

Greater Manchester Combined
Authority

GMSF Integrated Assessment

Integrated Assessment of the
2020 draft GMSF - Addendum

Final Issue | 30 September 2020
ACCESSIBLE

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

Following receipt of the 2020 Greater Manchester Strategic Framework (GMSF) Integrated Assessment (IA), the Greater Manchester (GM) Authorities have reviewed the residual recommendations as summarised within Sections 6 to 16 of the main IA report, and also as set out in detail within the main report Appendix C and Appendix D.

They have also reviewed other evidence and assessments, such as the Habitat Regulations Assessment, and made amendments to policies in order to positively address the findings and recommendations resulting from the assessments and consultations.

This report therefore provides an Addendum to the 2020 GMSF IA to provide broad consideration of the impacts of the final changes to policies as set out in the updated 2020 draft GMSF. This report seeks to demonstrate that consideration has been given to these changes as part of the iterative IA process.

Given the stage in the process of preparing the 2020 draft GMSF, this addendum is a reflection of the broad implications of policy amendments rather than a reassessment against each of the IA Framework objectives.

The following tables review the amendments to the thematic and site allocation policies by identifying the following:

- Theme of the change;
- Relevant IA objective which the amendment addresses;
- Brief summary of the 2020 recommended IA mitigation which the change is seeking to respond to;
- Policies which have been amended;
- Summary of the change; and
- IA Addendum Commentary.

2 Thematic Policies

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Policy associated with this IA mitigation	Policy Amendments made by GM as a result of 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
Climate change	12, 15	Include appropriate and clear references (or greater emphasis) to the climate emergency agenda, its impacts and net zero development.	GM-S 1, S 3 through 7; GM-Strat 1 through 4, GM-Strat 7, GM-Strat 10; GM-E 3 through 4; GM-H 1	Policy GM-S 1 (Sustainable Development) and its supporting text have been updated to include reference to tackling climate change, strengthening this policy. Policy GM-Strat 10 has been amended and makes provision for sustainability and helping	Following a review of the relevant policies against IA objectives, it is considered that the changes to place greater emphasis on climate emergency, its impacts and net zero development would result in the policy performing better against the IA Framework. For those policies that were not amended, it is considered policy elsewhere in

			<p>to address issues raised by climate change. Policy GM-E 3 and E 4 have not been amended to consider climate change impacts whilst Policy GM-H 1 now includes a reference for homes being 'adaptable'. Additionally, Policy GM-S 4 now draws out climate change as an environmental challenge, and Policy GM-S 7 (Resource Efficiency) has been amended to include a clause linking sustainable design/construction to</p>	<p>the Sustainable and Resilient chapter primarily addresses the mitigation proposed. Additionally, more detail was added within the supporting text of this chapter to explain how climate change ambitions can be met through policy in this chapter. It is positive that the changes have been made to policy / supporting text, however consideration is needed by GM Authorities at the local level as to how this will be delivered through policy e.g. local plan or SPD.</p>
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				reducing carbon emissions and future-proofing against climate change.	
Climate change	12, 15	Include reference to multi-functional benefits of carbon sequestration sites, climate emergency agenda and net zero development.	GM-S 2	Policy GM-S 2 already contains reference to 'net zero carbon'. GM districts, however, have strengthened the policy through changes to wording around carbon sequestration via nature-based solutions.	As above, following a review of the relevant policies against IA objectives, it is considered that the changes to place greater emphasis on climate emergency, its impacts and net zero development would result in the policy performing better against the IA Framework. For those policies that were not amended, it is considered policy elsewhere in the Sustainable and Resilient chapter primarily addresses

					<p>the mitigation proposed. Additionally, more detail was added within the supporting text of this chapter to explain how climate change ambitions can be met through policy in this chapter. It is positive that the changes have been made to policy / supporting text, however consideration is needed by GM Authorities at the local level as to how this will be delivered through policy e.g. local plan or SPD.</p>
Waste	18	Include references to the utilisation of physical resources, including support for	GM-S 1 and GM S2	Reference has now been made to utilising sustainable construction techniques within Policy	Following a review of the relevant policies against IA objectives, it is considered that the changes to make clearer

		sustainable construction, across built development to contribute to climate emergency ambitions.		GM-S 1 (and within the supporting text of GM-S 1 and S 2). Additionally, Policy GM-S 7 (Resource Efficiency) has been strengthened to reference sustainable design / construction to reduce and recycle waste and minimise water use as the GM Authorities considered this was an appropriate policy to consider this issue.	references to sustainable construction would result in an improvement against the IA Framework. For policies not amended, it is considered amendments to Policy GM-S 7 primarily address the mitigation proposed.
Deprivation and inequalities	4, 5	Include reference for supporting the reduction in inequalities, poverty,	GM-S 2; GM-Strat 3; GM-P 2 through 3; GM-E 1, E 6	Policy GM-S 2 supporting text has been amended to include reference to the reduction of fuel poverty. GM-P 3	Following a review of the relevant policies against IA objectives, it is considered that the changes to include reference for supporting the

