

Schedule of Main Modifications to the Places for Everyone Plan

Introduction

This schedule contains all of the main modifications to the submitted version of the Place for Everyone (PfE) Plan ([SD1](#)) which have been proposed in order to make the PfE Plan 'sound'. The main modifications are clearly set out with deletions being shown as strikethrough and new text being underlined. The format of the modifications is in line with guidance published by the Planning Inspectorate [Procedure Guide for Local Plan Examinations - GOV.UK \(www.gov.uk\)](http://www.gov.uk).

This version supersedes all earlier versions of proposed main modifications schedules published on the examination website.

Chapter One Introduction Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MM1.1	Para. 1.20 Introduction	11	Modify first bullet point of paragraph 1.20 as follows: <ul style="list-style-type: none"> “progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, and space and accessibility ‘<u>accessible and adaptable</u>’ standards as set out in Part M4 (2) of the Building Regulations for new housing” 	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”.	GMCA24 AP36
MM1.2	Para. 1.26 Introduction	12	Modify paragraph 1.26 as follows: <ul style="list-style-type: none"> “sets out how they should develop up to the year 2037 for the years 2022-2039; <u>provides the strategic framework for local plans;</u> <u>sets specific requirements to be taken forward in local plans identifies the amount of new development that will come forward</u> in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused; <u>sets out policies to inform the preparation and determination of planning applications;...</u>” 	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans.	M1.1 Q1.9 GMCA11.1 AP5
MM1.3	Para. 1.26 Para. 1.36 Para. 1.42 Para. 3.3 Para. 4.26 Para. 4.29 Para. 4.32	12 14 15 37 51 52 54	Consequential Main Modifications at these locations within the Plan, to reflect the altered PfE Plan period.	Necessary consequential changes arising out of the change to the Plan period.	GMCA9 SQ1.12 GMCA11.1 AP5 GMCA96 AP147

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	JPA14 JPA33 Table 12.1	285 357 392			
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, identifying a Broad Location and provides stronger protection for our important environmental assets...”	A consequential change to ensure a justified and unambiguous plan, following the removal of High Crompton Broad Location from JP-Strat7.	GMCA21 AP14
MM1.5	Para. 1.34 Introduction	14	Modify paragraph 1.34 as follows: “... 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 for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond 2037 <u>2039</u> . 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.”	Required as a result of the change to the plan period and to reflect the passage of time. Consequential change to ensure a justified and unambiguous plan.	GMCA11.1 AP5 GMCA21 AP14 GMCA96 AP147
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 almost 165,000 <u>just over 175,000</u> homes over the plan period (2021-2037 <u>2022 -2039</u>)...”	Required as a result of the change to the plan period.	GMCA11.1 AP5

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MM1.7	Para. 1.42 Introduction	15	Modify paragraph 1.42 as follows: “The majority of development between 2021 <u>2022</u> and 2037 <u>2039</u> (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, 99% <u>98%</u> of offices and 47% <u>51%</u> of industrial and warehousing development is within the urban area.”	Required as a result of the change to the plan period.	GMCA11.1 AP5
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 1,754 <u>2,213</u> hectares – in relation to the nine districts preparing this Plan, this means a 3.3% <u>4.1%</u> reduction in the size of the Green Belt compared to an 8.1% reduction in 2016. ” 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%) is <u>was previously</u> designated as Green Belt. The proposals in the Places for Everyone: Publication Plan 2021 would result in Green Belt covering just over <u>under</u> 45% of the nine districts.”	To reflect passage of time and consequential changes reflecting main modifications to the PfE plan.	GMCA96 AP147
MM1.9	Para. 1.52 Introduction	16	Modify paragraph 1.52 as follows: “... A key element of this is to require all <u>set out a pathway for</u> 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 as possible.	A consequential change, as a result of modifications proposed to Policy JP-S2.	GMCA21 AP20

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			Our commitment to keep fossil fuels in the ground remains, at this time therefore we will not support fracking.		
MM1.10	Para. 1.57 Introduction	17	<p>Modify paragraph 1.57 as follows:</p> <p>“... 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). 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.</u>”</p>	<p>To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans.</p> <p>To clarify that any strategic policies in local plans will be expected to look ahead a minimum period from their adoption in line with national policy, and to clarify how the requirements would be used in local plan preparation.</p>	M1.1 Q1.9 GMCA11.1 AP4
MM1.11	Para. 1.58 Introduction	18	<p>Modify paragraph 1.58 as follows:</p> <p>“Once the Places for Everyone Plan is adopted it will form part of the relevant authority’s development plan. 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</p>	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans.	M1.1 Q1.9

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			<u>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 Introduction	18	Insert new paragraph after 1.58 as follows: <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>	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.	GMCA3.1 PQ44

Chapter Two Context Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MM2.1	Figure 2.1 Picture 2.2 Figure 3.1 Figure 5.1 Picture 5.2 Figure 6.1 Figure 6.2 Figure 6.3 Figure 7.1 Figure 8.1 Figure 8.2 Figure 8.3 Figure 8.4 Figure 8.5 Figure 8.6 Picture 10.2 Figure 11.1 Picture 11.2 Picture 11.21 All allocation inset maps Appendix B Picture B.2	24 33 38 91 98 111 115 119 128 145 149 150 152 163 168 195 218 220 276 223- 379 410 414- 462	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.	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.	GMCA3.1 PQ44 AP147

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	All Green Belt Addition inset maps Appendix C Picture C.2	466			

Chapter Three Vision Proposed Main Modifications

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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. See Annex 3, Map MM3.1.	To clarify and ensure effectiveness of the Key Diagram.	GMCA11.1 AP8

Chapter Four Strategy Proposed Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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 preference to be given to making as much use as possible of suitable</u> prioritise the reuse of previously-developed (brownfield) land <u>and vacant buildings</u> when meeting development needs...”	To clarify as a consequential change to other policies in the framework.	GMCA21.1 AP19
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>	To clarify, removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”.	GMCA24 AP36
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-</u>	To clarify the illustrative purpose of the diagrammatic maps with key aspects within Plan, including a consequential	M5.1 Q5.2 AP85

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			<u>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>	change as a result of modifications to JP-C7 and to confirm the status of the transport infrastructure improvements.	
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>	To clarify that the status of policies JP-Strat1 to JP-Strat11 is not to set out specific requirements to be taken forward in local plans or to inform the preparation and determination of planning applications.	GMCA8 SQ5.3
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.	To clarify geographical extent of the Core Growth Area as illustrated on Figure 4.2.	GMCA96 AP147 GMCA21 AP10
MM4.6	JP-Strat1 Core Growth Area	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>	To clarify that reference to the available land supply is moved from Policy JP-Strat1 to the reasoned	GMCA21 AP11 AP12

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	Reasoned Justification			justification at paragraph 4.26. Required as a result of the change to the plan period and the updated 2022 land supply.	
MM4.7	JP-Strat1 Core Growth Area Policy	51	<p>Modify second paragraph as follows: “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.”</p> <p>Modify third paragraph as follows: “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.”</p>	<p>To clarify that reference to the available land supply is moved from Policy JP-Strat1 to the reasoned justification at paragraph 4.26 in order to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Core Growth Area.</p> <p>To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.</p>	GMCA21 AP11 AP12 GMCA21 AP12
MM4.8	JP-Strat2 City Centre	52	Modify paragraph 4.29 as follows:	To clarify that reference to the available land supply is	GMCA4.1 PQ49

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	Reasoned Justification		<p>“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...”</p>	<p>moved from Policy JP-Strat2 to the reasoned justification at paragraph 4.29 in order to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the City Centre Required as a result of the change to the plan period and the updated 2022 land supply.</p>	<p>GMCA11.1 AP5 GMCA21 AP11</p>
MM4.9	JP-Strat2 City Centre Policy	52	<p>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 considerably by a range of high density new homes, supported by necessary infrastructure. <u>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.</u>”</p> <p>Delete fourth paragraph as follows: “Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, around 56,000 new</p>	<p>To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.</p> <p>To clarify that reference to the available land supply is moved from Policy JP-Strat2 to the reasoned justification at paragraph 4.29.</p>	<p>GMCA21 AP12 GMCA11.1 AP5 GMCA4.1 PQ49</p>

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			 dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre.		
MM4.10	Figure 4.3 City Centre	53	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.10.	Modify Figure 4.3 to clarify that Salford Quays does not form part of the City Centre.	GMCA96 AP147 GMCA21 AP10
MM4.11	JP-Strat3 The Quays Reasoned Justification	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 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...”	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA21 AP11
MM4.12	JP-Strat3 The Quays Policy	54	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 to reduce levels of unemployment and poverty in our communities. <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	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design. To clarify that reference to the available land supply is	GMCA21 AP12 GMCA4.1 PQ50

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			<p>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: “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.”</p>	moved from Policy JP-Strat3 to the reasoned justification at paragraph 4.32 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Quays.	
MM4.13	JP-Strat4 Port Salford Policy	56	<p>Modify third paragraph as follows: “<u>The development of Port Salford must <u>be delivered together with ensure that</u> necessary transport infrastructure is delivered, 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 will be managed to reflect the creation of additional capacity in the transport network and in accordance with the requirements of policy JPA29.</u>”</u></p>	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.	GMCA21 AP12

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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.	To clarify, ensuring that the policy is justified and provides an effective framework for local plans.	GMCA96 AP147 GMCA21 AP10
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> ”	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design. To clarify that reference to the available land supply is moved from Policy JP-Strat5 to the reasoned justification at paragraph 4.41 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Inner Areas.	GMCA4.1 PQ55 GMCA11.1 AP5 GMCA21 AP11
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 well-designed new development	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as	GMCA4.1 PQ55 GMCA11.1 AP5 GMCA21 AP11

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			<p>will be accommodated in this highly accessible and sustainable location, prioritising the use of previously developed land."</p> <p>Modify second paragraph as follows: "New development will be 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."</p> <p>Delete third paragraph as follows: "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."</p> <p>Modify fourth paragraph as follows, to merge with second paragraph: "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."</p>	<p>infrastructure provision and quality of design.</p>	

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			Delete fifth paragraph as follows: “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.”		
MM4.17	JP-Strat6 Northern Areas Reasoned Justification	59-60	Modify paragraph 4.43 as follows: “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...”	To clarify, identifying the areas covered by policy JP-Strat6.	GMCA21 AP13
MM4.18	JP-Strat6 Northern Areas Policy	59-61	Modify first paragraph as follows: “A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on <u>making as much use as possible of suitable previously-developed</u> <u>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</u> <u>the allocation of sites for development identified in Chapter 11 of this plan,</u> 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 opportunities. In supporting the principles of	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design. Also, by referring to the Green Belt changes being as those set out in chapter 11 and focussing on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration.	GMCA21 AP12 & AP13

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			<p>inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.”</p> <p>Delete second paragraph as follows: “Development in this location will be of good quality and design, supported by the necessary infrastructure and amenities including improved access to green spaces.”</p> <p>Delete third paragraph as follows: “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.”</p>		
MM4.19	JP-Strat7 North-East Growth Corridor Reasoned Justification	61	<p>Modify paragraph 4.49 as follows; “...There are two<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</u></p>	<p>To clarify, ensuring that the policy is justified and provides an effective framework for local plans.</p> <p>To clarify, ensuring consistency with the modified Policy JP-Strat7 so that the Plan is fully justified.</p> <p>To clarify that reference to the available land supply is moved from Policy JP-Strat7 to the reasoned</p>	<p>GMCA21 AP10 AP14 GMCA71 AP93 GMCA11.1 AP5 GMCA21 AP11</p>

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			<p><u>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>	justification at paragraph 4.50.	
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, the North-East Growth Corridor, which extends eastwards from Junction 18 of the M62 and incorporates the Atom Valley MDZ,</u> will deliver a nationally-significant area of economic activity. and growth which <u>This</u> will be supported by a significant increase in the residential offer in this location, including in terms of type, quality and mix, thereby delivering truly inclusive growth over the lifetime of the Plan.”</p> <p>Delete second paragraph as follows: “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.”</p> <p>Modify third paragraph as follows:</p>	<p>To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.</p> <p>To clarify that reference to the available land supply is moved from Policy JP-Strat7 to the reasoned justification at paragraph 4.50.</p> <p>To clarify, ensuring consistency of approach across the strategic policies</p>	<p>GMCA21 AP12 GMCA71 AP93 GMCA11.1 AP5 GMCA21 AP11 GMCA71 AP93 GMCA21 AP14</p>

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			<p>“Specifically this Plan allocates two<u>three</u> major sites within the area, and makes associated changes to the Green Belt boundaries, as identified in Chapter 11 to support this growth:</p> <ul style="list-style-type: none"> • Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)' • Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)' • Policy JP Allocation 2 'Stakehill' ” <p>Delete fourth paragraph as follows: “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 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.”</p> <p>Delete fifth paragraph as follows:</p>	<p>in relation to general matters such as infrastructure provision and quality of design.</p> <p>To clarify, ensuring that the policy is justified and provides an effective framework for local plans.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			“The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.”		
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.	To clarify, ensuring that the policy is justified and provides an effective framework for local plans.	GMCA96 AP147 GMCA21 AP10 AP14
MM4.22	JP-Strat8 Wigan-Bolton Growth Corridor Reasoned Justification	64	<p>Modify paragraph 4.56 as follows: “... 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>”</p> <p>Modify paragraph 4.57 as follows: “... the site of the Bolton College of Medical Sciences. The <u>Further</u> 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. <u>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...”</p>	<p>To clarify that reference to the available land supply is moved from Policy JP-Strat8 to the reasoned justification at paragraph 4.56 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Wigan- Bolton Growth Corridor.</p> <p>Required as a result of the change to the plan period and the updated 2022 land supply.</p> <p>To clarify that the references are appropriately phrased</p>	GMCA4.1 PQ60 M5.1 Q5.11

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				<p>particularly in respect of emerging proposals for the land at Royal Bolton Hospital and that the identification of land for further development at Royal Bolton Hospital will be taken forward through the Bolton Local Plan or equivalent Development Plan Document following the adoption of Places for Everyone.</p>	
MM4.23	JP-Strat8 Wigan-Bolton Growth Corridor Policy	65	<p>Modify second paragraph as follows: “New highway infrastructure will <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>, will be implemented, 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: “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.”</p>	<p>To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.</p> <p>To clarify that reference to the available land supply is moved from Policy JP-Strat8 to the reasoned justification at paragraph 4.56.</p>	<p>GMCA21 AP12 AP17 GMCA4.1 PQ60 GMCA21 AP12 AP17 M5.1 Q5.11</p>

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			<p>Modify fourth paragraph as follows: “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...”</p> <p>Modify fifth paragraph as follows: “• The development of land at Royal Bolton Hospital a health innovation cluster, including a health village on land at Royal Bolton Hospital.”</p>	<p>To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.</p> <p>To clarify that the references are appropriately phrased particularly in respect of emerging proposals for the land at Royal Bolton Hospital.</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.	To clarify the relationship of Figure 4.6 with policies within the Plan.	GMCA21 AP10
MM4.25	JP-Strat9 Southern Areas Policy	68	<p>Modify first paragraph as follows: “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 making as much use as possible of suitable previously developed 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</p>	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.	GMCA21 AP12 AP18

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			<p>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. 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."</p> <p>Modify second paragraph as follows: "... 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."</p> <p>Delete third paragraph as follows: "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."</p>		
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. In 2020 Manchester Airport Group (MAG) published a new Corporate Social Responsibility (CSR) Strategy. (15) In producing the CSR, MAG recognises that</p>	To clarify that the Corporate Social Responsibility Strategy is not a formal planning document, therefore it has no planning status as such.	M5.1 Q5.13 GMCA71 AP98

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			<p>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...</p> <p>Modify paragraph 4.68 as follows: “... Journeys to the Airport will also be enhanced by the completion of the Metrolink Western Leg and proposed Bus Rapid Transit <u>priority</u> service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas...”</p>	To clarify, ensuring consistency across the Plan.	
MM4.27	JP-Strat10 Manchester Airport Policy	70 -71	<p>Modify first paragraph as follows: “... Development which is in line with:</p> <ul style="list-style-type: none"> • Government policy <u>and</u> • Manchester's Local plan policies <u>and</u> • Manchester Airport Group's Corporate Social Responsibility Strategy... <p>Modify second paragraph (part D) as follows: D. Improved local public transport services and connections such as Bus <u>priority</u> Rapid Transit links by a new spine road</p>	<p>To ensure unambiguous and clear policies.</p> <p>To clarify, ensuring consistency with Policy JPA 3.2 Timperley Wedge.</p> <p>To clarify by adding further detail to points 1 to 5 identifying the key</p>	<p>GMCA21 AP12 M5.1 Q5.13 GMCA11.1 AP5 GMCA21 AP11 IN36 AP144</p>

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			<p>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"> 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>); 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>) 3. Delivering approximately <u>around</u> 60,000 sqm of office floorspace around the new HS2 Station (<u>See Policy JP Allocation 3.2 ‘Timperley Wedge</u>) 4. Providing a minimum of <u>around</u> 1,700 1800 new homes to the west of the M56 at Timperley Wedge, up to 2037<u>2039</u> (<u>See Policy JP Allocation 3.2 ‘Timperley Wedge</u>)...” <p>Modify fourth paragraph as follows: “This Plan allocates three <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"> • Policy JP Allocation 3.1 ‘Medipark’ 	<p>documents where further information can be found.</p> <p>Required as a result of the change to the plan period.</p> <p>Modifications needed following deletion of Policy JPA-10 Global Logistics.</p>	

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			<ul style="list-style-type: none"> • Policy JP Allocation 3.2 'Timperley Wedge' • Policy JP Allocation 10 'Global Logistics' ” 		
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. See Annex 3, Map MM4.28.	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan.	IN36 AP144 GMCA21 AP10
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. Overall, around 5,000 new dwellings Over the period 2020-2037 land to accommodate around 4,300 dwellings and 350,000 sqm of employment floorspace has been identified and will be delivered together with a new local centre.”</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; including through good quality design, enhanced green infrastructure (and access to it) and ensuring that maximum regeneration benefits are secured.”</p>	<p>To clarify the full amount of development expected to be delivered in the New Carrington area.</p> <p>To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design.</p>	GMCA85 AP133 GMCA21 AP12
MM4.30	Figure 4.8 New Carrington	74	Modify by changing label within Figure 4.8. See Annex 3, Map MM30.	To clarify, ensuring that the policy is justified and provides an effective framework for local plans.	GMCA21 AP10

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				To clarify as a consequential change reflecting different terminology in the policy.	
MM4.31	JP-Strat12 Main Town Centres Reasoned Justification	74-75	Modify paragraph 4.74 as follows: “We have seven <u>eight</u> main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, <u>Salford Quays</u> and Wigan...” Modify paragraph 4.77 as follows: “.... The main town centres offer the opportunity to provide a more affordable alternative to the City Centre and the Quays , both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities...”	To clarify, reflecting the status of Salford Quays town centre.	GMCA23 AP64
MM4.32	JP-Strat12 Main Town Centres Policy	76	Delete fifth paragraph in its entirety.	To clarify, reflecting the status of Salford Quays town centre.	GMCA23 AP64

Chapter Five Sustainable and Resilient Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MM5.1	JP-S1 Sustainable Development Policy	82	Modify second paragraph as follows: <u>“In preparing plans, Preference will be given to making as much use as possible of suitable</u> using previously-developed (brownfield) land and vacant buildings to meet development needs.”	To clarify, ensuring effectiveness and consistency with national policy.	GMCA21.1 AP19
MM5.2	JP-S2 Carbon and Energy Reasoned Justification	83-86	Delete third bullet point from paragraph 5.7 as follows: “• Measures that will be taken to future proof the city region to mitigate environmental challenges, including climate change Policy JP-S 4 'Resilience'.” 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^(new footnote). 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> Insert new footnote:	To clarify by removing reference to deleted policy JP-S4. To clarify the application of Local Area Energy Plans within the reasoned justification as a tool being used by districts to better co-ordinate energy across the city-region in strategic plan-making and as part of delivering a carbon neutral Manchester. To clarify which elements are relevant for residential development and to update the targets for reducing energy demand and on-site	GMCA21.1 AP20a AP20b AP20d AP20e AP20f AP22 M6.1 Q6.4 Q6.6 AP136 GMCA96 AP147

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			<p>^{“new footnote} https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning.”</p> <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"> <thead> <tr> <th></th> <th>Space Heat Demand⁽²⁵⁾</th> <th>Hot Water Energy Demand⁽²⁶⁾</th> <th>Renewable Energy Generation Targets</th> </tr> </thead> <tbody> <tr> <td>2021 - 2025</td> <td>Houses (30kWh/m2) Flats (25kWh/m2)</td> <td>20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2013)</u></td> <td>*Photovoltaic installation: 20% ground floorspace</td> </tr> <tr> <td>2025 - onwards</td> <td>Houses (20kWh/m2) Flats (15kWh/m2)</td> <td>^20% energy demand reduction <u>in the total heat required for water</u></td> <td>*Photovoltaic installation: 40% ground floorspace</td> </tr> </tbody> </table>		Space Heat Demand ⁽²⁵⁾	Hot Water Energy Demand ⁽²⁶⁾	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</u>	*Photovoltaic installation: 40% ground floorspace	<p>renewable energy generation following the update of Part L of Building Regulations in December 2021, and consequential modifications to the footnotes 25 and 26.</p> <p>To clarify the approach to different timescales for how net zero will be achieved.</p> <p>To clarify how and when carbon offsetting payments would be sought and used.</p> <p>Consequential change to paragraph 5.19 following the deletion of JP-S2 criterion 4 to remove reference to keeping fossil fuels in the ground.</p> <p>New paragraphs inserted after paragraph 5.19 alongside modification to criterion 8b to clarify that the expectation for the number of EV charging</p>	
	Space Heat Demand ⁽²⁵⁾	Hot Water Energy Demand ⁽²⁶⁾	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														
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					heating (compared to Part L 2020)		points to be provided is in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies. This will ensure the policy is clear, unambiguous and effective, assisting both plan making and decision makers when considering planning applications.	
			*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.					
			<p>Reorder footnotes 25 and 26 so they appear in numerical order.</p> <p>Modify footnote 25 as follows: ²⁵ 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>					

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			<p>Modify footnote 26 as follows: ²⁶Reduction 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: “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.”</p> <p>Modify paragraph 5.16 as follows: “5.16 By following [...]. The Mayor of Greater Manchester is has developed the Greater Manchester an Environment Fund, which will provide a mechanism for carbon offset payments to be made. Districts may also develop</p>		

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			<p>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).”</p> <p>Modify paragraph 5.19 as follows: “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. Work undertaken by the Tyndall Climate Change Research Centre⁴⁵ 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’. 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).”</p> <p>Insert new paragraphs after paragraph 5.19 as follows: “<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</u></p>		

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			<p><u>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, other factors may also need to be taken into account, including:</u></p> <ul style="list-style-type: none"> 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> 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> iii. <u>Potential for EV Car Club requirements which also relates to the type of development and its location; and</u> 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> 		
MM5.3	JP-S2 Carbon and Energy	87-88	Delete criterion 4 as follows: "4. Keeping fossil fuels in the ground; "	Delete criterion 4 as considered to be	GMCA21.1 AP20a AP20b

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	Policy		<p>Delete criterion 5 including reference to footnote 30 as follows: “5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets⁽³⁰⁾.”</p> <p>Delete footnote 30 as follows: “³⁰ Such assets could be heating/ cooling networks, electricity generation or storage infrastructure or a mixed hybrid approach subject to local demand and connectivity.”</p> <p>Delete criterion 7 as follows: “7. Development of Local Area Energy plans to develop cost effective pathways to achieve carbon targets;”</p> <p>Modify criterion 8 as follows: “8. An expectation that new development will, <u>unless it can be demonstrated that it is not practicable or financially viable</u>;...”</p> <p>Modify criterion 8a as follows: “a. Be net zero carbon⁽³¹⁾ from 2028 by following the energy hierarchy (with any residual carbon emissions offset), <u>which applies</u>:</p> <ul style="list-style-type: none"> • <u>from adoption - to regulated operational carbon emissions;</u> • <u>from 2028 - to all emissions ‘in construction’.</u> <p><u>From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.</u></p>	<p>inconsistent with national policy.</p> <p>The requirements of criterion 5 were covered by criterion 7 which is now considered covered in the Local Area Energy Plans already developed for the nine districts.</p> <p>Delete criterion 7 because the nine districts have already developed Local Area Energy Plans as well as a Greater Manchester-wide Local Area Energy Plan. Reference to Local Area Energy Plans is included elsewhere in a new paragraph in the reasoned justification.</p> <p>Modify criterion 8 to be clear that any subsequent requirements will be subject to viability and/or practicability.</p>	<p>AP20c AP20e AP20f AP139 AP147 M6.1 Q6.4 GMCA3.1 PQ17</p>

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			<p><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></p> <ul style="list-style-type: none"> i. Minimise energy demand; ii. Maximise energy efficiency; iii. Utilise <u>Use</u> renewable energy; iv. Utilise <u>Use</u> low carbon energy; and v. Utilise other energy sources. <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>With an interim requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.⁽³²⁾</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: “³¹ Applied to operational net zero carbon up to 2028 and considered for net zero ‘in construction’ from 2028 onwards</p>	<p>Modify criterion 8a and replace with the Inspectors’ suggested text, as set out in IN36. This is to ensure consistency between the reasoned justification and the policy in relation to regulated and unregulated emissions.</p> <p>New paragraph added to take account of changes to the Building Regulations that came into effect on 15 June 2022 and remove associated footnote 32. To avoid ambiguity and as advised by Inspectors, it is considered helpful to refer to Building Regulations and an ‘interim’ measure of adherence to the Building Regulations. This is also consistent with the reasoned justification, in particular paragraph 5.11.</p> <p>Modify footnote 31 in line with Inspectors’ advice in</p>	

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			<p>in line with UK GBC Framework (https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-aframework-definition/). 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 (https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf).”</p> <p>Delete footnote 32 as follows: “³²Or until such time that this level is superseded by changes to national building regulations”</p> <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, Achieve energy demand reductions for residential development</u> 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:</p>	<p>IN36 AP139. The link to the UK GBC website has also been updated so it links to the correct webpage.</p> <p>Delete Footnote 32 as no longer necessary due to text now being included in the policy wording itself.</p> <p>To clarify expectations that the number of EV charging points to be provided is in line with Part S of the Building Regulations.</p> <p>To provide clarity on the targets for renewable energy and source heat demand by making reference to Table 5.1.</p> <p>Consequential modification to the last paragraph following modification to criterion 8d.</p>	

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			<p>“Districts Local Plans may set out specific carbon emission reduction and energy demand targets within Local Plans. 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.”</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)⁽³⁸⁾ sets out possible pathways to decarbonise the UK’s economy by 2050 if the requirement of at least an 80<u>100%</u> for the reduction in greenhouse gas emissions⁽³⁹⁾ is to be achieved.”</p> <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</u></p>	<p>To ensure that Figure 5.1 is clearly referenced within the reasoned justification to ensure effective delivery of policy JP-S3.</p> <p>To clarify that the policy wording within the reasoned justification is appropriately phrased.</p> <p>To clarify and ensure consistency with the 2050 target amendment in the Climate Change Act 2008.</p> <p>To clarify and make unambiguous, and therefore effective, in the interpretation of Policy JP-S3 by removing guidance</p>	GMCA5.1 PQ77 M6.1 Q6.9 GMCA21.1 AP21c

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			<p><u>approach and to aid the decision-making process decentralised heat/energy network assessments are required to demonstrate consideration and analysis of:</u></p> <ul style="list-style-type: none"> 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^(new footnote), or equivalent); and g. Adopting appropriate consumer protection standards (e.g. Heat Trust^(new footnote), or equivalent).” <p><small>^{new footnote}</small> https://www.theade.co.uk/assets/docs/resources/Code_of_Practice_for_Heat_Networks_-_A_guide_for_owners_and_developers.pdf</p> <p><small>^{new footnote}</small> https://www.heattrust.org/</p>	<p>regarding the interpretation of the policy from the body of policy and incorporating it into the associated reasoned justification.</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</p>	<p>To clarify that the wording of policy JP-S3 and the related reasoned justification in paragraph</p>	<p>M6.1 Q6.9 GMCA21.1 AP21a</p>

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	Policy		<p>and Energy Network Opportunity Areas”. These will be <u>have been</u> identified where.”</p> <p>Delete footnote 40 and reference to footnote 40 in criterion 1c as follows: “c. Sufficient density of existing heat demand occurs⁽⁴⁰⁾; and...”</p> <p>⁴⁰See https://www.cse.org.uk/projects/view/1183</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</u> there will be:</p> <p>a. A requirement that n <u>New residential developments that are '10 dwellings or more' or other developments over 1,000 m² floorspace <u>shall should evaluate the viability of</u>:</u></p> <p>i. <u>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</u>; and/or</p> <p>ii. Installing a site-wide or communal heat/energy network solution.</p> <p>b. A requirement, where unviable to connect to an existing network or install a site-wide or communal heat/energy</p>	<p>5.20 and 5.22 is appropriately referenced and phrased.</p> <p>Delete footnote 40. Web page has been removed.</p> <p>To clarify, making the policy effective and consistent with national policy.</p> <p>To clarify by removing guidance regarding the interpretation of the policy from the body of policy and incorporating it into the associated reasoned justification.</p>	<p>AP21b AP21c</p>

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			<p>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);</p> <p>c. A 'presumption in favour⁽⁴¹⁾ 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;</p> <p>d. 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;...</p> <p>⁴¹Ministry of Housing, Communities and Local Government, National Planning Policy Framework, (2021), Paragraph 11"</p> <p>Delete criterion 3 and associated footnotes 42 and 43 as follows:</p> <p>"3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:</p> <p>a. Identification of existing and proposed heat/energy loads;</p> <p>b. Identification of heat/energy supply sources;</p> <p>c. Identification of opportunities to utilise renewable and low carbon energy sources; d. Identification of opportunities to utilise waste and secondary heat sources;</p> <p>e. Impact of proposals and technology choices on local air quality;</p>		

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			<p>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⁽⁴²⁾, or equivalent); and</p> <p>g. Adopting appropriate consumer protection standards (e.g. Heat Trust⁽⁴³⁾, or equivalent).“</p> <p>⁴² Heat networks: Code of Practice for the UK ⁴³ https://www.heattrust.org/index.php</p>		
MM5.6	Figure 5.1 Heat and energy network opportunities	91	<p>Modify Figure 5.1 as follows: Figure title to be: “Figure 5.1 Heat and eEnergy nNetwork opportunities <u>Opportunity Areas</u>”</p> <p>Legend to be: Places for Everyone Boundary Local Authority Boundary Greater Manchester Boundary Heat and Energy nNetwork eOpportunity aAreas Proposed Allocations 2021</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>	To provide clarity on the implementation of the policy and ensure its effectiveness	GMCA21.1 AP21d IN36
MM5.7	JP-S4 Resilience	91-92	Delete paragraphs 5.24 – 5.28 in their entirety along with associated footnotes 44 and 45.	To clarify, ensuring that policies in the Plan are clearly written and	GMCA21.1 AP22

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	Reasoned Justification			unambiguous and avoid unnecessary duplication. Text and footnotes in paragraphs 5.24-5.28 to be inserted between paragraphs 9.9 and 9.10 of the reasoned justification for Policy JP-P1 Sustainable Places.	
MM5.8	JP-S4 Resilience Policy	92-93	Delete policy JP-S4 in its entirety.	To clarify, ensuring that policies in the Plan are clearly written and unambiguous and avoid unnecessary duplication with the exception of Criterion 1 that is to be incorporated into policy JP-P1 at Criterion 8.	GMCA21.1 AP22
MM5.9	JP-S5 Flood Risk and the Water Environment Reasoned Justification	94	Modify paragraph 5.36 by adding two sentences to the end of the paragraph as follows: “... <u>Development proposals should aim to get as close to greenfield run-off rates as 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> ” Modify by adding to the end of paragraph 5.38 as follows:	To clarify, providing supporting information to the reasoned justification for policy JP-S5, criteria 4 and 8.	GMCA21.1 AP23b GMCA6.1 Q6.15

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			<p>“... <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: “An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies <u>with reference to the North West River Basin Management Plan</u> and managing flood risk, by:”</p> <p>Modify criterion 1 as follows: “Returning rivers to a more natural state, where practicable, in line with the North West River Basin Management Plan;”</p> <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 (unless demonstrably inappropriate) so as to not exceed. Development should aim to 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.”</p>	<p>Reference to the North West River Basin Management Plan has been moved from criterion 1 to the opening paragraph of JP-S5 because many of the policy's criteria help to deliver the measures within the North West River Basin Management Plan to achieve the objectives of the Water Framework Directive, not just criterion 1.</p> <p>To clarify the circumstances in which exceptions to the requirements of criterion 4 would apply.</p>	GMCA21.1 AP23a AP23b AP23c M6.1 Q6.14

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			<p>Delete criterion 7 as follows: “7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage; and“</p> <p>Modify criterion 8 as follows: “8. Conserving water and maximising water efficiency in new development. As a minimum, 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.”</p>	<p>To clarify, removing unnecessary duplication as sufficiently covered by policy JP-D1 Infrastructure implementation criteria 2, 3 and 5.</p> <p>To clarify the water efficiency standards that development is expected to achieve.</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 40 <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>	<p>To clarify, ensuring consistency with up to date WHO Air quality guidelines.</p> <p>To clarify, making deletions that are in line with the government’s agreement that the charging Clean Air Zone will not go ahead (30th May 2022). GM Local authorities are awaiting a government decision in relation to their revised</p>	GMCA21.1 AP24c AP24e GMCA5.1 PQ74 PQ79

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			<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 NO₂ 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 & DfT) for approval in the early summer 2021, with a view for implementation in spring 2022.”</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, in addition to the CAZ, 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, rRegard 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>	<p>Clean Air Plan (non-charging).</p> <p>Modify paragraph 5.49 to clarify that this criterion relates to support being given to proposals for commercial EV charging infrastructure.</p>	

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MM5.12	JP-S6 Clean Air Policy	100	<p>Modify criterion 2 as follows: “2. Determining planning applications in accordance with having regard to 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, if approved, to make appropriate provision for future monitoring of air pollution;”</p> <p>Modify criterion 4 as follows: “4. Restricting and carefully regulating 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: “6. Implementing the charging Clean Air Zone within the Plan area, as directed by Government Clean Air Plan and associated measures;”</p>	<p>To clarify that applications will be determined ‘having regard’ to the IAQM and EPUK Guidance.</p> <p>To clarify 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.</p> <p>To clarify, ensuring consistency with national planning policy (NPPF paragraph 188).</p> <p>Modify criterion 5 to clarify that this criterion relates to support being given to proposals for commercial EV charging infrastructure.</p> <p>To clarify, making deletions that are in line with the government’s agreement that the charging Clean Air Zone will not go ahead (30th</p>	<p>GMCA21.1 AP24a AP24b AP24c AP24d M6.1 Q6.19 GMCA5.1 PQ74 PQ79</p>

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			<p>Modify criterion 9 as follows: “9. Controlling traffic and parking within and around schools, and <u>and early years sites and other locations that are particularly sensitive to air quality;</u>”</p>	<p>May 2022). GM Local authorities are awaiting a government decision in relation to their revised Clean Air Plan (non-charging).</p> <p>To clarify that the criterion also applies to other locations that are particularly sensitive to air quality.</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: “2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site;”</p>	<p>To clarify that the policy wording of JP-S7 appropriately references the GM Zero Waste Strategy.</p> <p>To clarify, avoiding duplication with policy JP-P1 criterion 10 and ensuring the plan is effective.</p>	GMCA5.1 PQ80 PQ74 M6.1 Q6.20

Chapter Six Places for Jobs Proposed Main Modifications

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MM6.1	JP-J1 Supporting Long-Term Economic Growth Policy	109-110	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> whilst also securing investment that raises the competitiveness of our northern boroughs to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. Key locations that will help to maximise economic growth in an inclusive way include: ” Delete points i. - viii. in their entirety.	To ensure consistency with JP-Strat 1 to JP-Strat 12 and to remove ambiguity.	GMCA21 AP25
MM6.2	Figure 6.1 Strategic Locations	111	Modify Figure 6.1 title, as follows: “ <u>Strategic Key Growth Locations</u> ” and clearly reflect the Key Growth Locations listed in JP-Strat 1 – JP-Strat 12. See Annex 3 Map MM6.2	For consistency to reflect the Key Growth Locations listed in JP-Strat 1 – JP-Strat 12 and JP-J1 criterion G.	GMCA21 AP25
MM6.3	JP-J2 Employment Sites and Premises Reasoned Justification	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.”	To ensure the policy is consistent with the supply evidence.	GMCA21 AP26

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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 identified in JP-Strat 1 to JP-Strat 12 Policy JP-J1 ‘Supporting Long Term Economic Growth’ and in complementary locations, with many being particularly suitable for prime growth <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'. 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.”</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 Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.”</p>	<p>To clarify that Policy JP-J2 is referring to sites removed from the Green Belt in the Plan that are allocated for employment development.</p> <p>To clarify that it is not the intention of Policy JP-J2 to suggest that district local plans will need to remove land from the Green Belt to allocate employment sites.</p> <p>To clarify by removing potential ambiguity within the Policy JP-J2.</p>	GMCA3.1 PQ37 M7.1 Q7.2 GMCA21 AP26
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. The conversion of offices to housing can be an important source of supply of new homes, but this must not</p>	To clarify, making the policy justified and consistent with national policy.	GMCA21 AP28

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			be allowed to compromise our economic growth and diversity, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations.”		
MM6.6	JP-J3 Office Development Policy	113-114	<p>Modify first paragraph as follows: “At least 1,900,000 <u>2,019,000</u> sqm of accessible new office floorspace will be provided in the Plan area over the period 2021-2037 <u>2022-2039</u>, with a focus on:..”</p> <p>Modify criterion 3 as follows: “Manchester Airport Enterprise Zone and its environs...”</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: “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.”</p>	<p>Required as a result of the change to the plan period.</p> <p>To clarify the sustainable growth location of Manchester Airport ensuring consistency across the Plan, including Policy JP-Strat10.</p> <p>To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”.</p> <p>To clarify, making the policy justified and consistent with national policy.</p>	GMCA11.1 AP5 M5.1 Q5.13 GMCA24 AP36 GMCA21 AP28
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</p>	Required as a result of the change to the plan period	GMCA11.1 AP5

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	Reasoned Justification (cont.)		availability assessments, capable of accommodating just over under 3,275,000 <u>2,815,650 sqm</u> 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 <u>growth</u> locations identified in Policy JP-J 3 'Office Development' and are on previously-developed land.”	and the updated 2022 land supply.	
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 2021-2037 <u>2022-2039</u> " Figure 6.2 to be updated with 2022 data See Annex 3, Map MM6.8.	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5
MM6.9	JP-J3 Office Development Reasoned Justification (cont.)	115 - 116	Modify paragraph 6.24 as follows: “... up to 2037 <u>2039</u> , it is considered that the very limited release of some Green Belt land within the Manchester Airport Enterprise Zone key <u>growth</u> location is required to maximise the competitive advantages of Greater Manchester.” Modify paragraph 6.25 as follows: “Table 6.1 ‘Office land supply 2020-2037 <u>2022-2039</u> ’ summarises the sources of office land supply up to 2037 <u>2039</u> .” Replace Table 6.1 with the updated version, as follows:	Required as a result of the change to the plan period and the updated 2022 land supply. To clarify the sustainable growth location of Manchester Airport ensuring consistency across the Plan, including Policy JP-Strat10.	GMCA11.1 AP5 M5.1 Q5.13 GMCA21 AP27

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			<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)¹²</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> </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) ¹²	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		
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MM6.10	JP-J4 Industry and Warehousing Development Policy	117 - 118	<p>Modify first and second paragraphs as follows: “At least 3,330,000 <u>3,513,000</u> sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2021-2037 <u>2022-2039</u>.”</p>	<p>Required as a result of the change to the plan period and the updated 2022 land supply.</p> <p>To clarify by rationalising the Policy,</p>	<p>GMCA11.1 AP5 GMCA21 AP27 GMCA21 AP29</p>																																																																													

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			To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace, with a focus on: Delete the remainder of the policy.	avoiding repetition and potential ambiguity in the Plan and ensuring the policy is justified.	
MM6.11	JP-J4 Industry and Warehousing Development Reasoned Justification	118	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 1,900,000 <u>2,070,000</u> sqm of floorspace.”	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5
MM6.12	Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability	119	Modify title of Figure 6.3 as follows: “Figure 6.3 Existing supply of industry and warehousing sites 2020-2037 <u>2022-2039</u> ” Figure 6.3 to be updated with 2022 data. See Annex 3, Map MM6.12.	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5

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	assessments 2020-2037																												
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 2020-2037 <u>2022-2039</u>' summarises the sources of industry and warehousing land supply up to 2037<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 2037<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 480,000 <u>368,400</u> sqm has been identified which is likely to be delivered after 2037<u>2039</u>.”</p> <p>Replace Table 6.2 with the updated version, as follows: Table 6.2 Industry and warehousing 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)¹⁴</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>3,734</td> <td>6,500</td> <td>0</td> <td>491,000</td> <td>501,234</td> <td>-750</td> <td>500,484</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) ¹⁴	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	3,734	6,500	0	491,000	501,234	-750	500,484	<p>Required as a result of the change to the plan period and the updated 2022 land supply.</p> <p>To ensure the policy is consistent with the supply evidence.</p>	GMCA11.1 AP5 GMCA21 AP26 GMCA87 AP137
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) ¹⁴	Total 2020-2037	Estimated Completions 2021-21	Total 2021-37																						
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			Manchester	13,745	64,004	0	25,000	102,749	-10,107	92,644																																																																	
			Oldham	66,269	0	65,252	136,720	268,244	-17,098	251,143																																																																	
			Rochdale	148,690	203,311	0	244,000	596,004	-21,085	574,916																																																																	
			Salford	171,534	32,396	0	320,000	523,927	-6,414	517,513																																																																	
			Tameside	52,340	62,415	1,716	160,000	276,474	-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																																																																	
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<u>Places for Everyone</u>	<u>1,247,512</u>	<u>697,842</u>	<u>128,632</u>	<u>2,001,585</u>	<u>4,075,571</u>						

Chapter Seven Places for Homes Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref												
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 2020-2037 <u>2022-2039</u>”</p> <p>Update Figure 7.1 to reflect 2022 land supply.</p> <p>See Annex 3, Map MM7.1.</p>	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5												
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 2037<u>2039</u>.”</p> <p>Replace Table 7.1 with the updated version as follows: “Table 7.1 Sources of housing land supply 2020-2037 <u>2022-2039</u>”</p> <table border="1" data-bbox="667 1315 1563 1366"> <thead> <tr> <th>District</th> <th>Strategic Housing Land Availability Assessment</th> <th>Allowances⁽⁷⁵⁾</th> <th>Places for Everyone</th> <th>Total 2020-37</th> <th>Estimated Complete</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	District	Strategic Housing Land Availability Assessment	Allowances ⁽⁷⁵⁾	Places for Everyone	Total 2020-37	Estimated Complete							<p>Required as a result of the change to the plan period and the updated 2022 land supply, and the deletion of JPA28.</p> <p>To provide context and clarity as a result of text being removed from Policy JP-H1 and added to the reasoned justification.</p>	<p>GMCA11.1 AP5 GMCA3.1 PQ44 GMCA21.1 AP32 GMCA96 AP147</p>
District	Strategic Housing Land Availability Assessment	Allowances ⁽⁷⁵⁾	Places for Everyone	Total 2020-37	Estimated Complete												

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text							Reason for modification	Doc/ PQ/ MIQ/AP Ref	
				Brownfield land	Greenfield land	Mix brownfield land and greenfield land		Allocations ⁽⁷⁶⁾				ns-2020-21 ⁽⁷⁷⁾
			Bolton	10,686	2,469	0	2,021	0	15,176	-504	14,672	
			Bury	3,056	424	362	261	4,700	8,803	-137	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	-231	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				Allowances ⁽⁷⁵⁾	Places for Everyone Allocations ⁽⁷⁶⁾	2022 Land Supply			
			District	Brownfield land	Greenfield land	Mix brownfield land and greenfield land						
			Bolton	9,786	2,729	-	1,396	-	13			
			Bury	3,486	566	360	348	4,900				
			Manchester	50,212	2,915	10,560	686	-	64			
			Oldham	7,793	1,228	1,262	923	1,980	13			
			Rochdale	5,503	2,291	574	-782	4,006	1			

Schedule of Main Modifications to the Places for Everyone Plan

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text							Reason for modification	Doc/ PQ/ MIQ/AP Ref
			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	19,997	198,763		
			<p>Modify footnote 76 as follows: “Excluding homes identified in existing land supply <u>and homes anticipated to be delivered post-2039.</u>“</p> <p>Delete footnote 77.</p> <p>Modify paragraph 7.19 as follows: “Taking all of these factors into account, it is anticipated that there will be around 8,732 <u>9,063</u> 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 <u>10,719</u> per annum up to March 2037 <u>2039</u>. 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</p>								

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			adversely affected when it comes to calculating their five-year housing land supply.		
MM7.3	JP-H1 Scale, Distribution and Phasing of New Housing Development Policy	132- 133	<p>Modify the first paragraph as follows: “A minimum of 164,880 <u>175,185</u> net additional dwellings will be delivered over the period 2021-37 <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> <p>Modify the final paragraph as follows: “The phasing of development is set out in Table 7.2. <u>Each local planning authority will be required to identify and update annually a supply of specific deliverable sites in their district to provide a minimum of five years’ worth of housing 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.</u>“</p> <p>Each local authority will Any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five-year supply. This work”</p>	<p>Required as a result of the change to the plan period.</p> <p>To clarify that Table 7.1 is removed from the main body of Policy JP-H1 and forms part of the reasoned justification for the policy, and to ensure consistency with proposed modifications to paragraph 11.2 and the new paragraph that follows paragraph 11.2.</p> <p>To clarify that the “delivery rates” in Table 7.2 are intended to be the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for in their local plans, in accordance with NPPF 68.</p>	<p>GMCA11.1 AP5 GMCA21.1 AP32 GMCA3.1 PQ25</p>

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			<p>Replace Table 7.2 with the updated version, as follows: Table 7.2 Distribution and Phasing of new dwellings 2021-2037<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>787</td><td>536</td><td>787</td><td>930</td><td>12,589</td></tr> <tr><td>Bury</td><td>452</td><td>199</td><td>452</td><td>596</td><td>7,228</td></tr> <tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>56,528</td></tr> <tr><td>Oldham</td><td>680</td><td>352</td><td>680</td><td>868</td><td>40,884</td></tr> <tr><td>Rochdale</td><td>616</td><td>606</td><td>616</td><td>622</td><td>9,858</td></tr> <tr><td>Salford</td><td>1,658</td><td>1,658</td><td>1,658</td><td>1,658</td><td>26,528</td></tr> <tr><td>Tameside</td><td>485</td><td>299</td><td>485</td><td>591</td><td>7,758</td></tr> <tr><td>Trafford</td><td>1,112</td><td>629</td><td>1,122</td><td>1,404</td><td>17,954</td></tr> <tr><td>Wigan</td><td>972</td><td>920</td><td>972</td><td>1,002</td><td>15,554</td></tr> <tr><td>PfE</td><td>10,305</td><td>8,732</td><td>10,305</td><td>11,204</td><td>164,881</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>District</th> <th>Annual average 2022-2039</th> <th>2022-2025 (annual)</th> <th>2025-2030 (annual)</th> <th>2030-2039 (annual)</th> <th>Total 2022-2039</th> </tr> </thead> <tbody> <tr><td>Bolton</td><td>787</td><td>787</td><td>787</td><td>787</td><td>13,379</td></tr> <tr><td>Bury</td><td>452</td><td>246</td><td>452</td><td>520</td><td>7,678</td></tr> <tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>60,061</td></tr> <tr><td>Oldham</td><td>680</td><td>404</td><td>680</td><td>772</td><td>11,560</td></tr> <tr><td>Rochdale</td><td>616</td><td>568</td><td>616</td><td>632</td><td>10,472</td></tr> <tr><td>Salford</td><td>1,658</td><td>1,658</td><td>1,658</td><td>1,658</td><td>28,186</td></tr> <tr><td>Tameside</td><td>485</td><td>236</td><td>485</td><td>568</td><td>8,245</td></tr> </tbody> </table>	District	Annual average	2021-2025 (annual)	2025-2030 (annual)	2030-2037 (annual)	Total 2021-2037	Bolton	787	536	787	930	12,589	Bury	452	199	452	596	7,228	Manchester	3,533	3,533	3,533	3,533	56,528	Oldham	680	352	680	868	40,884	Rochdale	616	606	616	622	9,858	Salford	1,658	1,658	1,658	1,658	26,528	Tameside	485	299	485	591	7,758	Trafford	1,112	629	1,122	1,404	17,954	Wigan	972	920	972	1,002	15,554	PfE	10,305	8,732	10,305	11,204	164,881	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	To clarify that each local planning authority will be required to identify and update annually a supply of specific deliverable sites in their district to provide a minimum of five years' worth of housing against the minimum delivery rates for the district set out in Policy JP-H1 Table 7.2.	
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MM7.4	JP-H2 Affordability of New Housing Reasoned Justification	134	<p>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></p>	To clarify, providing a strategic context for local plans in setting targets for affordable homes.	GMCA21.1 AP33																		
MM7.5	JP-H2 Affordability of New Housing Policy	135	<p>Modify criterion 2 as follows: “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 homes⁸¹, including through local plans setting targets for the provision of <u>affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability”</u></p> <p>Modify criterion 3 as follows: “3. Support provision of affordable housing, either on or off-site, as part of new developments (avoiding where possible</p>	To clarify, providing a strategic framework for local plans in setting targets for affordable homes.	GMCA21.1 AP33																		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			clusters of tenure to deliver mixed communities), with locally appropriate requirements being set by each local authority“		
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: “ The land supply that has been identified responds to these needs as demonstrated by the table below. ” Delete Table 7.3 in its entirety.	To clarify, resulting from the removal of Table 7.3 and setting the context for the appropriate mix of dwelling types and sizes to be determined locally, reflecting local plan policies.	GMCA21.1 AP37
MM7.7	JP-H3 Type, Size and Design of New Housing Policy	138	Modify the second paragraph as follows: “ 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. ”	To clarify that the reference is appropriately phrased.	GMCA21.1 AP35
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"> • <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> 	To clarify that text removed from Policy JP-H4 and forms part of the reasoned justification for the policy.	GMCA21.1 AP38

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<ul style="list-style-type: none"> • <u>Distances should be measured from the boundary of the designated centre or GMAL area.</u>⁸⁵ • <u>All distances are measured in a straight line. The designated centres are as defined in district local plans.</u> <p>⁸⁵ <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>“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 <u>and the need to achieve efficient use of land and high quality design.</u>, in accordance with <u>Regard should be had to the minimum densities set out below:”</u></p> <p>“And where it would not compromise the overall delivery of new homes in the district”.</p> <p><u>“In order to achieve an appropriate mix of housing across the plan area, the densities above should typically be delivered as follows 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>	To clarify that the reference is appropriately phrased and allows a degree of flexibility. Definitions and interpretation now form part of the reasoned justification.	GMCA21.1 AP38

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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>Definitions and interpretation</p> <ul style="list-style-type: none"> • 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.⁸⁵ All distances are measured in a straight line. • The designated centres are as defined in district local plans. <p>⁸⁵ GMAL is an abbreviation of Greater Manchester Accessibility Layer, 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.</p>		

Chapter Eight Greener Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MM8.1	JP-G1 Landscape Character Reasoned Justification	143	Modify header after paragraph 8.2 as follows: “ Valuing Important Landscapes <u>Landscape Character</u> ”	To ensure clarity of interpretation and avoid ambiguity from the original name of the policy ‘Valuing Important Landscapes’ as it is acknowledged that these landscapes are not all valued in so far as paragraph 174(a) of the NPPF is concerned.	GMCA23 AP40
MM8.2	JP-G1 Landscape Character Policy	144	Modify Policy JP-G1 name as follows: “ Valuing Important Landscapes <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> Transitional areas around new development and the interface of new development with the surrounding countryside/landscape are also of particular importance, requiring well-considered and sensitive treatment...”	To ensure clarity of interpretation and avoid ambiguity from the original name of the policy ‘Valuing Important Landscapes’ as it is acknowledged that these landscapes are not all valued in so far as paragraph 174(a) of the NPPF is concerned. To ensure clarity of interpretation over the areas to which the policy applies.	GMCA23 AP40 GMCA5.1 PQ90

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
				To clarify the term 'interface of new development' within Policy JP-G1.	
MM8.3	JP-G2 Green Infrastructure Network Reasoned Justification	147	<p>Insert 8 new paragraphs after paragraph 8.15 as follows:</p> <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>a. <u>Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);</u></p> <p>b. <u>Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);</u></p> <p>c. <u>South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);</u></p> <p>d. <u>West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);</u></p> <p>e. <u>Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);</u></p> <p>f. <u>Red Moss and Middle Brook Valley (Bolton);</u></p>	<p>To avoid confusion within the policy wording of JP-G2 and ensure clarity of interpretation in so far as the broadly illustrated opportunity areas are concerned, given these are not clearly defined boundaries.</p> <p>To clarify information on greenspace standards resulting from consequential changes proposed as a result of the deletion of Policy JP-G8.</p> <p>To clarify and ensure consistency with the requirements of paragraph 142 of the NPPF in respect of compensatory improvements to</p>	<p>GMCA23 AP41 AP42 AP47 AP54 GMCA96 AP147 GMCA71 AP92</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>g. <u>Hulton Park (Bolton);</u></p> <p>h. <u>Cutacre Country Park (Bolton, Salford and Wigan);</u></p> <p>i. <u>Lower Medlock Valley (Manchester);</u></p> <p>j. <u>Moston Brook Corridor (Manchester and Oldham);</u></p> <p>k. <u>Roch Valley (Rochdale);</u></p> <p>l. <u>Hollingworth Lake and Surrounds (Rochdale); and</u></p> <p>m. <u>Carrington (Trafford)</u></p> <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>environmental quality and accessibility of remaining green belt, ensuring the Plan is fully justified and unambiguous.</p>	

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			<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> <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</u></p>		

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			<p><u>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>		

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MM8.4	JP-G2 Green Infrastructure Network Policy	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 <u>Strategy</u> for Greater Manchester. <u>This Strategy will feed into the development of a Nature Recovery Network locally and nationally.</u>”</p> <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. 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.”</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</u>”</p>	<p>To ensure clarity of interpretation and avoid ambiguity between the LNRS and an NRN.</p> <p>To avoid confusion within the wording of Policy JP-G2 and ensure clarity of interpretation in so far as the broadly illustrated opportunity areas are concerned, given these are not clearly defined boundaries.</p> <p>To avoid confusion and avoid repetition with text moved to the reasoned justification, ensuring consistency with other proposed modifications.</p> <p>To clarify and ensure consistency with the requirements of paragraph 142 of the NPPF in respect of compensatory improvements to environmental quality and</p>	GMCA23 AP41 AP42 AP43 AP44 AP46 GMCA96 AP147

