Investment Project (HNIP) in 2018. The current funding arrangements for the Energy Network is as follows:

Equity:	£6,630,000
Loan:	£14,500,000
HNIP Grant:	£2,870,000
<b>Total:</b>	<b>£24,000,000</b>

- 2.7 The business model for the Network is structured in a way to provide heat and power to customers whilst ensuring sufficient revenue is generated to operate the company, as well as repaying the principal debt and interest to the Council. The company is required to operate as a Going Concern and not rely on Shareholder support. However, there have been additional Shareholder monies injected into the SPV since the commencement of trading, which is outlined in more detail in section 3 of the report.
- 2.8 With regards to the construction and operation of the Network, Vital Energi, an experienced provider of sustainable and renewable energy schemes, were appointed to deliver the Network under a Design, Build and Operate and Maintain (DBOM) contract signed on the 31 December 2018, which was procured via the “Carbon and Energy Fund” (CEF) Procurement Framework. The duration of the contract is for a 30 year duration and includes a full replacement of the CHP engine in 2039.
- 2.9 Manchester Energy Network officially commenced supply of energy to a portfolio of Council and commercial customers in July 2021. The customers currently being supplied by the Network are as follows:
- Town Hall Extension and Central Library (heat and power)
  - Manchester Art Gallery (heat only)
  - Heron House (power only)
  - Manchester Central (heat and power)
  - Bridgewater Hall (heat and power)
- 2.10 All contractual arrangements relating to Manchester Energy Network were novated from Manchester City Council to Manchester Heat Network TradeCo Limited in December 2022. The reason as to why the novation had to take place was to enable the trading of heat and electricity on a commercial basis to external customers, which the Council would not be able to undertake directly itself within its powers.
- 2.11 Following the departure of the Director of Commercial and Operations and Contract & Commissioning Lead for Neighbourhoods from the Council, the Head of Commercial Governance, Assurance and Initiatives was asked to take over strategic responsibility for the operation of the Network from July 2023. Since this time, there has been a thorough review of both the business and operational model of the Network to ensure:
- that it will be utilised to its optimum potential;
  - that there is a clear pathway for decarbonisation activity to take place; and

- ensure that the Network is fit for the future given the Heat Zoning policy which will come into force from 2025, which will have significant impacts for Heat Networks across the country.

### **3. Manchester Energy Network: Current Position**

3.1 The Manchester Energy Network commenced trading to customers in 2021. Since this time, the fortunes of the Network have been mixed given the recent turmoil in the international energy markets. Significant work has been undertaken to stabilise the business following this period of volatility, with the 2024/25 business plan acting as a strong foundation for the Network to operate from.

3.2 The next sections of the report provide an overview of the current trading position of the company in order to provide sufficient context for the Part B report and the business plan.

#### **3.3 Financial and Trading position**

3.3.1 As outlined, the trading context has been challenging for the Network due to the volatility of the energy market, coupled with the delay of the connection of the Town Hall, which is set to be a significant offtaker and was a key element of the overall commercial case for the Network. There has also been issues with decoupling the Town Hall Extension absorption chillers due to technical matters that are in the process of being resolved, resulting in a lower than expected offtake from the Network and less revenue than originally forecast. These issues have had a negative impact on the trading position and overall finances of the Network.

3.3.2 Since trading commenced, the Network has been reporting annual deficits:

- 2021/22: £230,202 loss (published in audited accounts)
- 2022/23: £1.094m loss (published in audited accounts)

For 2023/24 accounts, there is also likely to be a loss but this will not be published publicly until December 2024 when the SPV's accounts have been filed at Companies House.

3.3.3 Given the factors outlined above, a further £1.7m has been made available, following approval by the Executive on 14th February 2024, to the SPV to draw upon, if required. An element of the funds will be utilised to assist with company cashflow. It is to be noted that this additional finance will be recovered through an extension to the loan currently provided by the Council to the SPV. A provision has been built into the 2024/25 accounts for the increased level of loan repayments that will be due.

3.3.4 In order to set a prudent budget for 2024/25, there has been a line by line budgetary analysis undertaken on all income and expenditure of the SPV to present a comprehensive picture of the costs of the business. This includes ensuring that there is a clear correlation to the pricing strategy which the SPV puts in place with its customers as part of the stabilisation plan. Through this

work, it has ensured that the Network has competitively priced heat and power and is able to fulfil its financial obligations.

### 3.4 Decarbonisation

3.4.1 One of the key aspects which the original business case for the Network centred around was the provision of low carbon / zero carbon heat and power. At the time of the original business case, it was presented that a CHP engine fuelled by gas and supported by Renewable Gas Guarantees of Origin (RGGOs) was the optimal way in which to facilitate a low carbon provision. However, technologies advanced rapidly and by the time the CHP engine was up and running, alternative technologies were already facilitating lower carbon solutions. In addition, RGGOs are not currently recognised as contributors to the science based carbon accounting that the Council is following. This has been advised by both the Department of Energy Security and Net Zero (DESNZ) and the Tyndall Centre, who verify the Manchester Zero Carbon performance, and therefore cannot be incorporated in any reporting around carbon factors.