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			<p><u>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 in accordance with the above priorities...”</p>	<p>accessibility of remaining green belt, ensuring the Plan is fully justified and unambiguous.</p> <p>To clarify and reflect consequential changes to the Plan / Policy JP-G2 wording.</p>	
MM8.5	Figure 8.3 Green Infrastructure Opportunity Areas	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.	To ensure clarity of interpretation in relation to the broadly illustrated opportunity areas.	GMCA23 AP41 AP42
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,</u> increase the use of canals and watercourses for active travel, with...”	To clarify and provide certainty that there should be no conflict between the ongoing commercial and freight requirements of canals (particularly the Manchester Ship Canal).	GMCA23 AP49
MM8.7	JP-G4 Lowland Wetlands and Mosslands	155	Modify first paragraph as follows: “The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands, <u>as identified by the Mosslands and Lowland Farmland Landscape Character Type in Figure 8.1,</u> will be protected...”	To clarify interpretation of the policy and avoid ambiguity over where these areas are identified.	GMCA23 AP50

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	Policy				
MM8.8	JP-G5 Uplands Reasoned Justification	156	<p>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></p> <p><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></p> <p><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 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>	To clarify the proposed new criterion 7 to Policy JP-G5 to ensure the effectiveness of the Habitats Regulations Assessment (HRA) work to reduce the impact of the plan on European designated habitat sites by explaining the recreation disturbance impact on the South Pennine Moors SAC/SPAs, explaining the approach taken to mitigate the impact in the three zones, make reference to the districts of Rochdale, Oldham and Tameside, and to clarify the role of the SPA.	GMCA21 AP30

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			<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"> • <u>the cumulative and/or overlapping nature of the geographical requirements;</u> • <u>the exceptions in which development would be permitted within 400m of the SAC/SPAs:</u> • <u>how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and</u> • <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> 		
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</u></p>	<p>To clarify interpretation of the policy and avoid ambiguity over where these areas are identified.</p> <p>To clarify, ensuring the effectiveness of the Habitats Regulations</p>	<p>GMCA23 AP51 M9.1 Q9.5 GMCA21 AP30 GMCA33 SQAP30</p>

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			<p><u>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> <p>a. <u>w 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>Assessment (HRA) work to reduce the impact of the plan on European designated habitat sites, including the approach to mitigation in the three impact zones on the South Pennine Moors SAC/SPAs and the allocations to which Criterion 7 (c) applies to.</p>	

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			<p><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"> • <u>Policy JP Allocation 12 ‘Beal Valley’</u> • <u>Policy JP Allocation 14 ‘Broadbent Moss’</u> • <u>Policy JP Allocation 15 ‘Chew Brook Vale’</u> • <u>Policy JP Allocation 16 ‘Cowlshaw’</u> • <u>Policy JP Allocation 22 ‘Land North of Smithy Bridge’</u> • <u>Policy JP Allocation 23 ‘Newhey Quarry’</u> • <u>Policy JP Allocation 24 ‘Roch Valley’</u> • <u>Policy JP Allocation 31 ‘Godley Green Garden Village’.</u>” 		
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 which meet accessibility standards.”</p>	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms ‘access’, ‘accessible’ and ‘accessibility’.	GMCA23 AP52
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 effect⁹⁸, and t<u>h</u>ese efforts are now being <u>have been</u> brought together under the Greater Manchester Tree and Woodland Strategy, being prepared on behalf of Greater Manchester by the City of Trees initiative, with the</p>	To clarify the application of the adopted Tree and Woodland Strategy by each District, as appropriate.	GMCA5.1 AP53

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			<p>intention of being formally adopted as guidance which can inform planning decisions. This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies. Maturing woodlands...</p>		
MM8.12	JP-G7 Trees and Woodland Policy	160-161	<p>Modify first paragraph as follows: “In making planning decisions and carrying out other associated activities, 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, including by:</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: <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,</u> with a preference for on-site provision; and...”</p>	<p>To clarify which elements of Policy JP-G7 are relevant to local plans and development management and what the implications are for development.</p> <p>To address the issue that 2 new trees will not always have the same value as the one being lost, and for consistency between the Salford Local Plan and PfE in relation to this.</p>	GMCA23 AP53 GMCA94 AP141

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MM8.13	JP-G8 Standards for Greener Places Reasoned Justification	161-162	Delete Policy JP-G8 Reasoned Justification in its entirety.	To clarify and avoid ambiguity and repetition within other parts of the plan; the policy does not set out specific development management or plan-making requirements and it is considered the text would be better placed elsewhere in the Plan / reasoned justification to Policy JP-G2.	GMCA23 AP54
MM8.14	JP-G8 Standards for Greener Places Policy	162	Delete Policy JP-G8 in its entirety.	To clarify and avoid ambiguity and repetition within other parts of the plan; the policy does not set out specific development management or plan-making requirements and it is considered the text would be better placed elsewhere in the Plan / reasoned justification to Policy JP-G2.	GMCA23 AP54

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MM8.15	JP-G9 A Net Enhancement of Biodiversity and Geodiversity Reasoned Justification	163- 164	<p>Modify paragraph 8.52 as follows: “...The Defra metric (DEFRA 3.0 or later) Recognised metrics 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: “...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>	<p>To clarify and avoid ambiguity by referring to the DEFRA metric.</p> <p>To avoid confusion and ensure clarity of interpretation avoiding requirement for agricultural land consideration within the biodiversity net gain policy. Text in the reasoned justification still provides adequate consideration.</p> <p>To clarify and ensure the effectiveness of the Habitats Regulations Assessment (HRA) work to reduce the impact of the Plan on European designated habitat sites.</p>	GMCA23 AP57 AP58 GMCA21 AP31
MM8.16	JP-G9 A Net Enhancement of Biodiversity	164- 165	<p>Modify first paragraph as follows: “Across the plan as a whole, a <u>Through local planning and associated activities</u> a net enhancement of biodiversity resources will be sought, including, <u>where relevant,</u> by:”</p>	To clarify which parts of the policy relate to the development of local plans.	GMCA23 AP55 AP56 AP58 AP59

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	and Geodiversity Policy		<p>Modify criterion 4 as follows: “...then national designations in accordance with legislation and national policy;”</p> <p>Modify second paragraph as follows: “Development will be expected to:</p> <ul style="list-style-type: none"> a. Follow the mitigation hierarchy of: <ul style="list-style-type: none"> i. Avoiding <u>significant</u> harm to biodiversity, particularly where it is irreplaceable, and including through consideration of alternative sites with less harmful impacts where appropriate, then ii. <u>Adequately Mitigating</u> (within the local area) any harm to biodiversity, then iii. <u>Adequately Compensating</u> (within the local area) for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a <u>measurable</u> net gain in biodiversity of <u>no less than 10%</u>; d. Make appropriate provision for long-term management of habitats and geological features connected to the development; and e. 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.” 	<p>To clarify and ensure the reference is appropriately phrased.</p> <p>To clarify, avoid repetition and reflect the wording of NPPF paragraph 180(a), ensure the effectiveness of the Habitats Regulations Assessment (HRA) work to reduce the impact of the plan on European designated habitat sites, and ensure that development proposals take appropriate account of ecological and biodiversity survey work.</p> <p>To avoid ambiguity and repetition as a result of other consequential changes to the policy.</p>	<p>GMCA21 AP31 GMCA94 AP142 GMCA96 AP147</p>

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			<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: “Our Green Belt was originally designated in full in 1984 as part of the Greater Manchester Green Belt. It has since seen There have been 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 far as possible, having regard in particular to the need to promote sustainable patterns of development.</p>	<p>Consequential changes as a result of main modifications in the plan.</p> <p>To ensure consistency as a result of changes to the title of Policy JP-G1.</p>	GMCA96 AP147 GMCA23 AP40

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			<p>This will result in a net reduction in tThe Plan area's designated Green Belt of 1,754 <u>totals 51,539.02</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</u>Landscape Character';”</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> maximise the use of land outside of the Green Belt, giving the highest priority to brownfield land.”</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 <u>and illustrated on Figure 8.6</u>will be afforded strong protection in accordance with the National Planning Policy Framework. The Green Belt as shown in Figure 8.6 'The Green Belt 2021', <u>will continue to be managed positively to serves</u> the five purposes set out in national policy:”</p> <p>Modify second paragraph as follows:</p>	To clarify that the reference is appropriately phrased and the application of this policy in relation to NPPF paragraphs 138 and 145, ensuring consistency with national planning policy and providing clear	GMCA23 AP60 AP61 GMCA3.1 PQ38(c)

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			<p>Positive and supported <u>The beneficial use of the Green Belt will be enhanced where...</u></p> <p>Delete third paragraph in its entirety.</p>	wording that cannot be misinterpreted.	
MM8.20	Figure 8.6 The Green Belt 2021	168	<p>Modify Figure 8.6 as follows: Figure caption to be: "Figure 8.6 The Green Belt 2021 <u>Places for Everyone Green Belt</u>" Amend Green Belt boundaries to reflect modifications elsewhere in the plan.</p> <p>Legend to be: Local authority boundaries <u>Places for Everyone Boundary</u> Places for Everyone boundary <u>Local Authority Boundaries</u> Greater Manchester boundary <u>Places for Everyone Green Belt</u> PfE Proposed Green Belt 2021 <u>Greater Manchester Boundary</u></p> <p>See Annex 3, Map MM8.20</p>	To clarify, and as a consequential change reflecting main modifications elsewhere to the Plan.	GMCA96 AP147
MM8.21	JP-G11 Safeguarded Land Reasoned Justification	168- 169	Delete Policy JP-G11 Reasoned Justification in its entirety.	The policy relates to only one piece of safeguarded land which is also covered by allocation Policy JPA3.2. Removing the policy avoids confusion and ensures clarity of interpretation.	GMCA23 AP62

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MM8.22	JP-G11 Safeguarded Land Policy	169	Delete Policy JP-G11 in its entirety.	The policy relates to only one piece of safeguarded land which is also covered by allocation Policy JPA3.2. Removing the policy avoids confusion and ensures clarity of interpretation.	GMCA23 AP62

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>	To ensure that the broad ambition for Greater Manchester to be one of the most resilient cities in the world is captured, and that the links between resilience and delivering sustainable places are made.	GMCA21 AP22 GMCA23 AP65

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			<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>		
MM9.2	JP-P1 Sustainable Places Policy	175 - 176	<p>Modify criterion 1A as follows: “Responds to <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 and economic events”</p> <p>Modify criterion 8 as follows: “8. Safe, including by designing out crime and terrorism, and 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 accessibility <u>inclusive design standards</u> within all spaces with support for tackling inequality and poverty to form part of creating sustainable places”</p>	<p>To clarify by ensuring the policy more accurately aligns with the NPPF.</p> <p>To clarify, ensuring that policies in the Plan are clearly written and unambiguous and avoid unnecessary duplication.</p> <p>To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”.</p>	M10.1 Q10.1 GMCA21 AP22 GMCA23 AP65 GMCA24 AP36

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MM9.3	JP-P2 Heritage Policy	178 - 179	<p>Modify first paragraph as follows: “Through this Plan we <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 safeguarding 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 <u>management and</u> integration of our heritage by:”</p> <p>Modify criterion 2 as follows: “2. Utilising <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, providing and opportunities for interpretation and local engagement <u>are optimised</u>.”</p>	<p>To clarify, ensuring consistency across the Plan.</p> <p>To improve the clarity of the policy and improve the effectiveness of its application.</p> <p>To clarify by ensuring the policy more accurately aligns with the NPPF.</p>	M10.1 Q10.2 GMCA23 AP67 AP68 AP69

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			<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: “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.</p> <p>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. <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> ”	To clarify, allowing the Plan to provide a strategic framework for Creative Improvement Districts to be identified proactively and flexibly to address local need. To clarify the role and purpose of ‘Creative Improvement Districts’ which form part of Greater Manchester’s cultural and economic response to the pandemic and are intended to support the recovery of high streets across Greater Manchester’s town centres.	M10.1 Q10.3 GMCA5.1 PQ95 GMCA23 AP70

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				To clarify, ensuring flexibility and responsive support measures can be readily identified to creative industries, as appropriate.	
MM9.5	JP-P3 Cultural Facilities Policy	180	<p>Modify the opening sentence as follows: “Through this Plan we <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:”</p> <p>Modify criterion 7 as follows: “7. Considering the designation <u>identification</u> of ‘Creative Improvement Districts’ where there is evidence that the designation <u>identification</u> will enhance the local economy and provide facilities and workspace for the creative industries;”</p>	<p>To clarify, ensuring consistency across the Plan.</p> <p>To clarify, allowing the Plan to provide a strategic framework for Creative Improvement Districts to be identified proactively and flexibly to address local need.</p> <p>To clarify the role and purpose of ‘Creative Improvement Districts’ which form part of Greater Manchester’s cultural and economic response to the pandemic and are intended to support the recovery of high streets across Greater Manchester’s town centres.</p>	GMCA23 AP70 AP71 AP72 M10.1 Q10.3 GMCA5.1 PQ95

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				To clarify, ensuring flexibility and responsive support measures can be readily identified to creative industries, as appropriate.	
MM9.6	JP-P4 New Retail and Leisure Uses in Town Centres Policy	181-182	<p>Modify the first paragraph as follows: “The existing <u>upper levels of the</u> hierarchy of centres for retail and leisure uses will be maintained and enhanced. These upper levels of the hierarchy of centres are:</p> <p>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) <u>Salford Quays (Salford)</u> 7 <u>Wigan (Wigan)</u>”</p> <p>Delete the second paragraph as follows: “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</p>	<p>To clarify, ensuring that policies in the Plan are clearly written and unambiguous, whilst reflecting the status of Salford Quays as a main town centre.</p> <p>To clarify Policy JP-P4 by correcting a drafting error and re-instating policy content that existed in an earlier version of the plan (GMSF 2019).</p>	GMCA23 AP73 AP74 M10.1 Q10.5

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			<p>Quays will be classed as a Main Town Centre for the purposes of this policy.</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: “Increasing the supply of high quality and affordable homes that meet minimum size and <u>‘accessible and adaptable’ accessibility standards, as set out in Part M4 (2) of the Building Regulations for new housing</u>, helping to ensure that everyone has a decent place to live“</p> <p>Delete the final sentence of paragraph 9.33 as follows: “...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.”</p>	<p>To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”.</p> <p>To provide clarity on the threshold for the requirement for a Health Impact Assessment and by ensuring that policies in the Plan are clearly written and unambiguous.</p>	GMCA24 AP36 GMCA23 AP75 AP76

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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 <u>that would significantly increase demand proportionate to the additional demand that they would generate;</u>”</p>	<p>To provide clarity on the threshold for the requirement for a Health Impact Assessment and by ensuring that policies in the Plan are clearly written and unambiguous.</p> <p>To clarify, ensuring that Policy JP-P6 is effective and consistent with national policy.</p>	GMCA23 AP75 AP76 AP77
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, meeting accessibility standards, 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,</p>	<p>To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”.</p>	GMCA24 AP36 GMCA5.1 PQ96 M10.1 Q10.8

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			and the availability of suitable land. Consequently, <u>where appropriate</u> , standards for access to some recreation facilities such as parks, sports pitches 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>	To clarify that the reasoned justification aligns with the policy. To clarify by ensuring that Policy JP-P7 more accurately aligns with NPPF 98 and advice from Sport England.	
MM9.10	JP-P7 Sport and Recreation Policy	187-188	Delete criterion 2 as follows: “ 2. Developing a common standard for the provision of designated play areas to meet the needs of the population “ 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” Modify criterion 4 as follows: “4. Requiring new development to support the achievement of strategic and local plan standards by providing <u>provide</u> new and/or improving improved existing facilities commensurate with the demand they would generate, ensuring that they meet accessibility standards. <u>The provision of sports facilities will be determined by individual local authorities through an evidence based approach</u> ”	To clarify, ensuring that Policy JP-P7 provides an effective strategic framework to inform the preparation of local plans. To clarify by ensuring that Policy JP-P7 more accurately aligns with NPPF 98 and advice from Sport England.	GMCA23 AP78 M10.1 Q10.8

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			<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>ensuring they meet accessibility standards.”</p>		

Chapter Ten Connected Places Proposed Main Modifications

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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. 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. ”	To clarify the position of the Clean Air Plan across the 10 GM authorities and ensure consistency within the Plan.	GMCA5.1 PQ79
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; (now- 2017 to 2040) Modify Picture 10.4 with a revised key: <u>Public Transport and Active Travel</u> <u>Car or Other</u>	To clarify, providing alignment with the Transport Strategy 2040 for monitoring purposes and ensuring a consistent baseline between the two strategies. To clarify the mode split for daily trips.	GMCA23 AP79
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; and Safety and security measures and programmes to make the transport network safe and secure for all users; <u>and</u>	To clarify that the source of the hierarchy set out within paragraph 10.27. To clarify further, prioritising more vulnerable transport users.	GMCA23 AP80

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			<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>		
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 Global Street Design Guide (125) hierarchy <u>set out below</u> (highest priority first).”	To clarify that the reference is appropriately phrased.	GMCA23 AP80
MM10.5	JP-C2 Digital Connectivity Policy	201-202	Modify first paragraph as follows: “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 ” 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> ”	To provide further clarity in respect of the expectations for developers including in relation to issues of costs and viability.	GMCA23 AP81

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MM10.6	JP-C3 Public Transport Policy	205	Modify first paragraph as follows: “ 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 Year Transport Delivery Plan. In order to help deliver major improvements to public transport, we will support a range of measures, including:”	To clarify that the reference is appropriately phrased.	GMCA5.1 PQ74
MM10.7	New Policy JP-CX Reasoned Justification	206	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.</u> Greater Manchester benefits from a strategic location on the national motorway network...”	To clarify, ensuring that there is a coordinated approach to the planning and delivery of interventions on the SRN.	GMCA23 AP82 M11.1 Q11.1
MM10.8	New Policy JP-CX	206	Insert new policy after paragraph 10.55 as follows: “ <u>New Policy - The Strategic Road Network</u> <u>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> ”	To clarify, following agreement with National Highways, by including an additional policy relating to the Strategic Road Network.	GMCA23 AP82

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MM10.9	JP-C4 Streets for All Policy	208	<p>Modify first sentence of the second paragraph as follows: “We will work with Department for of Transport, Highways England, Transport for the North and TfGM <u>seek</u> to ensure:“</p> <p>Modify criterion 1c as follows: “c. Delivering new and improved walking and cycling routes <u>and facilities</u> as part of the delivery of the “Bee Network” <u>an integrated sustainable transport network;</u>”</p>	<p>To clarify removing any ambiguity about what is sought and by whom from the Policy.</p> <p>To clarify that the reference is appropriately phrased.</p>	GMCA23 AP83 GMCA5.1 PQ74
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 which form part of the Bee Network;”</p> <p>Delete criterion 7 as follows: “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.”</p>	<p>To clarify that the reference is appropriately phrased.</p> <p>To avoid duplication of policy criterion.</p>	GMCA5.1 PQ74 M11.1 Q11.1c
MM10.11	JP-C6	211	<p>Insert a new paragraph after 10.71 as follows: <u>New Paragraph</u></p>	To clarify, resulting in a consequential change to	GMCA23 AP84

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	Freight and Logistics Reasoned Justification		<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>	the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances.	AP147
MM10.12	JP-C6 Freight and Logistics Policy	211	Insert new criterion after criterion 4 as follows: <u>New Criterion</u> <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>	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances.	GMCA23 AP84 AP147
MM10.13	JP-C7 Transport Requirements of New Development Reasoned Justification	212	Insert new paragraphs after paragraph 10.76 as follows: <u>New Paragraphs</u> <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</u>	To clarify, providing the appropriate context for Policy JP-C7 and the new Appendix D.	GMCA23 AP85(c)

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			<p><u>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 D¹ 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> <p><u>The existing evidence suggests that the “necessary” mitigation would be required to deliver the allocations in the scenario</u></p>		

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			<p><u>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	212-214	<p>Modify first paragraph as follows: “Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate. We will require new development to be located</p>	To clarify, by moving this part of the policy to ensure it is effective.	GMCA23 AP85(c) GMCA23 AP85(a)

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	of New Development Policy		<p>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.”</p> <p>Replace second bullet point of criterion 1 as follows: “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 <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: “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.”</p> <p>Insert new criterion after criterion 11 as follows: <u>New Criterion</u> <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:</p>	<p>To improve the clarity of the policy.</p> <p>To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances.</p> <p>To clarify, moving this part of the policy to ensure it is effective. It is also necessary to reference Appendix D which lists the potential interventions that should be considered during the TA process.</p> <p>To reflect the Revised HRA and implement the delivery of the Habitat Mitigation Plan to reduce air quality impacts on the Manchester Mosses SAC from traffic on the M62 which runs</p>	<p>GMCA23 AP85(b) GMCA23 AP84 AP147 OD7.4 GMCA20 GMCA23 AP85(d)</p>

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			<p><u>New Criterion</u> <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> <p><u>New Criterion</u> <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:</p>	<p>adjacent to the Holcroft Moss portion of the site.</p> <p>To avoid duplication of policy with JP-D1.</p>	

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			<p>“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.”</p>		

Chapter Eleven Site Allocations Proposed Main Modifications

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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 2020-2022' 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. As appropriate, district Local Plans will allocate sites from this supply.”</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>	<p>To clarify, ensuring that there is no ambiguity in the role of the Plan in relation to local plans and neighbourhood plans.</p> <p>To clarify and to avoid repetition</p> <p>To clarify that local plans will allocate land reflecting the distribution set out in tables 6.1, 6.2 and 7.2 in order to ensure that the spatial strategy set out in the Plan can be met</p>	<p>M1.1 Q1.9 and GMCA8 SQ1.9</p> <p>GMCA1.1 AP3</p> <p>GMCA1.1 AP3</p>
MM11.2	Figure 11.1 Existing land	218	Amend title of Figure 11.1:	To reflect update to 2022 land supply	GMCA11.1 AP5

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	identified for office, industrial/warehousing and housing development 2020		Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020 <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 2021 ; 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	To ensure consistency across the plan; To provide clarity and ensure that there is no ambiguity in relation to changes proposed to the site allocation boundaries	GMCA 94 AP144 GMCA 96 AP147 & AP 150
MM11.4	Table 11.1 List of Places for Everyone Allocations	221	Delete the following rows: Manchester JPA10 Global Logistics Salford JPA 28 North of Irlam Station	In response to removal of Policy JPA-10 Global Logistics and JPA 28 North of Irlam Station	GMCA 94 AP144 GMCA 96 AP147 & AP 150

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	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Site Allocation boundaries	GMCA 96 AP147
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 700,000 <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</p>	<p>To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy.</p> <p>To provide clarity.</p> <p>To reflect update to 2022 land supply and the change to the plan period</p> <p>Response to AP94 to provide clarity with regard to the self-build register.</p> <p>To provide clarification in terms of the types, scale and location of such facilities.</p>	<p>GMCA71 AP94 GMCA11.1 AP5 GMCA94 AP143 M14.1 Q14.5 GMCA96 AP148</p>

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			<p>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: iv. <u>Deliver A</u>an appropriate range of supporting and ancillary services and facilities, <u>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.</u></p> <p>Delete Criterion 2 and replace with new criterion as follows: <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> <p>Delete Criterion 3 and 4.</p> <p>Modify criterion 6 as follows: “Provide <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>To provide consistency by referencing transport interventions set out in Appendix D.</p> <p>To improve consistency of policy wording.</p> <p>These requirements are covered by Policy JP-D1 and JP-S2.</p> <p>To provide clarification in terms of the intended approach towards the retention, enhancement and/or replacement of existing recreational facilities within the site and the specific recreation facilities to which the requirement would apply. However, reference to the provision of new recreational facilities to meet the needs of prospective residents is adequately</p>	

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			<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. 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;</u></p> <p>Amend Criterion 10 as follows: 10. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment and providing linkages to the site's wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include including the integration and enhancement of existing features such as Hollins Brook/Brightly Brook, SBI and Whittle Brook and <u>Castle Brook;</u></p> <p>Add two new criteria after criterion 10 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>dealt with elsewhere in the Plan (Policy JP-P7).</p> <p>To provide clarification in terms of requiring the provision of green and blue infrastructure to refer to the need to integrate and enhance specific features within the site.</p> <p>Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2.</p> <p>Clarity to ensure that boundary of the site will comprise physical features that are that are readily recognizable and likely to be permanent.</p> <p>Adequately dealt with elsewhere in the Plan (Policies JP-G9).</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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</u> 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 <u>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 assets that forms part of the Plan’s evidence base and any updated assessment submitted as part of the planning application process; and</u></p> <p>Add two new criteria at end of policy as follows:</p>	<p>It is considered that flood risk is adequately covered by JP-S5.</p> <p>Adequately dealt with elsewhere in the Plan (Policy JP-G2).</p> <p>To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA 1.1 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10).</p> <p>To provide appropriate reference to heritage assets and to ensure consistency with Policy JP-P2 and national policy.</p> <p>To clarify, setting out an unambiguous policy</p>	

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			<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>	<p>framework for these allocations.</p> <p>To make provision for the investigation of peat on the site.</p>	
MMCB3	<p>JPA1.1 Heywood/Pilsworth (Northern Gateway)</p> <p>Reasoned Justification</p>	228 229 230	<p>Modify paragraph. 11.21 as follows: “Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around 700,000 <u>935,000</u> sqm of this will be delivered within the plan period (in addition to including 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: <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>To reflect update to 2022 land supply and the change to the plan period.</p> <p>To justify the additional criterion relating to strengthening of remaining Green Belt boundaries.</p> <p>To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in</p>	<p>GMCA11.1 AP5 M14.1 Q14.5 GMCA71 AP94 GMCA94 AP143 GMCA21 AP9 GMCA96 AP148</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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 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</u></p>	<p>JPA 1.1 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10)</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p> <p>To reflect the addition of a criterion on peat to policy JPA1.1.</p>	

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			<u>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>		
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 as set out in GMCA26. See Annex, Map MMCB4	To amend cartographic error.	GMCA71 AP95
MMCB5	JPA1.2 Simister and Bowlee (Northern Gateway) Policy	231 232 233	Delete the first paragraph of Policy JPA1.2 in its entirety. Add criterion before criterion 1 as follows: Development at this allocation will be required to: <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> Amend Criterion 1 as follows:	To amend error. To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy. To provide clarity. To provide clarity with regard to the self-build register.	GMCA71 AP95 GMCA94 AP143 M14.1 Q14.11 GMCA71 AP95 GMCA21 AP9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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: Facilitate the required supporting transport services and infrastructure including: i. An upgrade of the local highways network ii. <u>Make provision for</u> Ttraffic 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> 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</p>	<p>To provide consistency by referencing transport interventions set out in Appendix D.</p> <p>Covered by Policy JP-D2.</p> <p>To include requirements for primary and secondary education in a single criterion.</p> <p>Covered by Policy JP-D1 and JP-S2.</p> <p>Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2.</p> <p>Clarity to ensure that boundary of the site will comprise physical features that are that are readily recognizable and likely to be permanent.</p>	

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			<p>extension to Middleton) in order to serve the development; and iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement.</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>	<p>The JPA1.2 site does not include any existing recreational facilities within it. In addition, the provision of new recreational facilities to meet the needs of prospective residents is adequately dealt with elsewhere in the Plan (Policy JP-P7).</p> <p>The requirements to make provision for green and blue infrastructure and the long-term management and maintenance are adequately covered elsewhere in the Plan (Policy JP-G2)</p> <p>To make it clear that biodiversity net gains can potentially be achieved outside of the allocation rather than solely within the allocation.</p>	

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			<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> 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 Geodiversity';</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 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.</u></p>	<p>Covered by Policy JP-S5.</p> <p>To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA 1.2 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10).</p> <p>To provide appropriate reference to heritage assets and to ensure consistency with Policy JP-P2 and national policy.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p>Add new criterion at end of policy 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>		
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>To justify the inclusion of criterion relating to the strengthening of remaining Green Belt boundaries.</p> <p>To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA 1.2 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10).</p> <p>To clarify, setting out an unambiguous policy</p>	<p>GMCA94 AP143 GMCA21 AP9 M14.1 Q14.11 GMCA71 AP95</p>

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			<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>	framework for these allocations	

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MMCB7	JPA2 Stakehill Policy	235 - 237	<p>Modify criterion 1 of as follows:</p> <p>1. Deliver around 150,000 sqm of high quality, adaptable, <u>employment industrial and warehousing</u> floorspace within a ‘green’ employment park setting, with a focus on suitable provision for advanced manufacturing and/or other key <u>growth 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:</p> <p>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</p>	<p>To clarify the type of employment uses that will be required in response to AP96.</p> <p>Change from prime to economic sectors to provide consistency with Policy JP-J1 and paragraph 123 of the NPPF.</p> <p>To clarify affordable housing requirements, in response to AP96.</p>	<p>AP9 AP96 AP143 GMCA21 GMCA71 M14.1 Q14.20</p>

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			<p>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. Ensure that the design of the scheme preserves or enhances the setting of <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 in accordance with policy JP-G1 in terms of the design, landscaping and</u></p>	<p>To clarify requirement of infrastructure phasing and delivery strategy, in response to AP96.</p> <p>Clarification of requirements relating to heritage assets.</p> <p>Clarification of which landscape character type the allocation falls under.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>Clarification of the need to strengthen Green Belt boundaries.</p> <p>To provide consistency throughout the plan's allocations and with Policy JP-C7 to refer to</p>	

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			<p>boundary treatment in order to minimise the visual impact as much as possible;</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</u> 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;</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>transport interventions listed in Appendix D.</p> <p>Criterion deleted as transport intervention included in Appendix D as above in Criterion 8.</p> <p>Criterion deleted as transport intervention included in Appendix D as above in Criterion 8.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic polices, and in Criterion 8 above.</p> <p>To clarify the specific locations on the site for improvement, and</p>	

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			<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> <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.</u> 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;</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>consequential change as part relating to Green Belt boundaries has been modified and moved to its own criterion.</p> <p>Consequential modification as requirements for biodiversity and landscaping including in other criteria.</p> <p>To clarify the requirement for a project specific Habitats Regulation Assessment relates to the Rochdale Canal.</p> <p>To provide clarification relating to the requirement relating to additional primary and secondary school places.</p> <p>Deleted as generic policy which is adequately covered by thematic policies.</p>	

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			<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 <u>will also be required</u>;</u></p> <p>Delete criterion 19 in its entirety.</p> <p>Modify to add new criterion after criterion 20 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>	To clarify, setting out an unambiguous policy framework for these allocations.	
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 growth economic 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:</p>	Change from prime to economic sectors to provide consistency with Policy JP-J1 and paragraph 123 of the NPPF.	AP9 AP96 GMCA21 GMCA71 M14.1 Q14.20

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			<p><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 provide compensatory improvements to the environmental quality and</u></p>	<p>Additional section in reasoned justification to clarify that a single masterplan and design code is not required for the whole site.</p> <p>Clarification of the need to strengthen Green Belt boundaries.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>Clarification of which landscape character type the allocation falls under.</p> <p>To clarify the requirement for a project specific Habitats Regulation Assessment relates to the Rochdale Canal. As part of the updated HRA and the proposed modifications to JP-G9,</p>	

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			<p><u>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>“...Whilst the development does not encroach into the areas around Tandle Hill Country Park, <u>which lies within Pennine Foothills (West /South Pennines) landscape character area</u>, theThe site does include areas of biodiversity in the form of <u>Sites of Biological Importance</u>, <u>including</u> ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.”</p> <p>Modify paragraph 11.52 as follows: “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</p>	<p>(see PfE response to IN9, Q9.10), the reference to air pollution impacts on designated European sites is no longer considered necessary in the justification to JPA 2.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p> <p>Paragraph 11.50 deleted as policy text modified and parts moved to other sections.</p>	

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			<p>applications involving 1,000 or more sqm or 50 or more residential units-<u>to ensure that development close to the canal is designed sensitively to the protected habitat.</u>"</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 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>		

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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 MMCB9	To clarify that development is not proposed within the SBI and it will be retained in the Green Belt. A strong Green Belt boundary is provided through existing mature hedgerows.	AP99 GMCA71
MMCB10	Para 11.59 (Medipark/ Timperley Wedge)	241	Modify paragraph 11.59 to delete third sentence, as follows: “The Global Logistics (Policy JP Allocation 10 ‘Global Logistics’) allocation for B2/B8 will meet a different but complementary need to.” Modify paragraph 11.59, as follows: <u>“...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.”</u>	In response to removal of JPA10 Global Logistics To clarify, ensuring the consequential change is consistent with Policy JPA3.2 and to reflect the most up-to-date Use Class Order	GMCA94A P144
MMCB11	JPA3.1 Medipark Policy	242	Modify criterion 1 of Policy JPA3.1, as follows: “1. Deliver about 86,000 sqm B4 <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 the need to accommodate and contribute to the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;”	To clarify, reflecting changes to the Use Class Order To clarify criterion removing ‘contribute’ which will be addressed under amended criterion 4	M15.1 Q15.5 AP90 GMCA94 AP97 GMCA94 AP143

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>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></p> <p>Modify policy JPA3.1 by deleting criterion 4 and 5 as follows: 4. 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; 5. Improve access to the site by providing links to local cycling and walking networks where appropriate;</p> <p>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. Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field</p>	<p>To clarify anticipated role of the spine road.</p> <p>To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D</p> <p>To clarify, ensuring policy is consistent with Policy JP-P2 and Policy JP-P7.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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. Incorporate suitable site mitigation to account for <u>Take appropriate account of</u> the historic landscape features within the site; and”</p> <p>Modify policy JPA3.1 criterion 9 first sentence as follows: “9. Reflect the sequential approach to <u>Provide a</u> flood risk management <u>strategy</u>, focusing more sensitive development furthest from Fairywell Brook; and”</p> <p>Modify policy JPA3.1 by adding the following new criterion: <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2.”</u></p>	<p>To clarify, reflecting National Policy.</p> <p>To clarify, reflecting National Policy</p> <p>To clarify, ensuring policy is consistent with Policy JP-G2</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref

MMCB12	Picture 11.9 JPA3.2 Timperley Wedge	244	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	To clarify that development is not proposed within the SBI and it will be retained in the Green Belt. A strong Green Belt boundary is provided through existing mature hedgerows.	AP99 GMCA71
MMCB13	Picture 11.10 JPA3.2 Timperley Wedge	245	Modify Picture 11.10 to reflect the modification to the Green Belt boundary in AP99 and ensure accuracy and clarity in relation to the development area. In addition, the title is modified and here and throughout the policy where reference is made to Picture 11.10 to make it clear that Picture 11.10 is indicative only. Amend title of Picture 11.10: <i>Timperley Wedge <u>Indicative</u> Allocation Policy Plan</i> See Annex 3, see Map MMCB13	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Indicative Allocation Plan.	AP99 GMCA71

MMCB14	JPA3.2 Timperley Wedge Policy	244- 249	<p>Modify Criterion 1 as follows: Be in accordance with a <u>Masterplan or SPD that has been developed in consultation with the local community and other stakeholders, and approved</u> agreed 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 on <u>in the Indicative Allocation Policy Plan (Picture 11.10);</u></p> <p>Delete Criterion 4 in its entirety.</p> <p>Modify Criterion 7 as follows: 7. Make specific <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 <u>E (g(i))</u> B1 office employment land within a mixed employment residential area set out in the <u>Indicative Allocation Policy Plan (picture 11.10)</u> of which 1530,000 <u>30,000</u> sqm 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>	<p>To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.</p> <p>To clarify, ensuring consistency across the Plan.</p> <p>To remove any duplication with other policies in the Plan.</p>	AP98 GMCA71
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		<p>13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car; <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: 15. Accommodate and contribute to 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</u> and provision for future bus priority infrastructure rapid transit 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: 19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places; <u>Make financial contributions for offsite additional primary</u></p>		
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		<p><u>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;</u></p> <p>Delete Criterion 20 in its entirety.</p> <p>Modify Criterion 21 as follows: 21. Create defensible <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. Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt land; <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.</p>		
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		<p>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"> i. From Clay Lane through to Brooks Drive and Fairywell Brook ii. Through Davenport Green Ponds SBI to Medipark <p>Modify Criterion 25 as follows: 25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space standards <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. Protect Manor Farm identified in the <u>Indicative Allocation Policy Plan (picture 11.10)</u> and promote its <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. Promote improvements to <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:</p>		
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		<p>28. Protect and enhance natural environment assets within the site and surrounding areas including SBIs, woodland and hedgerows; <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: 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 as required under <u>having regard to the North West River Basin management plan (2019);</u></p> <p>Modify Criterion 33 as follows: 33. Ensure new development is place-led, creative and contextual in its response, 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. 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; <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>		
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		<p>Modify Criterion 42 of Policy JPA3.2 as follows: 42. Mitigate flood risk and surface water management issues including provision of SUDS through the design and layout of development in accordance with <u>an allocation wide</u> flood risk, foul and surface water management strategy, <u>which forms part of the Masterplan/delivery strategy (Criterion 1)</u> 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</p> <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 in line with Environmental (Noise) Regulations;</p> <p>Modify Criterion 47 as follows: 47. The land identified to the south and west of the <u>proposed</u> HS2 Airport station 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. The land is safeguarded in accordance with Policy JP-G 11" Safeguarded Land"; <u>Permanent development of this land will</u></p>		
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			<p><u>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</u> is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated and/or superseded) as part of a plan review. And it should only be developed after completion of 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	JPA3.2 Timperley Wedge Reasoned Justification	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>	Consequential changes to the reasoned justification.	

		<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 construction boundary and therefore is expected to be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may be altered if changes are made to the overall HS2 construction programme. However, delivery of development is not dependent on HS2/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.</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 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. 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</p>		
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		<p>local people benefit from training and new jobs as a result of the development.</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> promote them as cycling and 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</u> rapid transit and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. 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.</p> <p>Add new paragraph after paragraph 11.77 as follows: <u>The new Green Belt boundary is defined by existing features, where possible, and there is also a requirement to strengthen the</u></p>		
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		<p><u>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 the woodland planting proposed by HS2 and the eastern boundary by the HS2 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 The allocation contains Bowdon Rugby Club along Clay Lane, <u>which is identified as suitable for residential development.</u> As part of the development proposals, <u>the club is intending to relocate and improve its facilities within the Timperley Wedge area and it</u> 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.</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 the Council's adopted <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:</p>		
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		<p>11.87 Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. 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'.</p> <p>Delete paragraphs 11.90 – 11.91 in their entirety.</p> <p>Modify the first and second sentences of paragraph 11.93 as follows: 11.93 The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the <u>proposed</u> HS2 Airport station. The exceptional circumstances for taking this <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 HS2.</p> <p>Modify the first sentence of paragraph 11.94 as follows: 11.95 The area around the <u>proposed</u> Manchester Airport HS2 Station has been removed from the Green Belt but will only be considered a sustainable location after delivery of HS2 Airport Station.</p>		
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Chapter Eleven- Strategic Allocations in Bolton Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MMBo1	Picture 11.11 Bolton District Overview	255	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMBo1	Consequential changes to the overview map resulting from modifications elsewhere in the plan	GMCA 96 AP147
MMBo2	JPA4 Bewshill Farm Policy	256	<p>Modify criterion 3 of policy JPA4, as follows: 3. Contribute to the existing Logistics North local link demand responsive transport service <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>and</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>	<p>The Logistics North Local Link demand responsive transport service no longer operates. The generic requirement is now addressed through criterion 3 and policy JP-C7.</p> <p>To clarify, ensuring the policy is consistent with policy JP-C7 and the new Appendix D</p> <p>To clarify, ensuring policy is consistent with policy JP-G2</p> <p>To clarify, setting out an unambiguous policy framework for this</p>	GMCA71 AP101 GMCA21 AP9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
				allocation in respect of minerals safeguarding	
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> <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>	<p>To provide justification for the new criterion on Green Belt compensation</p> <p>To clarify, setting out an unambiguous policy framework for this allocation reflecting the inclusion of the additional MSA criterion</p>	GMCA71 AP101 GMCA21 AP9
MMBo4	JPA5 Chequerbent North Policy	257	<p>Modify criterion 3 of policy JPA5 as follows: 3. Provide good quality access to the site by motor vehicle, public transport, walking and cycling <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:</p>	<p>To clarify, ensuring the policy is consistent with policy JP-C7 and the new Appendix D</p> <p>To clarify, some mitigation may also be required on the SRN, to</p>	GMCA71 AP102 M16.1 Q16.12 M16.1 Q16.8 M16.1 Q16.11

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>4. Provide financial contribution to mitigate <u>Mitigate</u> impacts on the Local Road Network <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:</p> <p>5. Require <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 Ancient Monument, in accordance with policy JP-P2;</u></p> <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>	<p>reflect the approved proposals at Hulton Park which may bring forward alternative highway solutions and to provide flexibility in line with paragraph 11.99 of the reasoned justification</p> <p>To clarify, correcting a typographical error</p> <p>To reflect the post submission designation of Chequerbent Embankment Scheduled Ancient Monument</p> <p>To clarify, ensuring policy is consistent with policy JP-G2</p> <p>To clarify, setting out an unambiguous policy framework for this allocation in respect of minerals safeguarding</p>	<p>GMCA94 AP143 GMCA21 AP9</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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 Ancient 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 that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>	<p>To reflect the post submission designation of Chequerbent Embankment Scheduled Ancient Monument</p> <p>To provide justification for the new criterion on Green Belt compensation</p> <p>To clarify, setting out an unambiguous policy framework for this allocation reflecting the inclusion of the additional MSA criterion</p>	M16.1 Q16.11 GMCA71 AP102 GMCA94 AP143 GMCA21 AP9
MMBo6	JPA6 West of Wingates	259	Modify criterion 1 of policy JPA6, as follows:	To clarify and to provide flexibility, the reference to advanced	GMCA71 AP103

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	/M61 Junction 6 Policy		<p>1. Provide a location for around 440,000 sqm of employment industrial and warehousing floorspace, consisting of a mix of large scale warehousing and advanced manufacturing;</p> <p>Modify criterion 2 of policy JPA6, as follows: 2. Be in accordance with an agreed a <u>comprehensive masterplan 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 the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape <u>and views;</u></p>	<p>manufacturing and large scale warehousing is too prescriptive.</p> <p>To clarify, providing consistency across the Plan</p> <p>Delete criterion 3: The link road is not required to bring the allocation forward. Criterion 3 was intended to protect an alignment in the future and can be addressed though the reasoned justification.</p> <p>Delete criterion 4: The text ‘take advantage of the site’s location near junction 6 of the M61’ reflects a reason the site is proposed to be allocated rather than being a requirement of development.</p>	<p>M16.1 Q16.18 GMCA94 AP143 GMCA96 AP147 GMCA21 AP9</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>Modify criterion 7 of policy JPA6 and insert a new criterion as follows:</p> <p>7. 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;</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>The text 'making sure it has no significantly adverse effect on the motorway or surrounding roads' is addressed elsewhere in PfE, for example, replacement criterion in policy JPA6 and policy JP-C7</p> <p>Delete criterion 5: These generic requirements are addressed elsewhere in PfE, for example, policy JP-C7 and policy JP-D2</p> <p>New criterion: To clarify, ensuring the policy is consistent with policy JP-C7 and the new Appendix D</p> <p>To make the policy clearer and therefore more effective in ensuring that both measures are considered in mitigating impacts on the</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>Modify criterion 9 of policy JPA6, as follows: 9. Ensure that there is no undue adverse impact of light, air and noise pollution from the development and its associated operations; and</p> <p>Add a new criterion to policy JPA6 after existing criterion 10 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>	<p>surrounding landscape and views.</p> <p>Modification of criterion 7: policy JP-P1 criterion 16 D addresses generic landscaping within schemes. The requirement relating to woodlands, hedgerows and ponds has been moved into a new criterion. To ensure the plan is effective in protecting biodiversity including specifically Four Gates SBI, consistent with policy JP-G9.</p> <p>New criterion: The new criterion requires development to enhance, as well as retain, existing woodland, hedgerows and ponds. This will help mitigate against the environmental impacts of</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
				<p>the development. To ensure effectiveness in setting out the approach to blue and green infrastructure, consistent with policy JP-G2.</p> <p>To enhance the effectiveness of policy JPA6 in ensuring the Green Belt boundaries around the allocation are clearly defined, readily recognisable and likely to be permanent.</p> <p>Notwithstanding that it was not referred to in AP103 this change is considered necessary to clarify and ensure consistency with policy JP-G2</p> <p>This generic criterion is sufficiently addressed by other policies including policy JP-C4 (criterion 1k) and policy JP-S6</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
				<p>The generic requirements relating to air and noise pollution are addressed by other policies including policy JP-C4 (criterion 1k) and policy JP-S6</p> <p>To clarify, setting out an unambiguous policy framework for this allocation in respect of minerals safeguarding</p>	
MMBo7	JPA6 West of Wingates / M61 Junction 6 Reasoned Justification	259	<p>Modify paragraph 11.103 of the reasoned justification, as follows: 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</p>	<p>For clarification and consequential changes resulting from the deletion of criterion 3.</p> <p>To clarify, setting out the justification for the new criterion relating to Green Belt boundaries</p> <p>To provide justification for the new criterion on Green Belt compensation</p>	<p>M16.1 Q16.18 GMCA71 AP103 GMCA96 AP147 GMCA94 AP143 GMCA21 AP9</p>

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			<p>residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.</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> <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>	<p>To clarify, setting out an unambiguous policy framework for this allocation reflecting the inclusion of the additional MSA criterion.</p>	

Chapter Eleven- Strategic Allocations in Bury Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan	IN37 AP147
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	To clarify, ensuring that the whole of Elton Goyt SBI is within the Green Belt.	M17.1 Q17.2
MMBu3	JPA7 Elton Reservoir Policy	261 262 263	<p>Amend JPA7 (1st paragraph) as follows: Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously 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'. 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.</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 (subject to local demand as</p>	<p>To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy.</p> <p>Consequential modification as a result of the change to the plan period and to provide clarity regarding self build.</p> <p>To improve consistency in the approach towards transport interventions.</p>	<p>M17.1 Q17.2 GMCA72 AP104 GMCA11.1 AP5 GMCA72 A P147 GMCA94 AP143</p>

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			<p><u>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 4,900 <u>2,100</u> of these homes will be delivered during the plan period;</p> <p>Modify bullet point 2.iii. as follows: 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)</u> limited until the above infrastructure (or key elements of it) is implemented as necessary mitigation</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 the needs <u>generated by the development of the prospective school-aged residents</u>, in accordance with <u>policy JP-P5</u>;</p> <p>Amend criterion 7 as follows:</p>	<p>To provide clarity with regard to the delivery of infrastructure.</p> <p>To provide consistency by referencing transport interventions set out in Appendix D.</p> <p>To improve consistency in policy wording.</p> <p>To clarify education requirements and to improve consistency in policy wording.</p> <p>To provide clarity regarding the scale of local centres required.</p> <p>Covered by Policy JP-D1 and JP-S2.</p> <p>To provide clarification in terms of the intended approach towards the replacement of existing recreational facilities</p>	

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			<p>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> <p>Amend criterion 11 as follows: 11. <u>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: 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</p>	<p>within the site and to ensure that this is consistent with national policy. The modification also removes a requirement that is dealt with elsewhere in the plan.</p> <p>To provide clarification in terms of requiring the provision of green and blue infrastructure to refer to the need to integrate and enhance specific features within the site.</p> <p>To secure compensatory improvements to the remaining Green Belt in line with national policy.</p> <p>To clarify, ensuring that boundaries to the retained Green Belt are readily recognisable and likely to be permanent (as required by</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>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> <p>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 Goyt; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands in accordance with Policy JP-G 9 'A Net Enhancement of Biodiversity and Goodiversity';</u></p>	<p>paragraph.143(f) of the NPPF)</p> <p>To make it clear that biodiversity net gains can potentially be achieved outside of the allocation rather than solely within the allocation and to also refer to specific existing features of ecological interest within the site.</p> <p>Flood risk is adequately covered by JP-S5.</p> <p>The requirement for long term management and maintenance under part 16 is adequately dealt with elsewhere in the Plan (Policy JP-G2).</p> <p>To ensure a consistent approach across all site allocation policies and to ensure consistency with</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>Delete criterion 15.</p> <p>Delete criterion 16.</p> <p>Amend criterion 17 as follows:</p> <p>17. <u>Take appropriate account of relevant heritage assets, Protect and, where appropriate, enhance heritage and archaeological assets and their setting, including the Old Hall Farmhouse Grade II Listed 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.</u></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>	<p>Policy JP-P2 and national policy.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</p>	
MMBu4	JPA7 Elton Reservoir Reasoned Justification	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 <u>2,100</u> 4,900 of these will be delivered within the plan period..."</p>	To amend the number homes to come forward to reflect change to plan period.	GMCA72 AP104 GMCA94 AP143 M17.1 Q17.2

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			<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>	<p>To provide justification for the new criterion on Green Belt compensation.</p> <p>To clarify, setting out the justification for the new criterion relating to Green Belt boundaries (above), ensuring consistency across the Plan</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</p>	<p>GMCA21 AP9</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MMBu5	JPA8 Seedfield Policy	266 267	<p>Modify criterion 2 as follows:</p> <p>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> 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;</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> 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</p> <p>Amend Criterion 7 as follows:</p> <p>7. Retain and enhance the wildlife corridor and green infrastructure elements to the west and south of the allocation and introduce appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment in</p>	<p>To provide consistency by referencing transport interventions set out in Appendix D.</p> <p>Covered by Policy JP-D1 and JP-S2.</p> <p>To provide clarity regarding the approach towards existing recreational facilities on the site.</p> <p>To ensure consistency with Policy JP-G2.</p> <p>Adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2).</p> <p>Flood risk is adequately covered by JP-S5.</p> <p>Clarity to ensure compensatory improvements to Green</p>	GMCA72 AP105

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			<p>accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places;</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> <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>	<p>Belt in accordance with JP-G2.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</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 in the event that the te</p>	<p>To provide clarity regarding the recreational facilities.</p> <p>To clarify, setting out an unambiguous policy</p>	GMCA72 AP105 GMCA21 AP9

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			<p>off-set the loss of the existing playing fields within the allocation <u>are to be lost to development</u>. It will be is important that the replacement provision <u>is 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> <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>	framework for these allocations	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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 previously 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'. 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.</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> <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>To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy.</p> <p>Change to provide clarity regarding self-build.</p> <p>To provide clarity with regard to the required transport elements of the policy.</p> <p>To provide consistency by referencing transport interventions set out in Appendix D.</p> <p>To improve consistency in policy wording.</p> <p>Requirements for a contribution towards education provision are adequately dealt with elsewhere in the Plan (Policy JP-P5).</p>	GMCA72 AP106 GMCA94 AP143

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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 within the allocation 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</p>	<p>To provide clarity regarding the scale of the local centre.</p> <p>Covered by Policy JP-D1 and JP-S2.</p> <p>To ensure consistency with Policy JP-G2 whilst also referring to specific features of the site.</p> <p>Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2.</p> <p>Clarity to ensure that boundary of the site will comprise physical features that are that are readily recognizable and likely to be permanent.</p> <p>These matters are adequately dealt with elsewhere in the Plan</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>facilities <u>required to serve purely local needs</u> and ensure that it is integrated within existing communities;</p> <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 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 <u>including</u> 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>(Policies JP-G9 and JP-G2).</p> <p>Flood risk is adequately covered by JP-S5.</p> <p>To ensure a consistent approach across all site allocation policies and to ensure consistency with Policy JP-P2 and national policy.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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 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.</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>		
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</u></p>	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

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			<p><u>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 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 Manchester Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan	IN37 AP147
MMM2	JPA10 Global Logistics	273-275	Delete JPA10 Global Logistics and its associated RJ in its entirety.	In response to Inspectors recommendations to delete the entire policy	IN36 AP144

Chapter Eleven - Strategic Allocations in Oldham Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan	GMCA94 AP147
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:</p>	<p>To clarify requirement for an infrastructure and phasing delivery strategy, thereby improving the effectiveness of the Policy JPA12</p> <p>To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA12</p> <p>To clarify requirements regarding access, improving the effectiveness of the Policy JPA12</p> <p>To clarify the policy requirements, improving the effectiveness of the Policy JPA12</p> <p>To clarify and avoid unnecessary duplication with JP-G2 and JP-C7.</p>	<p>GMCA72 AP107 M19.1 Q19.3 Q19.6</p> <p>GMCA94 AP143 AP147</p>

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			<p>“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: <u>“Safeguard a an accessible route for walking and cycling connections</u> from the proposed spine road through the northern part of the site.....”</p> <p>Delete criterion 6 of Policy JPA12, in its entirety.</p> <p>Modify criterion 7 of Policy JPA12, as follows: “Contribute <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: “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, <u>as part of the multi-functional</u></p>	<p>To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.</p> <p>To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify and remove unnecessary duplication with JP-G9.</p> <p>To clarify requirements for open space, sport and recreation provision, thereby improving the effectiveness of the Policy JPA12.</p> <p>To clarify requirements for onsite, and/or financial contributions towards, additional school places</p>	

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			<p>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;“</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: <u>“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</u></p>	<p>thereby improving the effectiveness of the Policy JPA12.</p> <p>To clarify and remove unnecessary duplication with JP-P6.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>To clarify and remove unnecessary duplication with JP-S5.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p><u>characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;</u></p> <p>Modify criterion 10 of Policy JP12, as follows: “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;”</p> <p>Modify criterion 11 of Policy JPA12, as follows: “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;”</p> <p>Modify criterion 12 of Policy JPA12, as follows: “Make provision for Retain and enhance the hierarchy of biodiversity, including taking appropriate account of within the site, notably the</p>		

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			<p>existing Shawside SBI, including areas of areas of priority habitats, including <u>Deciduous Woodland and Lowland Fens</u>, 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;</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> <p>Modify criterion 14 of Policy JPA12, as follows: “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;”</p> <p>Modify criterion 15 of policy JPA12, as follows: “Provide for new and/or the improvement of existing open space, sport and recreation</p>		

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			<p>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;“</p> <p>Modify criterion 16 of Policy JPA12, as follows: “<u>Make provision for onsite, and/or financial contributions towards</u> Contribute to <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, 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 17 of Policy JPA12 in its entirety.</p> <p>Modify criterion 18 of Policy JPA12, as follows: “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</p>		

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			<p>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; 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;</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.</u> These will link to the proposed spine road running through the site, providing the</p>	<p>To clarify requirements regarding access, improving the effectiveness of the Policy JPA12</p> <p>To clarify requirements regarding biodiversity on the site, improving the effectiveness of the Policy JPA12</p>	<p>GMCA72 AP107 AP108 GMCA94 AP143 AP147 GMCA21 AP9</p>

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			<p>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 <u>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 in this northern part of the site will have a highway access linking to Greenfield Lane.</u></p> <p>Modify paragraphs 11.134 and 11.135 for JPA12, 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</p>	<p>Consequential changes following proposed modification to Policy JPA12.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</p>	

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			<p>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. new and/or improvedment of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. provide for appropriate health and community facilities <u>in accordance with policies JP-P5 and JP-P6 and relevant</u></p> <p>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.</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: “<u>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</u>”</p>		

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			<p>Deciduous Woodland, Lowland Fen 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.</p> <p>Add new paragraph to the policy reasoned justification after paragraph 11.138, 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>Delete paragraph 11.139, as follows: “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.”</p>		

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			<p>Modify paragraph 11.140 of the reasoned justification, as follows: “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).”</p> <p>Modify paragraph 11.141 of the reasoned justification, as follows: “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</p>		

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			<p><u>identified in the Oldham Mill Strategy, will need to be taken account of where appropriate.”</u></p> <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	JPA13 Bottom Field Farm (Woodhouses) Policy	282 - 283	<p>Modify criterion 1 of Policy JPA13, as follows: “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;”</p> <p>Delete criterion 2 of Policy JPA13 in its entirety.</p> <p>Modify criterion 3 of Policy JPA13, as follows:</p>	<p>To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA13.</p> <p>To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.</p>	GMCA72 AP108 GMCA94 AP143 GMCA72 AP147

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			<p>“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; “</p> <p>Delete criterion 4 of Policy JPA13 in its entirety.</p> <p>Modify criterion 5 of Policy JPA13, as follows: “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;”</p> <p>Delete criterion 6, 7, 8 and 9 of Policy JPA13 in their entirety.</p>	<p>To clarify and avoid unnecessary duplication with JP-G2 and JP-C7.</p> <p>To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.</p> <p>To clarify and avoid unnecessary duplication with JP-G9.</p> <p>To clarify policy requirements, improving the effectiveness of the Policy JPA13.</p> <p>To clarify and remove unnecessary duplication with JP-P7.</p> <p>To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p>	

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			<p>Modify criterion 10 of Policy JPA13, as follows: “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 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: “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;”</p> <p>Modify criterion 12 of Policy JPA13, as follows: “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</p>	<p>To clarify and remove unnecessary duplication with JP-P6.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>To clarify and remove unnecessary duplication with JP-S5.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p><u>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: <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	JPA13 Bottom Field Farm (Woodhouses) Reasoned Justification	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 <u>ment</u> of existing open space, sport and recreation facilities; <u>as well as</u></p>	<p>Consequential changes following proposed modifications to Policy JPA13.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	GMCA72 AP108 GMCA94 AP143 AP147 GMCA21 AP9

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			<p>b.additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c.provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements”</p> <p>Delete paragraph 11.148 in its entirety.</p> <p>Modify paragraph 11.149 of the reasoned justification, as follows: “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.”</p> <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.</u></p>		

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			<p><u>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: "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 <u>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."</u></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</u></p>		

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			<u>subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u>		
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	New Picture 11.24 JPA14 Broadbent Moss to be inserted showing amended allocation boundary, clarifying it is one allocation and the amended Green Belt boundary, to ensure the allocation is deliverable	GMCA81
MMO7	JPA14 Broadbent Moss Policy	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> ” 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. <u>This includes making provision for affordable homes in accordance with relevant local plan requirements and incorporating higher density apartments adjacent to the proposed Metrolink stop.</u> It is	To clarify requirement for an infrastructure and phasing delivery strategy, thereby improving the effectiveness of the Policy JPA14. To clarify requirements for delivering a range of dwelling types and affordable housing on the site, improving the effectiveness of the Policy JPA14. To clarify the type of employment floorspace to be delivered on the site, improving the effectiveness of the Policy JPA14.	GMCA72 AP109 M19.1 Q19.14 GMCA94 AP143 AP147

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			<p>estimated that around 500-376 of these homes will be delivered post 2037 2039;"</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 employment floorspace</u> extending the existing employment opportunities at Higginshaw Business Employment Area;”</p> <p>Modify criterion 5 of Policy JPA14, as follows: “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; 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</p>	<p>To clarify requirements regarding access, improving the effectiveness of the Policy JPA14.</p> <p>To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.</p> <p>To clarify requirements regarding local centre, improving the effectiveness of the Policy JPA14.</p> <p>To clarify and avoid unnecessary duplication with JP-G2 and JP-C7.</p> <p>To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.</p> <p>To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary.</p>	

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			<p><u>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> <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 Contribution 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 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</u></p>	<p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify requirements regarding biodiversity on the site, improving the effectiveness of the Policy JPA14.</p> <p>To clarify and remove unnecessary duplication with JP-G9.</p> <p>To clarify policy requirements, improving the effectiveness of the Policy JPA14</p> <p>To clarify and remove unnecessary duplication with JP-P7.</p> <p>To clarify requirements for onsite, and/or financial contributions towards, additional schools places thereby improving the effectiveness of the Policy JPA14</p> <p>To clarify and remove unnecessary duplication with JP-P6</p>	

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			<p>Metrolink stop and new park and ride facility on the north-western part of <u>the site</u>, incorporating higher density apartments;”</p> <p>Modify criterion 9 of Policy JPA14, as follows: “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> 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, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; “</p> <p>Modify criterion 10 of Policy JPA14, as follows: “Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills</p>	<p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</p>	

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			<p><u>South / West Pennines. A Landscape Appraisal is required to inform any planning application; 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>–</p> <p>Modify criterion 11 of policy JPA14, as follows: “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; 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;”</p> <p>Modify criterion 12 of Policy JPA14, as follows: “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</p>		

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			<p><u>within, and in the vicinity of, the site in accordance with policy JP-G2;</u></p> <p>Modify criterion 13 of Policy JPA14, as follows: “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 wider environment; 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;”</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; and seek to achieve ‘good status’ as</p>		

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			<p>proposed under the EU Water Framework Directive;</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</u> Contribute to <u>offsite, additional primary and/or secondary school provision places to meet needs generated by the development</u> the increased demand that will be placed on existing primary and secondary school provision within the area, <u>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> <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</u></p>		

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			<u>accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u>		
MMO8	JPA14 Broadbent Moss Reasoned Justification	288 - 290	<p>Modify the fourth sentence of paragraph 11.152 of Policy JPA14 reasoned justification, as follows: “It is therefore anticipated that around 874 <u>920</u> homes will be delivered during the plan period.”</p> <p>Modify the second sentence of paragraph 11.157 of the reasoned justification for Policy JPA14, as follows: “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 <u>by a range of modes of travel</u>, in particular <u>providing connections to Sholver.</u>”</p> <p>Modify paragraph 11.158 of the reasoned justification for Policy JPA14, as follows: “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</p>	<p>To clarify requirements regarding access, improving the effectiveness of the Policy JPA14</p> <p>Consequential changes following proposed modifications to Policy JPA14.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>Consequential change following proposed modification to plan period.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	<p>GMCA72 AP109 GMCA94 AP143 AP147 GMCA11.1 AP5 GMCA21 AP9</p>

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			<p>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 <u>Ripponden Road</u> 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. <u>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.</u></p> <p>Modify paragraphs 11.159 and 11.160 of the reasoned justification for Policy JPA14, 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; for</p>		

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			<p>a. new and/or improvedment of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b.additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c.provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant</p> <p>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.</p> <p>Insert new paragraph to reasoned justification for policy JPA14 after the modified paragraphs 11.159 and 11.160, as follows: <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>		

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			<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 Deciduous Woodland, Lowland Fen 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.”</p> <p>Delete paragraphs 11.164 and 11.165 in their entirety.</p> <p>Modify paragraph 11.166 of the reasoned justification, as follows: “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).”</p>		

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			<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</u></p>	<p>To clarify requirement for an infrastructure and phasing delivery strategy, thereby improving the effectiveness of the Policy JPA15.</p> <p>To clarify requirements for delivering a range of dwelling types and affordable housing on the site, improving the effectiveness of the Policy JPA15.</p>	GMCA94 AP143 AP147 GMCA83 AP118

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			<p><u>affordable homes in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 2 of Policy JPA15, as follows: “Provide a range of commercial, leisure and retail facilities of up to 6,000 <u>3,000</u> sqm <u>in accordance with relevant local plan requirements</u>, 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;”</p> <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</u> 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;”</p> <p>Delete criterion 5 and 6 of Policy JPA15 in their entirety.</p>	<p>To clarify the scale of commercial, leisure and retail facilities to be provided, improving the effectiveness of the Policy JPA15.</p> <p>To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.</p> <p>To clarify policy requirements, improving the effectiveness of the Policy JPA15.</p> <p>To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.</p> <p>To clarify requirements regarding biodiversity on the site, improving the effectiveness of the Policy JPA15.</p> <p>To clarify and remove unnecessary duplication with JP-G9.</p>	

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			<p>Modify the first sentence of criterion 7 of Policy JPA15, as follows: “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 <u>pedestrian and cycling</u> linkages with the neighbouring communities, <u>including Greenfield, Dove Stone reservoir and the surrounding countryside.</u>”</p> <p>Modify criterion 8 of Policy JPA15, as follows: “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); <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: “Retain and enhance biodiversity within and adjoining the site, notably the areas of priority habitats, following the mitigation hierarchy and</p>	<p>To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify and remove unnecessary duplication with JP-P7.</p> <p>To clarify, ensuring consistency across the plan and policy JP-P5.</p> <p>To clarify and remove unnecessary duplication with JP-P6.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p>	

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			<p>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></p> <p>Delete criterion 10 of Policy JPA15 in its entirety.</p> <p>Modify criterion 11 of Policy JPA15, as follows: “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>”</p> <p>Modify criterion 12 of Policy JPA15, as follows: “Be designed to relate positively to Chew Brook along the northern boundary, and other watercourses running through the site, integrating them as part of a the multi-functional green infrastructure network, creating a green routes along the river / brook watercourses, ensuring that development is set back to allow ecological</p>		

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			<p>movement, and providing opportunities to improve the existing water quality;”</p> <p>Delete criterion 13 of Policy JPA15 in its entirety.</p> <p>Modify criterion 14 of Policy JPA15, as follows: “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 boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent;”</p> <p>Modify criterion 15 of Policy JPA15, as follows: “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;”</p> <p>Delete criterion 16 of Policy JPA15 in its entirety.</p> <p>Modify criterion 17 of Policy JPA15, as follows:</p>		

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			<p>“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 <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 18 of Policy JPA15 in its entirety.</p> <p>Modify criterion 19 of Policy JPA15, as follows: “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; <u>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</u></p>		

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			<p><u>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></p>		

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			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. 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.”		
MMO10	JPA15 Chew Brook Vale (Robert Fletchers) Reasoned Justification	292-294	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 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.</u> 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	Consequential changes following proposed modifications to Policy JPA15. To clarify requirements for delivering a range of dwelling types and affordable housing on the site, improving the effectiveness of the Policy JPA15.	GMCA83 AP118 GMCA94 AP143 AP147

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			<p>Saddleworth villages, and create employment opportunities. The <u>Any</u> 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.</p> <p>Modify the first sentence of paragraph 11.172 of the reasoned justification, as follows: “The site provides the potential to provide a range of <u>dwelling</u>s, including high-quality family and <u>executive</u> homes, in an attractive and desirable rural location.”</p> <p>Modify paragraph 11.175 of the reasoned justification for Policy JPA15, as follows: “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 <u>Greenfield</u>, Dove Stone Reservoir, <u>the</u> Peak District National Park and the wider <u>surrounding</u> countryside. <u>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.</u>”</p>		

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			<p>Modify paragraph 11.176 of the reasoned justification, as follows: “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 assessments, and criteria above addressing matters such as landscape and green infrastructure.”</p> <p>Modify paragraph 11.177 of the reasoned justification, as follows: “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</p>		

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			<p><u>infrastructure and priority habitats, including areas of Deciduous Woodland adjoining the site.”</u></p> <p>Insert new paragraphs in the reasoned justification after paragraph 11.177, 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>Insert new paragraphs in the reasoned justification after paragraph 11.177, as follows: <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 treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.</u></p> <p>Insert new paragraph after paragraph 11.177 of Policy JPA15 reasoned justification, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and</u></p>		

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			<p><u>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 11.178 in its entirety.</p> <p>Modify paragraph 11.179 of the reasoned justification, as follows: “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.”</p> <p>Modify the third and fourth sentences of paragraph 11.180 of the reasoned justification, as follows:</p>		

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			<p>“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. <u>Development should conserve heritage assets and their setting in accordance with policy JP-P2 and relevant local plan requirements.</u>”</p> <p>Modify third, fourth and fifth sentences of paragraph 11.181 of the reasoned justification, as follows:</p> <p>“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 uncoordinated development. <u>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</u> Regard should <u>also</u> be had to the SUDS guidance set out in the Greater Manchester Level 1 Strategic Flood Risk Assessment and other National Standards</p>		

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			(such as CIRIA, Water UK Design and Construction Guidance)."		
MMO11	JPA16 Cowlshaw Policy	295- 296	<p>ify criterion 2 of Policy JPA16, as follows: "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 <u>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: "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 <u>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;</u>"</p>	<p>To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA16.</p> <p>To clarify requirements regarding access, improving the effectiveness of the Policy JPA12.</p> <p>To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.</p> <p>To clarify policy requirements regarding green infrastructure, landscaping and biodiversity, improving the effectiveness of the Policy JPA16.</p> <p>Consequential change as a result of modifications to Policy JPA16.</p> <p>To clarify, ensuring consistency across the plan regarding reference</p>	GMCA72 AP110 GMCA94 AP143 AP147

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			<p>Modify criterion 5 of Policy JPA16, as follows: “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 highway improvements, high-quality 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>”</p> <p>Modify criterion 6 of Policy JPA16, as follows: “<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>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</u></u>”</p>	<p>to landscape character types and policy JP-G1.</p> <p>To clarify and remove unnecessary duplication with JP-G9, improving the effectiveness of the Policy JPA16.</p> <p>To clarify policy requirements, improving the effectiveness of the Policy JPA16</p> <p>To clarify and remove unnecessary duplication with JP-P6.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>To clarify and remove unnecessary duplication with JP-S5.</p>	

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			<p><u>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></p> <p>Modify criterion 7 of Policy JPA16, as follows: “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;”</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: <u>“Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c); and”</u></p> <p>Modify criterion 10 of Policy JPA16, as follows: “Provide for new and/or the improvement of existing open space, sport and recreation</p>		

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			<p>facilities, <u>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.</u> This includes the retention or relocation if required, and improvement of, the existing play area off Kings Road within the site”</p> <p>Modify criterion 11 of Policy JPA16, as follows: “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.”</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.</u></p>	Consequential changes following proposed modifications to Policy JPA16.	GMCA72 AP110 GMCA94 AP143 AP147

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			<p><u>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> <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:<u>for</u></p> <p>a. new and/or improved<u>ment</u> of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b.additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c.provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and</p> <p>These would need to be provided in line with relevant local planning policy requirements and in liaison with the local authority."</p>		

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			Delete paragraph 11.191 in its entirety.		
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: “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 western edge of the site through to Coal Pit Lane, linked to the internal infrastructure of the site <u>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</u></p>	<p>To clarify requirement for an infrastructure and phasing delivery strategy, thereby improving the effectiveness of the Policy JPA17</p> <p>To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA17</p> <p>To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.</p> <p>To clarify policy requirements regarding green infrastructure, landscaping and biodiversity, improving the effectiveness of the Policy JPA17</p> <p>To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.</p>	GMCA72 AP109 AP111 GMCA94 AP143 AP147

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			<p><u>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;</u>"</p> <p>Modify criterion 5 of Policy JPA17, as follows: "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; <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 of Policy JPA17, as follows: "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</p>	<p>To clarify and remove unnecessary duplication with JP-G9.</p> <p>To clarify and remove unnecessary duplication with JP-P7.</p> <p>To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to make provision for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify and improve the effectiveness of the Policy JPA17</p> <p>To clarify and remove unnecessary duplication with JP-P6.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>To clarify and remove unnecessary duplication with JP-S5.</p>	

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			<p>provide opportunities for leisure and recreation; <u>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;</u></p> <p>Modify criterion 7 of Policy JPA17, as follows: “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>”</p> <p>Delete criterion 8, 9 and 10 of Policy JPA17 in their entirety.</p> <p>Modify criterion 11 of Policy JPA17, as follows: “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</u></p>	<p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p><u>are readily recognisable and likely to be permanent;</u></p> <p>Modify criterion 12 of Policy JPA17, as follows: “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;”</p> <p>Modify criterion 13 of Policy JPA17, as follows: “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 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;”</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 and have been previously worked for landfill on the site purposes;</u>”</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: “The development will need to provide for suitable access to the site, in liaison with the local highway authority <u>with the main point of access being from:</u> Potential access points to the site may be from Coal Pit Lane and Ashton Road. The allocation provides an opportunity to consider <u>As part of bringing this site forward consideration should be given as to how movement and connectivity along</u> 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</p>	<p>Consequential changes following modifications to Policy JPA17.</p> <p>To clarify policy requirements, improving the effectiveness of the Policy JPA17.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	GMCA72 AP111 GMCA94 AP143 AP147 GMCA21 AP9

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			<p><u>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.</u> 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.</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> <u>a. new and/or improved</u> ment of existing open space, sport and recreation facilities; <u>as well as</u> <u>b. additional school places through the expansion of existing facilities or provision of new school facilities;</u> and</p>		

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			<p>c. provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and</p> <p>These would need to be provided in line with relevant local planning policy requirements and in liaison with the local authority.”</p> <p>Modify paragraph 11.199 of the reasoned justification, as follows: “The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, <u>including areas of Deciduous Woodland located throughout the site.</u>”</p> <p>Modify paragraph 11.200 of the reasoned justification, as follows: 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</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>defensible Green Belt boundary that is readily recognisable and likely to be permanent.</u></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 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: <u>“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.”</u></p>		

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			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>		
MMO15	Picture 11.28 JPA18 South of Rosary Road	302	Modify “Picture 11.28 JPA18 South of Rosary Road” See Annex 3, Map MMO15	New Picture 11.28 JPA 18 South of Rosary Road to be inserted showing amended Green Belt boundary.	GMCA72 AP112
MMO16	JPA18 South of Rosary Road Policy	302-303	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, with the potential for a secondary emergency only access from St Cuthbert’s Fold;” Modify criterion 3 of Policy JPA18, as follows: “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	To clarify requirements regarding access, improving the effectiveness of the Policy JPA18. To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7. To clarify policy requirements regarding green infrastructure,	M19.1 Q19.29 GMCA72 AP112 GMCA94 AP143 AP147

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			<p>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;</p> <p>Modify criterion 4 of Policy JPA18, as follows: “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;”</p>	<p>landscaping and biodiversity, improving the effectiveness of the Policy JPA18.</p> <p>To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.</p> <p>To clarify policy requirements regarding green infrastructure, landscaping and biodiversity and to remove unnecessary duplication with JP-G9.</p> <p>To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary.</p> <p>To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.</p> <p>To clarify and remove unnecessary duplication with JP-P7.</p>	

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			<p>Modify criterion 5 of Policy JPA18, as follows: “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;”</p> <p>Delete criterion 6 and 7 of Policy JPA18 in their entirety.</p> <p>Modify criterion 8 of Policy JPA18, as follows: “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;”</p> <p>Modify criterion 9 of Policy JPA18, as follows: “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</p>	<p>To clarify and remove unnecessary duplication with JP-P6.</p> <p>To clarify and remove unnecessary duplication with JP-P2.</p> <p>To clarify and remove unnecessary duplication with JP-S5.</p> <p>To clarify policy requirements, improving the effectiveness of the Policy JPA18.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 10 of Policy JPA18 in its entirety.</p> <p>Modify criterion 11 of Policy JPA18, as follows: “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 <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 12 of Policy JPA18 in its entirety.</p> <p>Modify criterion 13 of Policy JPA18, as follows: “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</p>		

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			<p>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 “</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>	<p>To clarify policy requirements regarding green infrastructure, landscaping and biodiversity, improving the effectiveness of the Policy JPA18.</p> <p>To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary.</p>	GMCA72 AP112 GMCA94 AP143 AP147 GMCA21 AP9

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			<p>a. new and/or improvedment of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant</p> <p>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.”</p> <p>Modify paragraph 11.209 of the reasoned justification, as follows: “Bankfield Clough SBI and an area of <u>Deciduous Woodland</u> priority habitat <u>sit just outside the eastern and southern boundary</u> fall within the site along the eastern boundary. <u>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.</u> 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.”</p>	<p>Consequential change following modifications to Policy JPA18.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p>Modify paragraph 11.210 of the reasoned justification, as follows: “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.”</p> <p>Add new paragraph after paragraph 11.210 of the reasoned justification, 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>		

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			<p>Add new paragraph to the end of the reasoned justification after paragraph 11.212, as follows: <u>“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 that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>		

Chapter Eleven - Strategic Allocations in Rochdale Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan	AP147
MMR2	JPA19 Bamford and Norden Policy	307 - 308	<p>Modify criterion 1 as follows: “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 <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, 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</u> the <u>improvement of the facilities which will create</u> a high quality recreational and sports ‘hub’ serving the local area and the borough as a whole. <u>The development should</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace ‘higher value’, in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>To clarify that all residential development on the site will be required to contribute to improvements to recreational facilities. Additional part regarding rights of way and green infrastructure moved to Criterion 2 from 9 and 12, in response to AP113.</p>	AP9 AP113 AP119 AP143 GMCA77 GMCA44

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			<p><u>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: <u>3....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: Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <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</u></p>	<p>To clarify that development will require an infrastructure phasing and delivery strategy.</p> <p>To provide consistency throughout the plan's allocations and with Policy JP-C7 to refer to transport interventions listed in Appendix D.</p> <p>Criterion deleted as transport intervention included in Appendix D as above in Criterion 6.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>Clarification of which landscape character type the allocation falls under.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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: 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></p>	<p>To provide clarity for heritage requirements and consistency between allocations.</p> <p>Clarification of the requirement for school places provision.</p> <p>Deleted as incorporated with other green infrastructure requirements in part 2.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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</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; and</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 Reasoned Justification	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 housing<u>homes</u> within the area. It is one of the most significant areas of larger, higher value housing<u>homes</u> within the sub-region and is considered to be a desirable and aspirational place to live. ... <u>Rochdale currently has a relatively small proportion of</u></p>	Clarification to specify type and size of new homes expected in the allocation, to replace ‘higher value’, in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.	AP9 AP113 AP119 GMCA77 GMCA44

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			<p><u>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 <u>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 11.214 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</u> this natural asset and where practical historic field boundaries as identified in the Bamford /Norden Heritage Assessment should be retained and incorporated into the masterplan...”</p>	<p>To clarify that all residential development on the site will be required to contribute to improvements to recreational facilities.</p> <p>Clarification of the local asset that is referred to. In the second part, clarification that the development will be required to make compensatory improvements to remaining Green Belt.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<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 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>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
MMR4	JPA20 Castleton Sidings Policy	310 - 311	<p>Modify criterion 1 as follows:</p> <p>1. Deliver around 125 high quality homes, including provision of larger (4, 5 and 6 bedroom) houses, higher value family housing, and affordable housing in accordance with relevant local plan requirements;</p> <p>Modify criterion 2 as follows:</p> <p>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></p> <p>Modify criterion 3 as follows:</p> <p>3. The north east of the site will accommodate a temporary rail halt and associated parking <u>Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>To clarify what will be required for the area of retained Green Belt, and to set out all requirements relating to landscaping of the site including Green Belt boundaries.</p> <p>Clarification that the developer will be required to make land available to facilitate expansion of East Lancashire Railway and tram train infrastructure.</p> <p>Criterion 5 deleted as not required in allocation policy, and would be covered elsewhere.</p>	AP9 AP114 AP119 GMCA77 GMCA21 M20.1

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>a <u>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. <u>Provide 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>Deletion of criterion 6 as adequately covered in thematic polices.</p> <p>To provide consistency throughout the plan's allocations and policy JP-C7 to refer to transport interventions listed in Appendix D. Also to combine all requirements relating to active travel into one criterion for transport for clarity.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic polices.</p> <p>Criterion deleted as generic policy covered by thematic polices. Criterion 7 covers specific transport requirements for the development.</p> <p>To clarify, ensuring that at the detailed planning stage a proper assessment can be made in</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Modify Criterion 10 of JPA20 as follows: 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;</u> and</p> <p>Modify to add new criterion after criterion 12 as follows:</p>	<p>relation to the lighting, shading, leaf fall and the resultant water quality impact on the Rochdale Canal SAC.</p> <p>Combined with Criterion 2 and modified wording to include all landscape requirements in one criterion for clarity.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt. To provide clarification relating to the requirement relating to additional primary and secondary school places.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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>		
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</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>To clarify what will be required for the area of retained Green Belt, and to set out all requirements relating to landscaping of the site including Green Belt boundaries.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p>	AP9 AP114 AP115 GMCA77 GMCA21 M20.1

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			<p><u>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>In addition to this, tThe 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...”</p> <p>Modify to delete part of paragraph 11.222 as follows: “...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...”</p>	<p>Part of paragraph deleted as not justified to include this requirement relating to heritage assets outside of the site boundary.</p> <p>To clarify, ensuring that at the detailed planning stage a proper assessment can be made in relation to the lighting, shading, leaf fall and the resultant water quality impact on the Rochdale Canal SAC. Also, as part of the updated HRA and the proposed modifications to JP-G9, see PfE response to IN9, Q9.10, the reference to traffic generated impacts on designated European sites is no longer considered necessary.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Modify paragraph 11.223 as follows: 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.</p> <p>Modify to add new paragraph after 11.224 as follows: <u>“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.”</u></p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
MMR6	JPA21 Crimble Mill Policy	313 - 314	<p>Modify criterion 1 as follows:</p> <p>1. Deliver around 250 new homes, including higher value family housing <u>provision of larger (4, 5 and 6 bedroom) houses, and affordable housing in accordance with relevant local plan requirements</u>, within an attractive riverside setting; This includes <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:</p> <p>2. 4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development; <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:</p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>To clarify the requirements relating to masterplanning which includes conversion of the mill buildings.</p> <p>To clarify the requirements relating to heritage for the development.</p> <p>Clarification of which landscape character type the allocation falls under.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p>	AP9 AP119 AP120 GMCA78 GMCA21

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			<p>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; <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:</p> <p>4. 5. The detailed layout of any scheme should respect the setting of the Listed mill complex and <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> 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;</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>Criterion deleted as access grouped with other transport requirements in Criterion 7.</p> <p>To provide consistency throughout the plan's allocations and policy JP-C7 to refer to transport interventions listed in Appendix D.</p> <p>Criterion deleted as transport intervention included in Appendix D as above in Criterion 6</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>To clarify the requirements in relation to the expansion of the existing primary school and general education contributions.</p>	

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			<p>Delete criterion 6 in its entirety.</p> <p>Modify criterion 7 as follows: 7. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <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> <p>Delete criterion 10 in its entirety.</p>	<p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Modify criterion 11 as follows: 11. Any proposal should provide some 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 serve<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</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace ‘higher value’, in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable</p>	<p>AP9 AP119 AP120 GMCA78 GMCA21</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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 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>	<p>housing in accordance with local plan policy.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
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, and affordable housing in accordance with relevant local plan requirements</u>; 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;</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</u> its Pennine fringe setting and takes account of views from and into the site, including the incorporation of high quality green and blue infrastructure;</p> <p>Delete criterion 4 in its entirety.</p> <p>Delete criterion 5 in its entirety.</p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>Clarification of which landscape character type the allocation falls under. Response to AP116.</p> <p>Criterion 4 deleted as unnecessary to include in the policy, and covered by Criterion 2 relating to masterplanning. Therefore this information has been moved to the reasoned justification.</p> <p>Active travel requirements combined with Criterion 7 to</p>	<p>AP9 AP116 AP117 AP119 GMCA21 GMCA77 M20.1 Q20.24</p>

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			<p>Delete criterion 7 in its entirety.</p> <p>Modify criterion 8 as follows: Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <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:</p>	<p>create one criterion for transport requirements, to provide clarity.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>To provide consistency throughout the plan's allocations to refer to transport interventions listed in Appendix D.</p> <p>New criterion to clarify that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>To clarify that the requirement for a project specific Habitats Regulation Assessment relates to the Rochdale Canal.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>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: <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. at the southern end of the site. 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</p> <p>Modify criterion 11 as follows: 11. 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. Development will be required to <u>retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking</u></p>	<p>To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.</p> <p>To provide clarity on the requirements relating to the delivery of a new primary school, and contributions for secondary school provision.</p> <p>To provide clarity to the developers about the requirements regarding car parking.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p><u>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 Reasoned Justification	316 - 317	<p>Modify to add section to paragraph 11.230 as follows: <u>11.230 "...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 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.</p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>As Criterion 4 was deleted this information has been moved to the reasoned justification in 11.231.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><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: “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- to</p>	<p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>To clarify that the requirement for a project specific Habitats Regulation Assessment relates to the Rochdale Canal.</p> <p>To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.</p> <p>To provide clarity about the requirements regarding car parking.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>ensure that development close to the canal is designed sensitively to the protected habitat.”</u></p> <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</u></p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<u>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>		
MMR10	JPA23 Newhey Quarry Policy	317 - 318	<p>Modify criterion 1 as follows: 1. Deliver around 250 new homes, including <u>provision of larger (4, 5 and 6 bedroom) houses, and higher-value family-affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 2 as follows: 2. ... The northern and eastern parts of the site could include larger, higher-value housing to diversify housing choice in the local area;</p> <p>Modify criterion 4 as follows: 4. Create a unique, high quality development including attractive and interesting open spaces and landscaping by carrying out any necessary re-profiling of the quarry face, <u>which is to be retained within the Green Belt. This should incorporateing water features and safeguarding and enhanceing biodiversity;</u></p> <p>Modify to add new criterion after criterion 4 as follows:</p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>Removal of 'higher value', in response to AP119.</p> <p>Combined with Criterion 5 and modified wording to form one criterion relating to landscaping, to provide clarity.</p>	AP9 AP117 AP119 AP143 GMCA21 GMCA77

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			<p><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: 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; 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;</p> <p>Modify criterion 7 as follows:</p>	<p>To clarify that the development will be required to strengthen Green Belt boundaries.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>Deleted as part of Criterion 5 combined with Criterion 4 to make one for criterion relating to landscape requirements for clarity.</p> <p>To provide clarity for heritage requirements and consistency between allocations.</p> <p>To clarify the requirement for the provision of car parking.</p> <p>Deletion of criterion as requirements for active travel included in part 10.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>7. Provide publicly available car parking to serve the Metrolink stop in Newhey and, <u>if necessary</u>, the residents on Huddersfield Road to alleviate on street parking issues;</p> <p>Delete criterion 8 in its entirety.</p> <p>Delete criterion 9 in its entirety.</p> <p>Modify criterion 10 as follows: 10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <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. Provide safe and appropriate vehicular access to serve the proposed residential development and car parking via the existing access entered from Huddersfield Road; and</p>	<p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>To provide consistency throughout the plan's allocations and with policy JP-C7 to refer to transport interventions listed in Appendix D.</p> <p>To clarify that vehicular access will be required via existing access from Huddersfield Road.</p> <p>Clarification of the requirement for contributions to primary and secondary school provision.</p> <p>To clarify in criterion 12 the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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</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;</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>	<p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
MMR11	JPA23 Newhey Quarry	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: "11.237... In addition to parking to serve the Metrolink stop, the development should, <u>if necessary</u>, also provide parking for residents on Huddersfield Road....."</p> <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</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>To clarify the requirement for the provision of car parking.</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.</p>	AP9 AP117 AP119 GMCA21 GMCA77

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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:</p> <p><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>	<p>To clarify, setting out an unambiguous policy framework for these allocations</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
MMR12	JPA24 Roch Valley Policy	320-321	<p>Modify criterion 1 as follows:</p> <p>1. <u>Deliver around 200 homes including provision of larger (4, 5 and 6 bedroom) houses, and affordable housing in accordance with relevant local plan requirements, higher value family homes,</u> on the northern half of the site adjacent to existing residential areas, to be accessed primarily from Smithy Bridge Road to the east;</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. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS);</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> Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials useds, the incorporation of green</p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>Part relating to drainage to be deleted as this is adequately covered in thematic polices.</p> <p>Clarification of which landscape character type the allocation falls under.</p> <p>Second sentence to be deleted to clarify the archaeological requirements.</p> <p>Criterion 6 deleted as active travel requirements combined with</p>	AP9 AP119 AP121 GMCA21 GMCA78

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>and blue infrastructure and the landscaping along the boundary of the site;</p> <p>Modify criterion 5 as follows: 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. 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;</p> <p>Delete criterion 6 in its entirety.</p> <p>Delete criterion 7 in its entirety.</p> <p>Modify criterion 8 as follows: 8. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <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</u></p>	<p>general transport requirements in part 8.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>To provide consistency throughout the plan's allocations and with policy JP-C7 to refer to transport interventions listed in Appendix D.</p> <p>Amended to provide clarity to the requirements regarding the potential relief road.</p> <p>To provide clarification of the requirement relating to additional primary and secondary school places.</p> <p>To clarify the requirement relating to mitigating recreational disturbance impacts on the South</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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: 9. The layout of the scheme<u>development</u> should be designed in a way so as not to preclude the future delivery of the eastern section of a proposed potential residential-relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporating attractive, high quality pedestrian and cycle routes <u>between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site; and</u></p> <p>Modify criterion 10 of as follows: 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.;</p> <p>Modify to add new criterion after criterion 10 as follows:</p>	<p>Pennine Moors SAC and SPAs in accordance with policy JP-G5.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><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	<p>JPA24 Roch Valley</p> <p>Reasoned Justification</p>	322 - 323	<p>Modify to add section to paragraph 11.239 as follows: 11.239 “...<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 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</p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace ‘higher value’, in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>Clarification of which landscape character type the allocation falls under.</p>	<p>AP119 AP121 GMCA78 GMCA21 AP9</p>

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			<p>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 deliver<u>accommodate</u> the eastern section of this road as part of a high-quality residential layout.”</p> <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</u></p>	<p>Amended to provide clarity of the requirements regarding the potential relief road.</p> <p>To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	

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			<p><u>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: 1. <u>Deliver around 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses, 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: 2....<u>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: 3. Provide access to the site primarily via Cowm Top Lane to the north <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</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.</p> <p>Additional sentence to clarify that development will require an infrastructure phasing and delivery strategy.</p> <p>To provide consistency throughout the plan's allocations and with policy JP-C7 to refer to transport interventions listed in Appendix D.</p>	AP9 AP119 AP122 AP143 GMCA21 GMCA78 M20.1 Q20.37

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			<p><u>routes to the local centre of Castleton and the railway station;</u></p> <p>Delete criterion 4 in its entirety.</p> <p>Delete criterion 5 in its entirety.</p> <p>Modify criterion 6 as follows: 6. Use the topography and contours within the site to <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>Delete criterion 7 in its entirety.</p> <p>Delete criterion 9 in its entirety.</p> <p>Delete criterion 10 in its entirety.</p> <p>Modify criterion 12 as follows:</p>	<p>Deleted as requirements for active travel included in general transport requirements in part 3.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.</p> <p>Clarification of which landscape character type the allocation falls under. Response to AP122.</p> <p>To clarify that as part of the updated HRA, the policy requirement and associated reasoned justification at paragraph 11.249 is no longer necessary in JPA25 as the matter is appropriately addressed through modifications to JP-G9 (See PfE response to IN9, Q9.10)</p> <p>Incorporated with 6 with modified wording to make one criterion for</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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>	<p>landscape considerations. Response to AP122.</p> <p>Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies, and in Criterion 8 above. Response to AP122.</p> <p>To clarify the requirements for primary and secondary school provision from the development. Response to AP122.</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	
MMR15	JPA25 Trows Farm Reasoned Justification	323 - 324	<p>Modify paragraph 11.245 as follows: 11.245 “...<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</u></p>	<p>Clarification to specify type and size of new homes expected in the allocation, to replace ‘higher value’, in response to AP119. In addition, clarification that allocation will be expected to</p>	AP9 AP119 AP122 GMCA21 GMCA78 M20.1

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			<p><u>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 provided provided <u>facilitated</u> as part of the development.... “</p> <p>Delete paragraph 11.249 in its entirety.</p> <p>Modify to add additional paragraph after paragraph 11.250 as follows: <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>	<p>make provision for affordable housing in accordance with local plan policy.</p> <p>To provide clarity on the requirements for walking and cycling connections.</p> <p>To clarify that as part of the updated HRA, the policy requirement and associated reasoned justification at paragraph 11.249 is no longer necessary in JPA25 as the matter is appropriately addressed through modifications to JP-G9 (See PfE response to IN9, Q9.10)</p> <p>To clarify, setting out an unambiguous policy framework for these allocations.</p>	Q20.37

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Chapter Eleven - Strategic Allocations in Salford Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan.	GMCA96 AP147
MMS2	Picture 11.38 JPA26 Hazlehurst Farm	326	Modify Picture 11.38 See Annex 3, Map MMS2	To reflect the main modification to amend the site allocation boundary.	GMCA94 AP145
MMS3	JPA26 Hazlehurst Farm Policy	326-327	Modify criterion 1 of policy JPA26 as follows: “1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD) , <u>consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1</u> 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; ” Modify criterion 2 of policy JPA26 as follows: “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	To be clear that the allocation shall be in accordance with a masterplan / framework in accordance with policy JP-D1. Wording relating to engagement or approval of any masterplan is not required as this is adequately addressed through local planning policies. The detailed tenure split is set out in relevant local planning policies and so is not necessary in policy JPA26. Reference to off-site affordable housing provision has been	GMCA82 AP123 GMCA94 AP143 GMCA96 AP147

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>some of this directed towards off-site provision <u>Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed towards off-site provision;</u></p> <p>Add new criterion below criterion 2 of policy JPA26 and modify criteria 3 and 4 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>3. <u>a) 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. <u>b) 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</u></p>	<p>retained given that policy H4 of the Salford Local Plan: Development Management Policies and Designations (p85) could be interpreted to specify either on-site or off-site provision but does not explicitly specify a mix.</p> <p>New criterion ensures that sustainable transport issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 3 and 4 are consequential as a result of the insertion of the new criterion.</p> <p>New criterion relating to Green Belt compensatory improvements is consistent with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.</p> <p>Salford’s Local Plan (Development Management Policies and Designations)</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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>“Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> and avoid harm to protected species;”</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> <p>“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;”</p> <p>Modify criterion 12 of policy JPA26 as follows:</p> <p>“12. Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements;”</p>	<p>includes policy on the GMWNIA which sets out objectives against which applications will be assessed.</p> <p>To ensure consistency with other local and national planning policies / legislation relating to biodiversity, reference to avoiding harm to protected species has been Deleted from criterion 10. A new criterion directly below criterion 10 has been added to the policy that relates to managing impacts on biodiversity.</p> <p>New criterion on biodiversity ensures consistency with other planning policies relating to assessing the impacts on biodiversity.</p> <p>Criterion 11 is deleted as unnecessarily repeats thematic policies in PfE relating to sustainable drainage systems and flood risk which would apply in any case.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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>“14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and”</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>	<p>National Grid do not have standard buffer requirements from overhead power lines and therefore this part of criterion 12 has been removed. An appropriate buffer can be determined at the masterplanning / planning application stages in consultation with relevant consultees.</p> <p>Reference to ‘air’ pollution added for clarity, making the policy justified and consistent with paragraph 174e of the NPPF, and given that the proposed amended boundary to site allocation JPA26 would bring part of the site within the air quality management area.</p> <p>Allotment provision is covered by other local planning policies. A new criterion has been added to the allocation policy to require that development accords with local recreation</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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>standards (this includes allotments).</p> <p>New criterion below criterion 14 ensures that reference is made to all recreation standards set out in local planning policies. These requirements include allotment provision as was addressed under criterion 14 (to be deleted).</p> <p>There is the potential for the survival of archaeological remains on the site, hence a new criterion has been added relating to this.</p> <p>New criterion on minerals added to ensure that any development is consistent with the Minerals DPD (or any successor) in relation to safeguarding resources.</p>	
MMS4	JPA26 Hazelhurst Farm	327	<p>Delete the last sentence of paragraph 11.251 in the reasoned justification to policy JPA26:</p> <p>“A desk-based assessment of the site’s archaeological interest will be required.”</p>	<p>Change to last sentence of paragraph 11.251 as a result of a new criterion in the allocation policy relating to archaeology.</p>	GMCA82

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	Reasoned Justification		<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>	<p>New text relating to compensatory improvements as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt.</p> <p>New text on minerals added as a result of a new criterion in the policy relating to minerals safeguarding.</p>	
MMS5	JPA27 East of Boothstown	328- 329	Modify criterion 1 of policy JPA27 as follows:	To be clear that the allocation shall be in accordance with a masterplan / framework in	GMCA82 AP124

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	Policy		<p>“1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), <u>consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1</u> 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.”</p> <p>Modify criterion 2 of policy JPA27 as follows:</p> <p>“2. <u>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</u> Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed to off-site provision;”</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>accordance with policy JP-D1. Wording relating to engagement or approval of any masterplan is not required as this is adequately addressed through other local planning policies.</p> <p>The detailed tenure split is set out in relevant local planning policies and so is not necessary in criterion 2 of policy JPA27. Reference to off-site provision has been retained given that policy H4 of the Salford Local Plan: Development Management Policies and Designations (p85) could be interpreted to specify either on-site or off-site provision but does not explicitly specify a mix.</p> <p>New criterion on compensatory improvements ensures consistency with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.</p>	<p>GMCA94 AP143 GMCA96 AP147, AP149</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>“Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> and avoid harm to protected species;”</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> <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>Salford’s Local Plan (Development Management Policies and Designations) includes policy on the GMWNIA which sets out objectives against which applications will be assessed. Therefore cross reference to local planning policies added to criterion 9.</p> <p>To ensure consistency with other local and national planning policies / legislation relating to biodiversity, reference to avoiding harm to protected species has been deleted from criterion 9. A new criterion has been added to the policy directly below criterion 9 which relates to managing impacts on biodiversity.</p> <p>New criterion below criterion 9 ensures consistency with other planning policies relating to assessing the impacts on biodiversity.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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> <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>Second new criterion below criterion 9 ensures that development will be consistent with the requirements of paragraph 180c of the NPPF given the presence of small areas of peat within the site. In addition it would ensure consistency with proposed modifications to JPA1.1 and is required to make the policy effective.</p> <p>Third new criterion below criterion 9 ensures that sustainable transport issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 10 and 11 are consequential as a result of the insertion of the new criterion.</p> <p>Additional text in criterion 12 ensures that reference is made to all recreation standards set out in local planning policies. These requirements include</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Delete criterion 13 of policy JPA27 as follows:</p> <p>“13. Retain or replace existing playing fields;”</p> <p>Delete criterion 14 of policy JPA27 as follows:</p> <p>“14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;”</p> <p>Modify criterion 18 of policy JPA27 as follows:</p> <p>“18. <u>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> <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</u></p>	<p>allotment provision as was addressed under criterion 14 (to be deleted).</p> <p>New criterion below criterion 12 ensures consistency with the requirements for other allocations within the plan in relation to school provision.</p> <p>Playing field issues can be adequately addressed through existing thematic policies; criterion 13 therefore deleted.</p> <p>Allotment provision is covered by other local planning policies; criterion 14 therefore deleted. A new criterion has been added to the allocation policy to require that development accords with local recreation standards (this includes allotments).</p> <p>Modification to criterion 18 required to be site specific with reference to heritage assets around the site and provide a</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<u>Development Plan (or any relevant policies in subsequent minerals plans).</u>	cross reference to the relevant thematic policy in PfE. New minerals criterion ensures that any development is consistent with the Minerals DPD (or any successor) in relation to safeguarding resources.	
MMS6	JPA27 East of Boothstown Reasoned Justification	329- 330	Add new paragraph to the reasoned justification to policy JPA27 (below paragraph 11.252) to read 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> Delete the first sentence of paragraph 11.253 as follows: “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.”	New paragraph is a consequential change as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt. To be consistent with other allocations in the plan reference to survey works in particular is deleted. Archaeology and heritage references are adequately covered by allocation wording. New paragraph on minerals is a consequential change as a result of the addition of a new	GMCA82 GMCA94 AP143 GMCA96 AP147, AP149

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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> <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</u></p>	<p>criterion to the policy relating to minerals safeguarding.</p> <p>New paragraph provides further details in relation to the addition of a new criterion to policy JPA27 relating to peat.</p>	

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			<u>deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.”</u>		
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.	In response to the Inspectors’ main modification to delete allocation JPA28 from the plan.	GMCA96 AP147, AP150
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>“Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), <u>consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1</u> 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. <u>Central to the masterplan shall be the</u></p>	<p>Reference to use classes provides clarity in relation to the Use Classes that will be provided as part of the allocation.</p> <p>Modifications to criterion 1 strengthen the provisions relating to peat, and therefore make the policy effective. In addition, it would ensure internal consistency, and ensure that the effects on the deep peat would be minimised and a suitable compensation strategy is delivered.</p> <p>Criterion 2 does not relate to decision taking and it is unclear what it is seeking to achieve in terms of the effects on any</p>	GMCA82 AP127 GMCA96 AP143 AP147, AP152, AP153

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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;</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>5. 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>6. 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>development. On this basis it is deleted.</p> <p>New criterion below criterion 4 ensures that sustainable transport issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 5, 6, 7 and 8 are consequential as a result of the insertion of the new criterion.</p> <p>Deletion of criterion 10 and insertion of new criterion on heritage required to be site specific with reference to Barton Aerodrome, provide clarity and a cross reference to the relevant thematic policy in PfE.</p> <p>New criterion below criterion 10 recognises that the current boundaries do not follow physical features that are readily recognisable and likely to be permanent.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>7. c) Provide 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>8. d) Maximise 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> <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>New criterion on Green Belt compensatory improvements required for consistency with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.</p> <p>Local planning policy (including policy R3 of the Salford Local Plan: Development Management Policies and Designations) includes consideration of whether compensation is necessary and so the reference to local planning policies in criterion 11 is sufficient.</p> <p>New criterion under criterion 11 strengthens the provisions relating to peat and ensure a suitable compensation strategy is delivered.</p> <p>The new criterion underneath criterion 11 of policy JPA29 cross references PfE policy JP-G9 (which includes requirements relating to</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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>“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 <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> <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</p>	<p>biodiversity net gain). Therefore reference to biodiversity net gain is deleted from criterion 12.</p> <p>Salford’s Local Plan (Development Management Policies and Designations) includes policy on the GMWNIA which sets out objectives against which applications will be assessed.</p> <p>To ensure consistency with other local and national planning policies / legislation relating to biodiversity, reference to avoiding harm to protected species has been deleted from criterion 13. A new criterion is proposed directly below criterion 11 which relates to managing impacts on biodiversity.</p> <p>Modifications to criterion 14 to delete reference to survey works ensures consistency with other allocations in the plan.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>remaining Green Belt separating the site from Irlam), achieve a minimum 10% net gain in biodiversity 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> and avoid harm to protected species;</p> <p>Modify criterion 14 of policy JPA29 as follows:</p> <p>14. Be supported by breeding and winter bird surveys to understand and mMinimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to <u>and</u> demonstrate that displacement is possible into the wider landscape;</p> <p>Delete criterion 15 of policy JPA29 as follows:</p> <p>“15. Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;”</p> <p>Delete criterion 16 of policy JPA29 as follows:</p>	<p>Criterion 15 is deleted as issues adequately addressed by new criterion relating to biodiversity (underneath criterion 11).</p> <p>To clarify that as part of the updated HRA, the policy requirement at criterion 16 is appropriately addressed through proposed modifications to PfE policy JP-G9. Criterion 16 is therefore deleted.</p> <p>Criterion 18 has been deleted and a new criterion added to strengthen the provisions relating to peat and ensure a suitable compensation strategy is delivered.</p> <p>Criterion relates to renewable and low carbon energy infrastructure which are covered more comprehensively elsewhere in the plan; it is therefore deleted.</p> <p>A new criterion on minerals ensures that any development</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>“16. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;”</p> <p>Modify criterion 18 as follows:</p> <p>“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;”</p> <p>Delete criterion 23 of policy JPA29 as follows:</p> <p>“23. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and”</p> <p>Add new criterion below criterion 24 of policy JPA29 as follows:</p>	<p>is consistent with the Minerals DPD (or any successor) in relation to safeguarding resources.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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	<p>JPA29 Port Salford Extension</p> <p>Reasoned Justification</p>	337-338	<p>Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.264) 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 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</u></p>	<p>Consequential change as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt.</p> <p>Insertion of a new paragraph in relation to peat is a consequential modification to reflect changes to the policy in relation to peat.</p> <p>To clarify that as part of the updated HRA, the policy requirement at criterion 16 and associated reasoned justification at paragraph 11.266 are no longer necessary in JPA29 as the matter is appropriately addressed through modifications to JP-G9.</p>	GMCA82 GMCA96 AP147, AP154

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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: “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.”</p> <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>	<p>Addition of text relating to minerals is a consequential change as result of the addition of a new criterion to the policy relating to minerals safeguarding.</p>	

Chapter Eleven - Strategic Allocations in Tameside Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
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	Consequential changes resulting from modifications elsewhere in the plan	GMCA96 AP147
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. <u>Be informed by an assessment of <u>Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;</u></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>To provide clarity as to the uses to be delivered on site in line with AP129 and to delete the erroneous word ‘and’.</p> <p>To clarify requirements by making reference to policy JP-D1 and to ensure consistency across the plan.</p> <p>Requirements of the criteria are adequately addressed elsewhere in the Plan.</p> <p>To clarify archaeology requirements and acknowledge the potential for there to be interest and consequential further investigation.</p> <p>To refer to the new Appendix D of the Plan, or other policies elsewhere in the Plan.</p>	GMCA21 GMCA85 GMCA96 AP9 AP129 AP143 AP155

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Delete criterion 9 of policy JPA30 in it's entirety.</p> <p>Delete criteria 10 of policy JPA30 in it's entirety.</p> <p>After criteria 10 of policy JPA30 insert the following new criteria: <u>New "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: "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;"</p> <p><u>New "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>To clarify that the whole site layout, rather than just the highways, are designed to accommodate the potential for a new rail station.</p> <p>To ensure consistency with policy JP-G9.</p> <p>To clarify and provide locally specific guidance.</p> <p>To avoid unnecessary duplication as locally specific guidance has been incorporated into a modified criterion 16.</p> <p>To ensure consistency with policy JP-G2.</p> <p>To acknowledge the presence of peat within the underlying geological strata of the site and its carbon storage function.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Replacement of criterion 14 of policy JPA30 with a new criterion as follows: “14. Protect and enhance key landscape and ecological features, including trees, watercourses and ponds;”</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> <p>Modify criterion 16 of policy JPA30 as follows: “16. Incorporate and enhance as attractive and desirable routes existing public rights of way <u>including that between the community of Littlemoss to the north and the Metrolink stop at Ashton Moss to the south</u> and the active travel route along the site’s western edge;”</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>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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 primarily 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 growth <u>economic</u> sectors within Tameside...”</p> <p>Modify paragraph 11.274 of policy JPA30 as follows: “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</u></p>	<p>Consequential change resulting from a modification to criterion 1.</p> <p>Consequential change resulting from the revised peat criterion.</p> <p>Consequential change resulting from the addition of a new criterion.</p> <p>To provide clarity in setting out an unambiguous policy framework.</p>	<p>GMCA21 GMCA85 GMCA96 AP9 AP129 AP147 AP155</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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: "1. Construct around 2,350 new homes;"</p> <p>"2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;"</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> <p>Modify criterion 4 of policy JPA31 as follows:</p>	<p>To clarify that development will be required to deliver housing across a range of types and tenures, including affordable housing.</p> <p>To clarify the requirements of the policy by referring to policy JP-D1 and ensure consistency across the plan.</p> <p>To clarify the policy requirements in terms of archaeology and acknowledge the potential for there to be archaeological</p>	<p>GMCA21 GMCA33 GMCA85 AP9 SQAP30 AP130 AP143 M22.1 Q22.8</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>“...Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Modify criterion 5 of policy JPA31 as follows: “5. Be informed by an assessment of <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: “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;”</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:</p>	<p>interest and consequential further investigation.</p> <p>Because requirements of the criteria are adequately addressed elsewhere in the Plan of by new policy criterion within JPA31 itself.</p> <p>To ensure the policy is effective, unambiguous and provides clear guidance in relation to the local hubs.</p> <p>To clarify, making reference to, and ensuring the policy is consistent with JP-H4.</p> <p>To clarify, ensuring the policy is effective and unambiguous in identifying the need for education provision, and to acknowledge the requirement to specifically set aside land.</p> <p>To make reference to the new Appendix D.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>“10. Deliver higher density residential development around Hattersley train station <u>in accordance with JP-H4</u>, and <u>around the village hubs</u>;”</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 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>To clarify the phasing of the new bridge.</p> <p>To clarify and provide locally specific guidance, whilst avoiding duplication with criterion 19.</p> <p>To ensure the policy is consistent with JP-G9.</p> <p>To ensure effectiveness in mitigating the recreation disturbance impacts on the European designated habitats and consistency with policy JP-G5.</p> <p>To ensure effectiveness of the policy regarding Green Belt boundaries being clearly defined, recognisable and likely to be permanent.</p> <p>To ensure the policy is consistent with JP-G2.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Modify criterion 16 of policy JPA31 as follows: “16. Provide, in the<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: “19. Incorporate and enhance as attractive and desirable routes, existing public rights of way and<u> 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> <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: New <u>“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>		

Main Mod Ref	Pfe Ref.	Pfe Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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 "Strengthen the boundary of the Green Belt along the A560 such that it will comprise physical features that are readily recognisable and likely to be permanent;"</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>		

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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⁽⁴³⁴⁾ and is a logical sustainable extension to the existing urban area.”</p> <p>And delete footnote itself, as follows: “434-Understanding Garden Villages”</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: 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.</u></p>	<p>Not considered necessary to retain the footnote following the insertion of additional paragraphs to the reasoned justification that describe the Garden City principles.</p> <p>To clarify and provide unambiguous Garden City Principle guidance.</p> <p>To clarify, ensuring the policy is effective and provides clear and unambiguous guidance with regard to the number of new homes that should be provided for various groups.</p> <p>Consequential change resulting from the addition of a new criterion to policy JPA31.</p> <p>To provide clarity in setting out an unambiguous policy framework.</p>	GMCA21 GMCA33 GMCA85 SQAP30 AP9 AP33 AP130 AP147 M22.1 Q22.11 IN22