3.4.2 Despite this, the installation of the Network did replace old, inefficient, end of life equipment in Council and commercial buildings which would have required significant investment, with replacement of boilers creating some efficiency in terms of carbon output / intensity. Furthermore, the piping for the Network has a c100 year lifespan, so as alternative green fuels are used in the future, the Network infrastructure already in place can be utilised to supply both current and potentially new customers.

3.4.3 The Network was seen as a key contributor to the delivery of the Council's Zero Carbon Action Plan, with a clearly defined target for carbon reduction included in the plan – an annual carbon savings target of 1.600t. To ensure that the Network can meet fulfil the required targets, a Decarbonisation Working Group has been established and is actively working on the development of a decarbonisation strategy to clearly articulate how the Network will play its part in ensuring that Manchester can meet 2038 net zero targets. The initial plan is due to be published in Summer 2024, with further details on the current thinking around the potential decarbonisation pathway outlined within the accompanying Part B report.

### 3.5 Policy Context

3.5.1 Over the last 12-18 months, the policy context for heat networks has changed significantly, especially with regards to current heat zoning proposals. Under zoning, central and local government will work with industry and local stakeholders to designate zones where heat networks are identified as the most effective solution to decarbonising heat. This provides a significant opportunity for Manchester Energy Network given its location and the buildings which run along the route of the Network.

3.5.2 It is understood that in order to become the incumbent network in a zone, then there needs to be a robust decarbonisation plan put in place to meet the

requirements of the zoning policy. The exact requirements are to be stipulated when the policy is formalised but the Network is already actively undertaking this work to ensure that all necessary obligations will be met ahead of policy implementation.

### 3.6 Governance and Accountability

3.6.1 There is a strong governance and accountability framework in place for the SPV to operate to. An overarching SPV Board takes place on a six weekly basis, which has four Non-Executive Directors appointed to it in order to provide specialist industry insight and ensure that the Network is taking sound business decisions in relation to operational processes and business policies.

3.6.2 In addition to the SPV Board, there have been three sub-committees established for the focussing on key matters in detail, which are all critical to the successful operation of the business and delivering key priorities:

- Commercial Committee – remit of procurement and pricing.
- Finance & Audit Committee – oversight of the finances of the company, as well as managing business risk and responsibility for key operation policies.
- Decarbonisation Working Group – responsibility for formulating and implementing the Networks approach to decarbonisation.

3.6.3 To underpin the governance of the SPV, there has been a refresh undertaken of the Delegations Matrix which provides a clear framework for the SPV and its sub committees to work within, as well as being clear what matters are referred up to the Shareholder for approval.

3.6.4 With regards to Shareholder oversight of the entity, the Head of Commercial Governance, Assurance & Initiatives attends the Board on behalf of the Council and there is a monthly monitoring group in place, chaired by the Deputy City Treasurer, which reviews the overall performance of the SPV.

3.6.5 For the financial years 2022/23 and 2023/24, there has been no business plan presented to the Shareholder for approval. From this point forward, there will be an annual performance report and business plan presented to the Executive and Resources and Governance Scrutiny Committee. There will also be more formal bi-annual performance reports presented to the Council's Commercial Board and a performance briefing provided to the Leader and Executive Members for Environment and Finance & Resources. This will further strengthen the accountability and oversight of the entity.

3.6.6 It is to be noted that despite the reported trading position of the entity, the SPV remains a Going Concern. The SPV has been through a thorough review processes to ensure that improvements have been made to further strengthen a number of aspects of operation and advice from subject matter expert external advisors has been taken on board to ensure that recognised industry practice adopted and balanced business decisions are taken. It is to be noted that once the Town Hall is connected to the Network, then the Network will



begin to deliver the anticipated outcomes from the original business case, fulfilling the Shareholders expectation of the SPV's trading outputs.

### **3.7 2024/25 Business Plan**

3.7.1 The Manchester Energy Network business plan for 2024/25 is presented alongside the accompanying Part B report. The business plan is commercial confidential and therefore needs to be a restricted item. The business plan covers the following headlines:

- Vision and objectives for 2024/25
- Policy and Strategic Context
- Corporate Structure and Governance
- Company Resourcing
- Physical Assets and Connections
- Decarbonisation
- Gas Procurement and Hedging Strategy
- Pricing Strategy
- Financial Performance and Monitoring inc. 2024/25 budget
- Key Performance Indicators
- Risk Register

## **4. Recommendations**

4.1 The recommendations associated with this report is to note the content of the report and comment and question as appropriate.

## **5. Appendices**

5.1 There are no appendices relating to the Part A report on the Manchester Energy Network Business Plan 2024/25. The Part B report provides a copy of the business plan as it cannot be shared publicly due to the commercially confidential content.

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