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			<p><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></p> <p><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> <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: <u>“...diversity of housing opportunities, including through 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</u></p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).”</p> <p>Modify paragraph 11.287 of the reasoned justification to policy JPA31 as follows: “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).”</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 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>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<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>		

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MMTa6	Picture 11.45 JPA32 South of Hyde	349	Modify Picture 11.45. See Annex 3, Map MMTa6	New JPA32 Picture 11.45 to be inserted showing the amended Green Belt and allocation boundary following the exclusion of all of Pole Bank North SBI from within the site's red edge.	GMCA68 GMCA85 AP131
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: “1. Construct around 440 new homes;” “2. Deliver homes across a range of types and tenures in accordance with the Council’s most up to date Housing Needs Assessment;”</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: <u>“...Council and other appropriate stakeholders, in accordance with policy JP-D1;”</u></p> <p>Delete criterion 5 of policy JPA32 in it’s entirety.</p>	<p>To clarify development will be required to deliver housing across a range of types and tenures, including affordable housing.</p> <p>Deleted criteria as not justified to include this policy requirement for a site of this scale.</p> <p>Additional wording referring to JP-D1 to improve the plan’s consistency.</p> <p>Deleted policy as requirements are adequately addressed by other policies elsewhere.</p> <p>Modified policy to take into account the guidance in the LUC</p>	GMCA21 GMCA68 GMCA85 AP9 AP131 AP143 M22.1 Q22.15 PMM3

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			<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: “10. Sustain and enhance both designated and non-designated <u>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;</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 and any updated Historic Impact Assessment(s) submitted as part of the planning application process;”</p>	<p>Landscape Character and Sensitivity Assessment.</p> <p>For clarity and consistency.</p> <p>Policy criterion modified to provide clarity regarding the provision of education contributions.</p> <p>Criterion combined to reduce unnecessary duplication.</p> <p>To enhance the effectiveness of policy JPA32, ensuring the Green Belt boundaries around the allocation are clearly defined, recognisable and likely to be permanent</p> <p>Clarification that development will be required to make compensatory improvements to remaining Green Belt.</p> <p>To ensure the policy is effective and provides clear and unambiguous guidance in relation to the findings of the</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Delete criterion 12 of policy JPA32 in it's entirety.</p> <p>Modify criterion 13 of policy JPA32 as follows: "13. Make financial 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;"</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: <u>New "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> <p>Delete criteria 17 of policy JPA32 in it's entirety.</p> <p>Modify criterion 18 of policy JPA32 as follows:</p>	Strategic Flood Risk Assessment.	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>“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;”</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: New “<u>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: New “<u>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</u></p>		

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			<p><u>will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <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 enshrines Garden City principles and is a logical, sustainable, extension to the suburb of Gee Cross.”</p> <p>Modify paragraph 11.305 of the reasoned justification to policy JPA32 as follows:</p>	<p>Consequential modifications following the modification or deletion of policy criterion.</p> <p>Consequential modification, to provide explanation as to additional policy criterion relating to strengthening the proposed Green Belt boundary.</p>	<p>GMCA21 GMCA68 GMCA85 AP9 AP34 AP131 AP147 M22.1 Q22.18</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>“11.305 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, including 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).”</p> <p>Modify paragraph 11.306 of the reasoned justification to policy JPA32 as follows: “11.306 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 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).”</p> <p>After paragraph 11.312, insert the following two new paragraphs to the reasoned justification of policy JPA32 as follows: 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</u></p>	<p>Consequential modification, to provide explanation as to the inclusion of an additional policy criterion relating to the need for compensatory improvements to the Green Belt.</p> <p>Consequential modifications required following combination criteria 18 and 19.</p> <p>To provide clarity in setting out an unambiguous policy framework.</p>	PMM3

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>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, alongside Garden City principles, 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,</u> and public open spaces...”</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 both Garden City and Building for a Healthy Life principles...”</p>		

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			<p>Insert, after paragraph 11.319, a new paragraph to the reasoned justification to policy JPA32 as follows: 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></p>		

Chapter Eleven - Strategic Allocations in Trafford Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan	IN37 AP147
MMTr2	Picture 11.48 JPA33 New Carrington	357	Modify picture 11.48 to clarify that picture 11.48 is indicative only. Amend title of Picture 11.48 to: <i>Picture 11.48 New Carrington <u>Indicative Allocation Policy Plan</u></i> 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	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Indicative Allocation Plan.	AP132 GMCA85
MMTr3	JPA33 New Carrington Policy	356 - 363	Modify Criterion 1 as follows: 1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) <u>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</u>	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance. To clarify, ensuring consistency across the Plan. Deleted reference to the indicative requirements for each 'character area'.	AP132 AP133 AP147 AP156 AP157 AP159 GMCA85 GMCA96

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p><u>West Hydrogen pipeline (as relevant). The masterplan will be prepared in partnership with key stakeholders to ensure the site whole allocation is planned and delivered in a coordinated and comprehensive manner, with proportionate contributions to fund necessary infrastructure;</u></p> <p>Add new criterion under Criterion 1 as follows: <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, 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:-</p> <ul style="list-style-type: none"> ● Carrington Village – approximately 600 units ● Sale West – approximately 1,450 units ● East Partington – approximately 2,600 units ● Warburton Lane – approximately 420 units <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>	<p>To remove any duplication with other policies in the Plan.</p> <p>To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA33 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10).</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<ul style="list-style-type: none"> • <u>Central Carrington Village</u> – average 35 dph • Sale West – average 40 dph • <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; • Warburton Lane – average 25 dph <p>Modify Criterion 7 as follows: 7. Provide <u>Make provision for</u> a minimum of 15% affordable housing across the New Carrington allocation <u>to be provided in accordance with local policy requirements</u>. 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</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:</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Deliver around 350,000 sqm (gross) of employment opportunities for <u>B2 / B8 uses; industry and warehousing as set out on the Allocation Policy Plan</u></p> <p>Delete Criteria 10 -13 in their entirety.</p> <p>Modify Criterion 14 as follows: 14. 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;</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: 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>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Modify Criterion 17 as follows: 17. <u>Provide an east / west</u> Utilise the route of the disused railway line through the site as a strategic sustainable transport corridor <u>across the site from the Manchester Ship Canal to Sale to link with</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;</p> <p>Modify Criterion 18 as follows: 18. <u>Contribute to new / enhanced bus services and</u> Deliver 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> Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, 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:</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>21. Provide <u>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, within the East 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</u></p> <p>Modify Criterion 22 as follows: Provide a new 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: 23. Provide and contribute to the provision of <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</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>protected, high quality, <u>publicly</u> accessible green infrastructure;</p> <p>Modify Criterion 26 as follows: 26. Create defensible <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: 27. Make provision for compensatory improvements to Mitigate any impact and improve 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 provide</u> 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:</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>Provide a range of types and sizes of open space within the allocation boundary in accordance with <u>local planning policy requirements</u> the Council's open space and outdoor sports policies, 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. Protect the <u>Provide strategic</u> green spaces at Sale West identified broadly in the locations identified on the Indicative Allocation Policy Plan (Picture 11.48) and promote their use as an accessible green infrastructure area. These areas <u>will be</u> protected from development and proposals will need to demonstrate how they and will deliver improved green infrastructure and access (including new or improved public rights of way), to these parcels to mitigate the impacts of development</p> <p>Modify Criterion 32 as follows: Protect and enhance natural environment assets within the site and the surrounding area, <u>Make provision for biodiversity, including taking appropriate account of including</u> Brookheys Covert Site of Special Scientific Interest (SSSI), <u>eight</u> local Sites of Biological Importance (SBIs), and local nature conservation sites and features including woodland and hedgerows both within and</p>		

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			<p>adjacent to the allocation, in accordance with Policy JP-G9;</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 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;</u></p> <p>Modify Criterion 35 as follows: 35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the</p>		

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			<p>Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);</p> <p>Delete Criterion 36 in its entirety.</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, creative and contextual in its response, respecting the local character, <u>heritage and positive local design features of the area;</u></p>		

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			<p>Delete Criterion 41 in its entirety.</p> <p>Modify Criterion 43 as follows: 43. 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 <u>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;</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, including provision of SUDS through the design and layout of development and in accordance with an allocation wide <u>a flood risk, foul and surface water management strategy, which will form part of the Masterplan/delivery strategy (Criterion 1);</u> 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</p>		

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			<p>and further detail will be set out in the Masterplan / SPD;</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, including HS2, 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> <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	363 - 368	Modify paragraph 11.320 as follows:	Consequential changes to the reasoned justification.	AP132 AP133

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	New Carrington Reasoned Justification		<p>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 / SPD 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:</p>		AP147 AP156 AP157 AP158 AP159 GMCA85 GMCA96

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			<p><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 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</p>		

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			<p>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> <ul style="list-style-type: none"> • <u>Central Carrington – approx. 600 units</u> • <u>Partington East – approx. 2,600 units</u> • <u>Sale West – approx. 1,450 units</u> • <u>Warburton Lane – approx. 400 units</u> <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</u></p>		

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			<p><u>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, having regard to differing levels of viability within the site. The Council will monitor affordable housing provision across the allocation to ensure the 15% overall requirement is met. 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:</p> <p>11.327 Employment development for <u>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 Control of Major Accidents Hazards (COMAH) 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. as well as a potential future public transport corridor.</u></p> <p>Modify paragraph 11.334, as follows The New Carrington Transport Locality Assessment also identified key highway junctions which <u>may will</u> require intervention to mitigate the impact of development, as well as other link roads which will be required to access</p>		

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			<p>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 east 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</u> character areas.</p> <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</u></p>		

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			<p><u>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</u> 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.</p> <p>Modify paragraph 11.340, second sentence as follows: This includes <u>the eight SBIs within the site boundary and the</u> habitats and green corridors 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</u> suitable for <u>peat</u> restoration <u>or to important</u> wetland habitats. Much of the area which <u>may be is</u> suitable for <u>peatland restoration or wetland habitats</u> restoration is within the identified Green Belt gap and it will therefore be protected from development.</p>		

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			<p><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 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 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</p>		

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			<p>landscape setting of the site and enhance the transition from the urban edge to the open countryside.</p> <p><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> development proposals in these areas 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 the Council's adopted <u>relevant Design Guides / Codes</u>. Specific parameters for the development of the site will be set out in the Masterplan / SPD.</p> <p>Modify paragraph 11.345, final sentence as follows:</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/PQ/MIQ/AP Ref
			<p>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. 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. 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, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. 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. 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’.</p>		

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			<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	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan	GMCA96 AP147
MMW2	JPA34 M6 Junction 25 Policy	370-371	<p>Modify Policy JPA34 (criterion 1), as follows: “Be in accordance with a <u>comprehensive</u> masterplan that is agreed with <u>by the Council, and is effectively informed by detailed site investigations and other constraints</u> <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;</u>”</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: “<u>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;</u>”</p>	<p>To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance generally, and consistency with policies JP-G2, JP-C7 and the new Appendix D</p> <p>To clarify, setting out an unambiguous policy framework for this allocation</p>	GMCA86 AP135 GMCA21 AP9

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			<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: <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>		

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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</u> 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.”</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</p>	<p>To clarify, ensuring that the policy and reasoned justification are consistent, effective and provide clear and unambiguous guidance</p> <p>To clarify, setting out an unambiguous policy framework for this allocation</p>	GMCA86 AP135 GMCA21 AP9

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			<p>remaining Green Belt to the north. The development must also provide easements for the significant utilities infrastructure that runs through the site.</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	373 - 375	Modify Policy JPA35 (criterion 1), as follows:	To clarify, ensuring that the policy is effective and provides	GMCA86 AP136

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	North of Mosley Common Policy		<p>“Be in accordance with a <u>comprehensive</u> masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment, the presence of priority habitats and other constraints <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: “<u>Deliver around 1,100 new homes, 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> Provide an additional stop on the busway and/or new/improved pedestrian and cycle links to existing busway stops, and proportionate contributionse proportionally and meaningfully to increaseding passenger capacity on the busway at peak times, subject to full detailed busway service analysis <u>being undertaken in conjunction</u> with Transport for Greater Manchester;”</p> <p>Modify Policy JPA35 (criterion 4), as follows:</p>	<p>clear and unambiguous guidance generally, and in specific relation to the provision of affordable housing, and consistency with policies JP-P5, JP-G9, JP-G2, JP-C7 and the new Appendix D</p> <p>To clarify, setting out an unambiguous policy framework for this allocation</p>	<p>GMCA21 AP9 GMCA94 AP143</p>

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			<p>“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> 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;”</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> <p>Modify Policy JPA35 (criterion 7), as follows: “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;”</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</u> the demand generated by</p>		

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			<p>secondary school pupils <u>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>		
MMW5	JPA35	374-375	Modify paragraph 11.362, as follows:	To clarify, ensuring that the policy and reasoned justification	GMCA86 AP136

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	North of Mosley Common Reasoned Justification		<p>“... 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</u> on the site, which could be developed as part of a new local centre 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.”</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, a</u> 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.</p>	<p>are consistent, effective and provide clear and unambiguous guidance</p> <p>To clarify, setting out an unambiguous policy framework for this allocations</p>	GMCA21 AP9

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			<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> <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>	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance generally, and in specific relation to the safeguarded HS2 route, the	GMCA86 AP137 GMCA94 AP143

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			<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;“</p> <p>Modify Policy JPA36 (criterion 3), as follows: “Deliver around 600 homes; <u>including affordable housing in accordance with local policy requirements. including</u> <u>a</u>Around 75 of these homes should be to the west of the proposed <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 proposed <u>safeguarded</u> HS2 route accessed from Newton Road;”</p> <p>Modify Policy JPA36 (criterion 5), as follows: “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;”</p> <p>Modify Policy JPA36 (after criterion 5) by adding a new criterion, as follows:</p>	provision of affordable housing, the appropriate employment uses, and consistency with policies JP-C7, JP-P5, JP-G2, JP-G9, JP-P2, and JP-C7 and the new Appendix D	

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			<p><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: “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 <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:</p>		

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			<p>“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 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.”</p>		
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, in accordance with Policy JP-C7. “</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 2B¹. This safeguarded zone needs to 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</u></p>	To clarify, ensuring that the policy and reasoned justification are consistent, effective and provide clear and unambiguous guidance, and to provide a weblink to safeguarding information and maps for HS2 Phase 2B	GMCA86 AP137

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			<p>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“</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 proposed 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 the delivery of enhanced bus services in the area.</u> serve both new housing and employment development and will be able to accommodate bus services.”</p>		
MMW8	JPA37 West of Gibfield Policy	379 - 380	Modify Policy JPA37 (criterion 1), as follows: “Be in accordance with a <u>comprehensive</u> masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment and other constraints. <u>This will include the need for an</u>	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance generally, and in specific relation to the provision of affordable housing, the	GMCA86 AP138 GMCA21 AP9 GMCA94 AP143

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			<p><u>infrastructure phasing and delivery strategy in accordance with policy JP-D1;</u></p> <p>Modify Policy JPA37 (criterion 2), as follows: <u>“Deliver around 500 new homes, 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 E(g), B2 and/or B8 employment floorspace 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;”</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: “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 <u>Make provision for new and improved sustainable transport and highways infrastructure having</u></p>	<p>appropriate employment uses and the location for this, and consistency with policies JP-P5, JP-G9, JP-G2, JP-C7 and the new Appendix D</p> <p>To clarify, setting out an unambiguous policy framework for this allocation</p>	

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			<p><u>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, and contribute appropriately to improved passenger facilities at those rail stations, as applicable;”</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 substantive <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>		

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			<p>Modify Policy JPA37 (criterion 9), as follows: “Make Ensure appropriate provision is made to sufficiently mitigate the impact of development on for great crested newts sufficient to mitigate the development;”</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 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</u></p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<u>Development Plan (or any relevant policies in subsequent minerals plans).</u>		
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> extend the existing Gibfield Park Industrial Area 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> <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</p>	<p>To clarify, ensuring that the policy and reasoned justification are consistent, effective and provide clear and unambiguous guidance</p> <p>To clarify, setting out an unambiguous policy framework for this allocation</p>	GMCA86 AP138 GMCA21 AP9

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			<p>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 and contribute appropriately to passenger improvements at those stations.</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 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-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>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<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 opportunities provided by the site. The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.”</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	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MM12.1	JP-D1 Infrastructure Implementation Policy	385 - 386	<p>Modify first paragraph as follows: “To make this happen we will:<u>To ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this document.”</u></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>will work with infrastructure providers to:</u></p> <p>Promote collaboration and synchronisation of investment plans between ourselves and the main infrastructure providers: <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>To clarify and improve the effectiveness (soundness) of the policy.</p> <p>To ensure that the policy’s requirements are clear and unambiguous Policy JP-D1 has been restructured into three parts, incorporating all previous modifications, and with some rewording of criteria to reflect the new sub-headings.</p> <p>Modifications clarify that references are appropriately phrased and ensure that the plan text is up to date.</p> <p>Specific modifications provide further clarity in respect of the content of the infrastructure phasing and delivery strategy required by the policy and brings in a specific reference to the need to reach agreement with</p>	M12.1 Q12.1 Q12.2 Q12.3 Q12.5 GMCA5.1 PQ74 GMCA23 AP86 AP87

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>ify criterion 3 as follows: Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to ensure that future investment plans are consistent with have regard to this Plan; The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard;</p> <p>ate criterion 4 as follows: Establish a new long term funding mechanism for transport and site specific infrastructure to ensure timely delivery and capture of developer contributions;</p> <p>and 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>the relevant local planning authority. The modifications ensure consistency with the tests for planning obligations set out under NPPF paragraph 57.</p> <p>Modifications finally ensure there is no unnecessary overlap / inconsistencies within the plan, and with other statutory or regulatory regimes.</p>	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>Modify criteria 6 and 7 as follows: Require applicants to prepare an infrastructure phasing and delivery strategy for strategic sites, and major sites 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; <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 infrastructure 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:</p> <p>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;</p> <p>Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with</p>		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<p>electricity providers the estimated load capacity of the building and the substations and routes for supply;</p> <p>Reasonable gas and water supply, considering the need to conserve natural resources;</p> <p>The provision of multiple ducting to support full fibre digital connections from different providers;</p> <p>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</p> <p>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.”</p> <p>Delete criteria 8 and 9 as follows:</p> <p>Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and</p> <p>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.”</p>		
MM12.2	JP-D2 Developer Contributions	388	<p>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</p>	To clarify, ensuring consistency with the Policy.	M12.1 Q12.6 GMCA23 AP88

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	Reasoned Justification		1990 (as amended), or the potential introduction of a Strategic Infrastructure Tariff.		
MM12.3	JP-D2 Developer Contributions Policy	390	<p>Modify first paragraph as follows: “...These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, legal contracts <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>”</p> <p>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.</p> <p><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</u></p>	<p>To clarify the policy, avoid any potential ambiguity and to be consistent with paragraph 12.16 of the reasoned justification.</p> <p>To clarify, ensuring consistency with national guidance in respect of the consideration of viability as part of the planning application process.</p>	M12.1 Q12.6 GMCA23 AP88

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<u>to delivery in a transparent manner and reflecting national guidance.</u> ”		
MM12.4	Para. 12.23 Monitoring	390	<p>Modify paragraph 12.23 as follows: <u>“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.”</u></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>	<p>Required to clarify the purpose of Table 12.1 and set out the key linkages with policies in the plan.</p> <p>New paragraphs inserted to explain the process of monitoring with respect to allocations and also in relation to districts’ AMRs.</p>	GMCA87 AP138

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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.	Required as a result of the changes set out in IN35 Action Point 138.	GMCA87 AP138

Appendix A Replaced District Local Plan Policies Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MMApxA.1	Para. A2	400	Modify paragraph A2 as follows: 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) The following policies have been wholly or partially replaced.	To reflect passage of time	N/A
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2
MMApxA.5	Oldham Council	403-404	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.4, attached to this schedule.	To clarify which existing local plan policies are to be	GMCA 3.1 PQ19

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	Table A.4 in Appendix A			superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA11.1 AP2
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2
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.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MMApxA.10	Wigan Council Table A.9 in Appendix A	406	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.9, attached to this schedule.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19 GMCA11.1 AP2

Appendix B Additions to the Green Belt Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MMApxB.1	Para. B.1	410	Modify paragraph B.1 of Appendix B as follows: “In certain 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. These proposed additions to the Green Belt are shown on the index map below and identified on the Policies Map.”	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Green Belt Additions boundaries.	GMCA96 AP147
MMApxB.2	Picture B.2	410	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	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Green Belt Additions boundaries.	GMCA94 AP146 GMCA96 AP147
MMApxB.3	Table B.1	412	Modify Table B.1 as set out in Annex 4	Exceptional circumstances have not been fully evidenced and justified for removed Green Belt Additions. .	GMCA96 AP146
MMApxB.4	Various pictures	414-464	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.36, B.38, B.39, B.44, B.47, B.48, B.49, B.50 and B.51.	Exceptional circumstances have not been fully evidenced and justified for removed Green Belt Additions.	GMCA94 AP146 GMCA96 AP147

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
MMApxB.5	Picture B.4	415	Modify Picture B.4 GBA2 to revise boundary. See Annex 3, Map MMApxB.5	To clarify, reflecting the changed situation and ensuring that the Plan is up to date.	IN36 AP146

Appendix C Places for Everyone Policies Map Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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	To ensure that the policies map reflects the written statement of the plan.	GMCA96 AP147

New Appendix Indicative Transport Mitigation Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
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.	To ensure policy JP-C7 is effective through setting out potential transport interventions for each allocation in the plan and to ensure a consistent approach to transport infrastructure provision across all allocations	GMCA23 AP85 (c)

Annex 1 of the PfE Main Modifications Schedule

MM12.1 Proposed modifications to Table 12.1 (Monitoring)

PfE KPI/Target Baseline at 2020 unless otherwise stated 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
Strategy							
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 Baseline at 2020 unless otherwise stated <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>
			% vacancy rate in main town-centres				
Sustainable & Resilient							
Reduce carbon emissions from new development	2,5,7,8,10	<u>JP-S 1 2, 3 and 7</u> <u>JP-P 1</u>	% 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	<u>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</u>	% of residential development on brownfield land	✓	✓	<u>1,5,6,9</u>	
			<u>% of gross employment development on brownfield land</u>	✓	✓	<u>1,5,6,9</u>	

PfE KPI/Target Baseline at 2020 unless otherwise stated <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>
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 Baseline at 2020 unless otherwise stated 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
Jobs							
<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 Baseline at 2020 unless otherwise stated <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>
Homes							
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. 8,700 <u>9,063</u> annually by 2025	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
			Deliver approx. 10,300 <u>10,305</u> annually by 2030	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
			Deliver approx. 11,200 <u>10,719</u> annually by 2037	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
Increase no 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>All allocations with housing development</u>
			<u>No. of new affordable homes completed</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 & Adaptable (A&A) standard</u>	1,2,5,10	JP-H 3	% new homes meeting <u>Accessible & Adaptable (A&A) standard</u>	✓	✓		
Greener							

PfE KPI/Target Baseline at 2020 unless otherwise stated 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 Baseline at 2020 unless otherwise stated 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
People							
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 Baseline at 2020 unless otherwise stated 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
Connected							
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, public transport, walking and cycling car & other</u> (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 Baseline at 2020 unless otherwise stated 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
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>)	✓	✓		
Delivering the Plan							

PfE KPI/Target Baseline at 2020 unless otherwise stated 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
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

Bolton Core Strategy (2011) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
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	JP-S4 , 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

Bury Unitary Development Plan (1997) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
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>
<u>RT1 – Existing Provision for Recreation in the Urban Area</u>	<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

<u>Manchester Core Strategy (2012) – Existing Policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
SP1 Spatial Principles (Partially)	JP-S1	<ul style="list-style-type: none"> • <u>Last but one bullet</u>
EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4	<ul style="list-style-type: none"> • <u>1st paragraph including ‘Offices (B1a) – 140ha Research and Development and Industry (B1b, B1c and B2) – 25 ha Distribution and Warehousing (B8) – 35ha ‘</u> • <u>distribution figures in key location bullet points</u>
H1 Overall Housing Provision (Partially)	JP-H1	<ul style="list-style-type: none"> • <u>first paragraph</u> • <u>trajectory</u> • <u>sentence in brackets in 2nd paragraph</u> • <u>1st sentence of 5th paragraph</u>
H2 Strategic Housing Location (Partially)	JP S1, JP S2 and JP S5 <u>JP-H4</u>	<ul style="list-style-type: none"> • <u>‘40-50 dwellings per hectare’ from 1st bullet of 2nd paragraph</u>
H8 Affordable Housing (Partially)	JP-H2	<ul style="list-style-type: none"> • <u>last sentence of bullet 1</u>
T1 Sustainable Transport (Partially)	JP-C1	<ul style="list-style-type: none"> • <u>final bullet point</u>
EN3 Heritage (Partially)	JP-P2	<ul style="list-style-type: none"> • <u>2nd paragraph</u>
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2	<ul style="list-style-type: none"> • <u>1st bullet including indented bullets on Energy Hierarchy</u>
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2	<ul style="list-style-type: none"> • <u>‘shown in Tables 12.1 or 12.2’ from 1st sentence of 1st paragraph</u> • <u>2nd, 3rd, 4th and 5th paragraphs</u> • <u>tables 12.1 and 12.2</u>

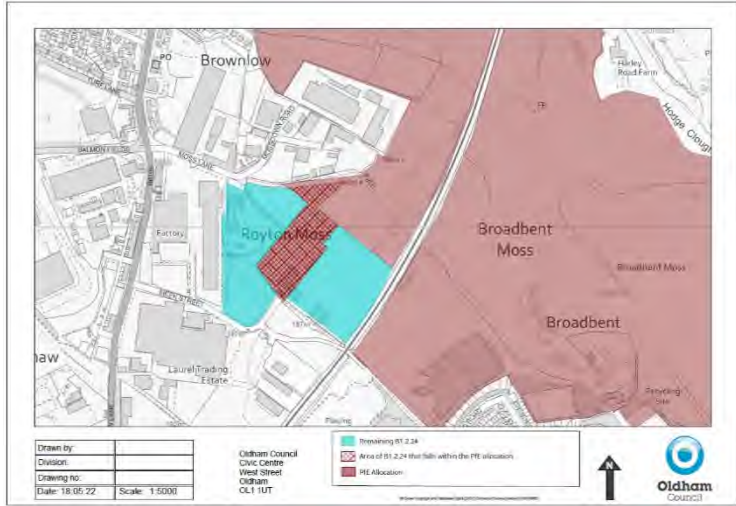
EN8 Adaption to Climate Change (Partially)	JP-S2, JP-S5 and JP-G9 and JP-S4	<ul style="list-style-type: none"> • <u>1st and 4th bullet points</u>
EN14 Flood Risk (Partially)	JP-S5 JP-G9	<ul style="list-style-type: none"> • <u>3rd bullet point except final sentence</u>
EN15 Biodiversity and Geological Conservation (Partially)	JP-G9	<ul style="list-style-type: none"> • <u>'either on-site or adjacent to the site' in second paragraph</u> • <u>last sentence</u>
EN16 Air Quality (Partially)	JP-S6	<ul style="list-style-type: none"> • <u>' , and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport' from 1st sentence.</u>
EN17 Water Quality (Partially)	JP-S5	<ul style="list-style-type: none"> • <u>2nd bullet point</u>

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>	Replaced by PFE policy/policies	<u>Sections of policy to be superseded</u>
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 JPA15 Chew Brook Vale	<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:</p> <p><u>OPOL 9 – Bullcote Lane, Royton</u> <u>OPOL 10 – Shawside, Shaw (Moss Hey)</u> <u>OPOL 22 – Cowlshaw, Shaw</u></p> <p><u>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.</u></p>
<p>25 Developer Contributions</p>	<p><u>JP-D2</u></p>	<p><u>The entirety of Policy 25 is superseded by Policy JP-D2</u></p>
<p><u>Saved UDP Policy D1.5 Protection of Trees on Development Sites</u></p>	<p><u>JP-G7</u></p>	<p><u>The entirety of Policy D1.5 is superseded by Policy JP-G7</u></p>
<p><u>Saved UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton</u></p>	<p><u>JPA14 Broadbent Moss</u></p>	<p><u>Part of policy B1.1.24 as shown on plan below</u></p>  <p>Map details: Drawn by: [blank] Division: [blank] Drawing no.: [blank] Date: 16.05.22 Scale: 1:5000 Oldham Council Civic Centre West Street Oldham OL1 1UT Legend: - Preparing B1.1.24 (Red outline) - Area of B1.1.24 that falls within the PTE allocation (Red fill) - PTE Allocation (Blue fill) Oldham Council logo and north arrow.</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><u>The entirety of policy H1.2.17 is superseded by Policy JPA17</u></p>

<u>Saved</u> UDP Policy OE1.8 Major Developed Site in the Green Belt	JPA15 <u>Chew Brook Vale</u>	<u>The entirety of Policy OE1.8 is superseded by Policy JPA15</u>
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MMApxA.6

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

<u>Rochdale Core Strategy (2016) – Existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of the policy to be superseded</u>
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"> • <u>'to deliver at least 460 net additional dwellings per year up to 2028' in the first sentence of the policy</u> • <u>- '460' in first sentence of paragraph 8.6 of the supporting text</u>
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

Policy	Replaced by PFE policy/policies	
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

The Tameside Unitary Development Plan (2004) – Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
H1 Housing Land Provision (Partially)	JP-H1	<ul style="list-style-type: none"> • <u>First paragraph</u> • <u>Second paragraph</u> • <u>The words “and to inform the need for plan review” from end of fifth paragraph</u> • <u>Sixth paragraph</u>
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

Trafford Core Strategy (2012) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
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>All</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>All</u>
<u>W3 Minerals</u>	<u>JP-S7</u>	<u>All</u>
<u>R1 Historic Environment (Partially)</u>	<u>JP-P2</u>	<u>R1.2</u> <u>R1.8</u>

Trafford Core Strategy (2012) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
R2 Natural Environment (Partially)	JP-Strat13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and JP-G10 <u>JP-P2</u>	<u>All</u>
R3 Green Infrastructure (Partially)	JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9	<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> , JP-G11, JP-G12 , 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)	P-G6 and JP-P7	<u>All</u>
R6 Culture and Tourism (Partially)	<u>JP-P3</u>	<u>R6.2 only</u>

MMApxA.10

Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

<u>Wigan Local Plan Core Strategy (2013) – existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
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 JP-G11	<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

Please note that proposed changes to the policies map are set out in a separate schedule, the schedule of proposed map changes.

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	Reason
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	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.
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	To clarify and ensure effectiveness of the Key Diagram
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	To clarify and ensure effectiveness of the diagram
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.	To clarify and ensure effectiveness of the diagram

Main Modification Ref	PfE Ref	PfE Page Number	Modification	Reason
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	To clarify and ensure effectiveness of the diagram
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	To clarify and ensure effectiveness of the diagram
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	To clarify and ensure effectiveness of the diagram
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	To clarify and ensure effectiveness of the diagram
MM4.30	Figure 4.8 New Carrington	74	Change label "Potential Multi Modal Corridor" to "Sustainable Transport Corridor".	To clarify and ensure effectiveness of the diagram
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 eEnergy nNetwork opportunities <u>Opportunity Areas</u> . Amend the boundaries of the Heat and Energy Network Opportunity Areas and clarify that all PfE allocations are Heat and Energy Network Opportunity Areas.	To clarify and ensure effectiveness of the diagram
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	To clarify and ensure effectiveness of the diagram
MM6.8	Figure 6.2 Existing supply of office sites identified	115	Modify title of Figure 6.2 as follows: "Figure 6.2 Existing supply of office sites identified in strategic employment land	Required as a result of the change to the plan period and the updated 2022 land supply

Main Modification Ref	PfE Ref	PfE Page Number	Modification	Reason
	in strategic employment land availability assessments 2020-2037		availability assessments 2021-2037 <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 2020-2037 <u>2022-2039</u> ” Figure 6.3 to be updated with 2022 data.	Required as a result of the change to the plan period and the updated 2022 land supply
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 2020-2037 <u>2022-2039</u> ” Update Figure 7.1 to reflect 2022 land supply.	Required as a result of the change to the plan period and the updated 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 The Green Belt 2021 <u>Places for Everyone Green Belt</u> ” Amend Green Belt boundaries to reflect modifications elsewhere in the plan.	To clarify, and as a consequential change reflecting main

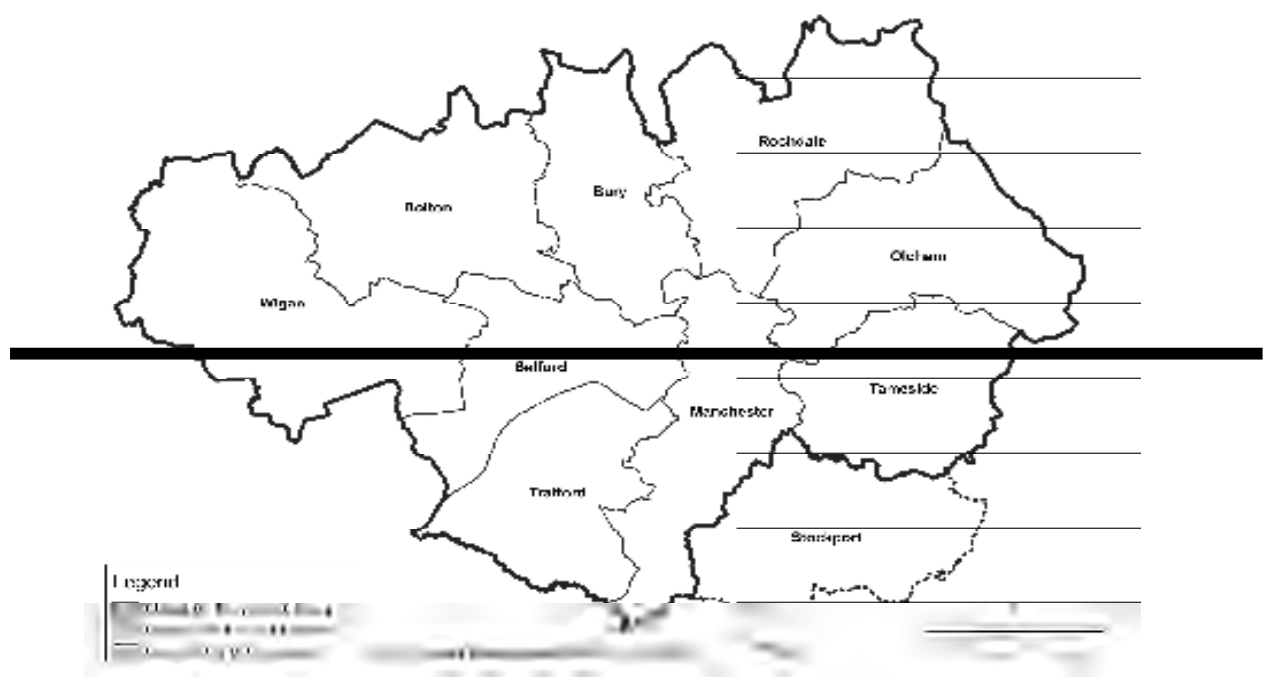
Main Modification Ref	PfE Ref	PfE Page Number	Modification	Reason
MM11.2	Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020	218	Amend title of Figure 11.1: Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020 <u>2022</u> to and update the data to 2022	Consequential change and to reflect 2022 land supply
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.	To ensure consistency across the plan; To provide clarity and ensure that there is no ambiguity in relation to changes proposed to the site allocation boundaries
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.	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Site Allocation boundaries
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	To amend cartographic error.
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	Consequential change as a result of modifications elsewhere in the plan
MMCB12	Picture 11.9 JPA3.2 Timperley Wedge	244	Modify Picture 11.9 to illustrate modified Green Belt Boundary	Consequential change as a result of modifications elsewhere in the plan

Main Modification Ref	PfE Ref	PfE Page Number	Modification	Reason
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.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Indicative Allocation Plan.
MMBo1	Picture 11.11 Bolton Overview	256	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary	Consequential changes to the overview map resulting from modifications elsewhere in the plan
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
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.	To clarify, ensuring that the whole of Elton Goyt SBI is within the Green Belt.
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
MMO6	Picture 11.24 JPA14 Broadbent Moss	285	Modify 'Picture 11.24 JPA14 Broadbent Moss' to show amended allocation and Green Belt boundaries	To ensure the allocation is unambiguous and deliverable
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	showing amended Green Belt boundary.

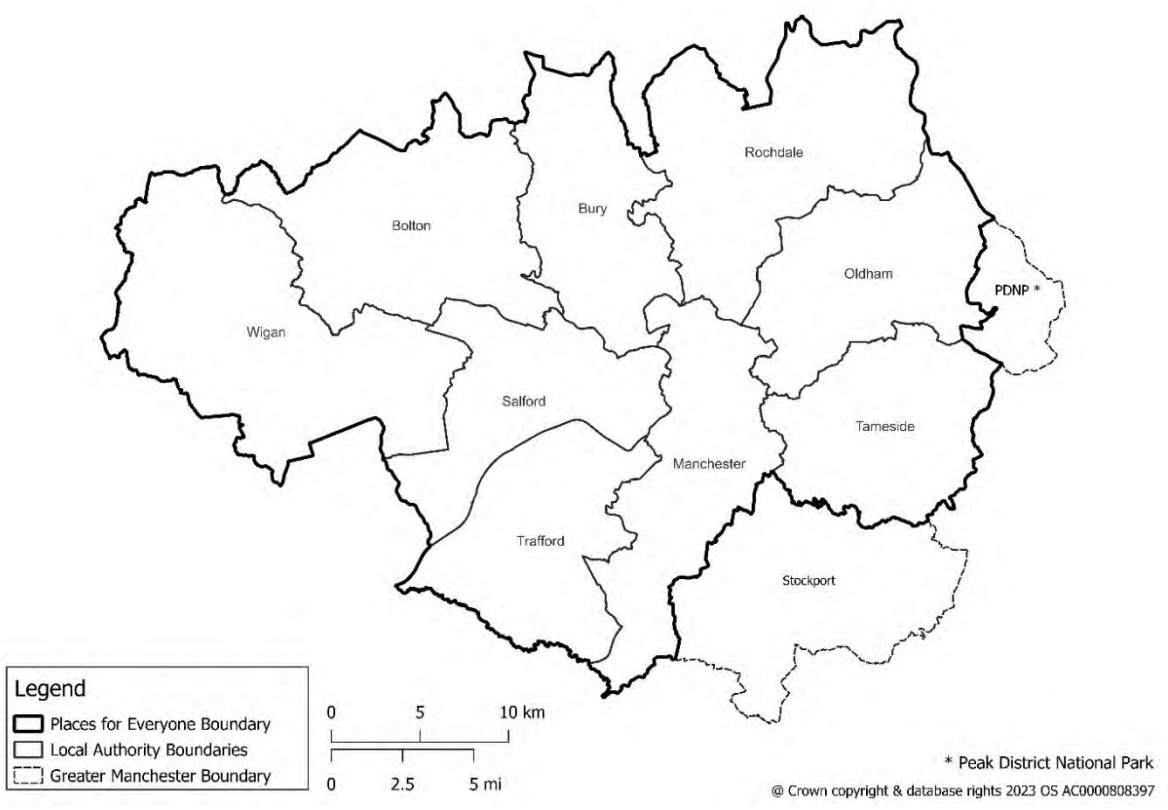
Main Modification Ref	PfE Ref	PfE Page Number	Modification	Reason
MMR1	Picture 11.29 Rochdale Overview	306	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary	Consequential changes to the overview map resulting from modifications elsewhere in the plan
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
MMS2	Picture 11.38 JPA26 Hazlehurst Farm	326	Modify Picture 11.38 to show the amended allocation boundary	To reflect the main modification to amend the site 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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
MMTa6	Picture 11.45 JPA32 South of Hyde	349	Modify Picture 11.45 to show amended allocation and Green Belt boundaries.	To reflect the amended Green Belt and allocation boundaries following the exclusion of all of Pole Bank North SBI from within the allocation.
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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
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	To clarify, ensuring that the policy is effective and provides clear and

Main Modification Ref	PfE Ref	PfE Page Number	Modification	Reason
			as 'Local Plan' as 'Mixed Residential and Employment Use' and to add the 'Character Areas' to the plan.	unambiguous guidance in relation to the Indicative Allocation 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	Consequential changes to the overview map resulting from modifications elsewhere in the plan
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	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Green Belt Additions
MMApxB.5	Picture B.4	415	Modify Picture B.4 GBA2 to revise boundary.	To clarify, reflecting the changed situation and ensuring that the Plan is up to date.
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.	To ensure that the policies map reflects the written statement of the plan.

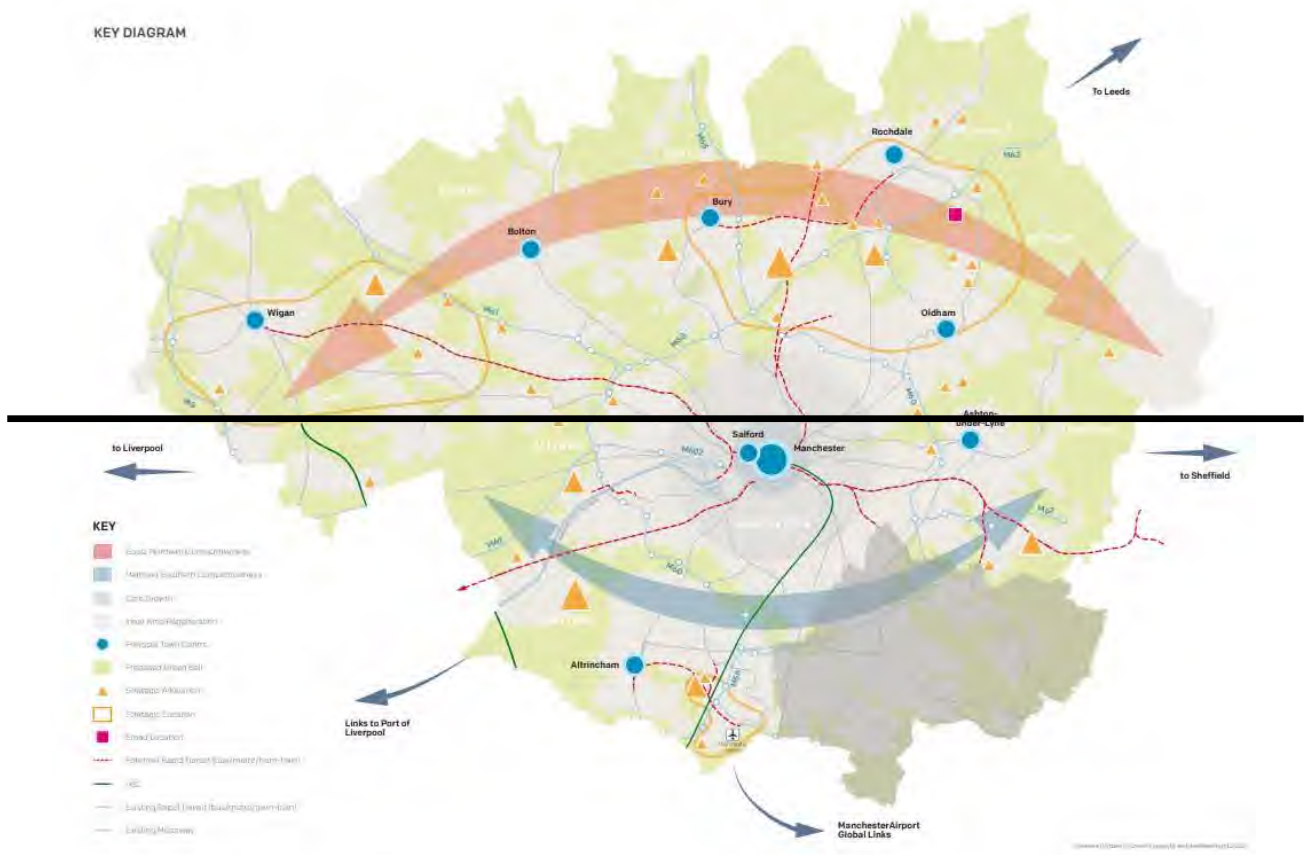
Map MM2.1
 PfE 2021 Figure 2.1 The Places for Everyone boundary within the Greater Manchester context



Modified Figure 2.1 The Places for Everyone boundary within the Greater Manchester context

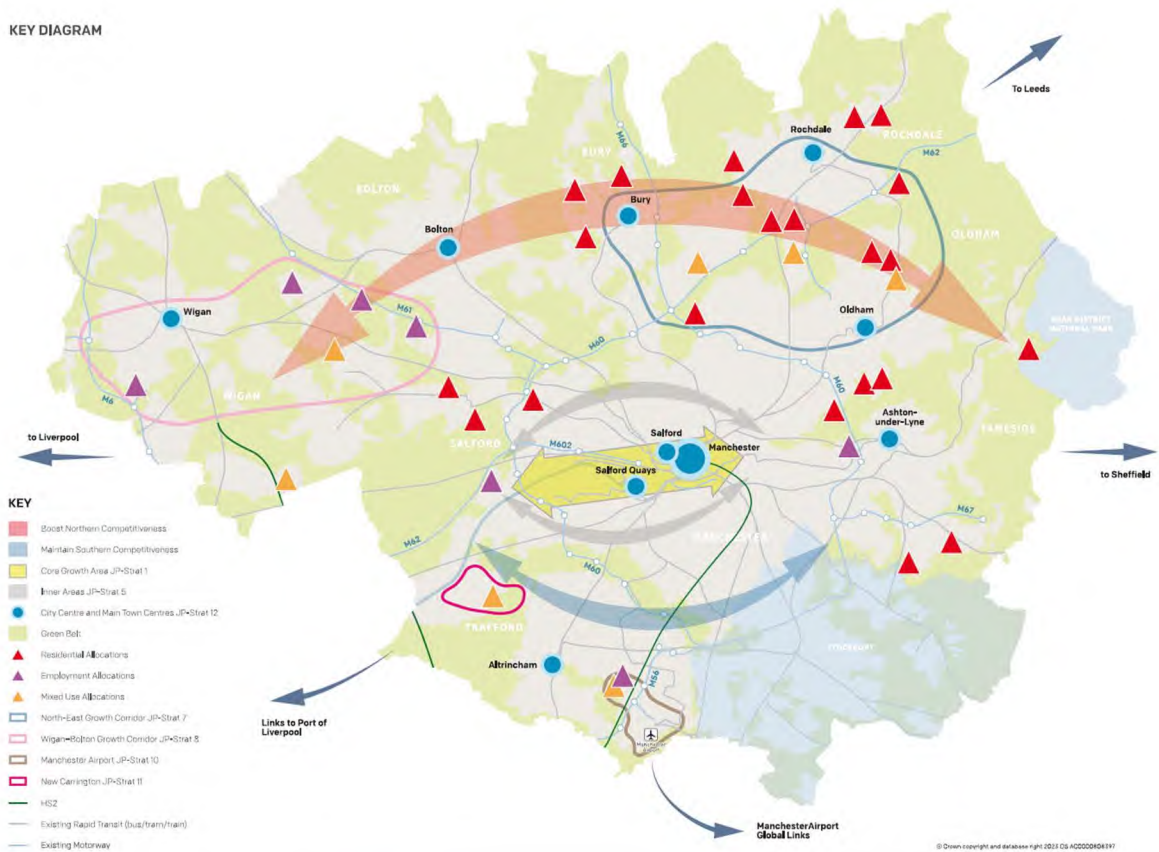


Map MM3.1
 PfE 2021 Figure 3.1 Key Diagram



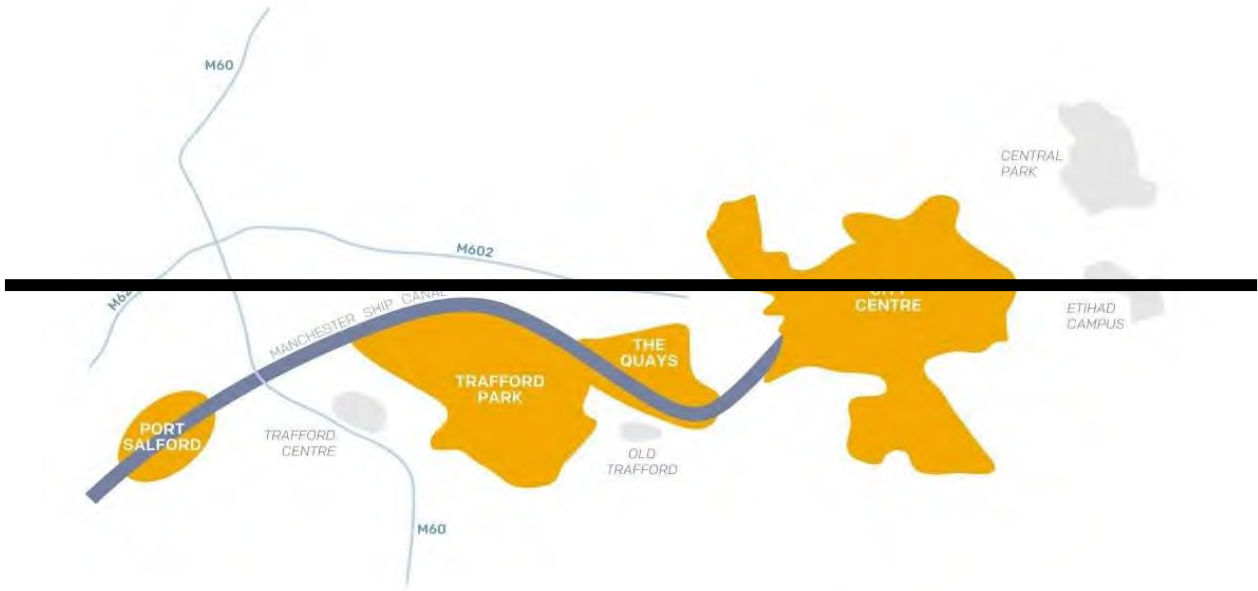
Modified Figure 3.1 Key Diagram

KEY DIAGRAM



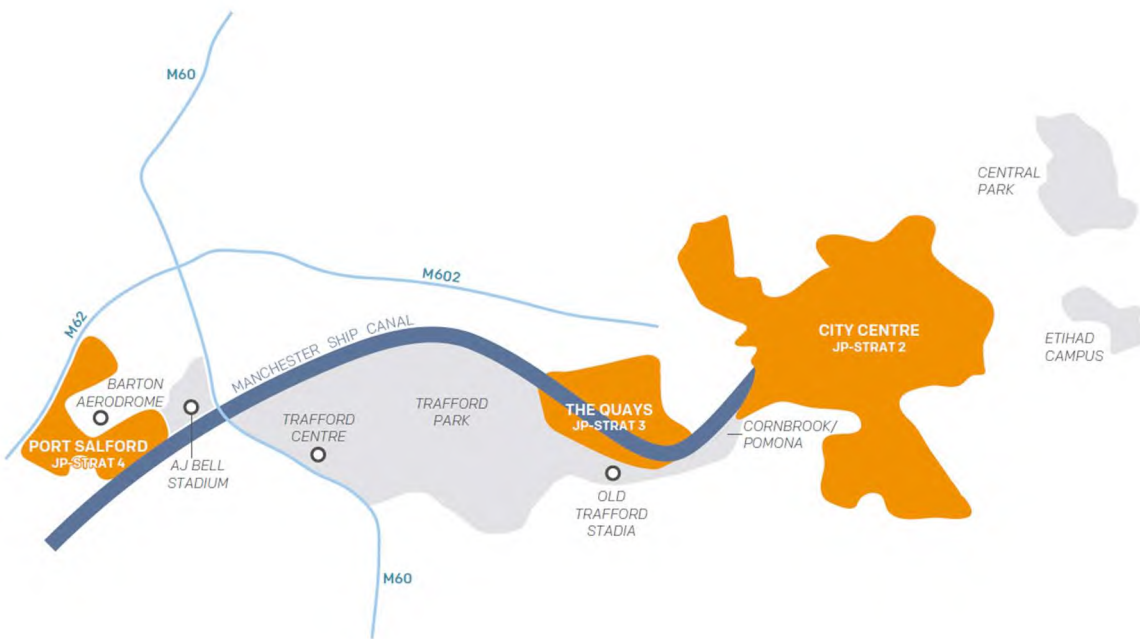
Map MM4.5
 PfE 2021 Figure 4.2 Core Growth Area

CORE GROWTH AREA



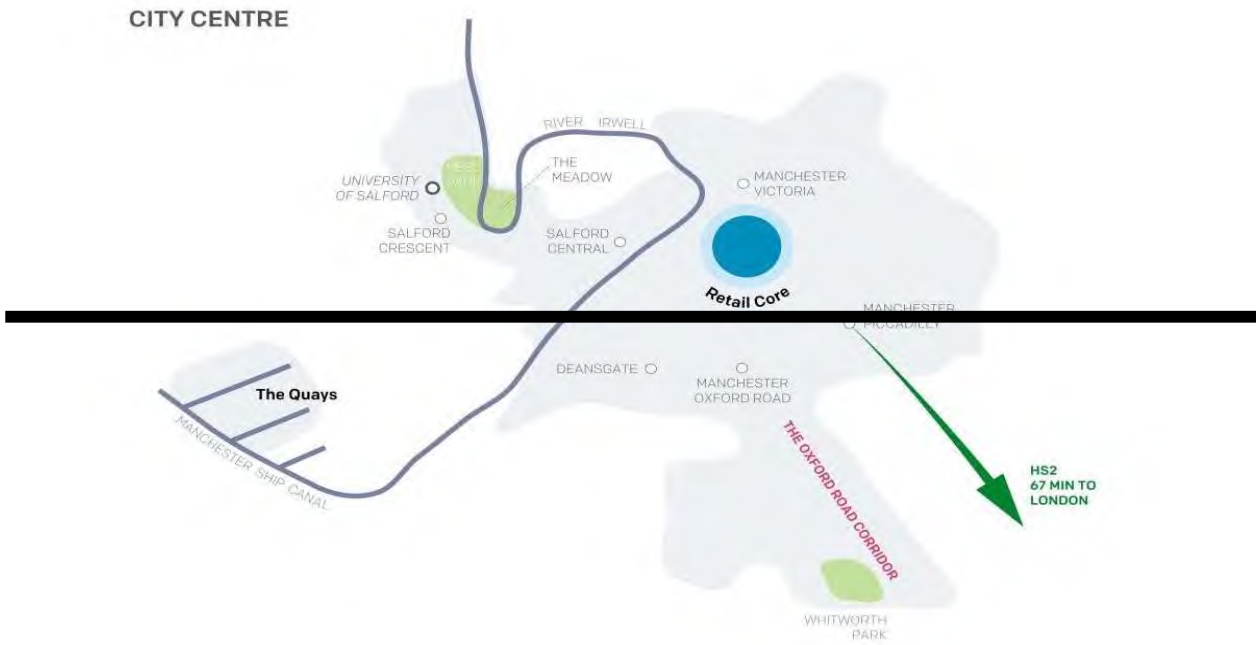
Modified Figure 4.2 Core Growth Area

CORE GROWTH AREA

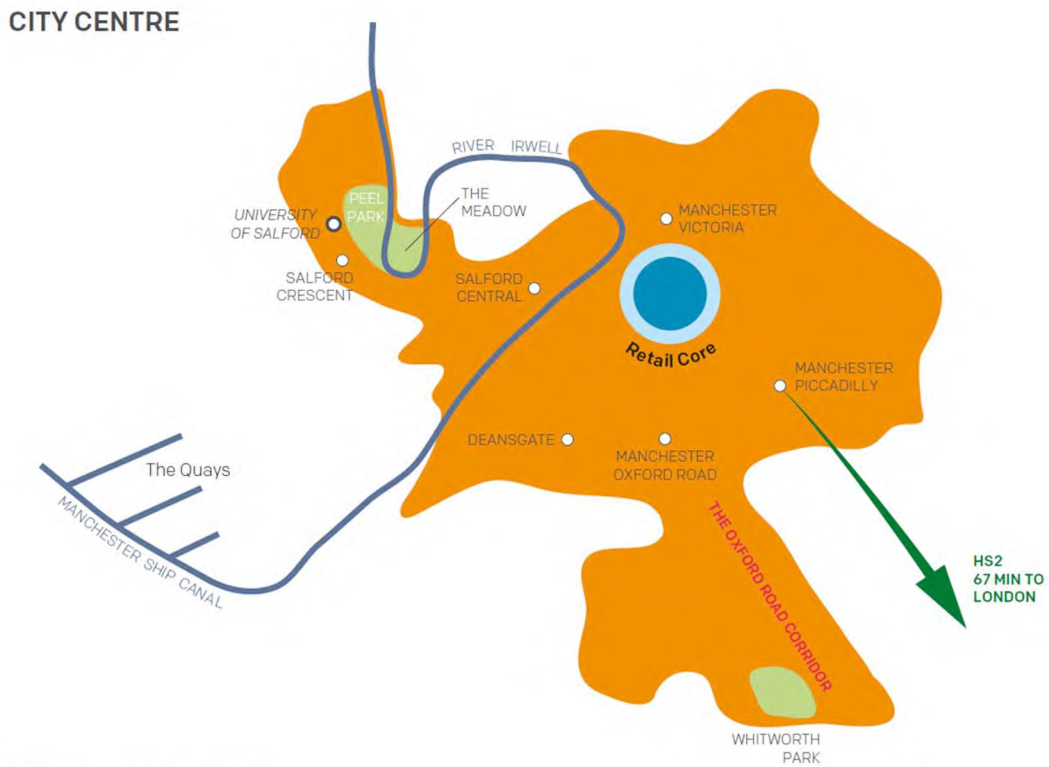


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Map MM4.10
 PfE 2021 Figure 4.3 City Centre

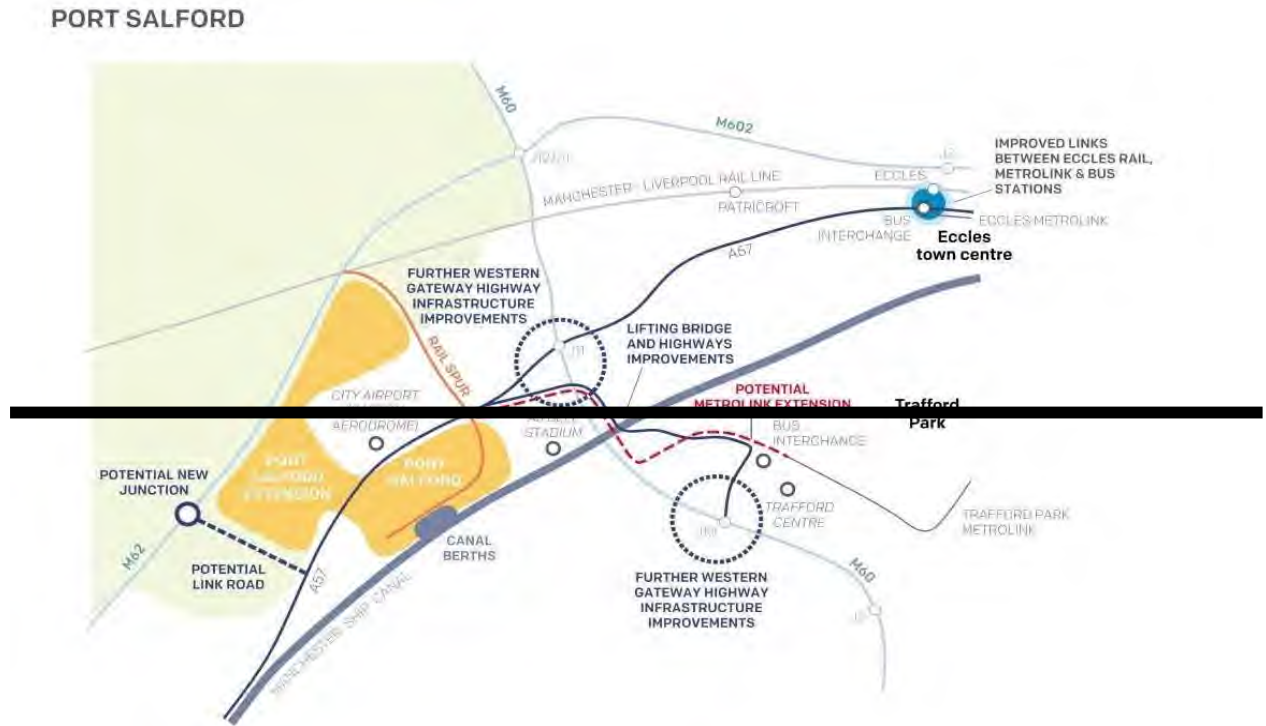


Modified Figure 4.3 City Centre

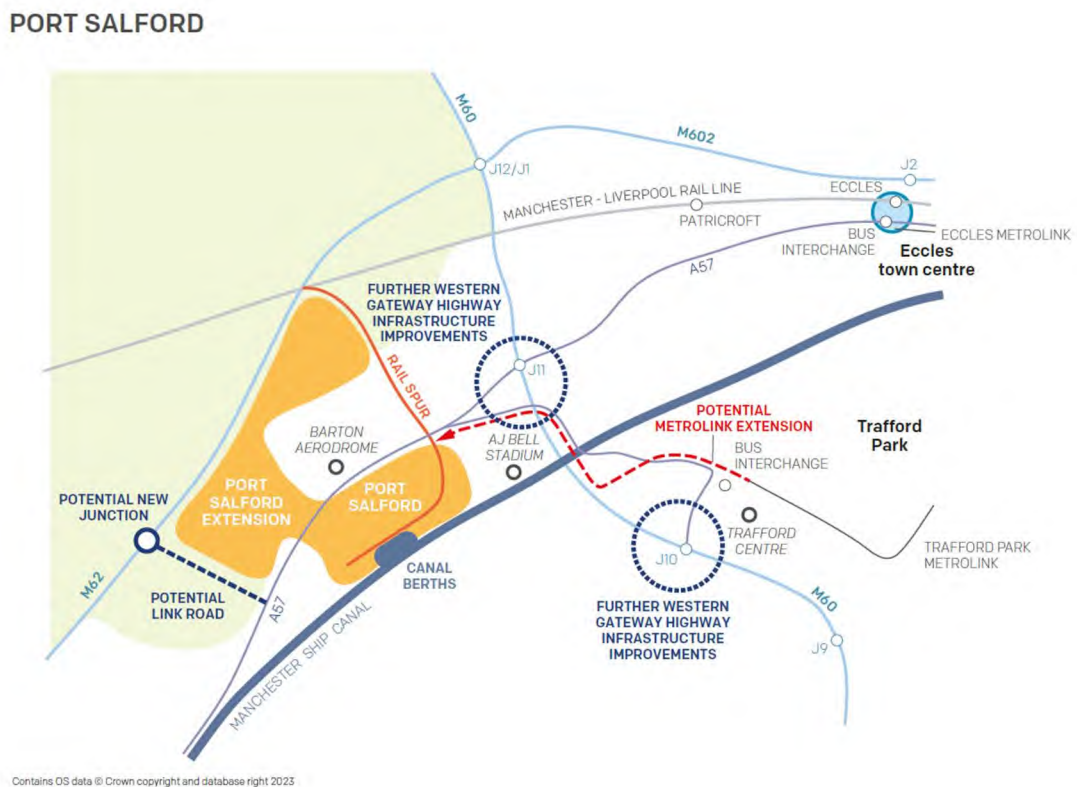


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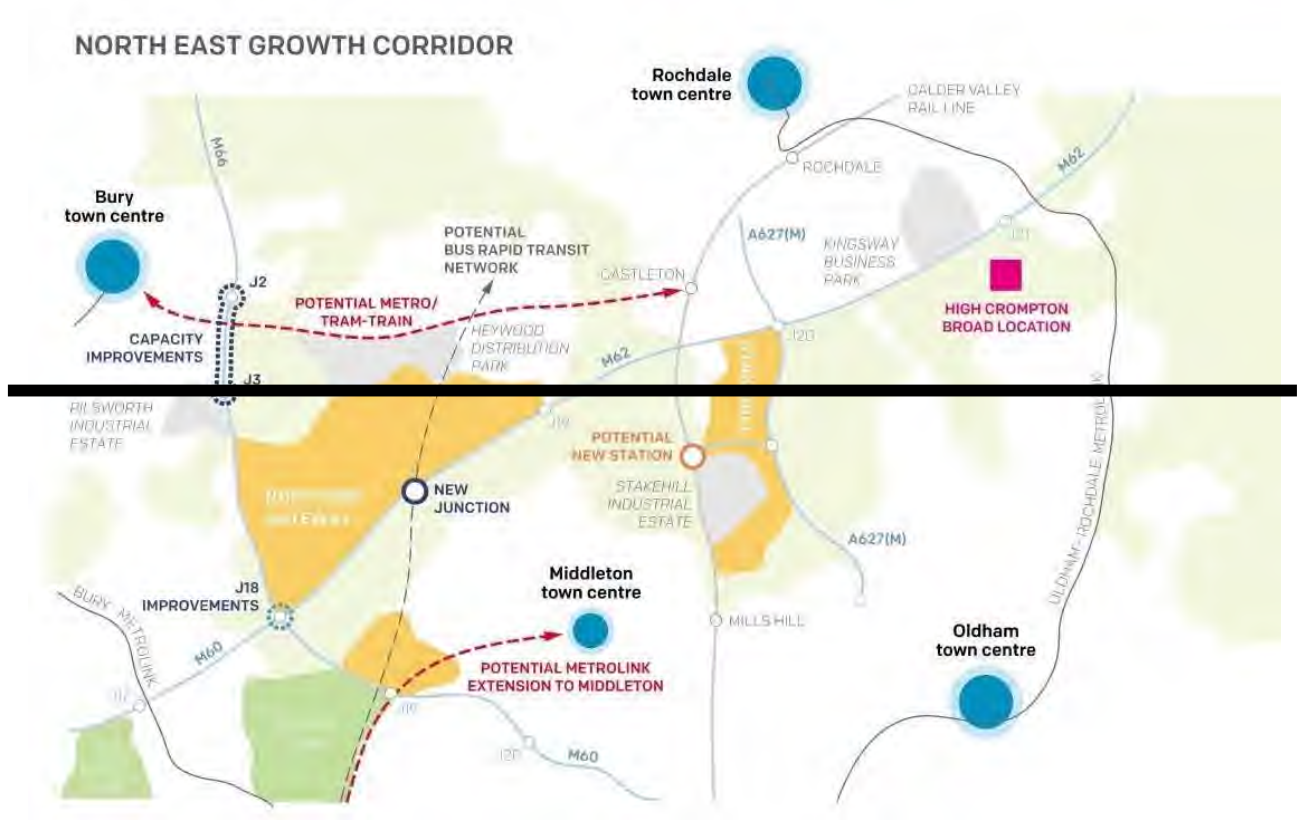
Map MM4.14
 PfE 2021 Figure 4.5 Port Salford



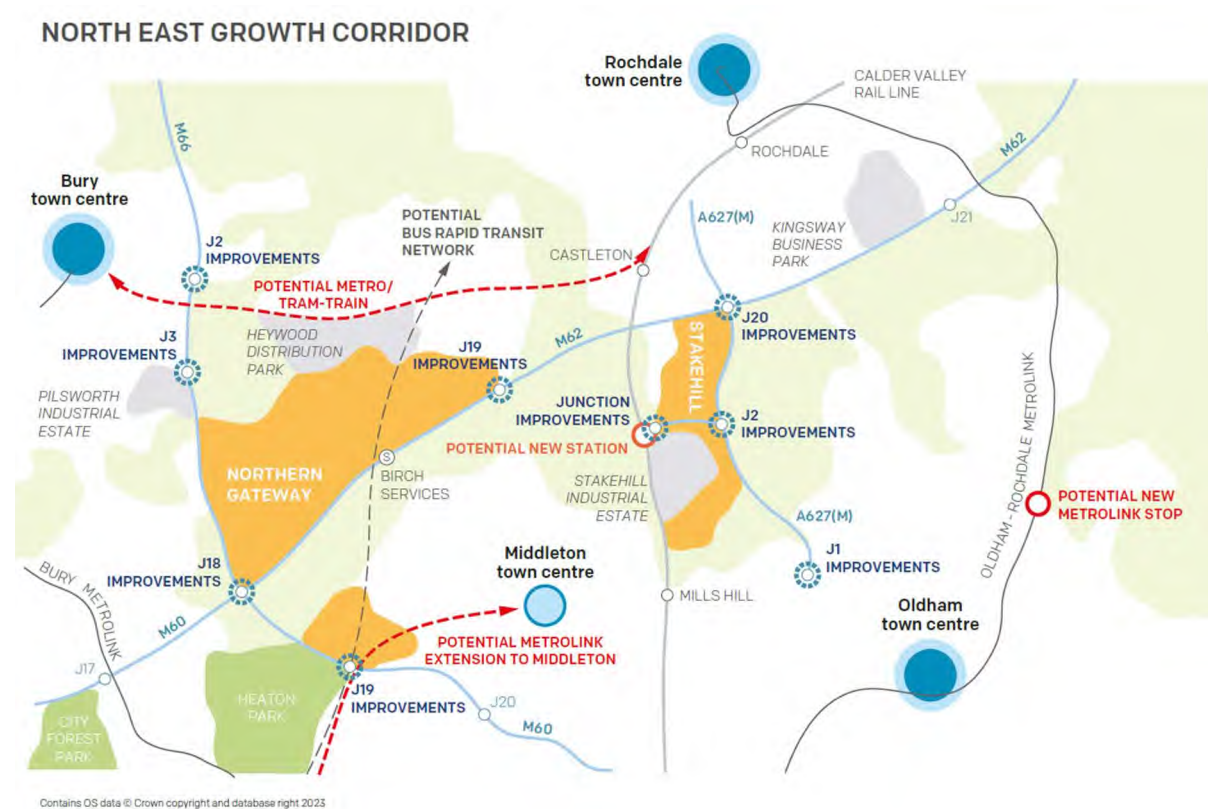
Modified Figure 4.5 Port Salford



Map MM4.21
 PfE 2021 Picture 4.2 North-East Growth Corridor



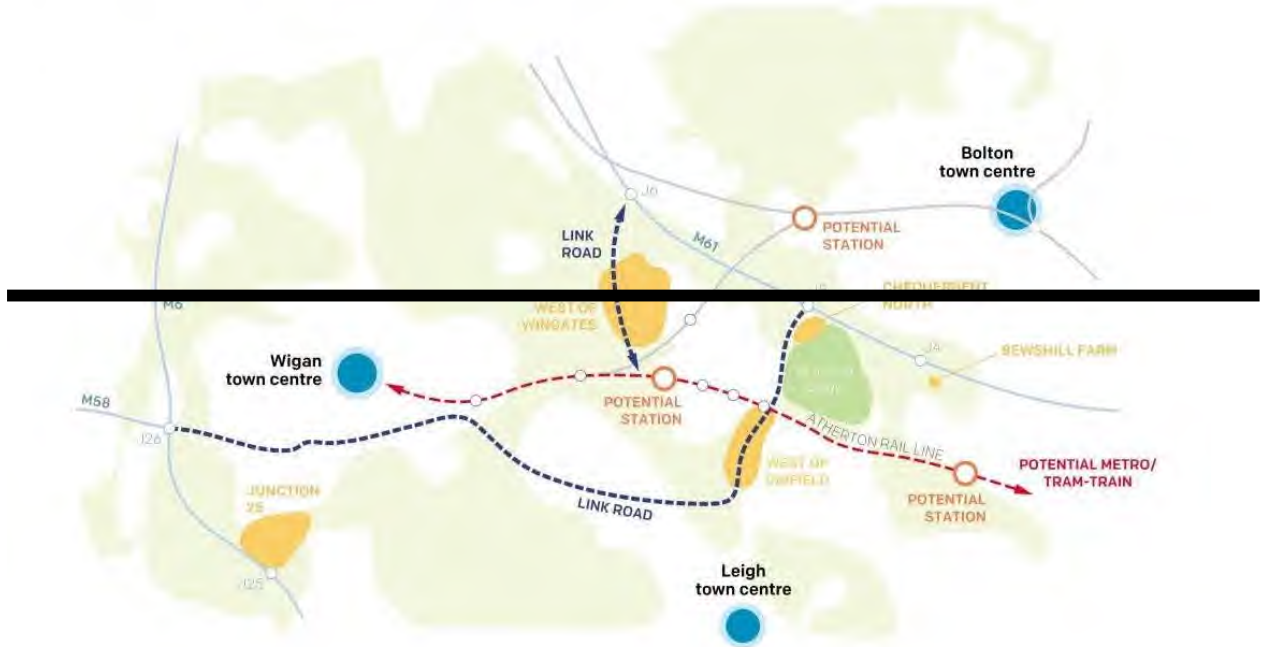
Modified Picture 4.2 North-East Growth Corridor



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Map MM4.24
 PfE 2021 Figure 4.6 Wigan-Bolton Growth Corridor

WIGAN-BOLTON GROWTH CORRIDOR



Modified Figure 4.6 Wigan-Bolton Growth Corridor

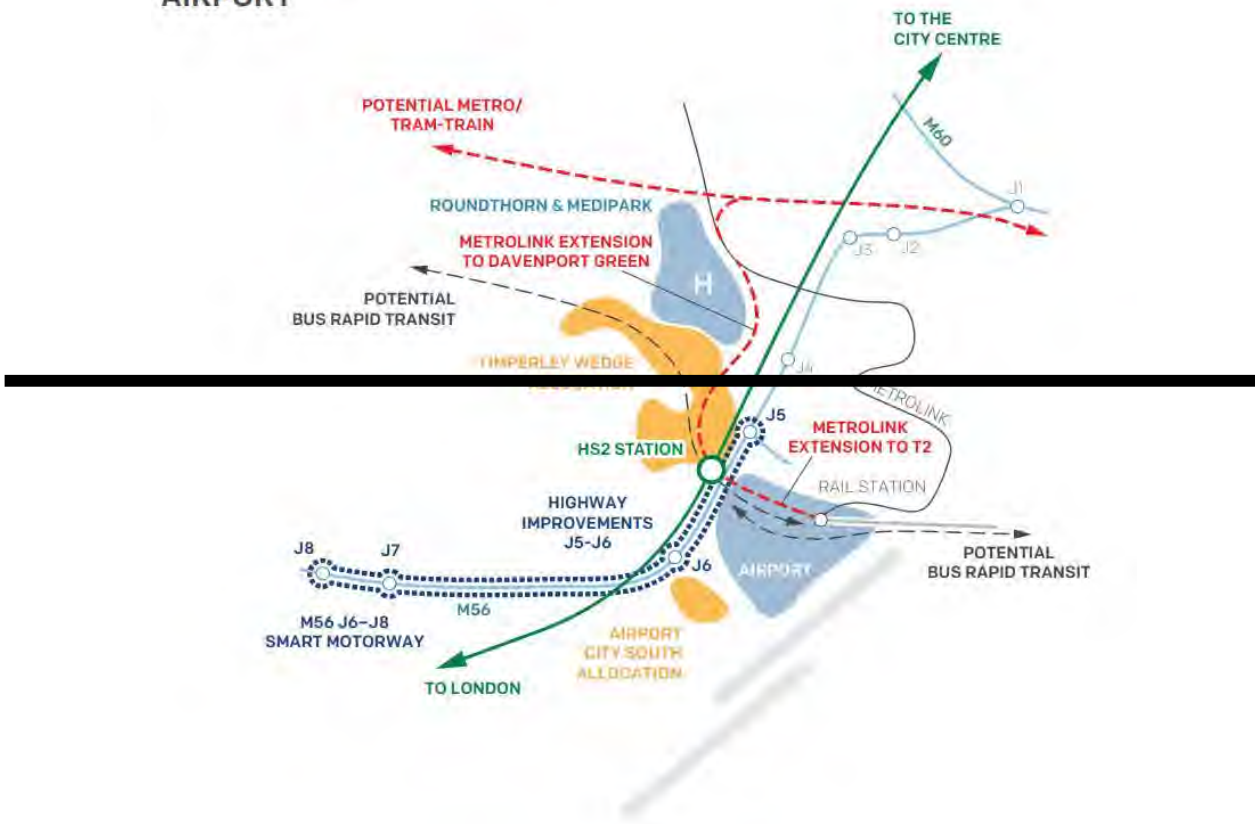
WIGAN-BOLTON GROWTH CORRIDOR



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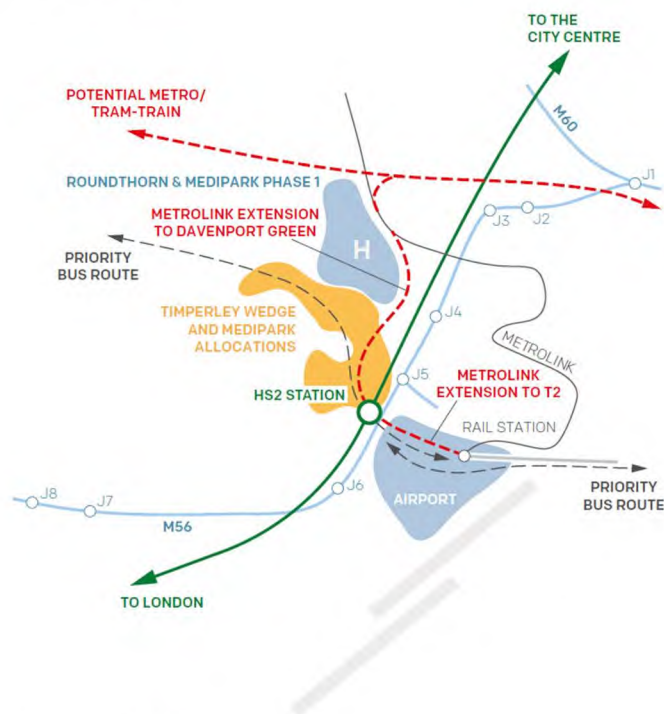
Map MM4.28
 PfE 2021 Figure 4.7 Manchester Airport

MANCHESTER AIRPORT



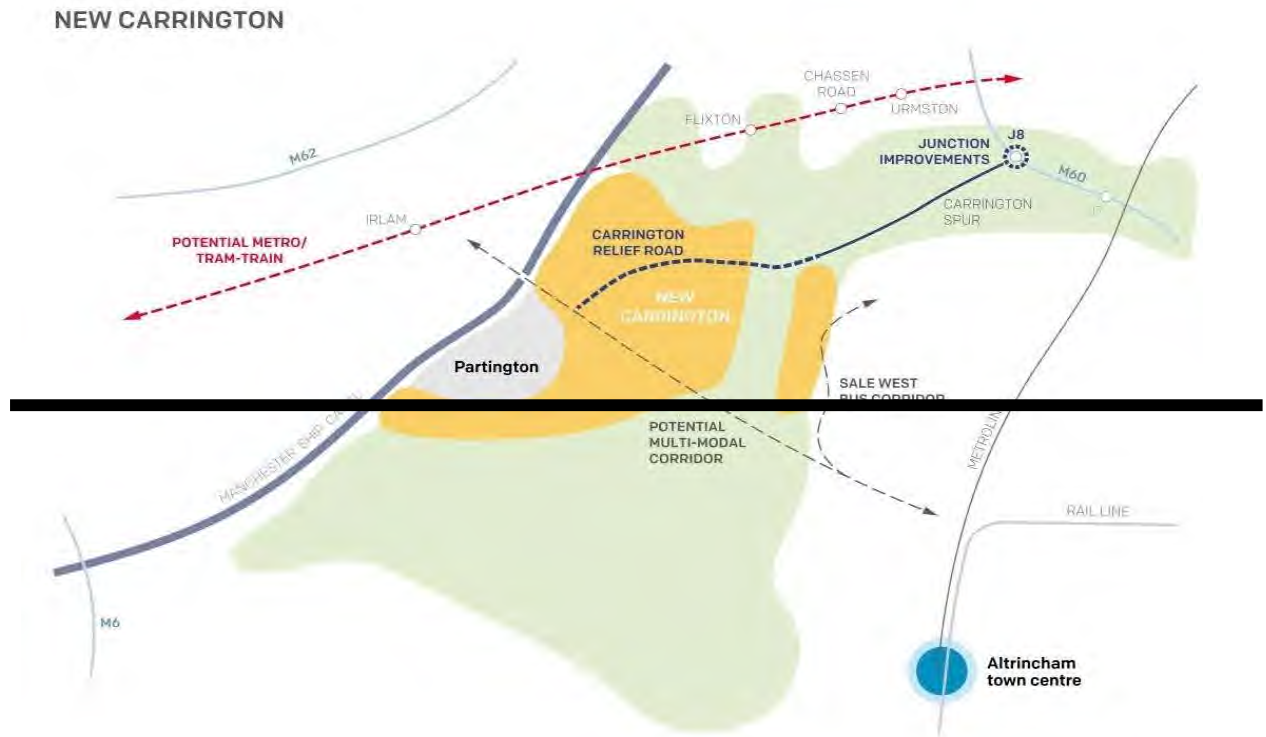
Modified Figure 4.7 Manchester Airport

MANCHESTER AIRPORT

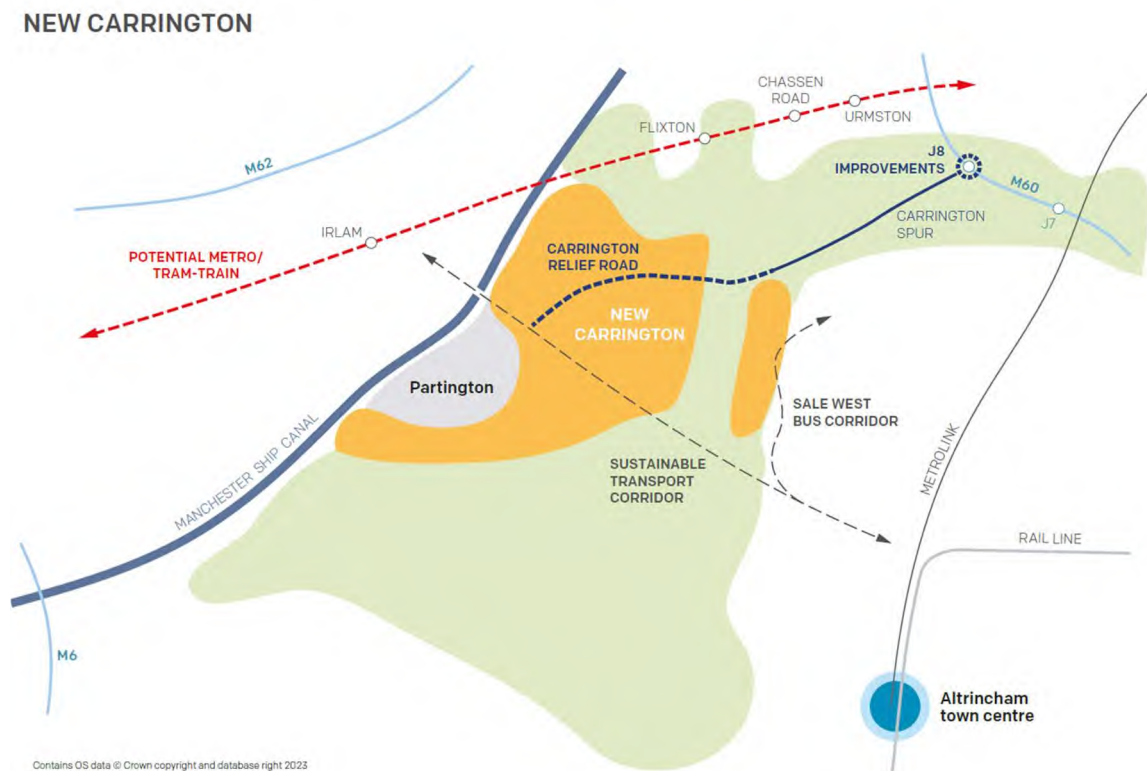


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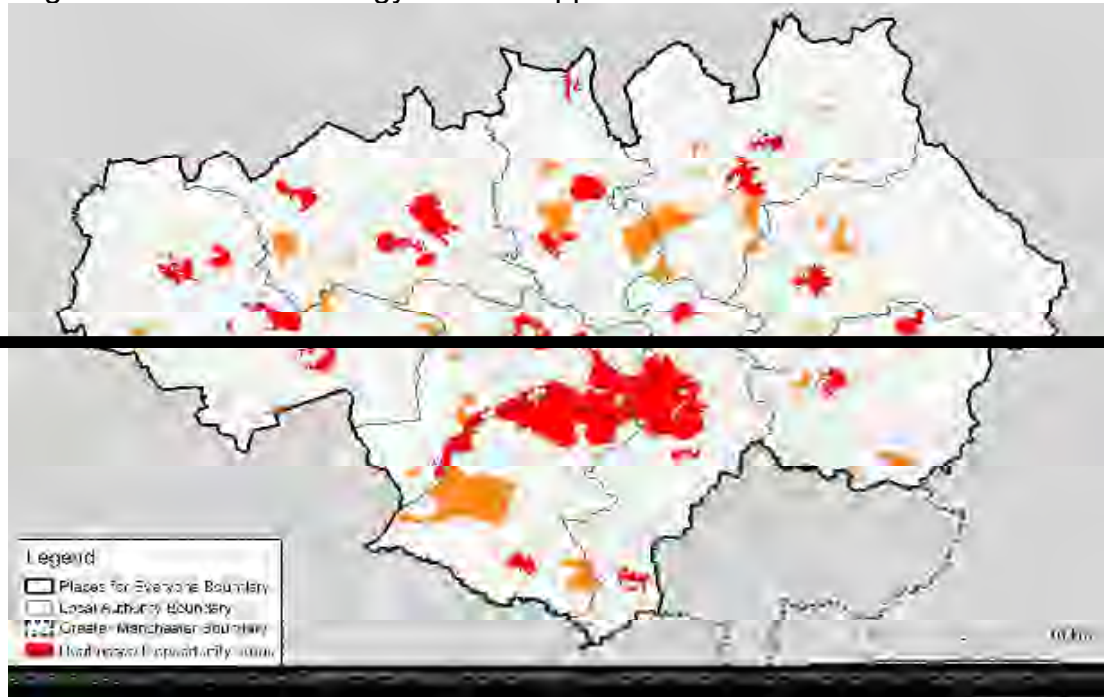
Map MM4.30
 PfE 2021 Figure 4.8 New Carrington



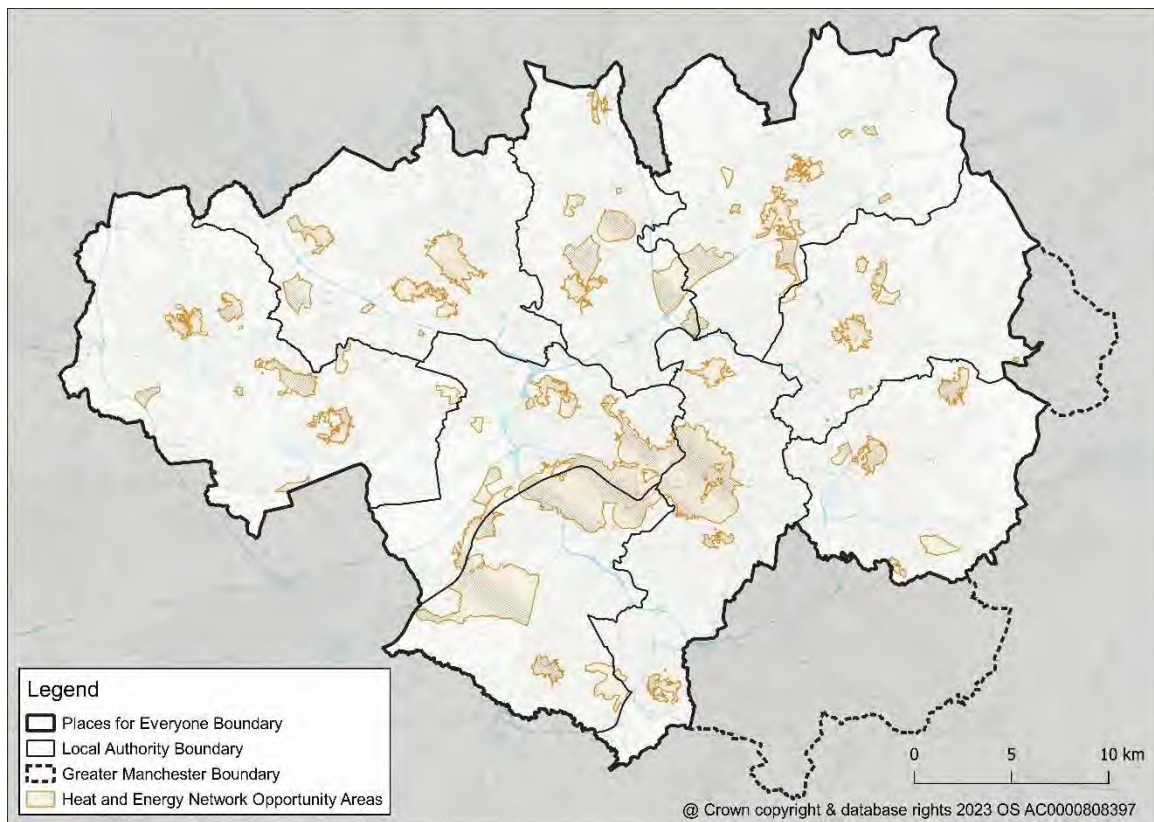
Modified Figure 4.8 New Carrington



Map MM5.6
PfE Figure 5.1 Heat and energy network opportunities

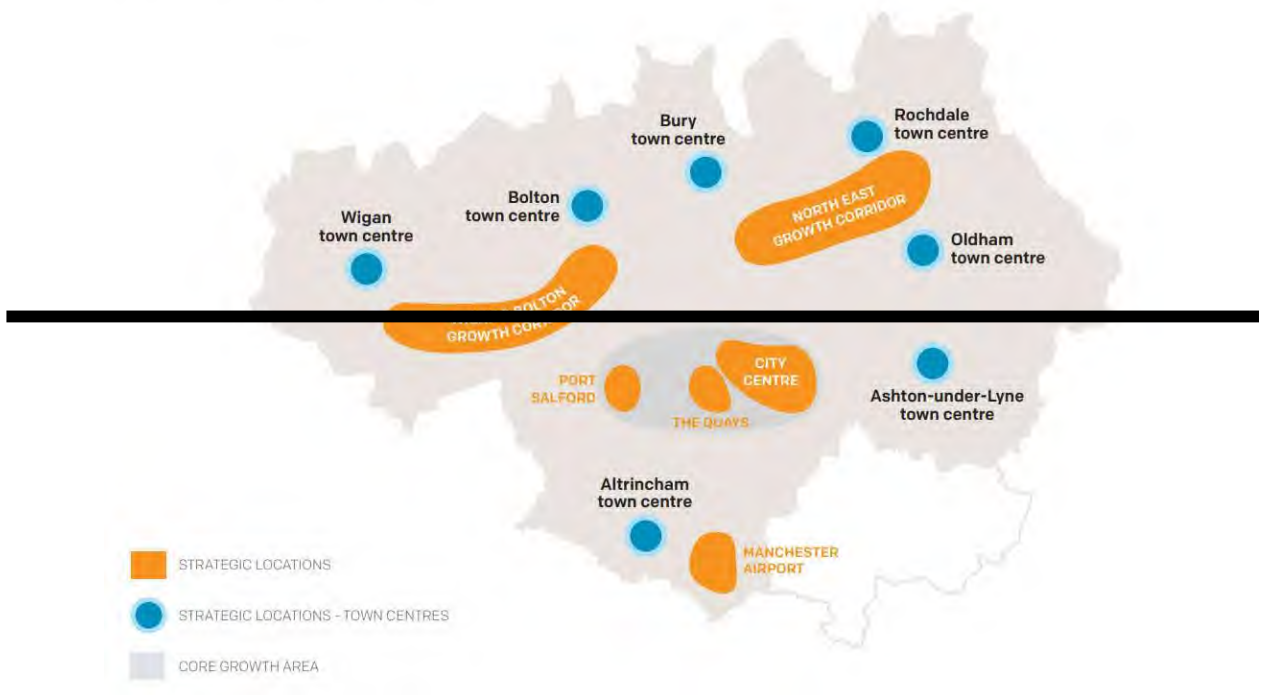


Modified Figure 5.1 Heat and Energy Network Opportunity Areas



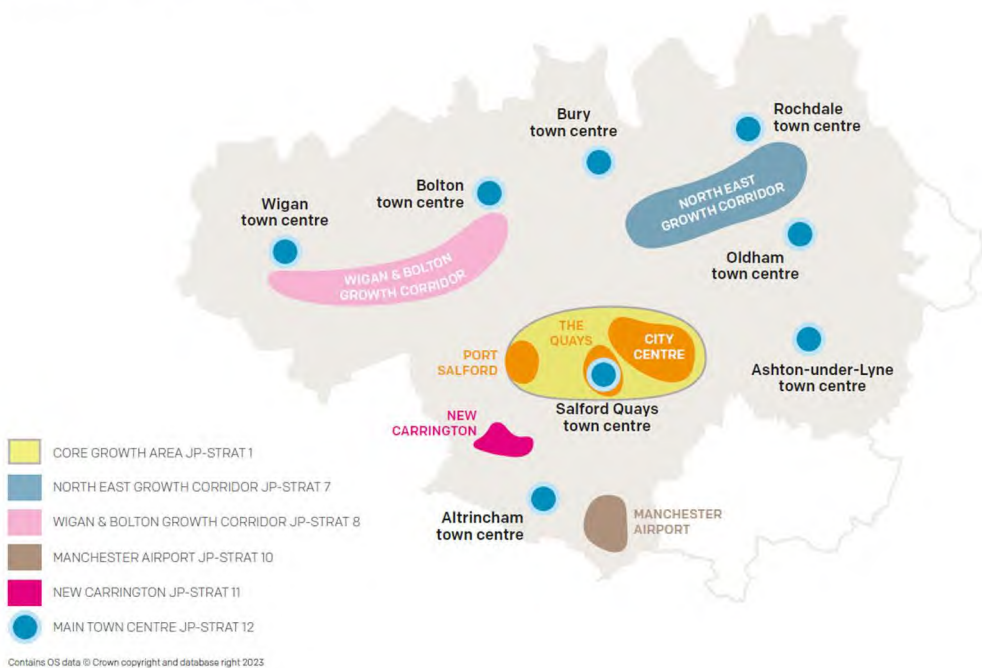
Map MM6.2
 PfE 2021 Figure 6.1 Strategic Locations

STRATEGIC LOCATIONS



Modified Figure 6.1 Key Growth Locations

KEY GROWTH LOCATIONS

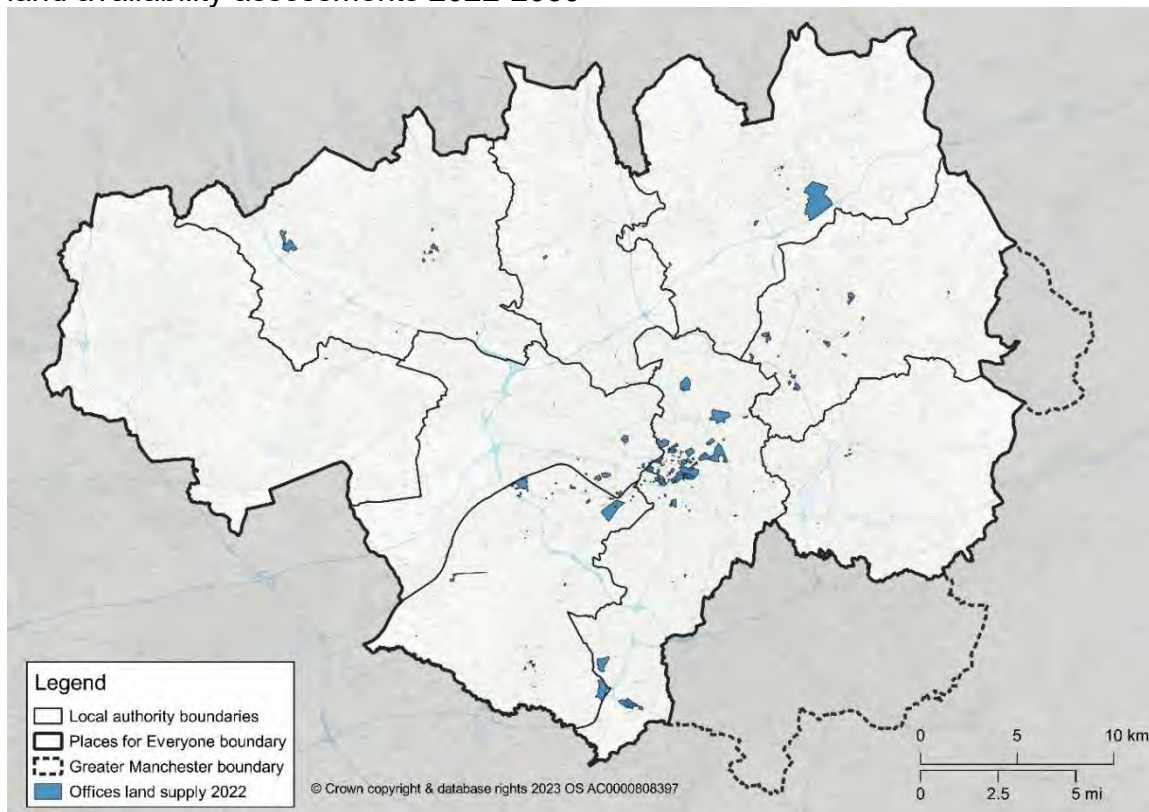


Map MM6.8

PfE 2021 Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037

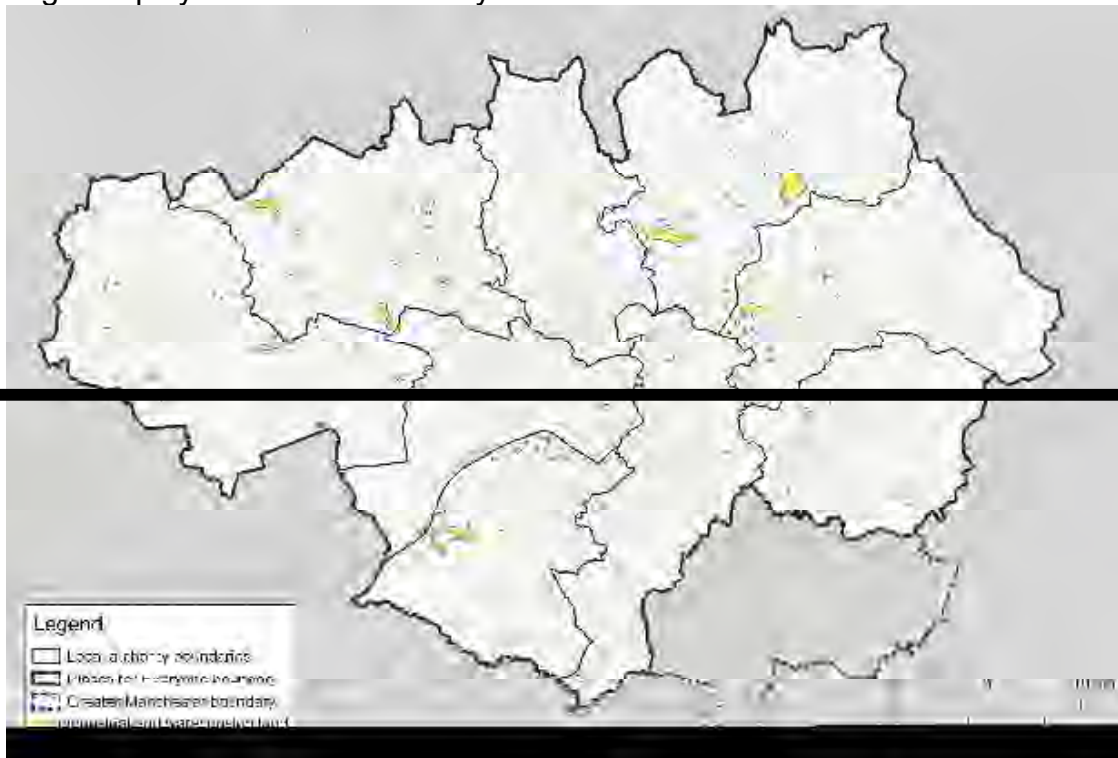


Modified Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2022-2039

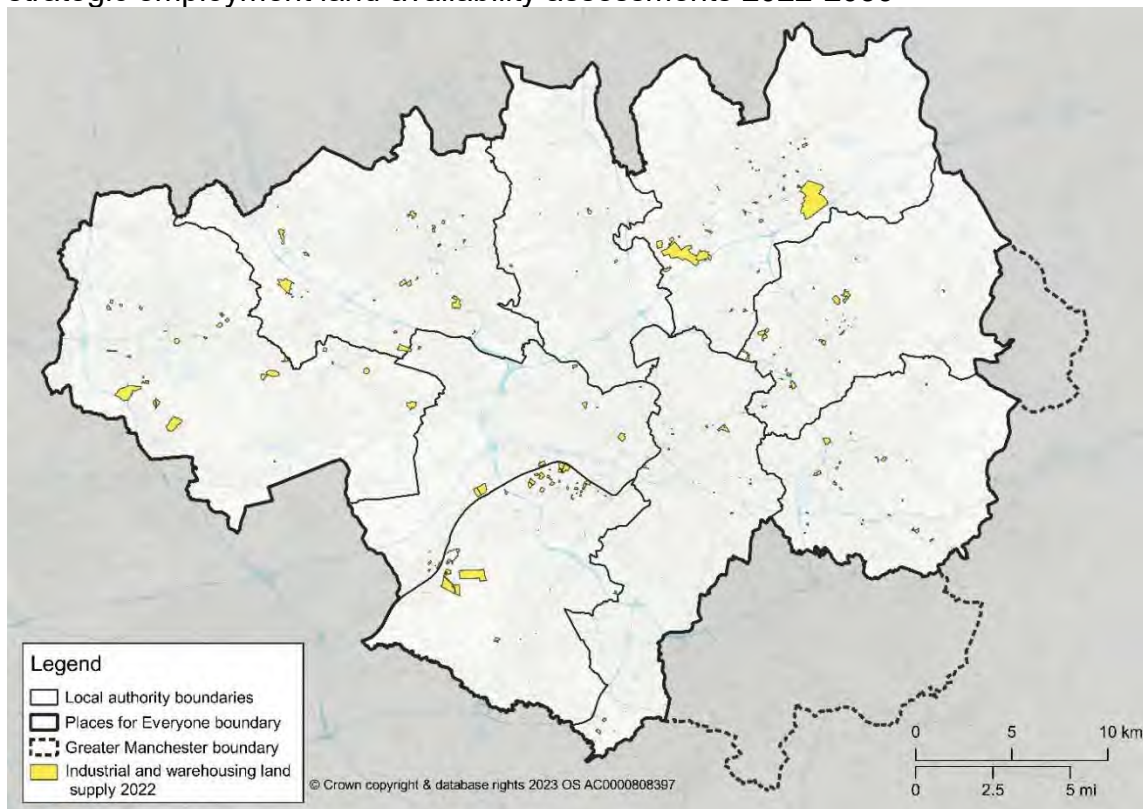


Map MM6.12

PfE 2021 Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037

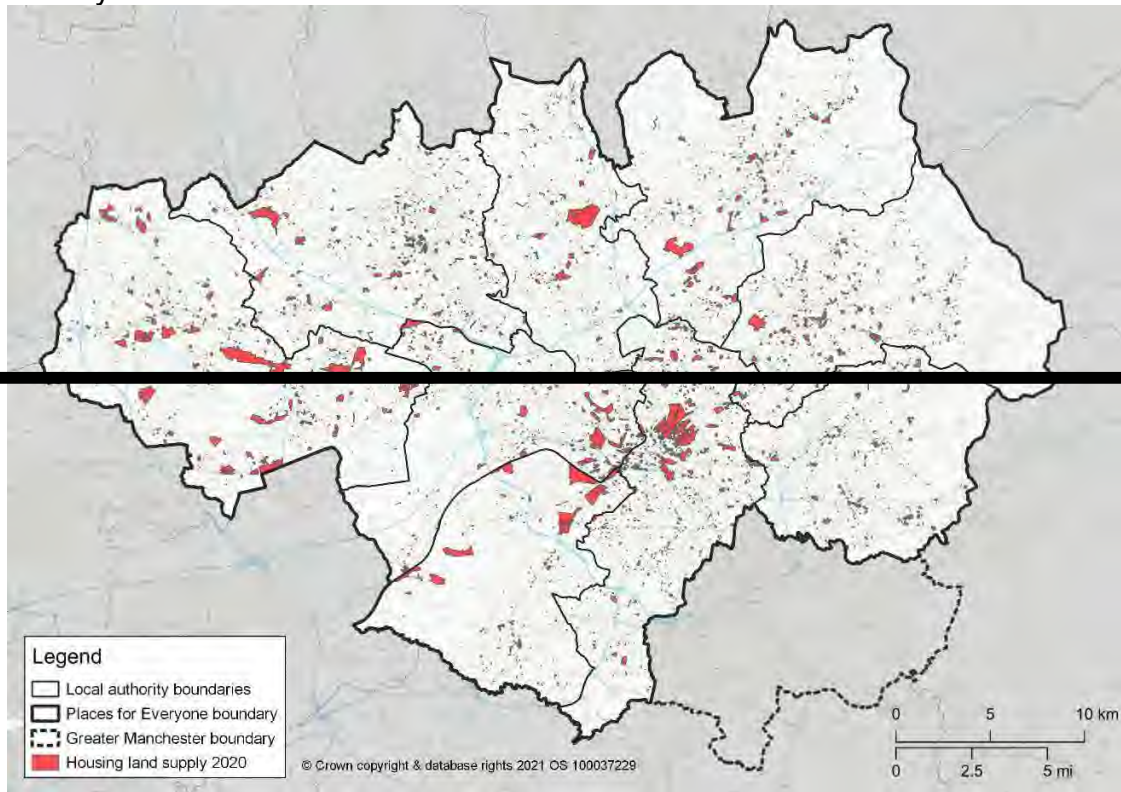


Modified Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2022-2039

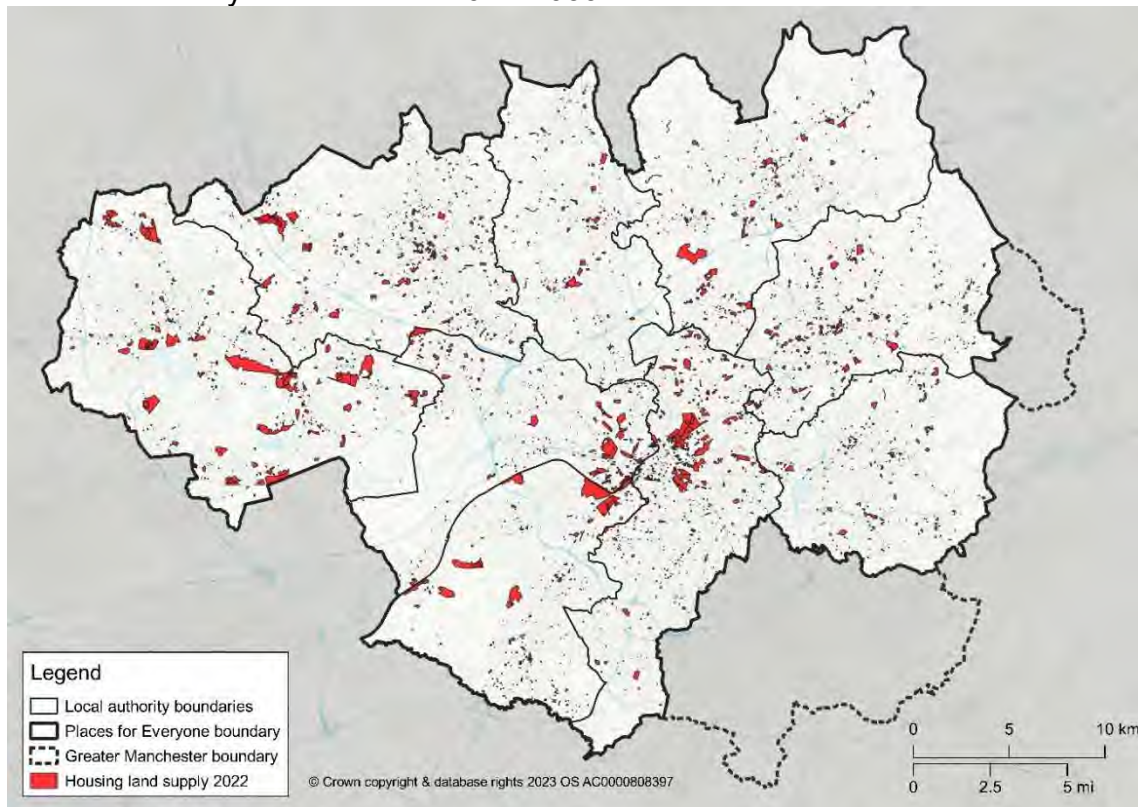


Map MM7.1

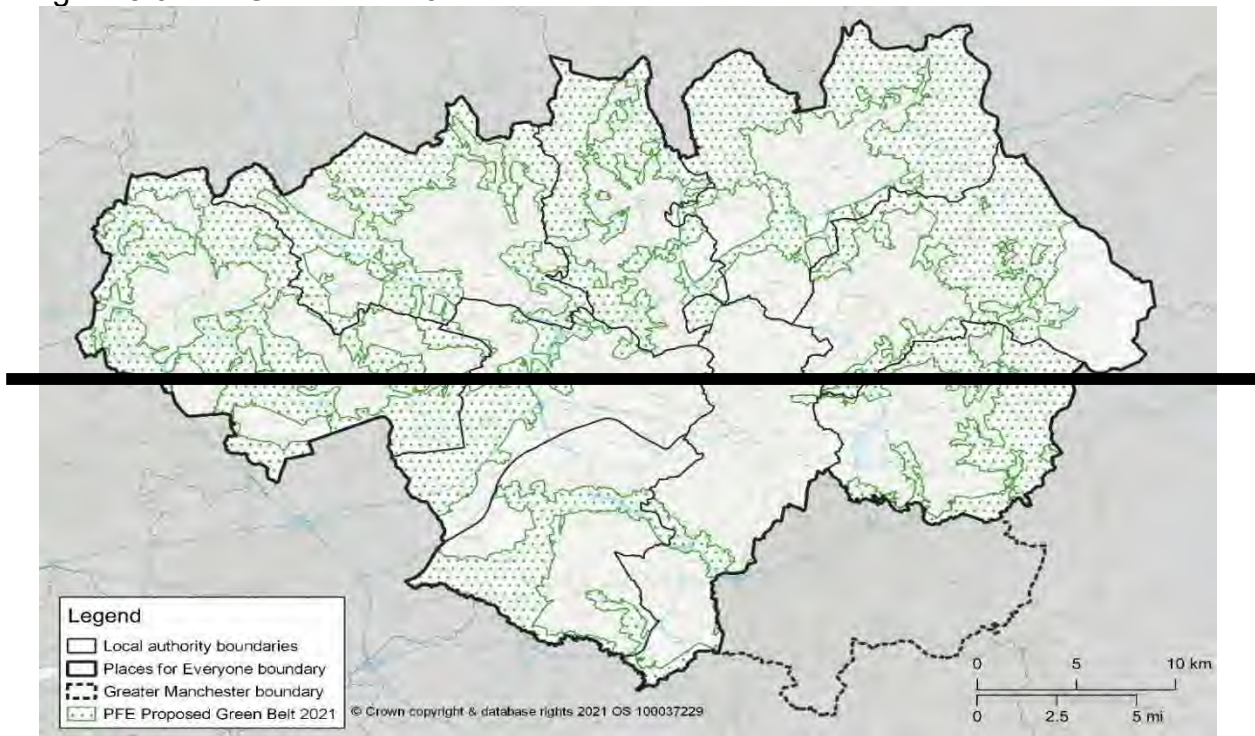
PfE 2021 Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037



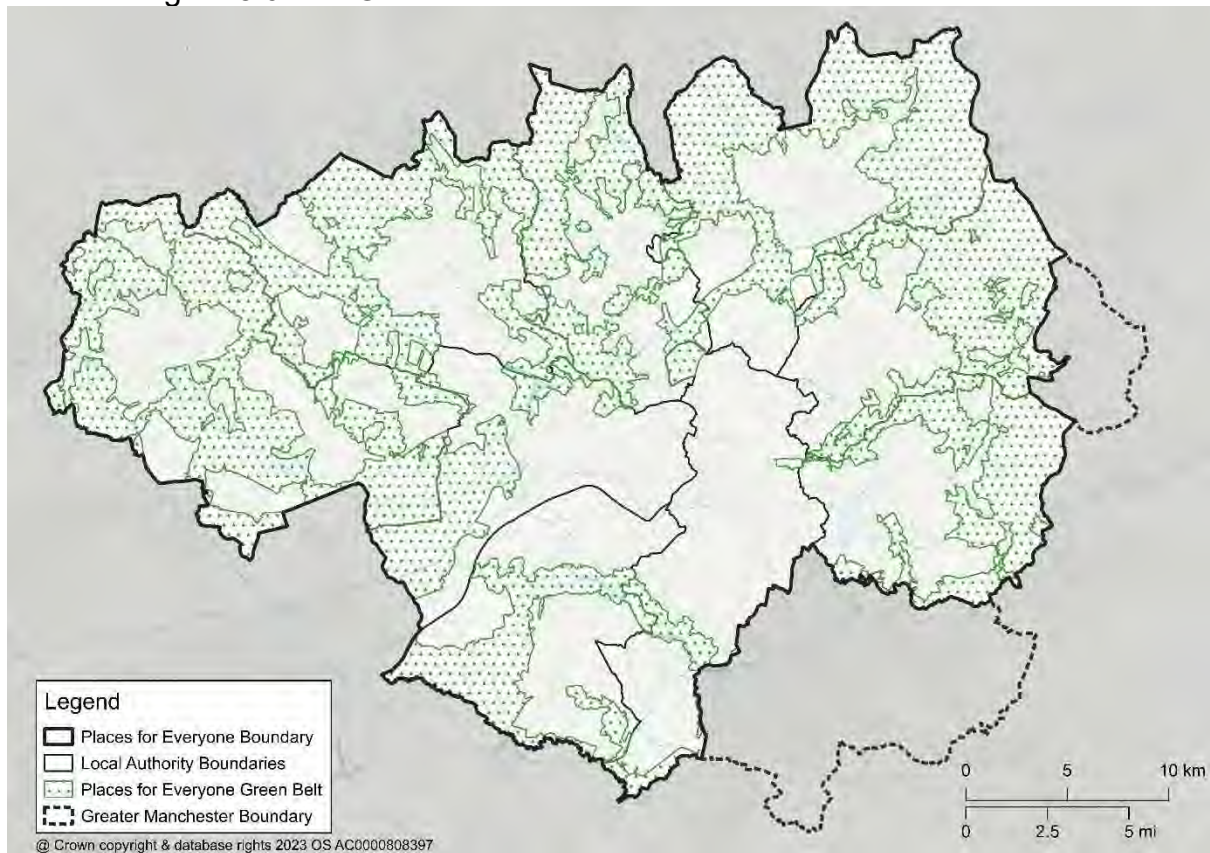
Modified PfE 2021 Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2022-2039



Map MM8.20
 Figure 8.6 The Green Belt 2021

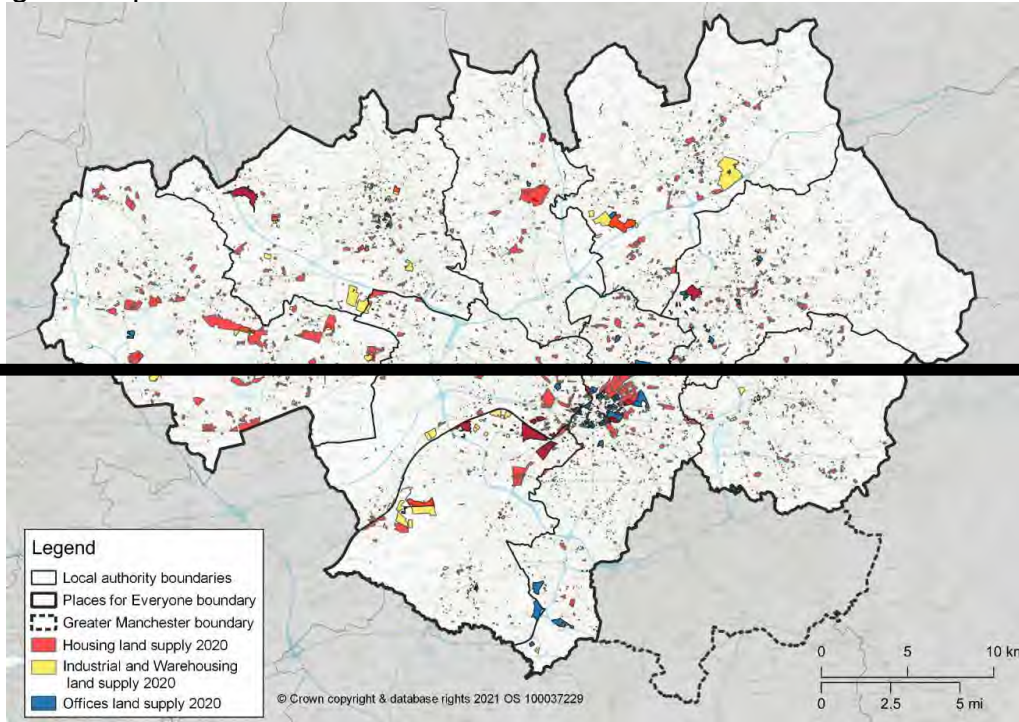


Modified Figure 8.6 The Green Belt

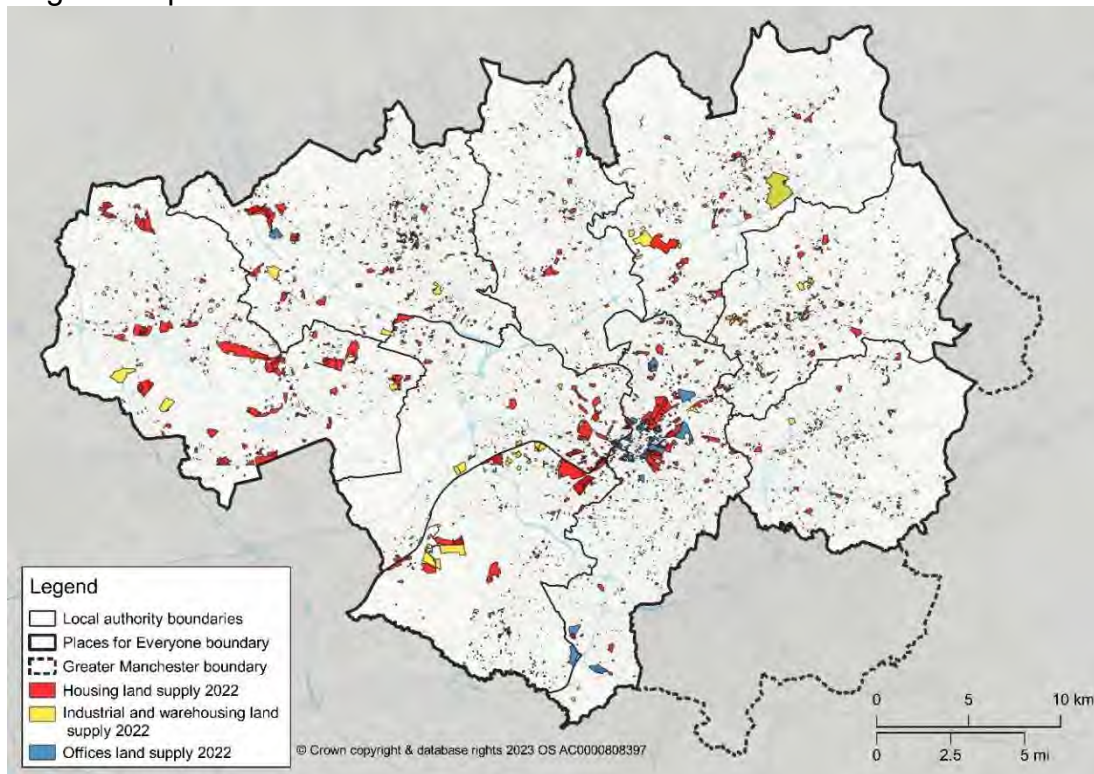


Map MM11.2

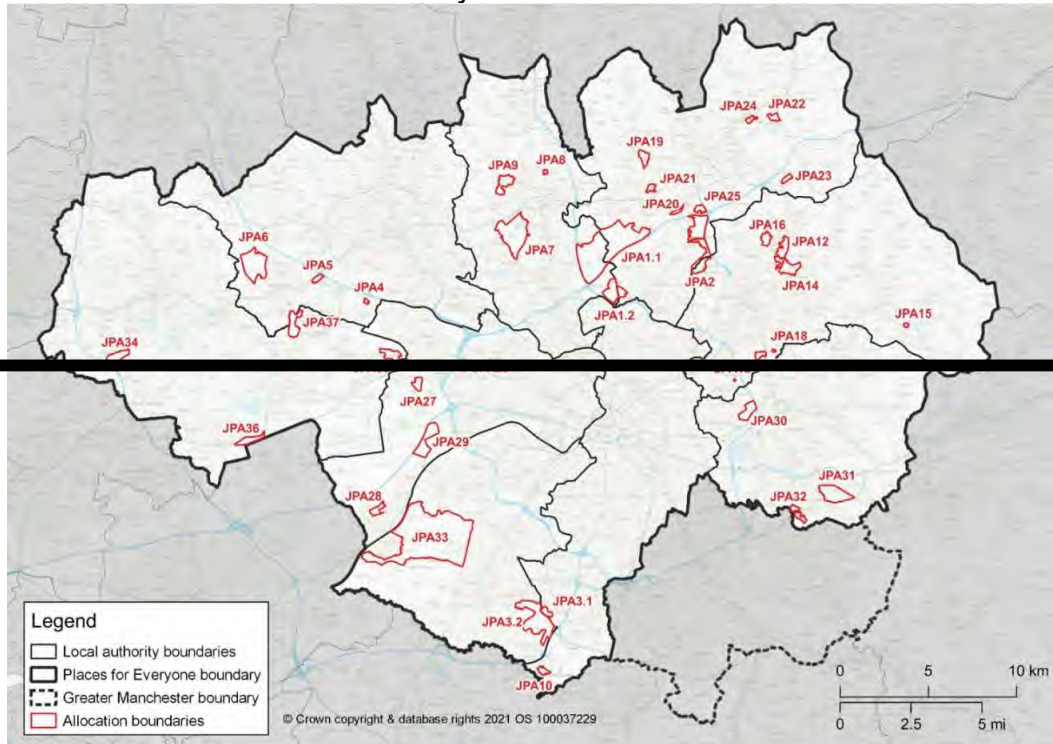
PfE 2021 Figure 21.1 Existing land identified for office, industrial/warehousing and housing development 2020



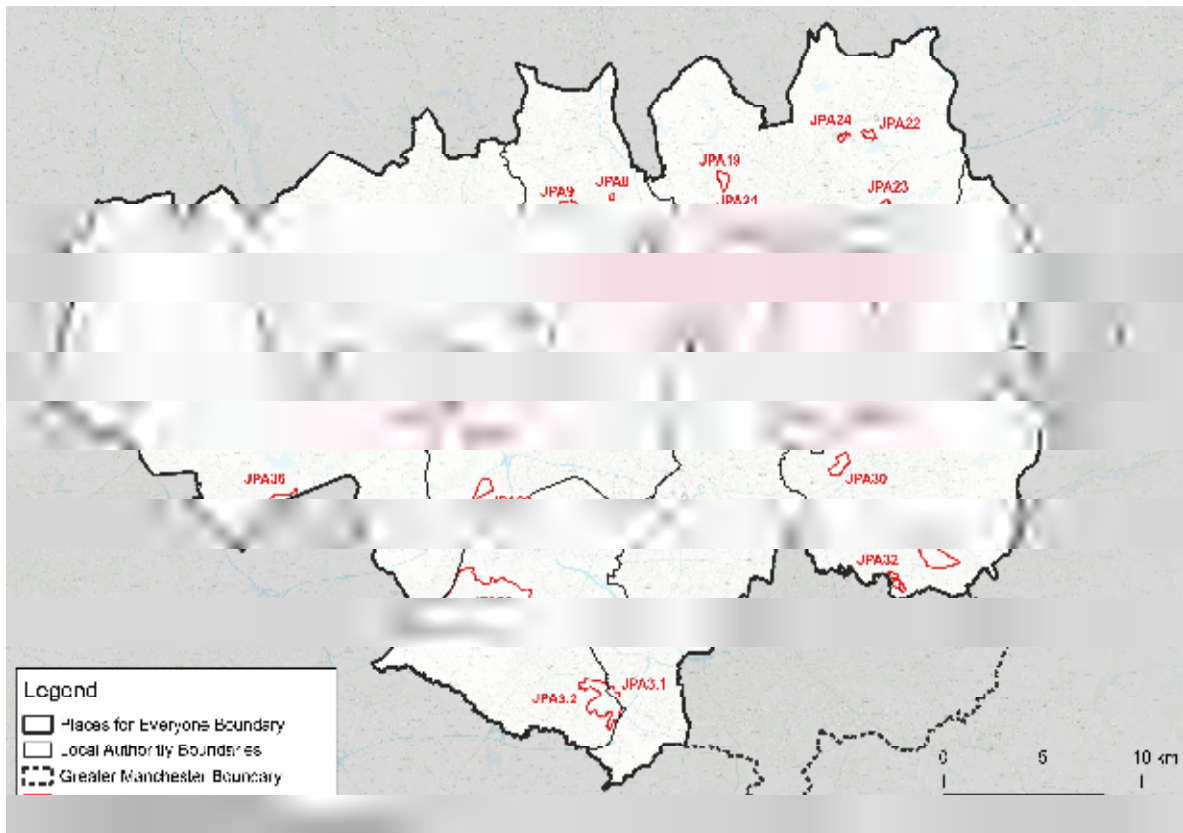
Modified Figure 31.1 Existing land identified for office, industrial/warehousing and housing development 2022



Map MM11.3
 PfE 2021 Picture11.2 Places for Everyone Allocations 2021



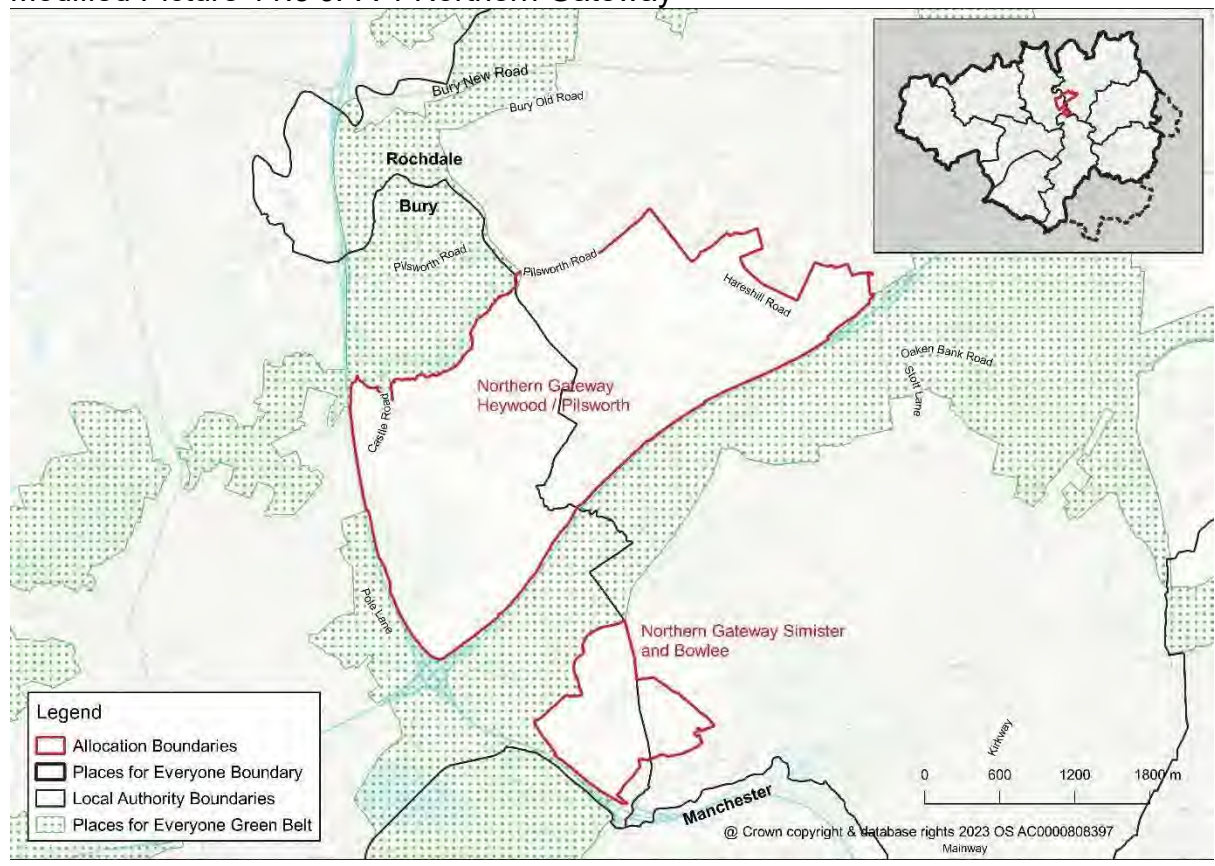
Modified Picture11.2 Places for Everyone Allocations



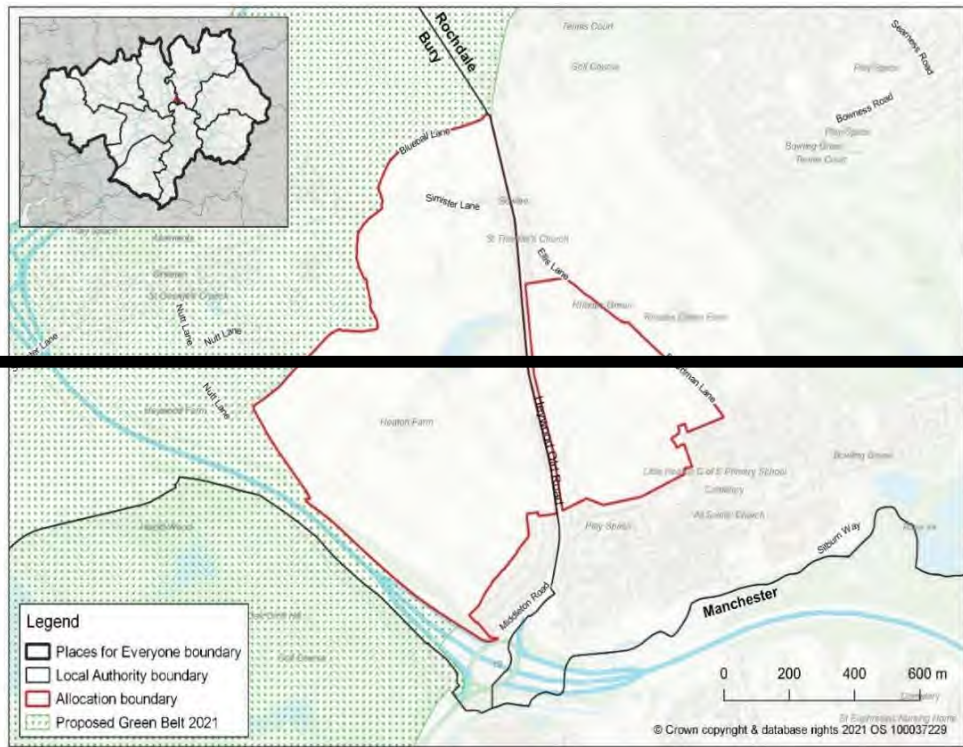
Map MMCB1
 Picture 11.3 JPA 1 Northern Gateway



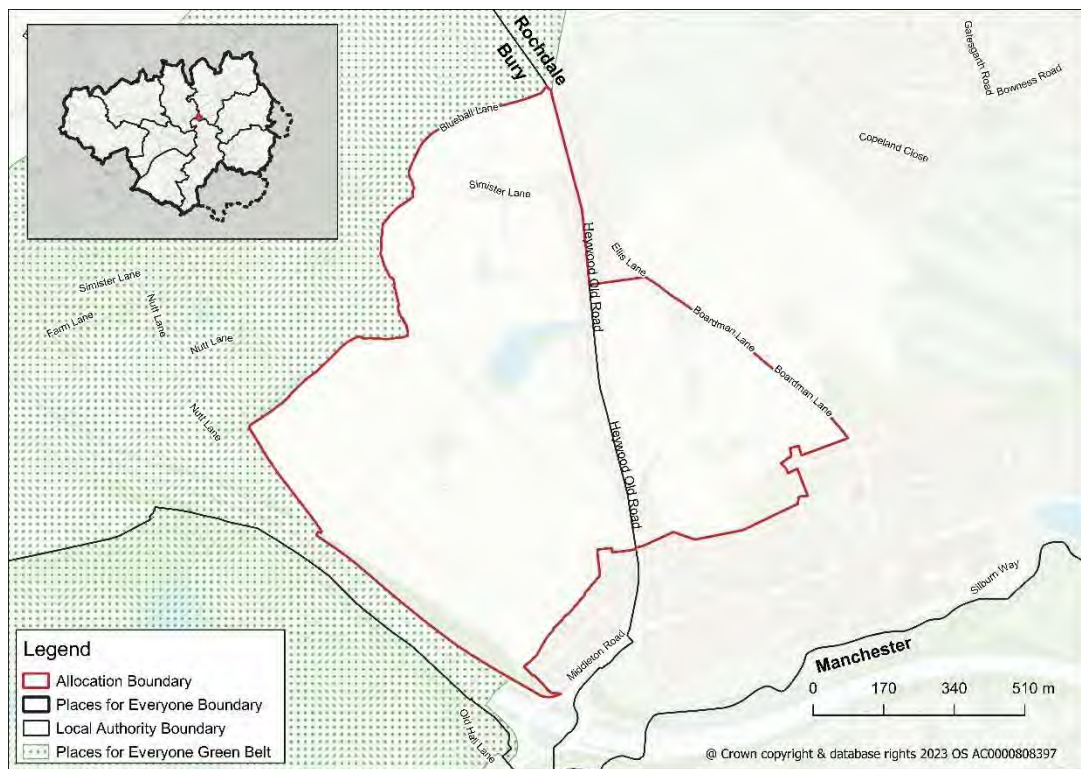
Modified Picture 11.3 JPA 1 Northern Gateway



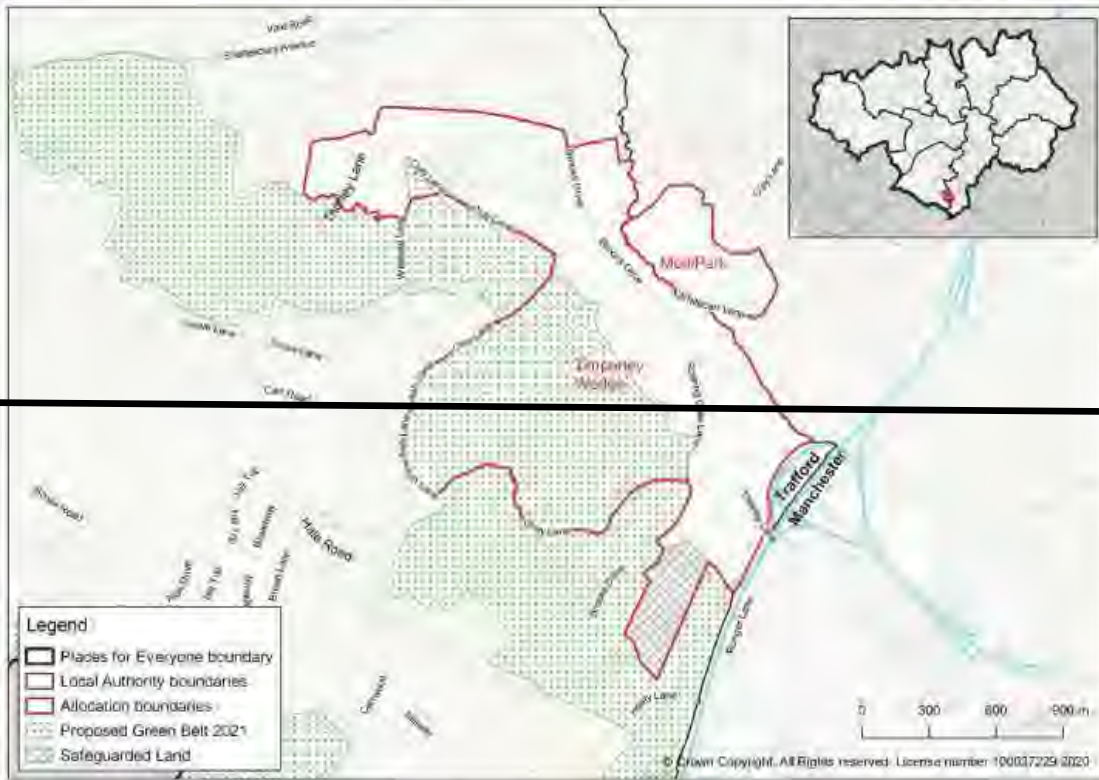
Map MMCB4
 PfE 2021 Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



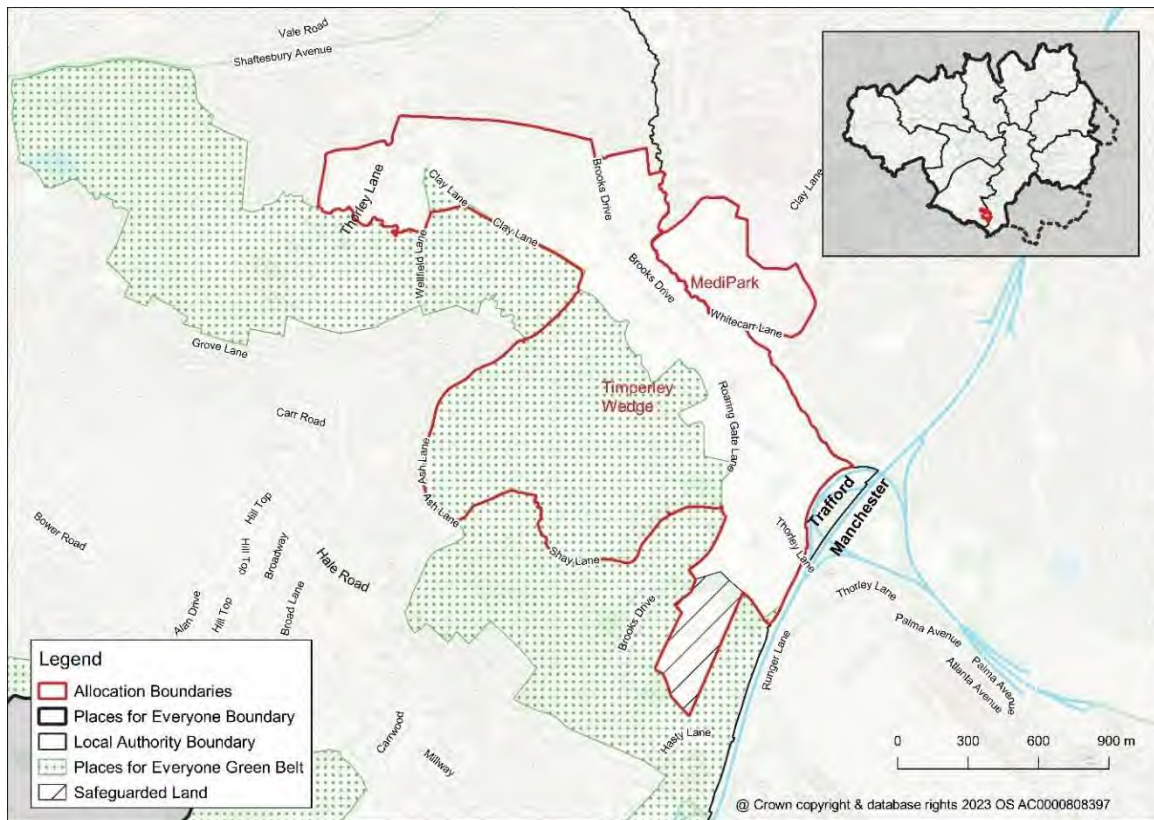
Modified Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



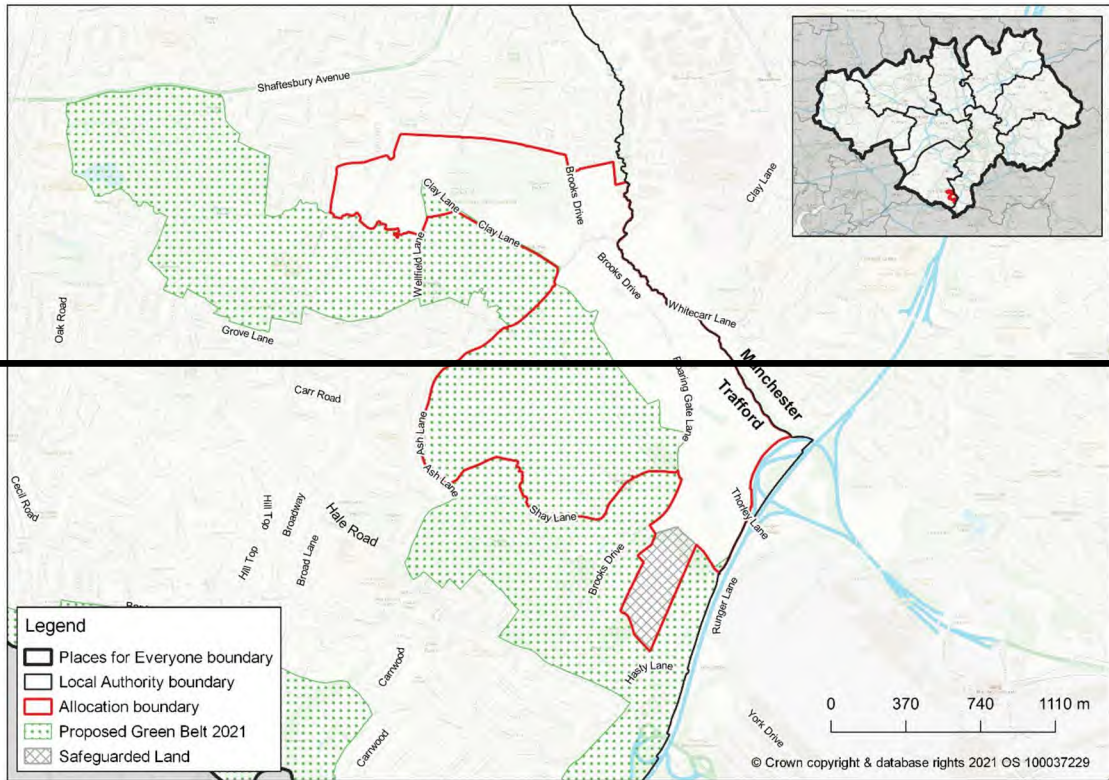
Map MMCB9
 PfE 2021 Picture 11.7 JPA 3 Medipark/Timperley Wedge



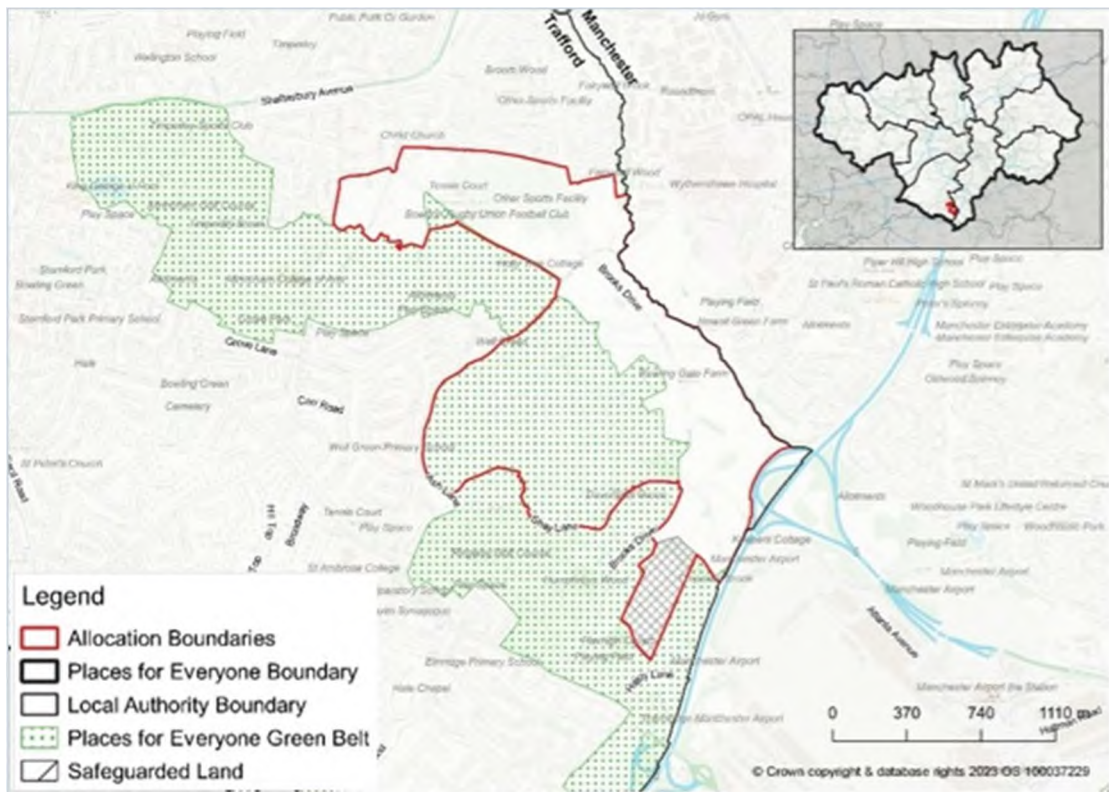
Modified Picture 11.7 JPA 3 Medipark/Timperley Wedge



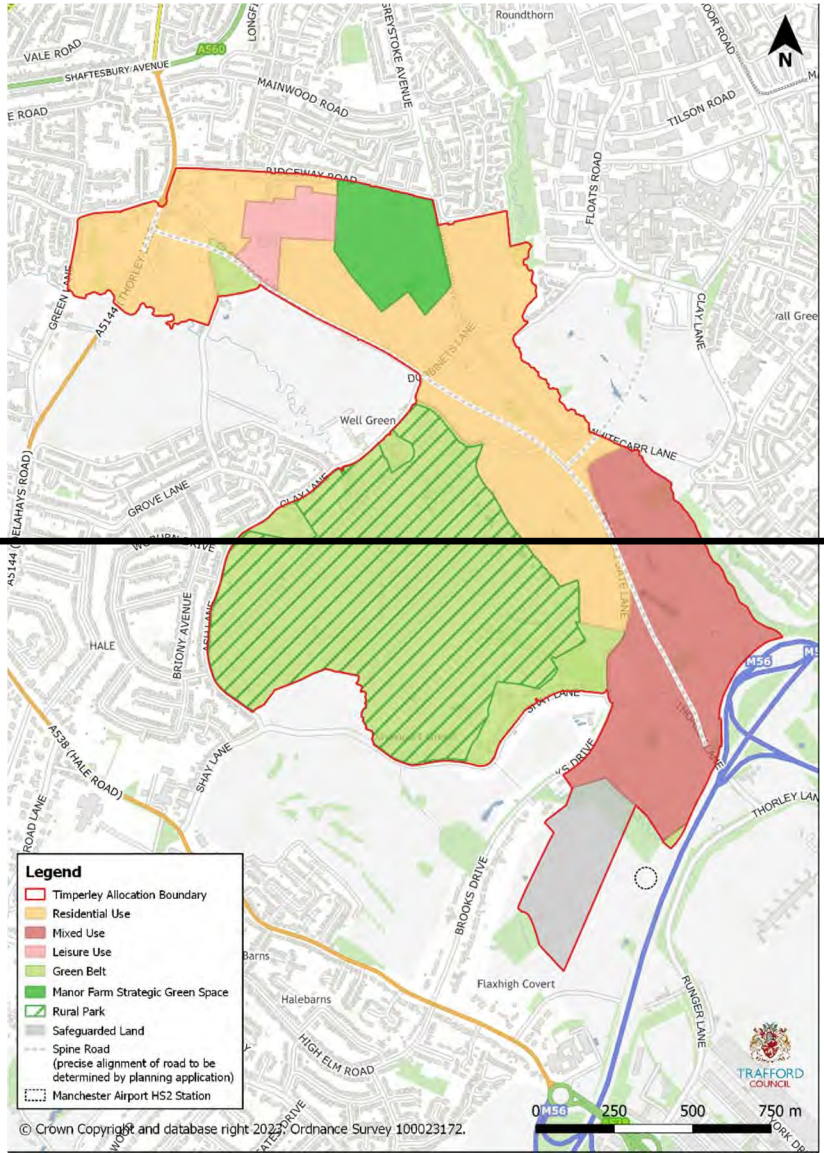
Map MMCB12
 PfE 2021 Picture 11.9 JPA 3.2 Timperley Wedge



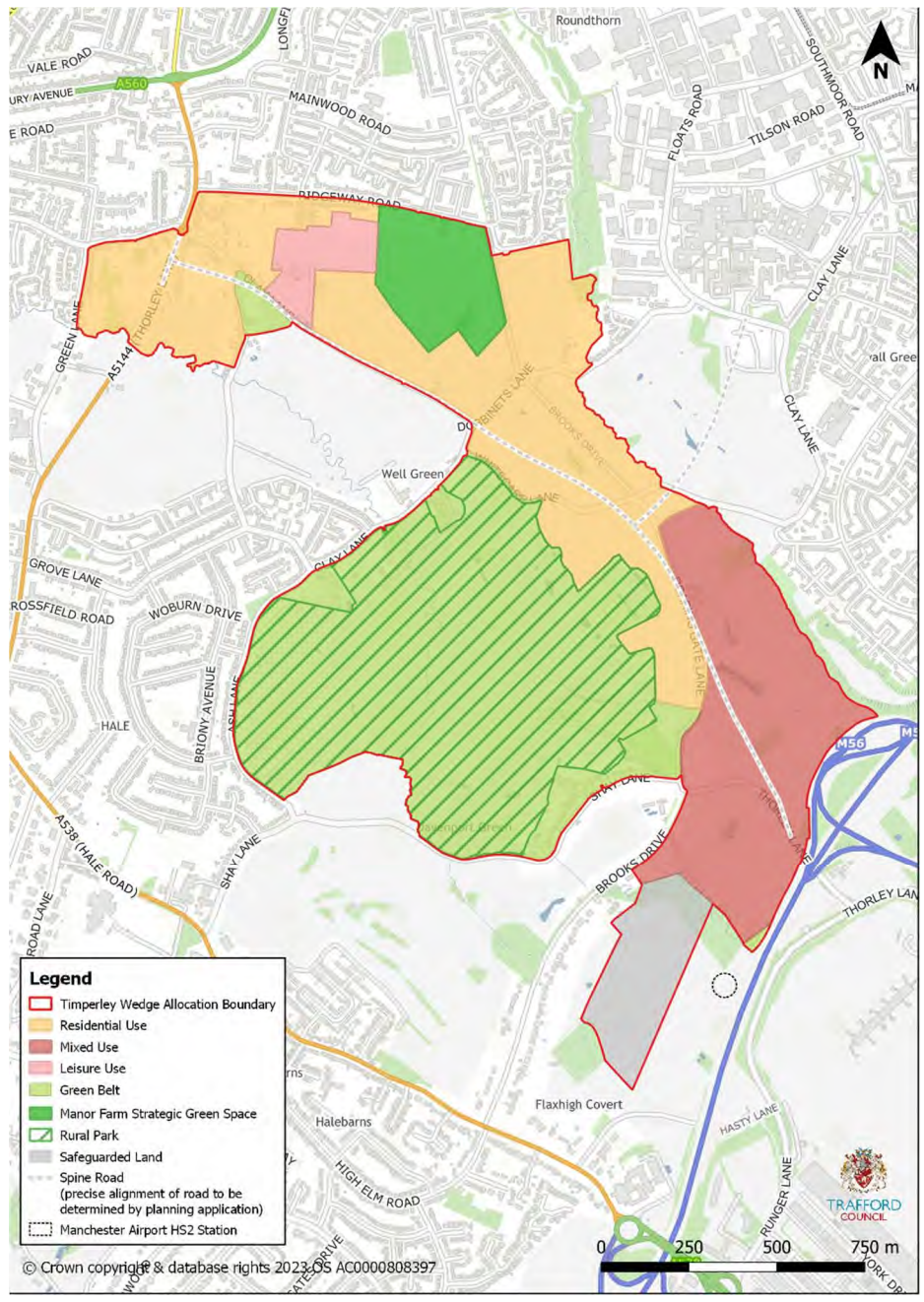
Modified Picture 11.9 JPA 3.2 Timperley Wedge



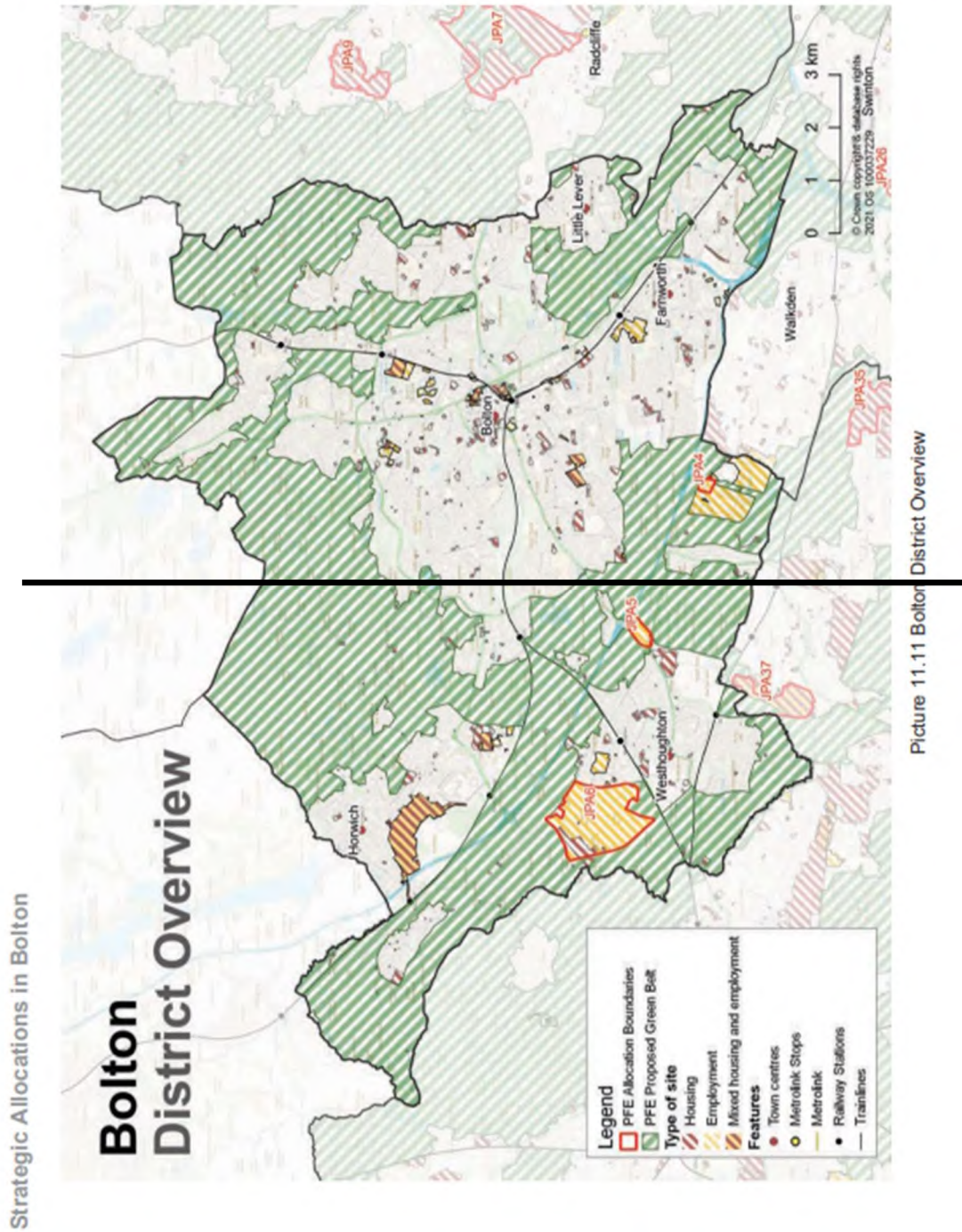
Map MMCB13
 PfE 2021 Picture 11.10 Timperley Wedge Allocation Policy Plan



Modified Picture 11.10 Timperley Wedge Indicative Allocation Policy Plan



Map MMBo1
 PFE 2021 Picture 11.11 Bolton District Overview

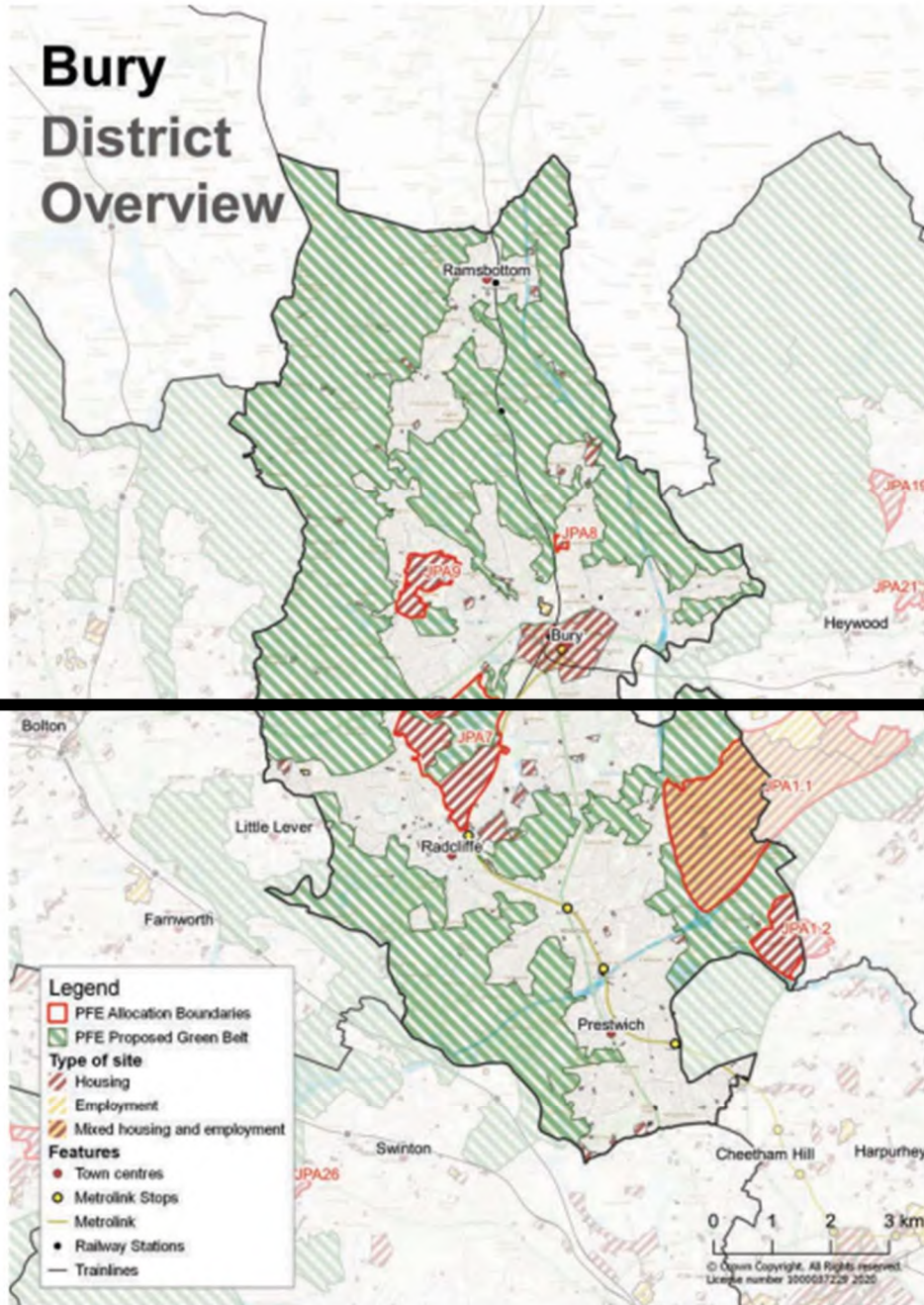


Modified Picture 11.11 Bolton District Overview



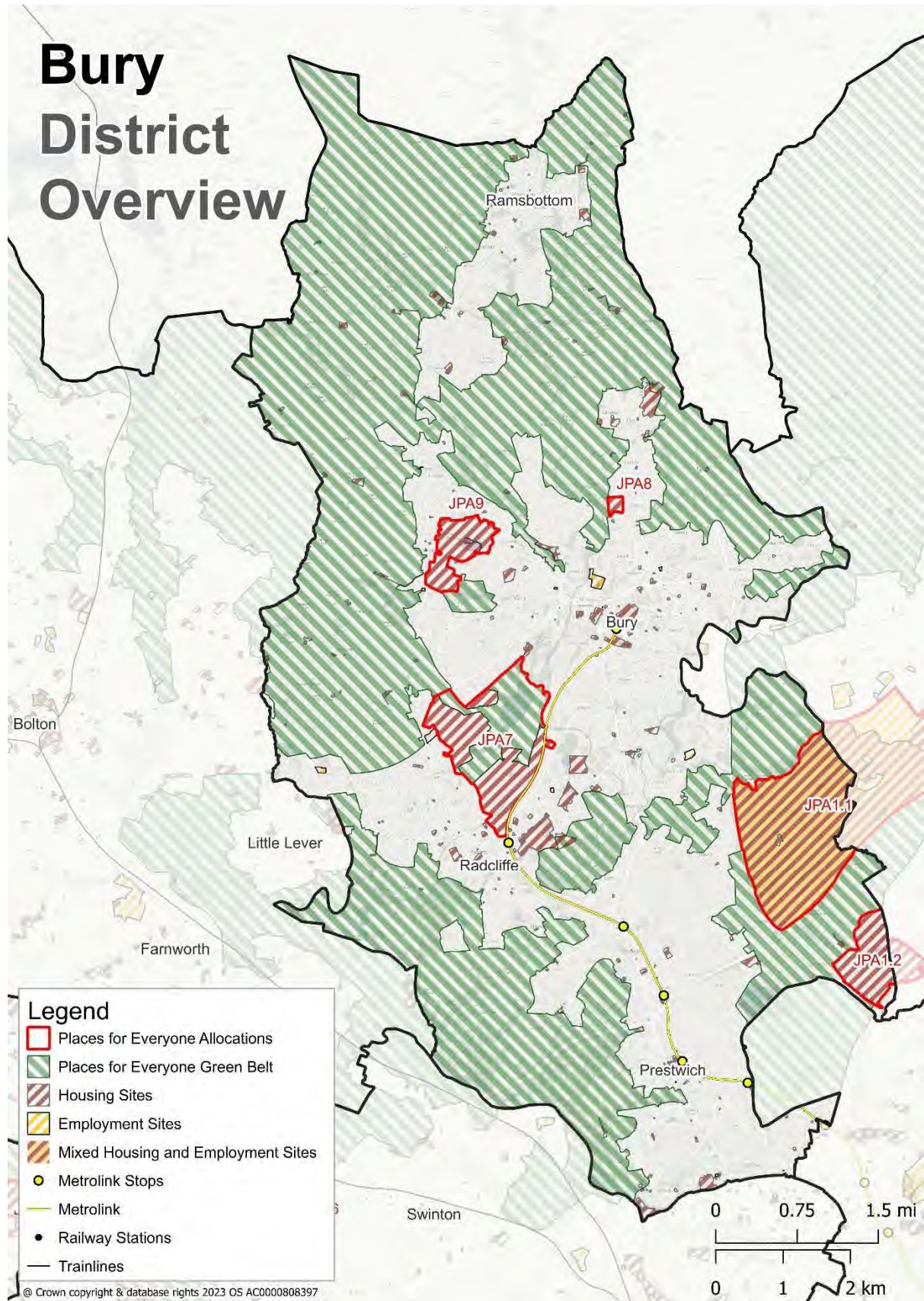
Map MMBu1
 PFE 2021 Picture 11.15 Bury District Overview

Strategic Allocations in Bury

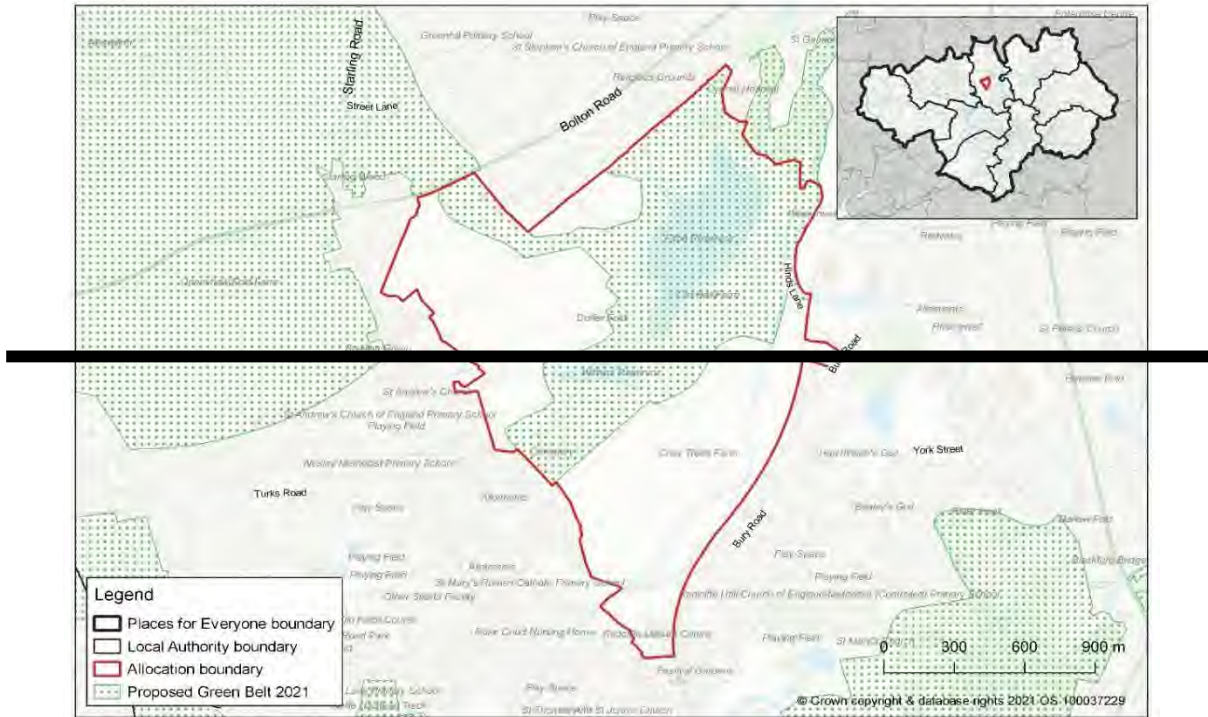


Picture 11.15 Bury District Overview

Modified Picture 11.15 Bury District Overview



Map MMBu2
 PfE 2021 Picture 11.16 JPA 7 Elton Reservoir

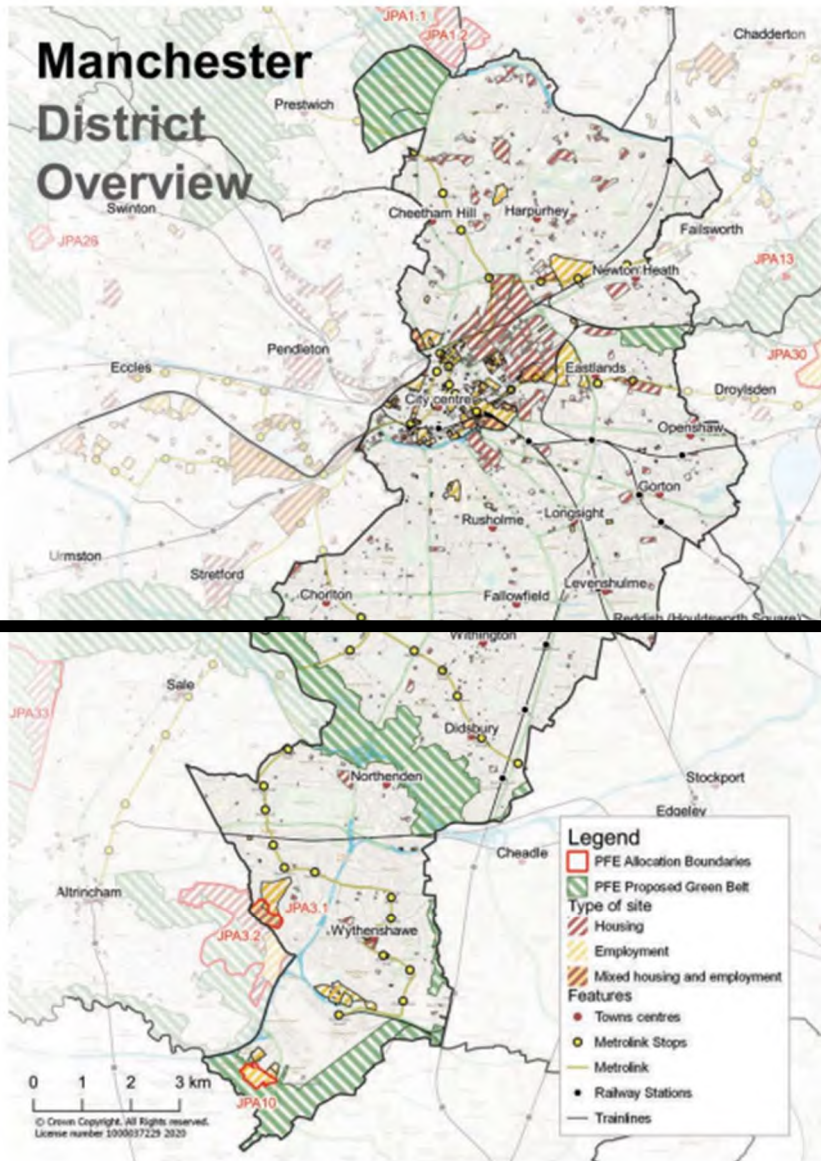


Modified Picture 11.16 JPA 7 Elton Reservoir



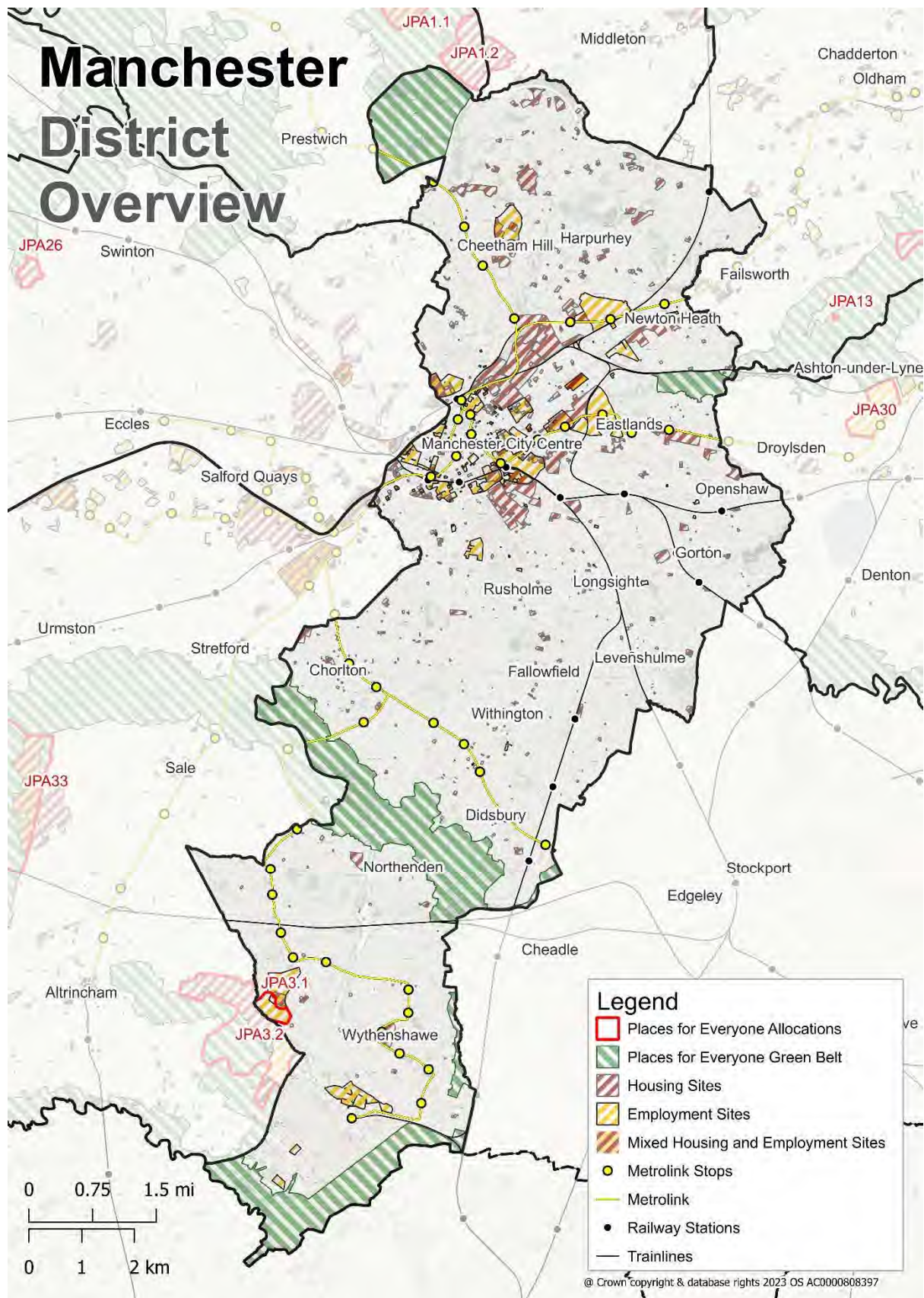
Map MMM1
 PfE 2021 Picture 11.19 Manchester District Overview

Strategic Allocations in Manchester

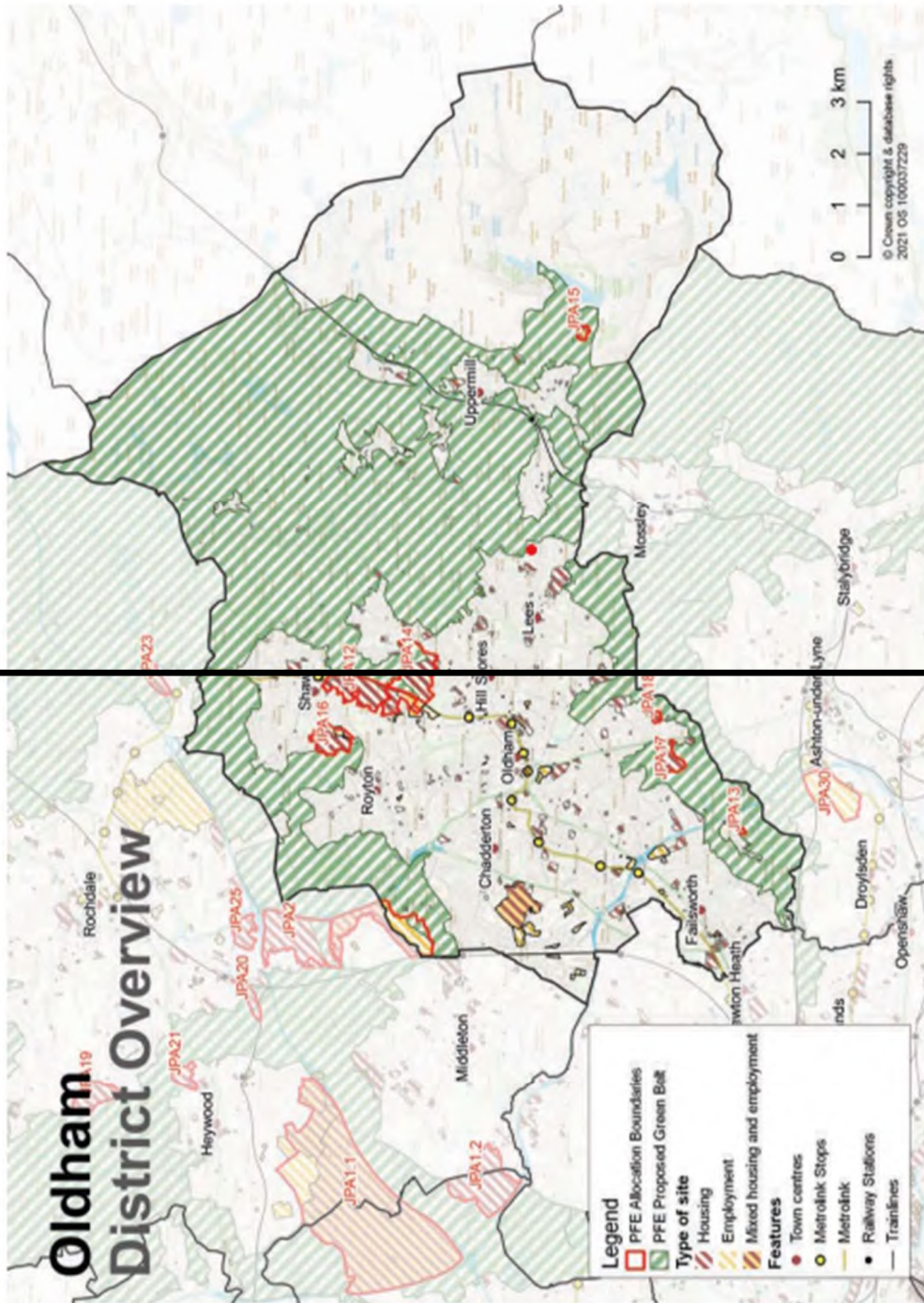


Picture 11.19 Manchester District Overview

Modified Picture 11.19 Manchester District Overview

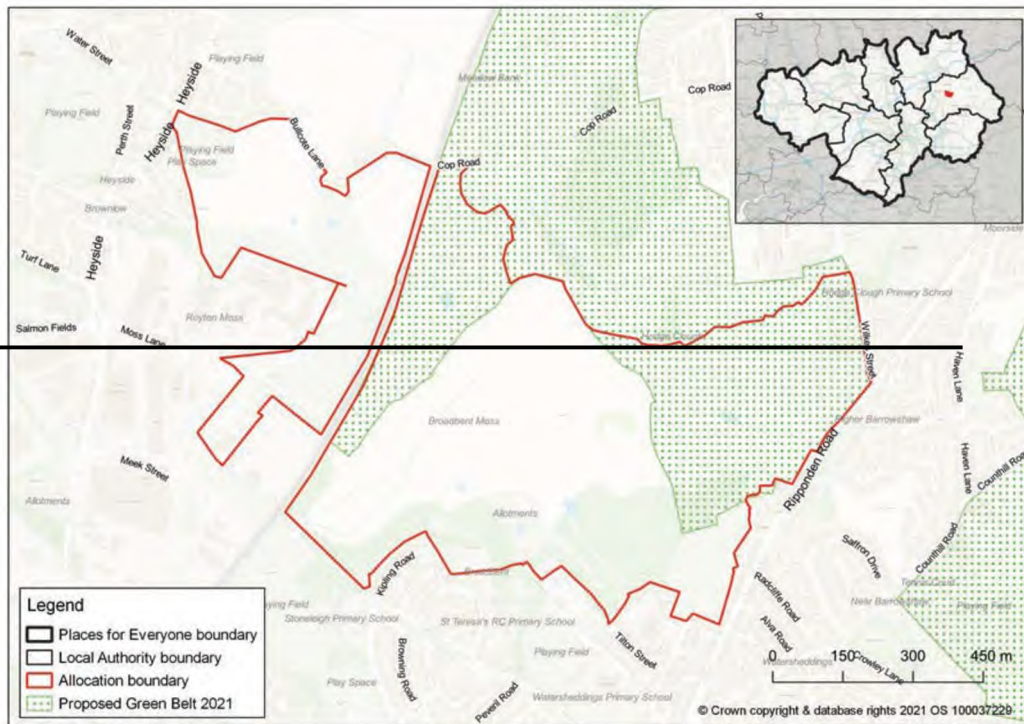


Strategic Allocations in Oldham



Picture 11.21 Oldham District Overview

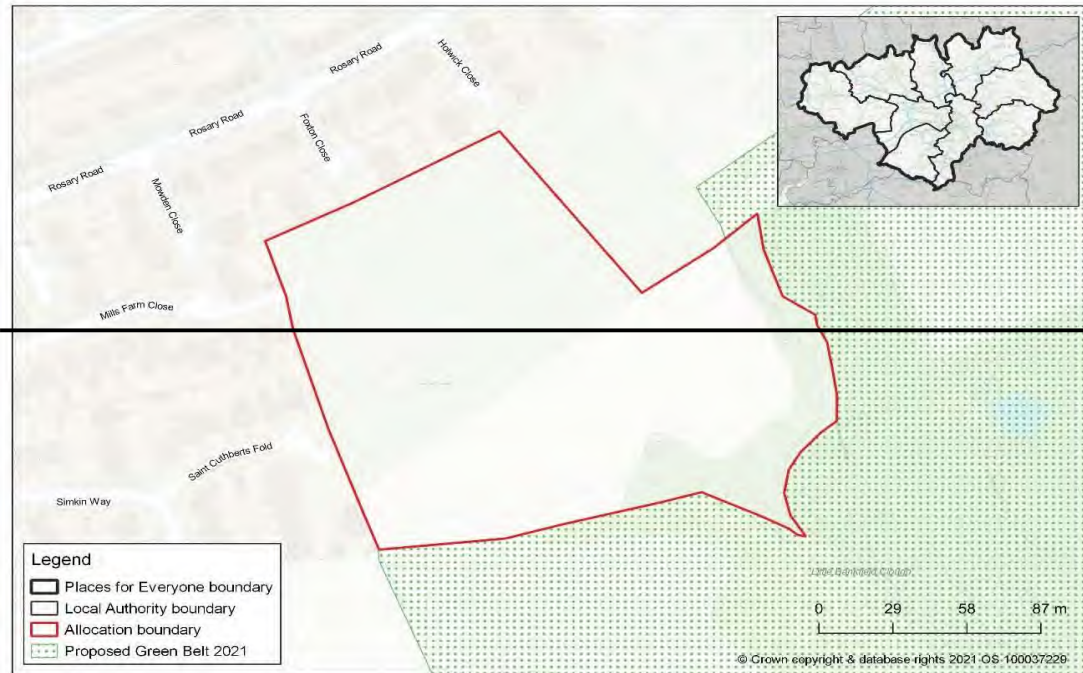
Map MMO6
 PfE 2021 Picture 11.24 JPA 14 Broadbent Moss



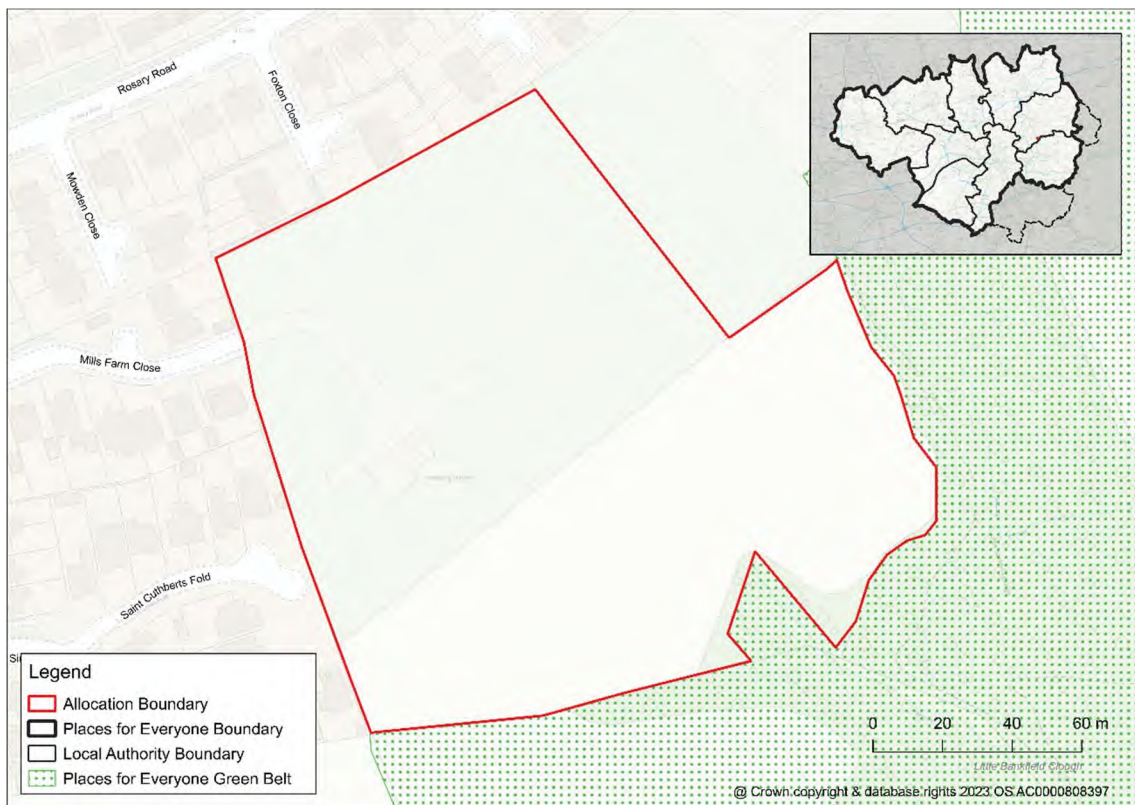
Modified Picture 11.24 JPA 14 Broadbent Moss



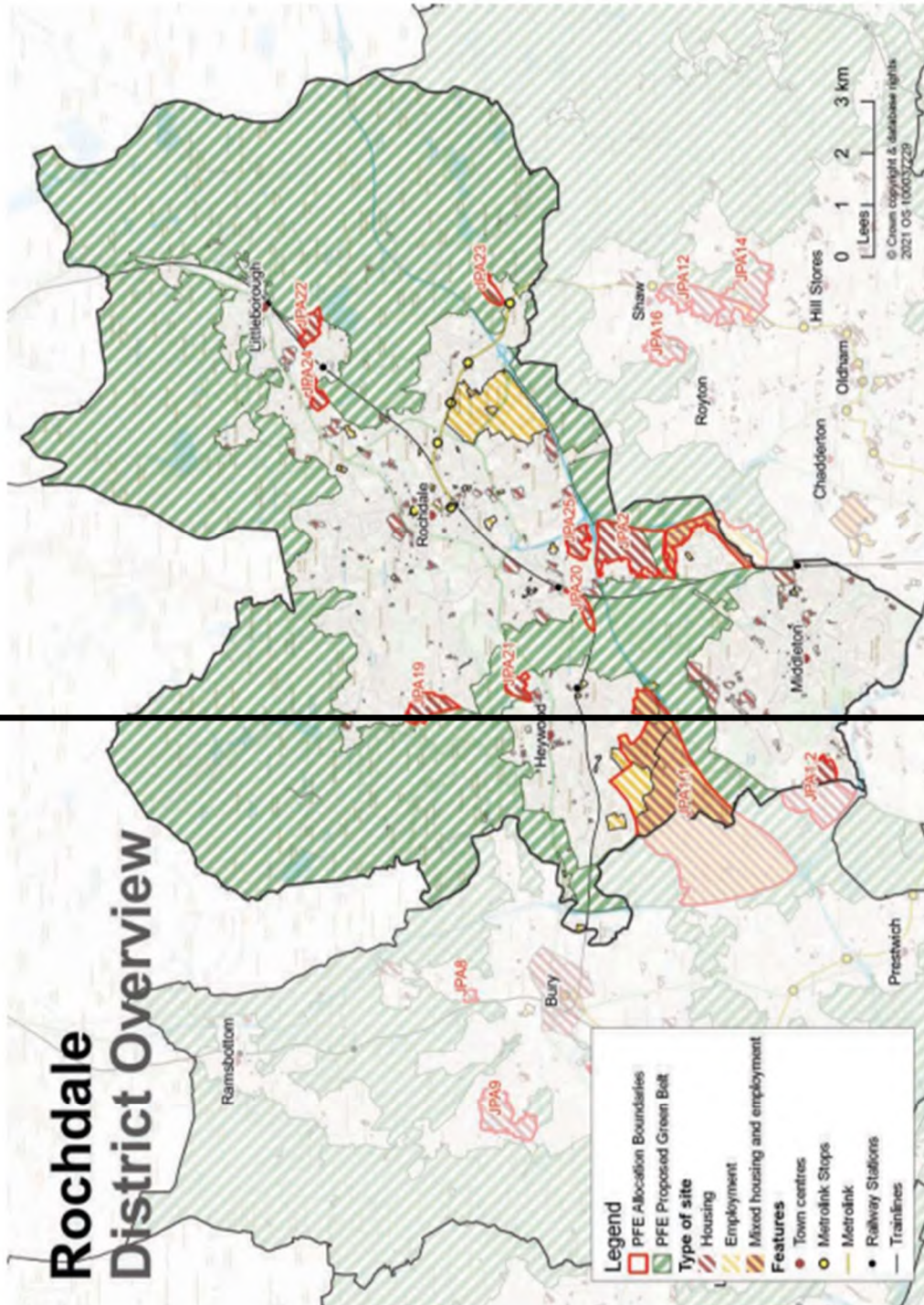
Map MMO15
 PfE 2021 Picture 11.28 JPA 18 South of Rosary Road



Modified Picture 11.28 JPA 18 South of Rosary Road

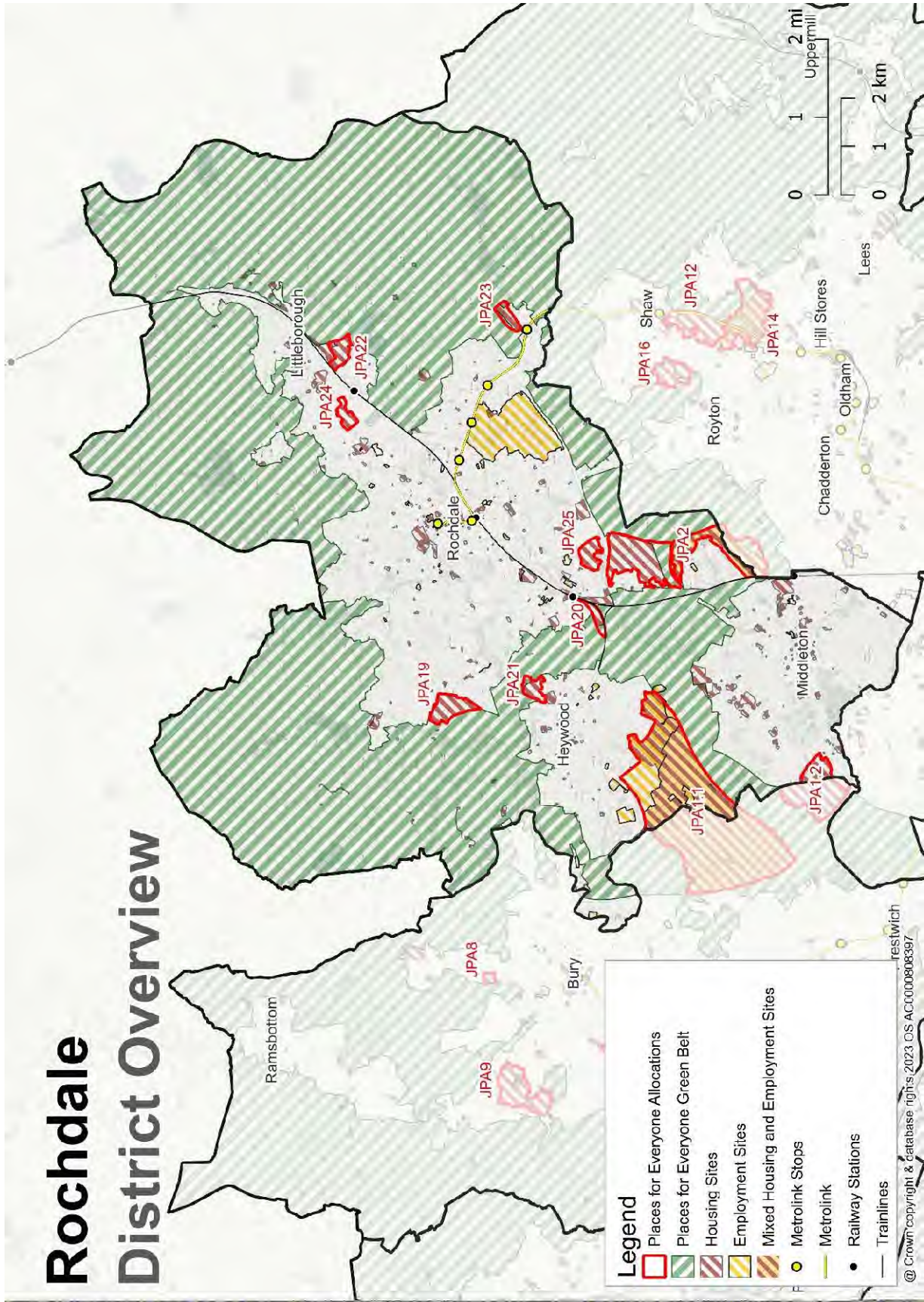


Strategic Allocations in Rochdale



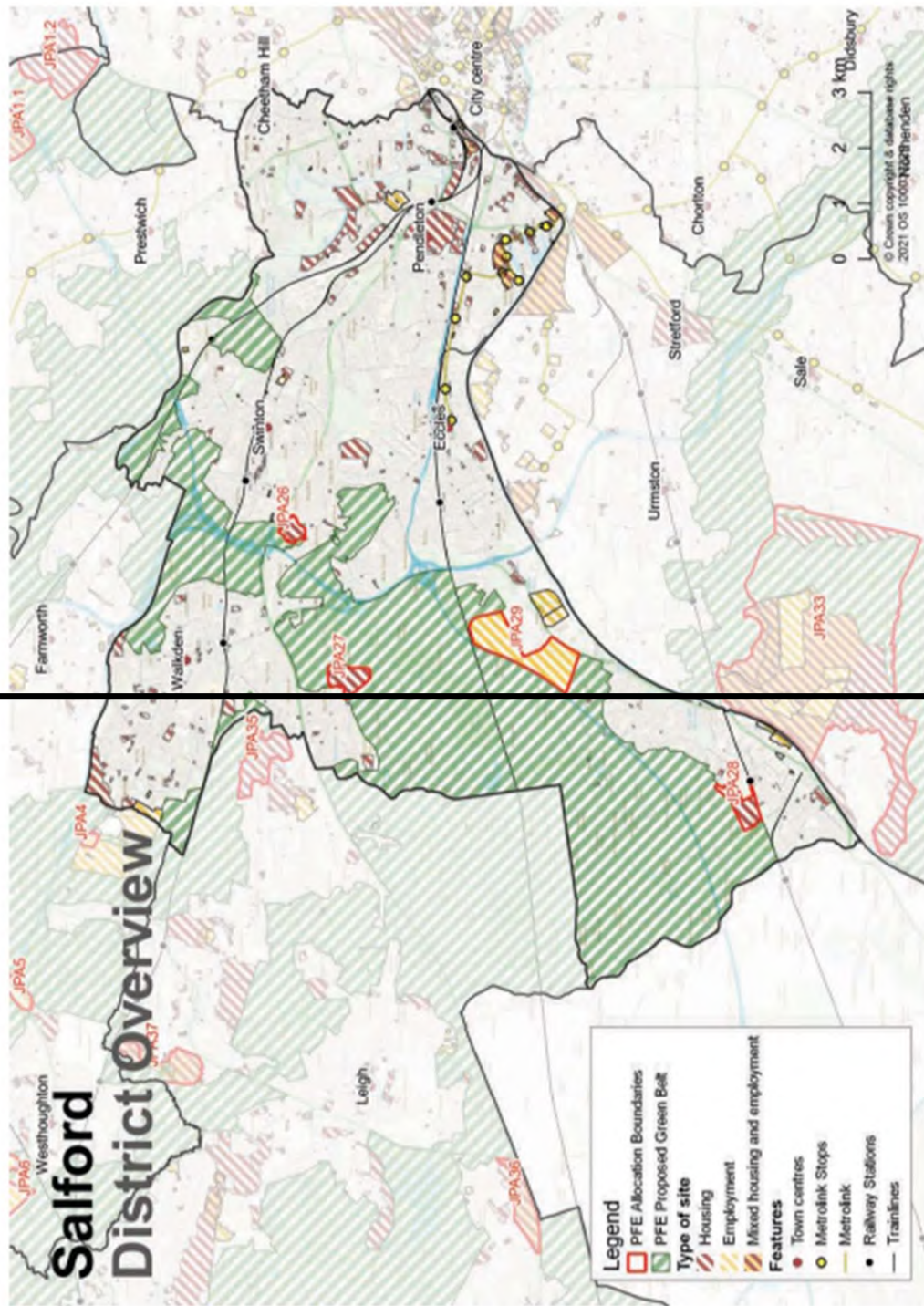
Picture 11.29 Rochdale District Overview

Modified Picture 11.2 Rochdale District Overview



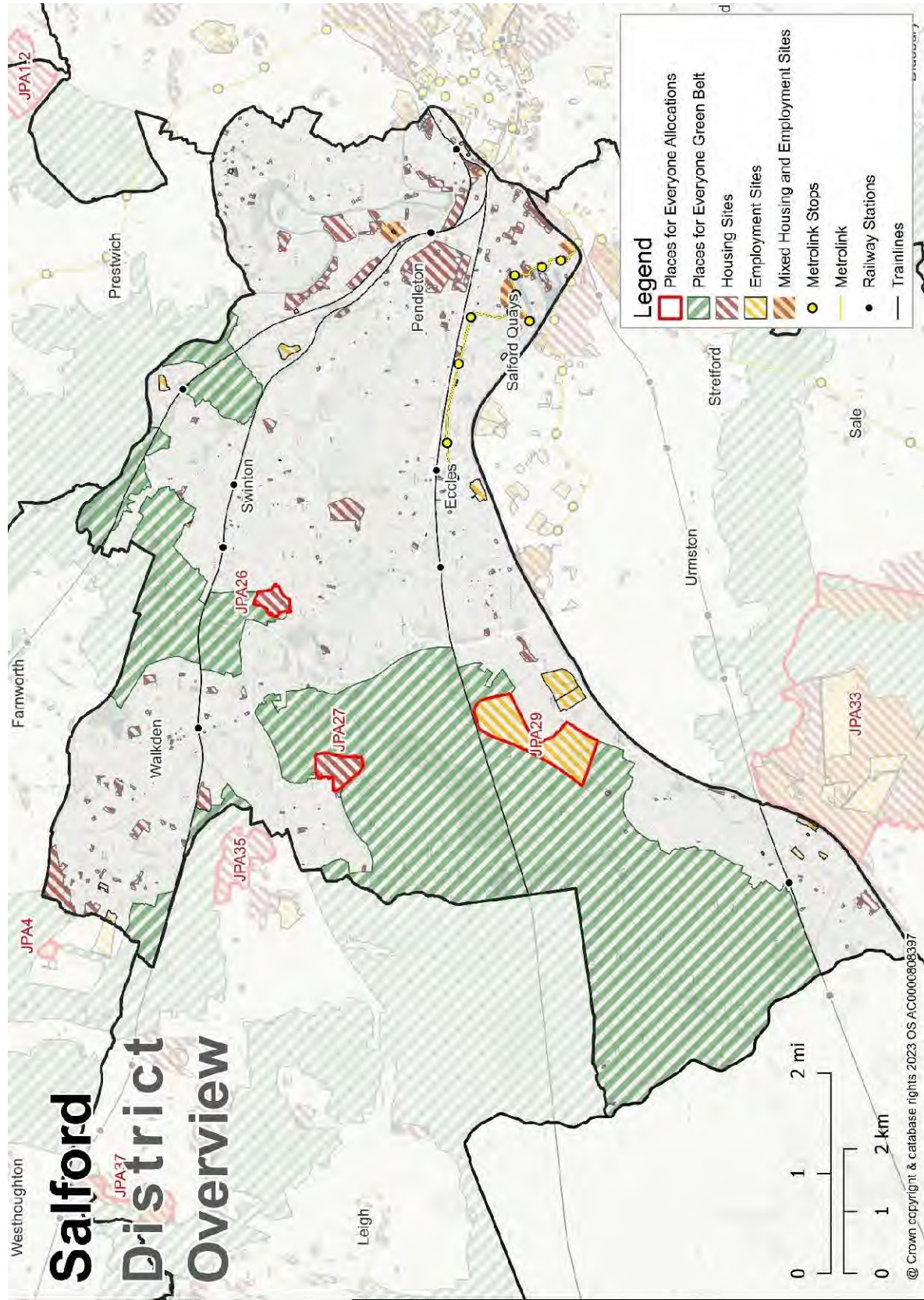
Map MMS1
 PfE 2021 Picture 11.37 Salford District Overview

Strategic Allocations in Salford

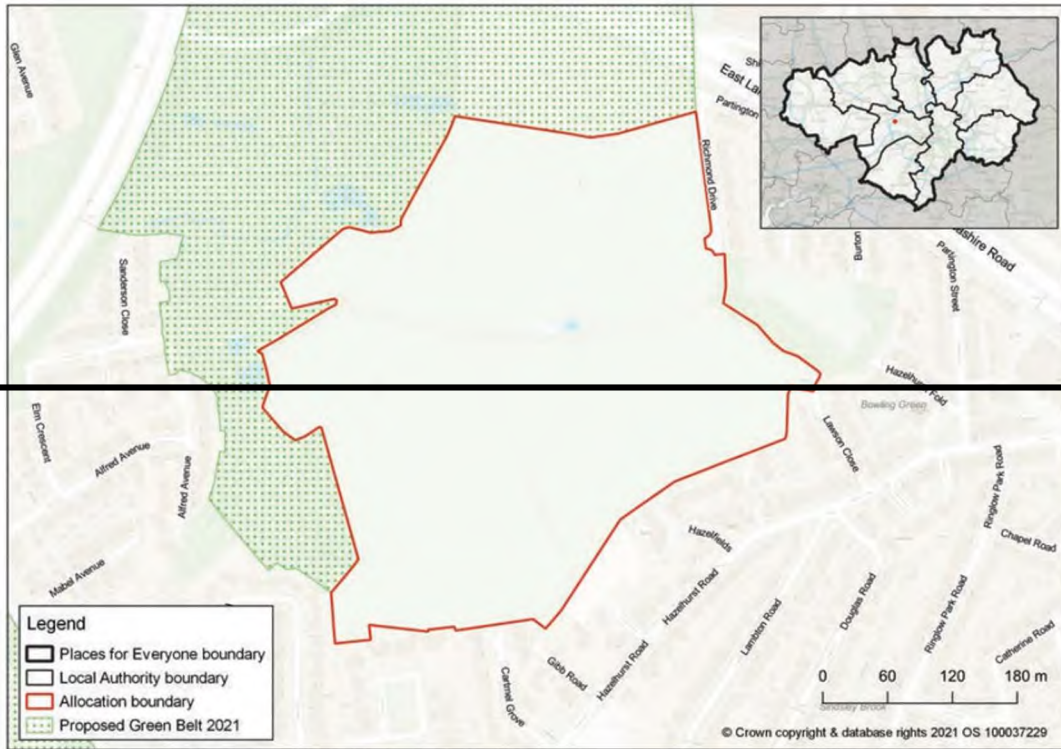


Picture 11.37 Salford District Overview

Modified Picture 11.37 Salford District Overview



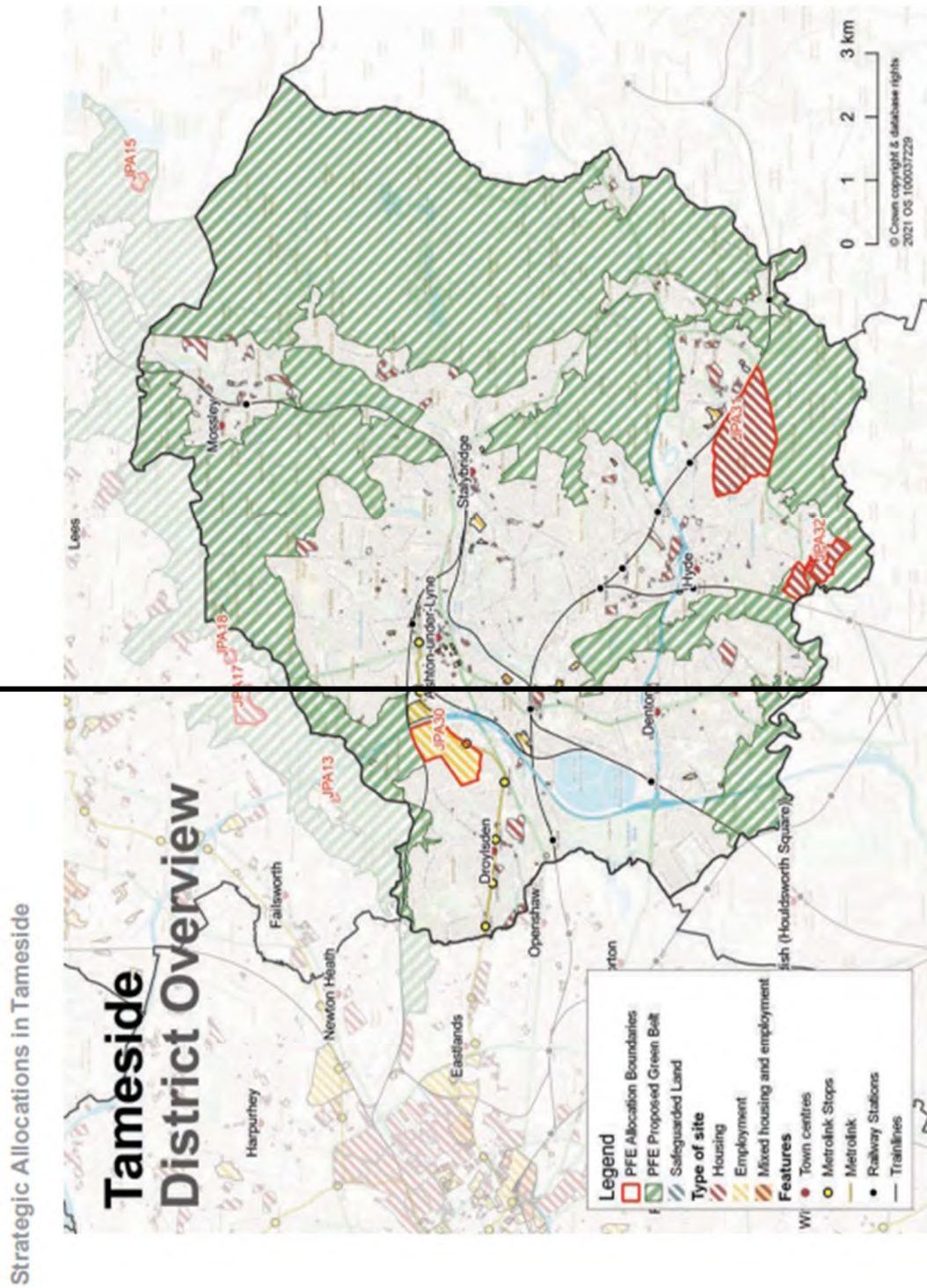
Map MMS2
 PfE 2021 Picture 11.38 JPA 26 Land at Hazelhurst Farm



Modified Picture 11.38 JPA 26 Land at Hazelhurst Farm

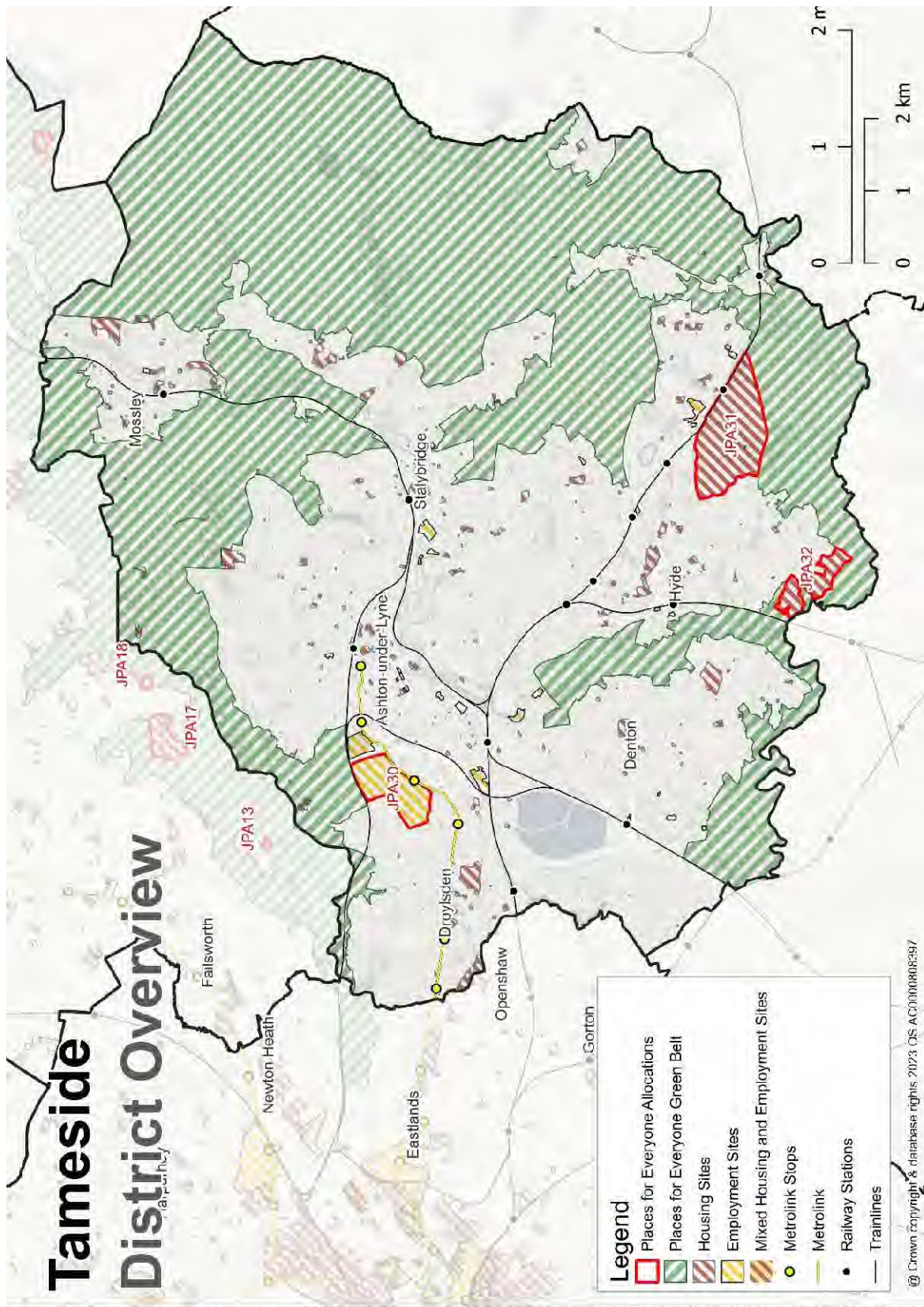


Map MMTa1
 PfE 2021 Picture 11.42 Tameside District Overview

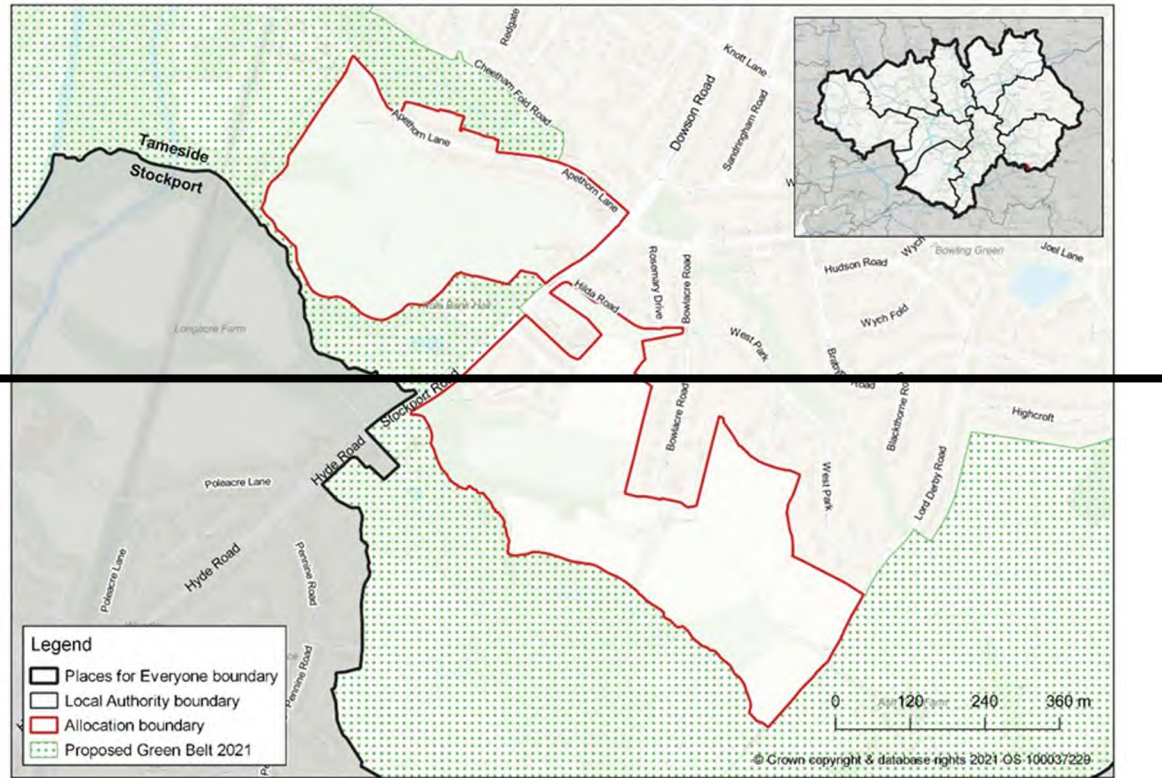


Picture 11.42 Tameside District Overview

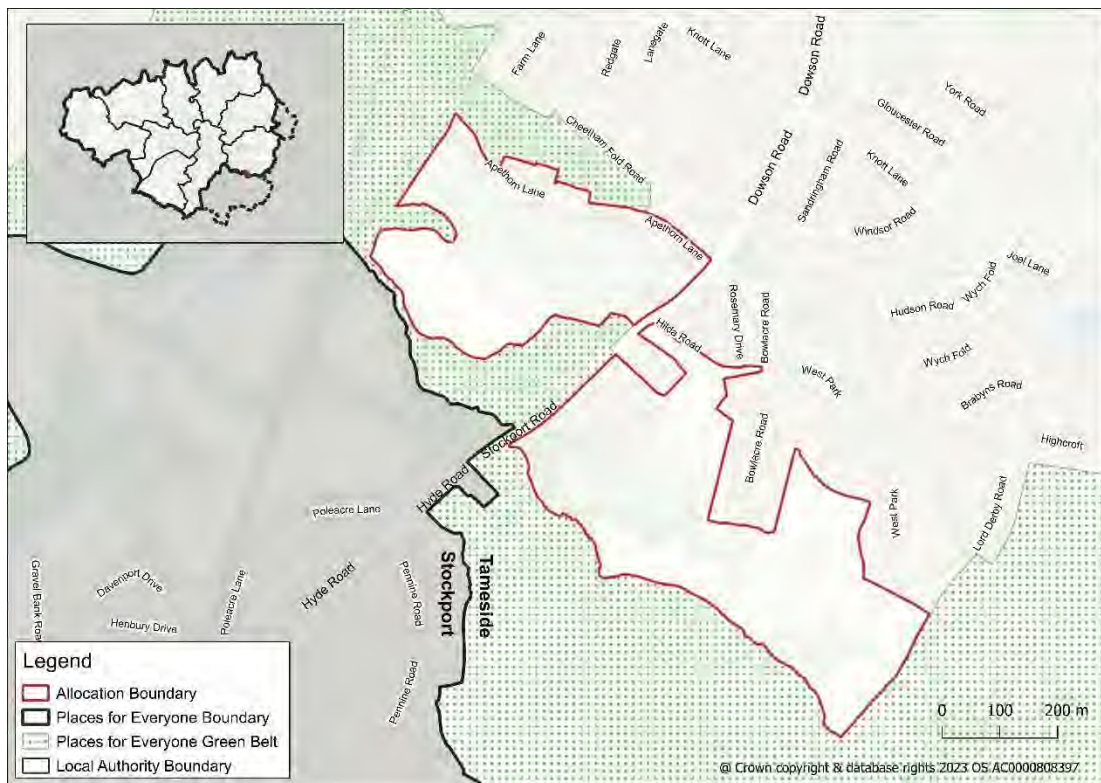
Modified Picture 11.42 Tameside District Overview



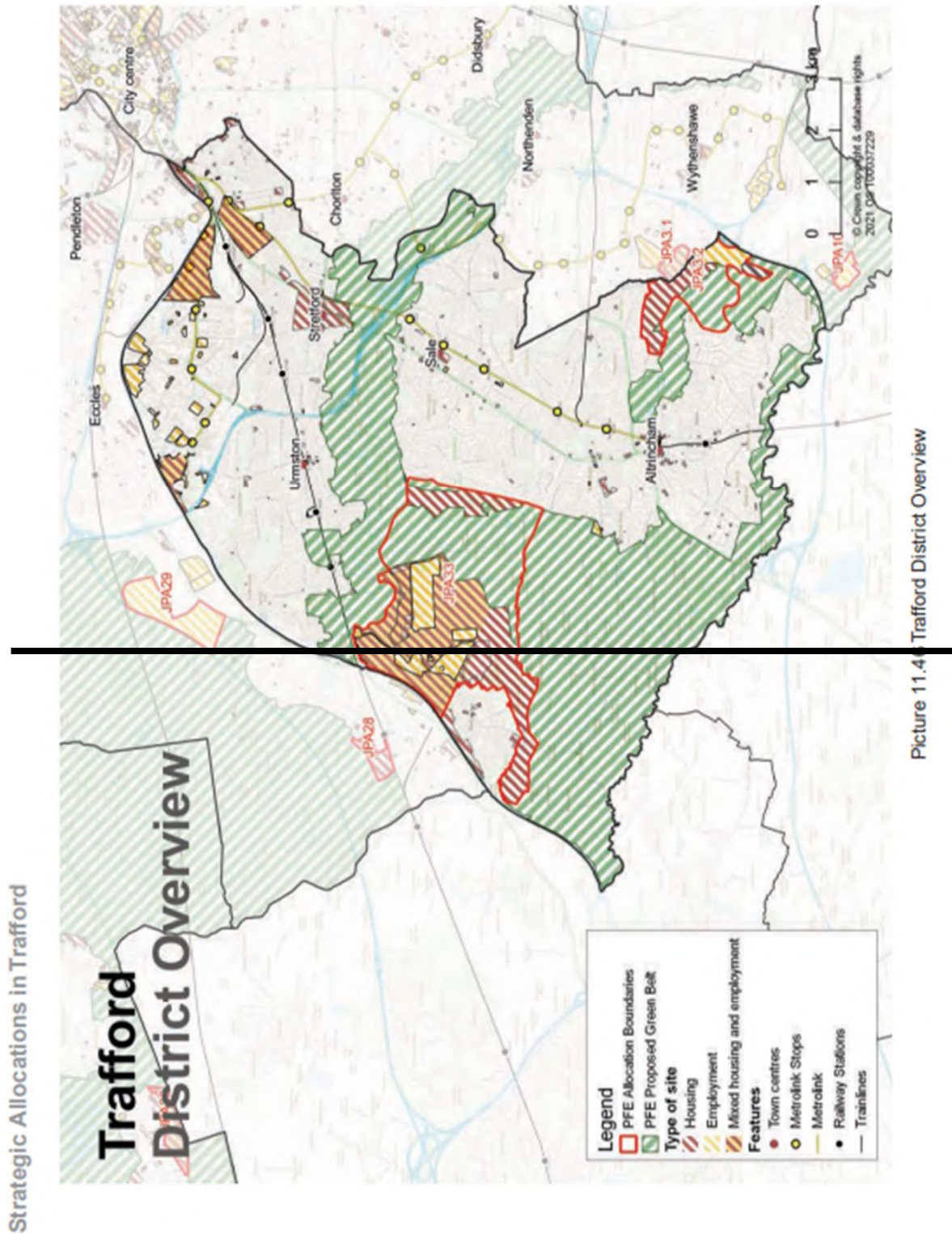
Map MMTa6
 PfE 2021 Picture 11.45 JPA 32 South of Hyde



Modified Picture 11.45 JPA 32 South of Hyde



Map MMTr1
 PFE 2021 Picture 11.46 Trafford District Overview

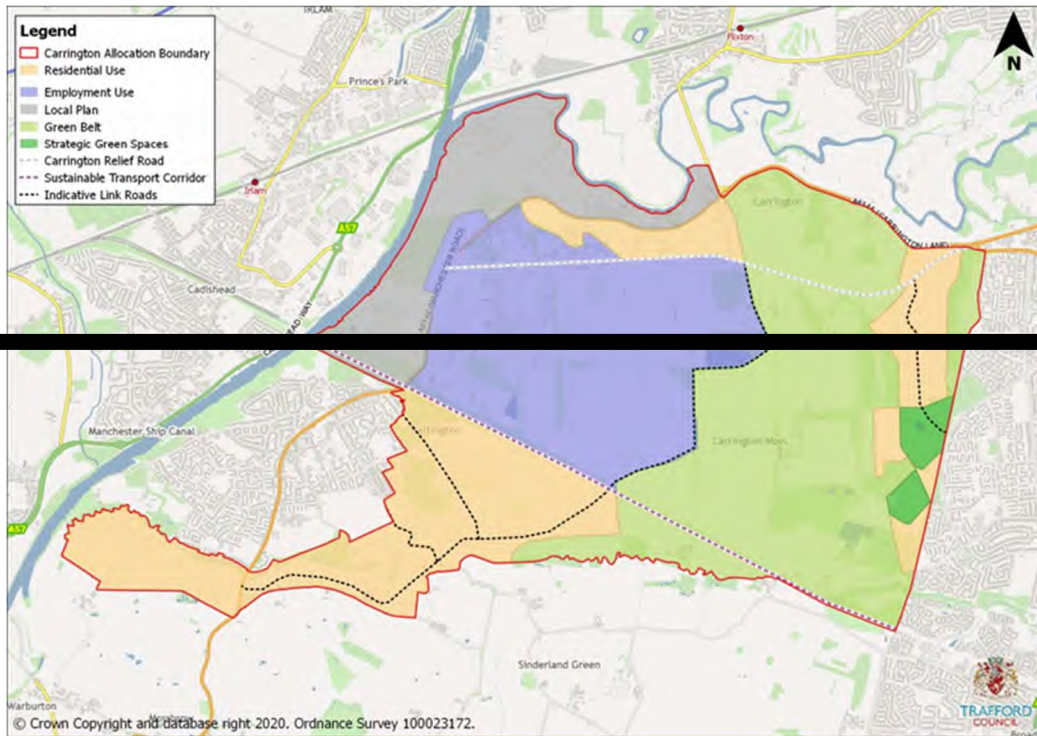


Picture 11.46 Trafford District Overview

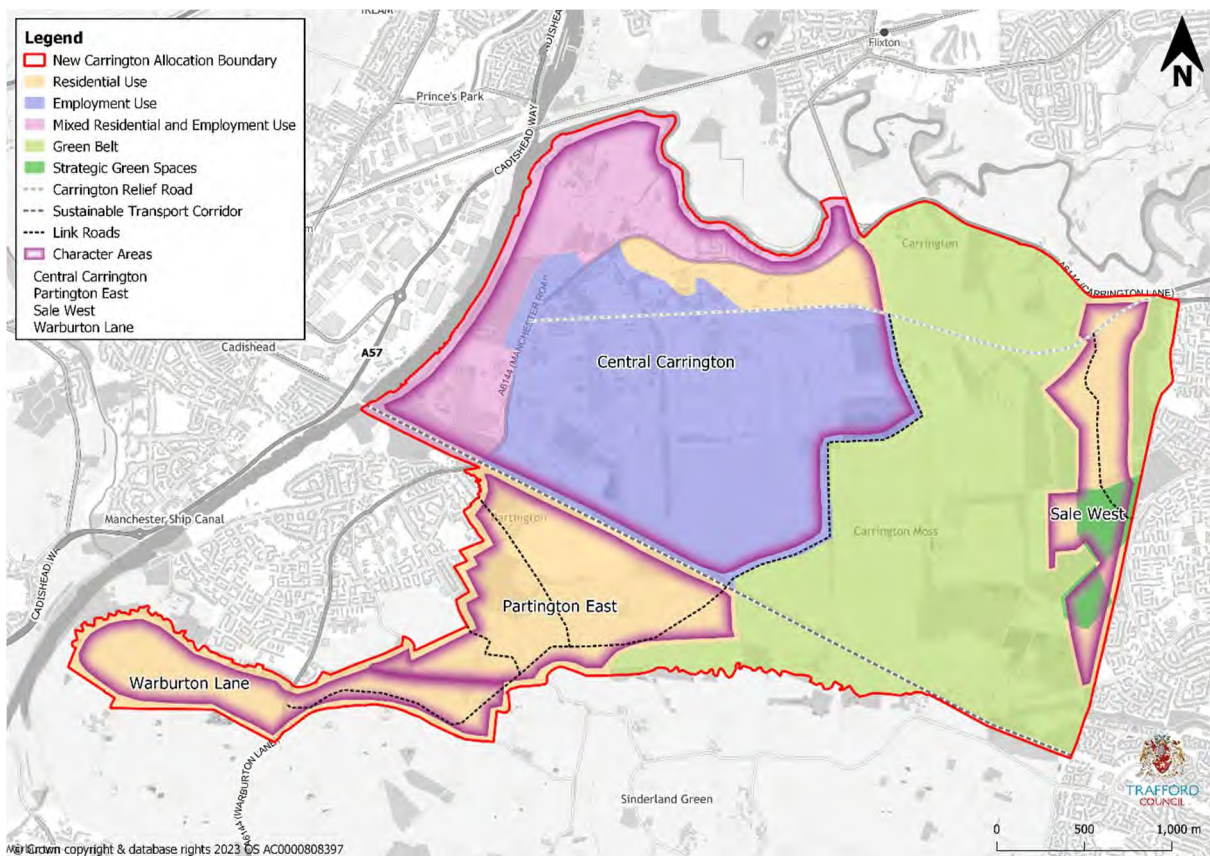
Modified Picture 11.46 Trafford District Overview



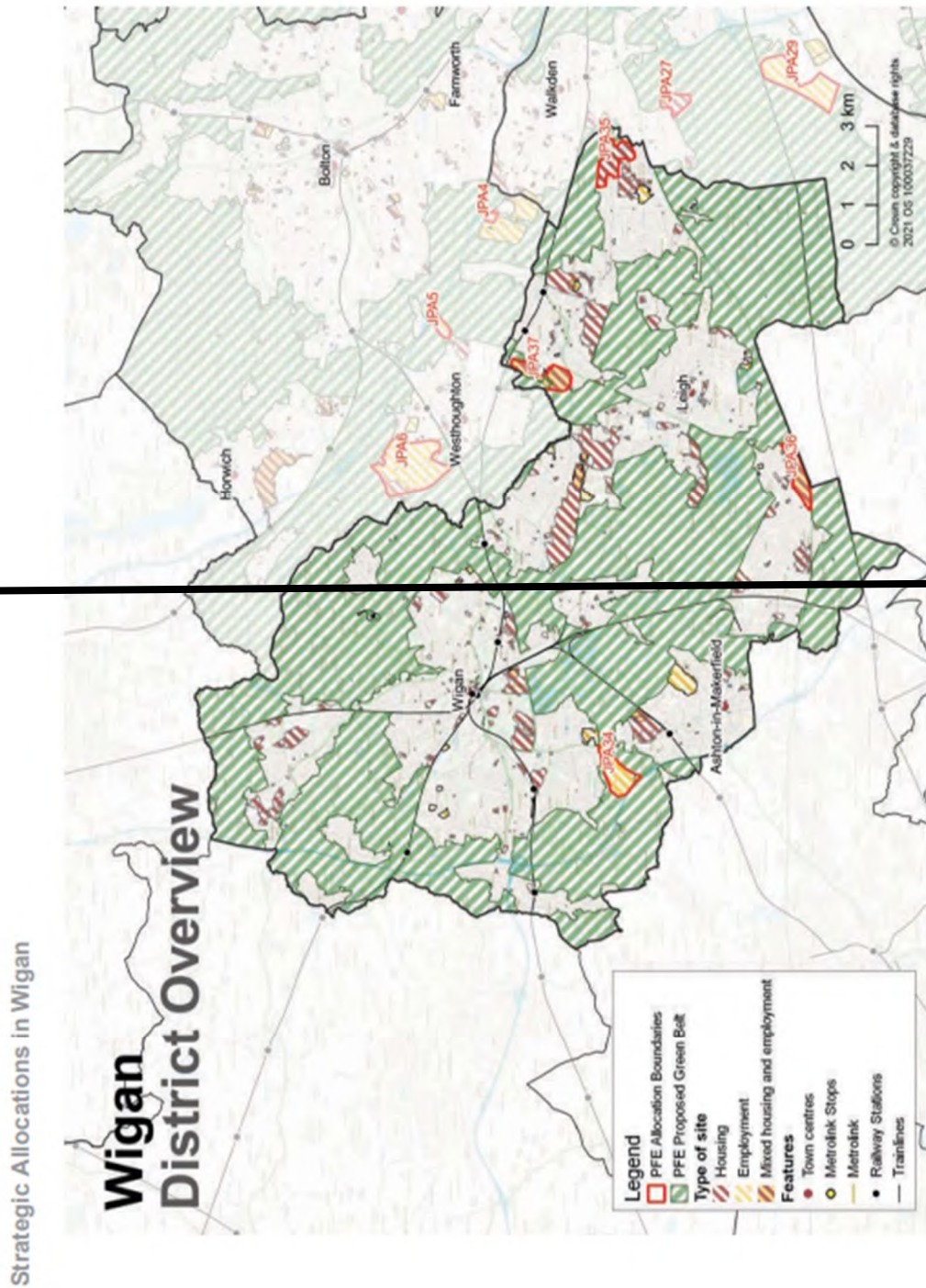
Map MMTr2
 PfE 2021 Picture 11.48 New Carrington Allocation Policy Plan



Modified Picture 11.48 New Carrington Indicative Allocation Policy Plan

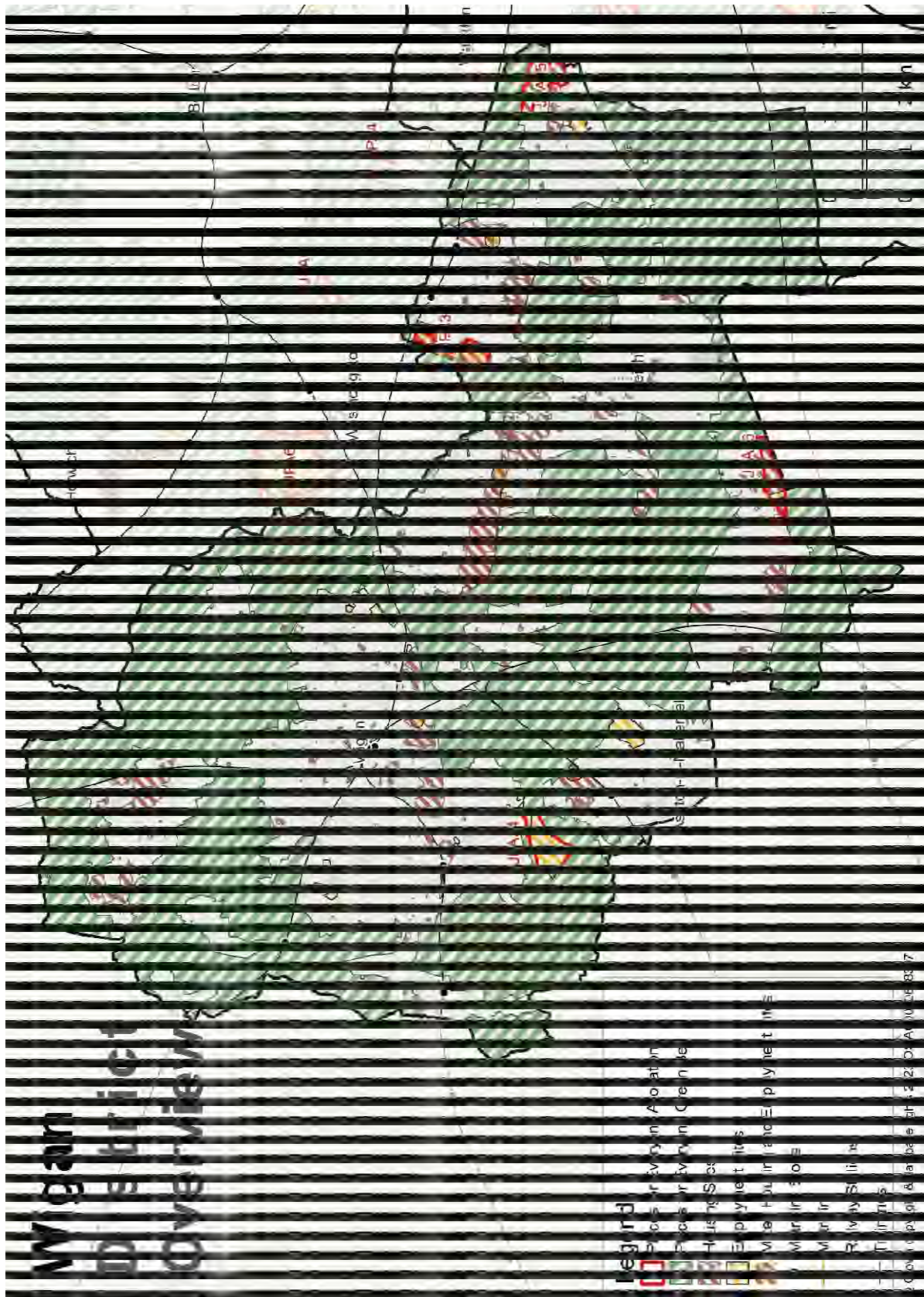


Map MMW1
 PFE 2021 Picture 11.49 Wigan District Overview

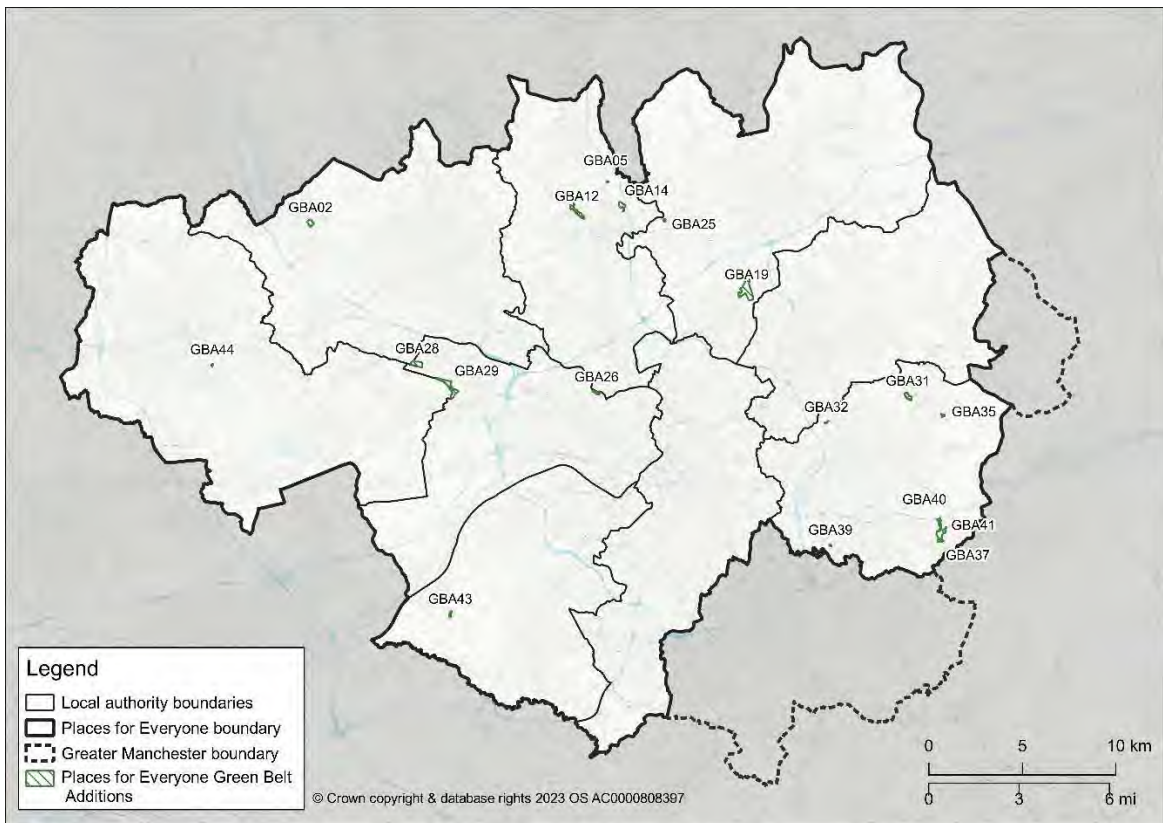
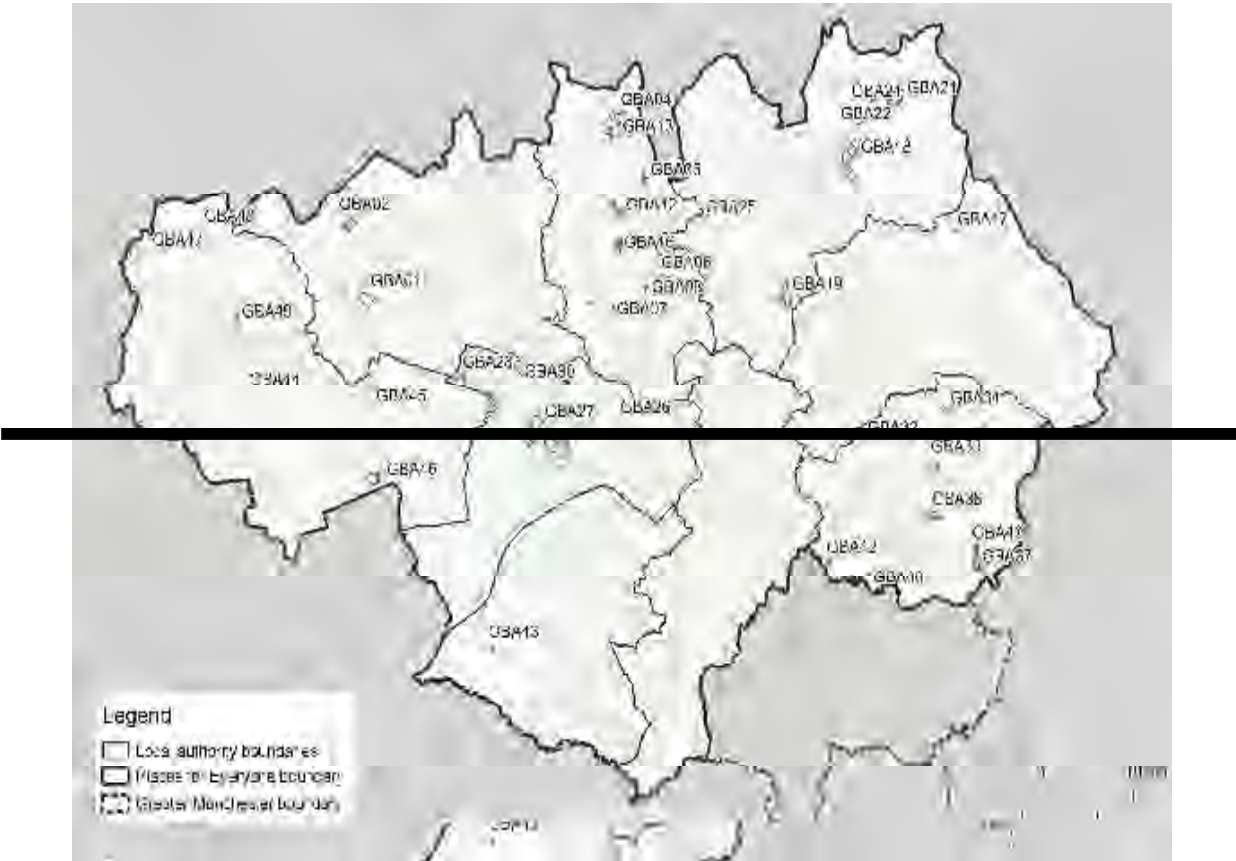


Picture 11.49 Wigan District Overview

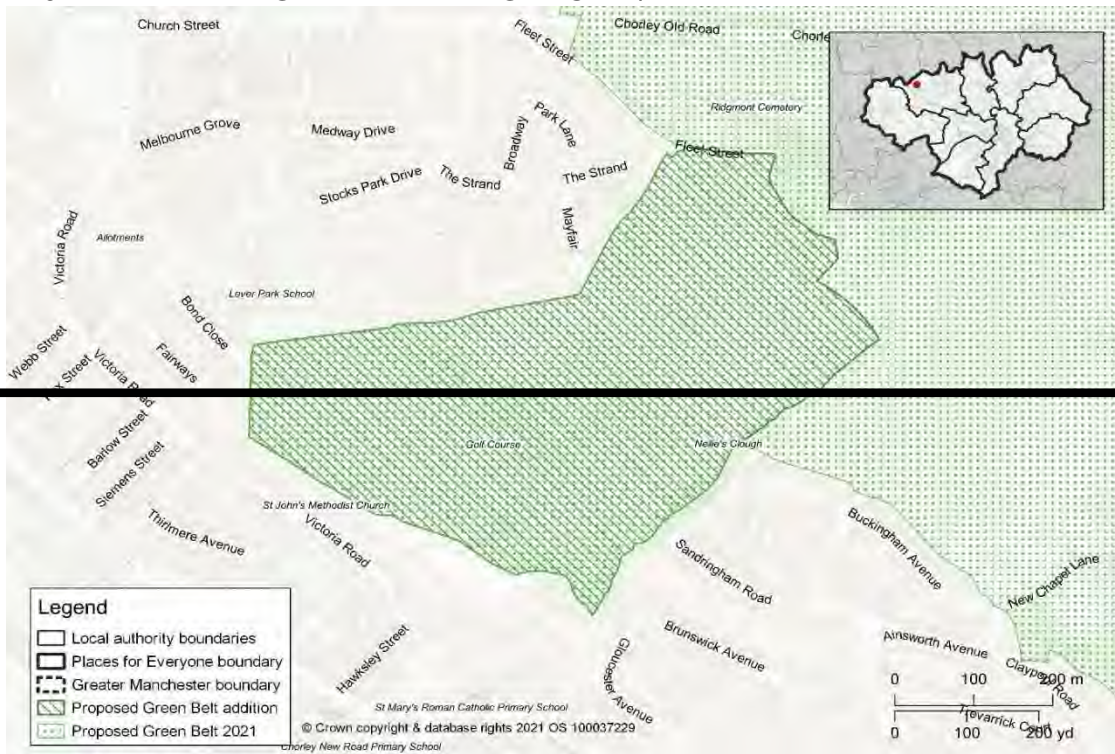
Modified Picture 11.49 Wigan District Overview



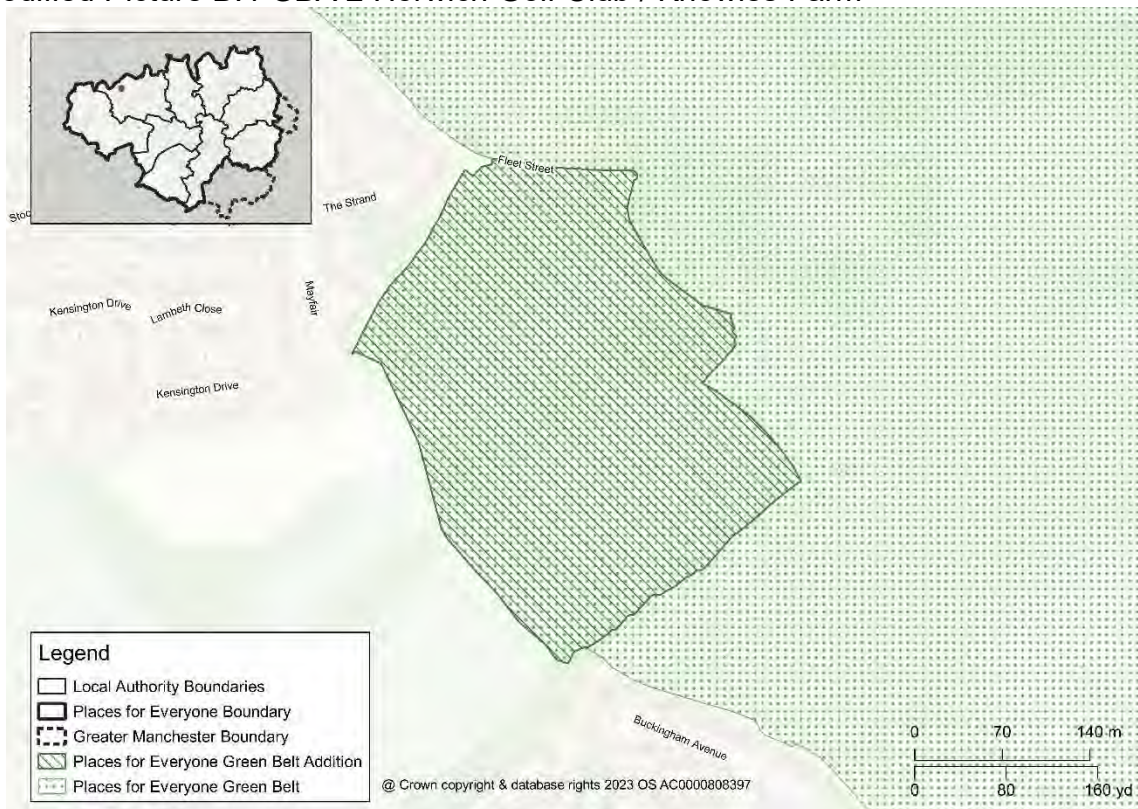
Map MMApxB.2
 Picture B.2 All Additions to the Green Belt 2021



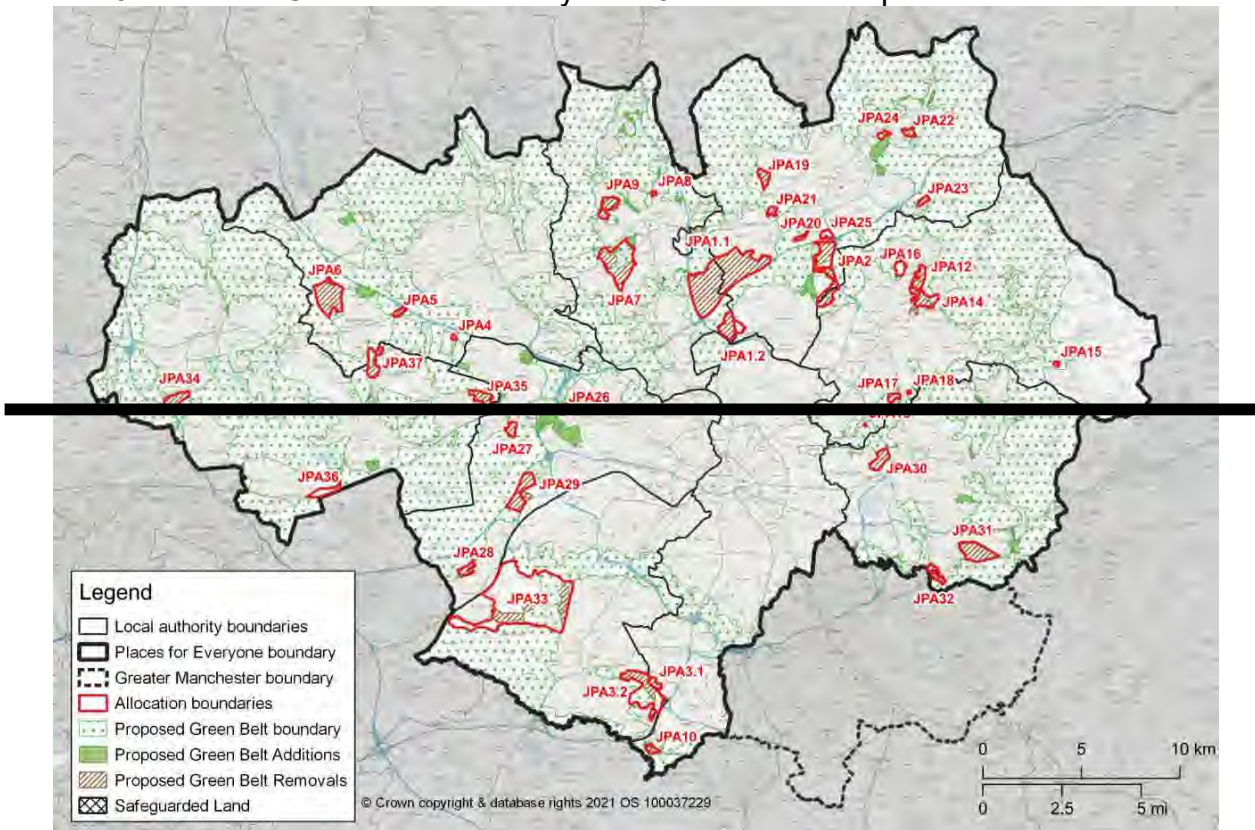
Map MMApxB.5
 PfE 2021 Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm



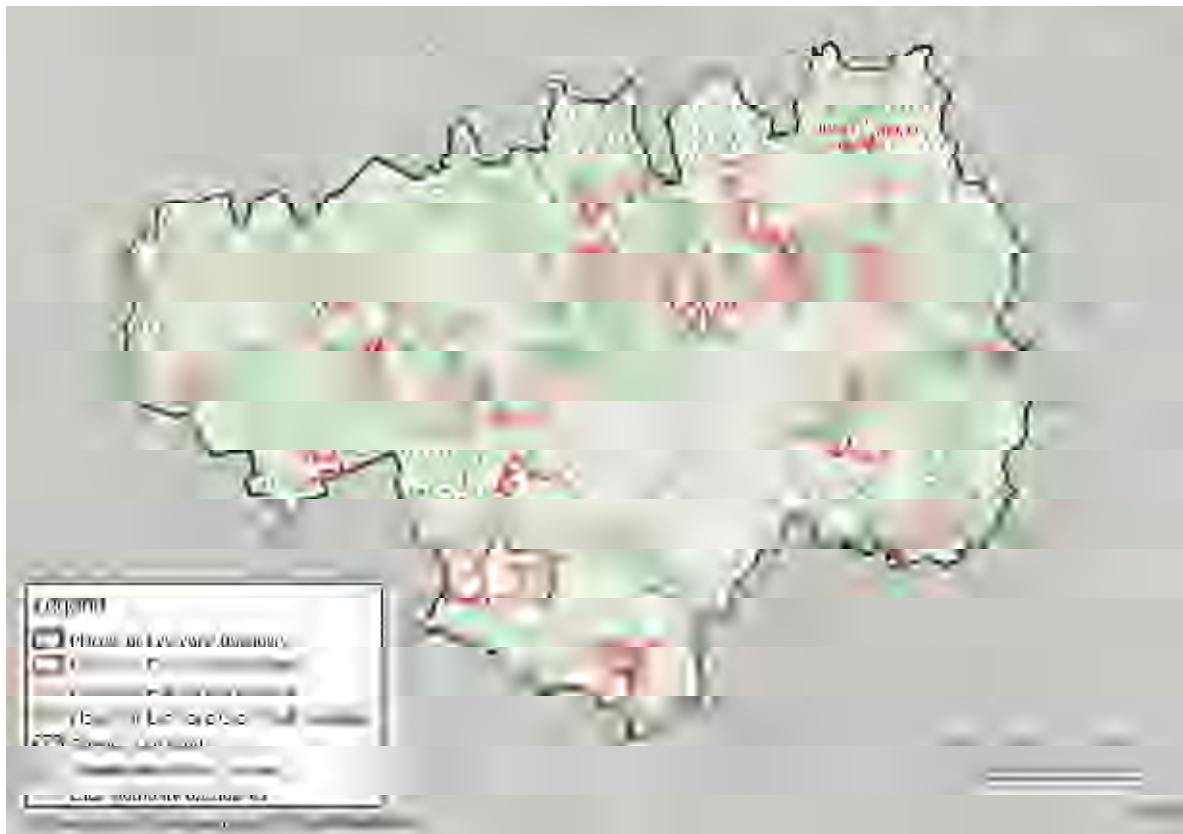
Modified Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm



Map MMAppx C.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	24.4 <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	Yew Tree Lane, Dukinfield	22.3
Tameside	GBA37	Broadbottom Road, Broadbottom	18.9
Tameside	GBA38	Ardenfield, Haughton Green, Denton	0.9
Tameside	GBA39	Cemetery Road, Denton	0.8
Tameside	GBA40	Hyde Road, Mottram	4.9
Tameside	GBA41	Ashworth Lane, Mottram	1.1
Tameside	GBA42	Horses Field, Danebank, Denton	6.9
Trafford	GBA43	Midlands Farm, Moss Lane	2.7
Wigan	GBA44	Land off Fir Tree Street, Ince	0.8
Wigan	GBA45	Pennington FC Pitches, Howe Bridge, Atherton	3.1
Wigan	GBA46	Hope Carr Nature Reserve, Leigh	26.1
Wigan	GBA47	Crow Orchard Road, Standish	1.8
Wigan	GBA48	North Bradley Lane, Standish	1.2
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

<u>Allocation Name</u>	<u>Transport Interventions</u>
<p><u>JPA1.1 Northern Gateway (Heywood/Pilsworth)</u></p>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>M66 Junction 3 / Pilsworth Road junction upgrade</u> • <u>M62 J19 / A6046 Heywood Interchange – intervention to be determined</u> • <u>M66 Junction 2 / A58 – localised junction improvements</u> • <u>M66 Link Road</u> • <u>Active travel improvements</u> • <u>Introduction of local bus services to/from/within the allocation</u> • <u>Moss Hall Road / Pilsworth Road (South) junction upgrade</u> • <u>A6045 Heywood Old Rd / Whittle Lane additional traffic management measures</u> • <u>Moss Hall Road / Pilsworth Road (North) junction upgrade</u> • <u>Hollins Brow / Hollins Lane junction upgrade</u> • <u>Pilsworth Road (Between M66 Link Road and “3-Arrows” Junction) upgrade to dual carriageway standard</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road</u> • <u>Potential tram-train on the East Lancashire rail line between Bury and Rochdale)</u>

Allocation Name	Transport Interventions
<p><u>JPA1.2 Northern Gateway (Simister and Bowlee)</u></p>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>M60 Junction 19 / A576 Middleton Road – localised junction improvements</u> • <u>M62 J19 / A6046 Heywood Interchange –interventions to be determined</u> • <u>Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 – interventions to be determined</u> • <u>A6045 Heywood Old Road / A576 – junction improvements</u> • <u>A6045 Heywood Old Road / Langley Lane – junction improvements</u> • <u>Active travel improvements</u> • <u>Introduction of local bus services to/from/within the allocation</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>New Metrolink stop on proposed line between Crumpsall and Middleton</u> • <u>Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road</u>
<p><u>JPA2 Northern Gateway (Stakehill)</u></p>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A627(M) / A664 Rochdale Road / Whitbrook Way / Bentley Avenue (Slattocks Roundabout) – localised junction improvements / roundabout improvements</u> • <u>M62 J20 – major junction improvements</u> • <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u> • <u>Bus Improvements including new Rochdale-Oldham service</u> • <u>Active travel improvements</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Potential New Rail Station at Slattocks</u> • <u>M62 J19 improvements/ A6046 Middleton Road Heywood Interchange</u> • <u>Localised improvements - Resurfacing of Thornham Lane</u> • <u>Tactile kerb installation between the northern site and Castleton Station</u> • <u>Extension of Local Link services</u>

Allocation Name	Transport Interventions
<p><u>JPA3.1 & JPA3.2 Roundthorn MediPark Extension & Timperley Wedge</u></p>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <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> • <u>Roundthorn Medipark Spine Road (including new signalised junction with Floats Road and signalised junction with Timperley Wedge Spine Road)</u> • <u>M56 Junction 3 – localised junction improvements</u> • <u>M56 Junction 6 – localised junction improvements (pedestrian and cycle facilities)</u> • <u>Stopping up Whitecarr Lane at its junction with Newell Road</u> • <u>Stopping up Clay Lane/Barnacre Avenue from north of Capenhurst Close</u> • <u>Stopping up Clay Lane arm of the existing A5144 Thorley Lane / Wood Lane / Clay Lane roundabout</u> • <u>Dobbinetts Lane/Floats Road junction upgrade</u> • <u>Upgrade Dobbinetts Lane to standard width along its length</u> • <u>Thorley Lane/ Runger Lane – localised junction improvements</u> • <u>Terminal 2 Roundabout – convert to a signalised roundabout</u> • <u>Public transport improvements including:</u> <ul style="list-style-type: none"> • <u>Bus service improvements</u> • <u>Clay Lane bus gate and provision of bus priority and bus stops, where appropriate, along the Timperley Wedge Spine Road</u> • <u>Metrolink Western Leg Extension stop at Timperley Wedge</u> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>Timperley Wedge Spine Road Beeway</u> • <u>Beeway link to Timperley Wedge Spine Road</u> • <u>Spine Road crossing points</u> • <u>Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Metrolink Western Leg Extension</u> • <u>Airport to Altrincham Bus Rapid Transit (BRT) / Bus Priority</u> • <u>M56 J5 and wider corridor improvement (improvement to be determined)</u>
<p><u>JPA4 Bewshill Farm</u></p>	<p><u>Necessary</u></p>

<u>Allocation Name</u>	<u>Transport Interventions</u>
	<ul style="list-style-type: none"> • <u>Active travel improvements including pedestrian and cycle facilities and connection to the existing network</u> • <u>Contribution to the operation of any demand responsive transport service, public transport service or other sustainable travel initiative at Logistics North</u> <p><u>Supporting</u> N/A</p>
<u>JPA5 Chequerbent North</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Chequerbent roundabout Link Road or junction improvement</u> • <u>M61 J5 Chequerbent Roundabout – localised junction improvements</u> • <u>Active travel improvements including pedestrian and cycle facilities and connection to the existing network</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8</u> • <u>Metro Tram-train improvements on the Wigan-Manchester railway line</u> • <u>Implementation of the Westhoughton Bee Network scheme</u>
<u>JPA6 West of Wingates / M61 Junction 6</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Public transport improvements – Local Link established, or increased bus service frequencies</u> • <u>M61 J5 Chequerbent Roundabout mitigation – localised strategic improvements</u> • <u>Blackrod Road/Manchester Road localised junction improvements</u> • <u>A6 De Havilland Way/A6 Chorley Road – localised junction improvements</u> • <u>Spine road and Dicconson Lane roundabout</u> • <u>Hall Lane/Bolton Road localised junction improvements</u> • <u>M61 Junction 6 improvements localised junction improvements</u> • <u>Mansell Way / De Havilland Way localised junction improvements</u> • <u>Active travel improvements including pedestrian and cycle enhancements</u> <p><u>Supporting</u> N/A</p>

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA7 Elton Reservoir Area</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <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> • <u>Elton Metrolink Stop and Park & Ride facility</u> • <u>Radcliffe Town Centre highways improvements</u> • <u>New bus services and associated stops to/through/within the allocation</u> • <u>Active travel improvements including delivery of missing section of the Bolton-Bury Cycleway</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>A56/Radcliffe Road – junction improvements</u> • <u>A58/Ainsworth Road/ Starling Road - junction improvements</u>
<u>JPA8 Seedfield</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Improvements to local highway infrastructure to facilitate appropriate access to the allocation</u> • <u>Active travel improvements</u> • <u>Enhancements to public transport</u>
<u>JPA9 Walshaw</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road</u> • <u>Crostones Road/ Tottington Road junction</u> • <u>Tottington Road/Walshaw Road priority junction</u> • <u>Cockey Moor Road junction</u> • <u>A58 Bolton Road/Ainsworth Road junction improvement</u> • <u>A58 Bolton & Bury Road/Starling Road junction improvement</u> • <u>Introduction of bus services through the allocation</u> • <u>Active travel improvements</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Appropriate linkages to Elton Link Road</u>

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA12 Beal Valley</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>New Metrolink Stop and Park and Ride facility south of Cop of Road</u> • <u>Metrolink Overbridge</u> • <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> • <u>A663 Shaw Road / A671 Oldham Road – junction improvements</u> • <u>A663 Crompton Way / Rochdale Road / Beal Lane – junction improvements</u> • <u>B6194 Heyside / Water Street / Bullcote Lane – junction improvements</u> • <u>Improvement to and/or provision of new local bus services and facilities</u> • <u>Active travel improvements including improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u> • <u>A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange – junction improvements</u> • <u>A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – junction improvements</u>
<u>JPA13 Bottom Field Farm (Woodhouses)</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including cycling and walking improvements connecting to Failsworth Road or existing PROW</u> • <u>Minor traffic management improvements</u> <p><u>Supporting</u></p> <p><u>N/A</u></p>
<u>JPA14 Broadbent Moss</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>New Metrolink Stop and Park and Ride facility south of Cop of Road</u> • <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>

<u>Allocation Name</u>	<u>Transport Interventions</u>
	<ul style="list-style-type: none"> • <u>Metrolink Overbridge as part of Broadbent Moss Spine Road</u> • <u>A663 Shaw Road / A671 Oldham Road junction improvements</u> • <u>A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</u> • <u>B6194 Heyside / Water Street / Bullcote Lane junction improvements</u> • <u>Improvement to and/or provision of new local bus services and facilities</u> • <u>Vulcan Street – traffic calming measures</u> • <u>Active travel improvements including walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u> • <u>A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – junction improvements</u> • <u>A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane junction improvements</u>
<u>JPA15 Chew Brook Vale (Robert Fletchers)</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including improvement to walking and cycling routes</u> • <u>Access road and bridge over Chew Brook</u> • <u>A635 Holmfirth Road access – junction improvements</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA16 Cowlshaw</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A663 Shaw Road / A671 Oldham Road – junction improvements</u> • <u>A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</u> • <u>Active travel improvements including upgrade of PRow to Low Crompton to Bee Network standard</u> <p><u>Supporting</u></p>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u> • <u>A671 Rochdale Road / B6195 High Barn Street / A671 Oldham Road / B6195 Middleton Road junction improvements</u>
<u>JPA17 Land South of Coal Pit Lane (Ashton Road)</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Coal Pit Lane/A627 Ashton Road - junction improvements including localised improvement of Coal Pit Lane</u> • <u>Active travel improvements including pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Rochdale-Oldham-Ashton Quality Bus Transit corridor</u>
<u>JPA18 South of Rosary Road</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including PRow connections to Bardsey Bridleway</u> • <u>Minor traffic management improvements to address local highway concerns</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Rochdale-Oldham-Ashton Quality Bus Transit corridor</u>
<u>JPA19 Bamford and Norden</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Norden Road / War Office Road – modifications to traffic circulation and local junction improvements</u> • <u>Norden Road – new pedestrian crossing</u> • <u>Bus stop upgrades at the Norden Road / War Office Road junction</u> • <u>Active travel improvements including Furbarn Road improvements and North-South Greenway corridor through the site</u>

<u>Allocation Name</u>	<u>Transport Interventions</u>
	<p><u>Supporting</u> <u>N/A</u></p>
<u>JPA20 Castleton Sidings</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A664 Manchester Road / Queensway – localised junction improvements</u> • <u>Active travel improvements including links to key routes beyond the allocation boundary</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA21 Crimble Mill</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Public Transport improvements – bus stop upgrades on A58 Rochdale Road East</u> • <u>Active travel improvements</u> • <u>Crimble Lane improvements - widening, footway provision, traffic calming and junction improvements to A58/Crimble Lane to improve visibility splays</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA22 Land North of Smithy Bridge</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions</u> • <u>A58 Wardle Road – localised junction improvements</u> • <u>Hollingworth Lake car park - relocation</u> • <u>Traffic calming and parking management measures along Hollingworth Road</u> • <u>Active travel improvements including secure cycle parking at Littleborough Rail Station</u> • <u>Bus stop upgrades along Hollingworth Road and Lake Bank</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>A58 Residential Relief Road</u> • <u>A58 local improvements</u>

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA23 Newhey Quarry</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – localised junction improvements</u> • <u>Active travel improvements including pedestrian crossing on A640 Huddersfield Road</u> • <u>Existing residents' car park</u> • <u>Newhey public car park</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Improvements to existing bus services</u>
<u>JPA24 Roch Valley</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions</u> • <u>A58 Wardle Road – localised junction improvements</u> • <u>Active travel improvements including secure cycle parking at Smithy Bridge Rail Station</u> • <u>Bus stop upgrades along Smithy Bridge Road and Halifax Road</u> • <u>Toucan Crossing at Smithy Bridge Rail Station</u> • <u>Toucan crossing at allocation entrance on Smithy Bridge Road</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>A58 Residential Relief Road</u> • <u>Cycle improvements towards Smithy Bridge Rail Station</u> • <u>Upgrade to level crossing on Smithy Bridge Road</u> • <u>A58 local improvements</u> • <u>Footway/cycleway to the south of the proposed access road</u>
<u>JPA25 Trows Farm</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Cowm Top Lane improvements – widening and footway provision</u> • <u>A664 Queensway / Cowm Top Lane – localised junction improvements</u> • <u>A664 Queensway / A664 Manchester Road localised junction improvements</u> • <u>Active travel improvements including pedestrian and cycle improvements on Hillcrest Road</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>M62 Junction 20 – major junction improvements</u>

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA26 Land at Hazelhurst Farm</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>A580 East Lancashire Road/ Moorside Road crossing improvements</u> • <u>Worsley Road crossing</u> • <u>Ramped cycle & disabled access from Greenleach Lane to NCN55</u> • <u>Public transport improvements</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA27 Land East of Boothstown</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>Footpath along A572 Leigh Road</u> • <u>Footpath from canal to Occupation Road access with A572 Leigh Road</u> • <u>A572 Leigh Road active travel crossing</u> • <u>B5232 Newearth Road active travel crossing</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA29 Port Salford Extension</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>WGIS infrastructure - major strategic junction improvements</u> • <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> • <u>Rail freight terminal to be in operation at Port Salford</u> • <u>Canal berths & container terminal to be in operation at Port Salford</u> • <u>Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension</u> • <u>M60 J11 improvements – (no specific scheme identified) major strategic junction improvements</u> • <u>M60 J10 improvements – (no specific scheme identified) major strategic junction improvements</u>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • <u>M60 J12 improvements – (no specific scheme identified) major strategic junction improvements</u> • <u>A57 Liverpool Road/ Stadium Way - localised junction improvements</u> • <u>Bus service improvement</u> • <u>Active travel improvements including a link to the existing active travel network</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>CLC Rail line (Liverpool Central to Manchester stations) capacity improvements</u> • <u>Metro/Tram-Train services on CLC line (Liverpool Central to Manchester stations)</u> • <u>Metrolink extension to Port Salford</u> • <u>Improvement at A57 Cadishead Way / B5311 Fairhills Road junction</u> • <u>Improvements to Local Link services</u> • <u>Walking & cycling improvements: Cheshire Lines Connection / Trafford Greenway</u>
<u>JPA30 Ashton Moss West</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</u> • <u>A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</u> • <u>M60 J23 (North) / A635 Manchester Road – localised junction improvements</u> • <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> • <u>Direct connections to PRow either bounding or near the development</u> • <u>Improvement of walking/cycling facilities on the A6140 Lord Sheldon Way and A635 Manchester Road</u> • <u>Enhancement of Bus Service 217</u> <p><u>Supporting</u> N/A</p>
<u>JPA31 Godley Green Garden Village</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Improvement of M67 / A57 Hyde Road / A560 roundabout junction – localised junction improvement¹</u>

¹ *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"> • <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> • <u>Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station</u> • <u>Direct connections to PRow either bounding or near the development</u> • <u>Improvement of walking/cycling facilities on the A560 Mottram Old Road</u> • <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> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Improvement of M60 J24 Denton Island - scheme to be confirmed by National Highways</u> • <u>Package of measures along the A560 (including possibility of Ashton-Stockport QBT)</u>
<u>JPA32 South of Hyde</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> • <u>Direct connections to PRow either bounding or near the development; and</u> • <u>Improvement of walking/cycling facilities on A560 Stockport Road.</u> • <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> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Package of measures along the A560 (including possible Ashton-Stockport QBT)</u> • <u>Improvement of M67 / A57 Hyde Road / A560 roundabout junction</u>
<u>JPA33 New Carrington</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Carrington Relief Road - major strategic improvement</u> • <u>Carrington Spur widening approach to M60 J8 -major strategic junction improvements</u> • <u>B5158 Flixton Road/ A6144 Carrington Lane/ Isherwood Road - signalisation Phases 1 and 2- localised junction improvements</u> • <u>Carrington Link/ Carrington Spur / Banky Road – Junction stage/sequence upgrade with lane widening on approaches.</u> • <u>Carrington Relief Road Junction Widening between Isherwood Road and the Carrington Spur- Phase 1 and 2 – localised junction improvements</u> • <u>M56 J7 Bowden Roundabout – minor strategic improvements</u>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • <u>M60 J8 improvement - strategic improvements</u> • <u>A56 Junction / Manchester Road / Barrington Road signalised junction upgrade</u> • <u>Altrincham / A56 Dunham Road / Highgate Road realignment</u> • <u>Heatley / Paddock Lane / Bent Lane (widen radii) localised junction improvements</u> • <u>Indicative links roads within the allocation linking to development parcels:</u> <ul style="list-style-type: none"> • <u>Isherwood Road Upgrade (part of Eastern link road as per Masterplan 2020)</u> • <u>Southern Link as per Masterplan 2020</u> • <u>Eastern Link as per Masterplan 2020 Sale West Link as per Masterplan 2020</u> • <u>Public transport measures including:</u> <ul style="list-style-type: none"> • <u>Creation of new and improved bus services to and from the allocation as well as improvements to existing services</u> • <u>Bus improvements along Carrington to Stretford (via Urmston) corridor</u> • <u>Improved bus access to Altrincham and Sale</u> • <u>Upgrading and extension of the existing bus services – including bus priority measures, real time information etc.</u> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>Carrington Greenway Link to Sale</u> • <u>PROW improvements</u> • <u>Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>WGIS infrastructure</u> • <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> • <u>Carrington Greenway & Bee Network Bridge viaduct connectivity with Irlam</u>
<u>JPA34 M6 Junction 25</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Signalisation of Bryn Interchange - localised junction improvements</u> • <u>M6 Junction 24 Improvement - minor strategic improvements</u> • <u>Active travel improvements including crossing provision at Bryn Interchange</u> <p><u>Supporting</u></p>

Allocation Name	Transport Interventions
	<u>N/A</u>
<u>JPA35 North of Mosley Common</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>B5232 Bridgewater Road/B5232 Newearth Road – localised junction improvement</u> • <u>A6 Manchester Road East / A5082 Armitage Avenue – localised junction improvement</u> • <u>A580 East Lancashire Road / A577 Mossley Common Road – localised junction improvement</u> • <u>Guided busway stop and services</u> • <u>Active travel improvements</u> <p><u>Supporting</u></p> <p><u>N/A</u></p>
<u>JPA36 Pocket Nook</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Bridge over future HS2 line (if the route through the site is confirmed)</u> • <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> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Improved bus service connectivity</u> • <u>New railway station(s) in local area</u> • <u>A580 East Lancashire Road / A579 Atherleigh Way – localised junction improvements</u> • <u>A580 East Lancashire Road/ A572 Newton Road – localised junction improvements</u> • <u>A572 Newton Road/ A579 Winwick Lane – localised junction improvements</u> • <u>A580 East Lancashire Road/ A574 Warrington Road – localised junction improvements</u>
<u>JPA37 West of Gibfield</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Chequerbent roundabout to Platt Lane link road and associated improvements at Chequerbent roundabout</u> • <u>M61 Junction 5 - minor strategic improvements</u> • <u>A577 Wigan Road /A579 Atherleigh Way /Gibfield Park Way roundabout – localised junction improvements</u>

<u>Allocation Name</u>	<u>Transport Interventions</u>
	<ul style="list-style-type: none"> • <u>Active travel improvements including link to Daisy Hill & Hag Fold rail station</u> <p>Supporting</p> <ul style="list-style-type: none"> • <u>Any measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8</u> • <u>Metro/Tram-Train improvements on the Wigan-Manchester railway line</u> • <u>Implementation of the Leigh, Atherton and Tyldesley Bee Network scheme</u>

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>