		<p>deprivation and disparity.</p>		<p>supporting text has been amended to highlight reducing deprivation through inclusive growth. New supporting text in GM-P 4 references continued provision to reduce inequalities. Policy GM-Strat 3 now also includes a reference to reducing levels of poverty. Supporting text for Policy Strat-14 has been updated to reference connecting those in deprived neighbourhoods to the transport network. Policy GM-P 2 has been</p>	<p>reduction in deprivation would result in an improvement against the IA Framework. For those policies that were not amended, it is considered policy elsewhere (e.g. Policy GM-E 1) primarily addresses the mitigation proposed. Furthermore, it is recommended that the GM authorities give consideration at the local level to how this will be achieved, including how it could be delivered through local plans and/or SPD.</p>
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				<p>amended to state that employment opportunities will help to tackle inequalities. Policy GM-E 6 (Health) has been updated to emphasise tackling health inequality; it also now includes provision for Health Impact Assessments. Additionally, Policy GM-E 1 (Sustainable Places) has been strengthened through specific reference to support for tackling inequality and poverty.</p>	
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Deprivation and inequalities	4, 5	Make more explicit reference to interactions between different groups being facilitated.	GM-E 3	Policy GM-E 3 did not include text updates against this mitigation.	The policy could make reference to the role cultural facilities has in facilitating interactions between different groups. It is not considered the groups would need to be listed in the policy.
Deprivation and inequalities	4, 5	Include reference to spatial elements to make clear that infrastructure will be provided across different areas.	GM-D 1	Policy GM-D 1 has been updated to include a clause which makes consideration for taking a long-term, strategic, holistic and integrated approach to infrastructure implementation. It specifically references 'utilising spatial locations ... to overcome barriers, achieving	

				prosperity and opportunity’.	
Education, training and skills	2, 4	Include a more direct link between education/training and relevant jobs or skills.	GM-S 3; GM-Strat 9, GM-E 3, E 5	Policy GM-S 3 supporting text has been amended to reflect links between the labour market and training, but the policy itself has not been updated. Policy GM-Strat 9 has been updated to specify that education and training facilities should enable people to gain access to employment opportunities. Policy GM-E 3 did not include text updates against this mitigation. However,	Following a review of the relevant policies against IA objectives, it is considered that the changes to include a more direct link between education / training and jobs would perform better against the IA Framework. For those policies that were not amended, it is considered policy elsewhere (e.g. Policy GM-E 5 and GM-P 1) primarily addresses the mitigation proposed.

			<p>Policy GM-E 5 (Education, Skills and Knowledge) has been strengthened through specific reference to ensuring the workforce is ready to benefit from new employment opportunities; supporting text for E 5 now also references responding to training needs associated with new technological advances. Policy GM-P 1 (Supporting Long Term Economic Growth) has been updated to include a clause to support local job growth by seeking</p>	
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				<p>agreement with employers and developers to enter into local labour and training agreements. Additionally, supporting text for GM-P 1 has been updated to include more detail on GM's productivity and the potential for economic growth to provide increased access to new jobs and training.</p>	
<p>Accessibility</p>	<p>5</p>	<p>Include reference to accessibility and / or accessibility standards.</p>	<p>GM-Strat 13; GM-P 2 through 4; GM-E 1, E 5, E 7; GM-G 2</p>	<p>Policy GM-Strat 13 has been amended to include reference to 'access' in order for GM's residents to maximise benefits from green infrastructure.</p>	<p>Following a review of the relevant policies against IA objectives, it is considered that the changes would result in an improvement against the IA Framework. For policy not</p>

			<p>Policy GM-P 2, GM-P 4 and GM-E 5 also now includes reference to ‘accessible’ premises or improving accessibility where necessary; supporting text for GM-P 4 has been updated to promote and support access to sites and premises by sustainable modes of transport. Policy GM-P 3 and E 7 have been amended to make provision for improving standards of accessibility whilst Policy GM-H 1 now includes a reference to ‘adaptable’</p>	<p>amended, it is considered policy elsewhere (e.g. Policy GM-E 1) primarily addresses the mitigation proposed.</p>
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				<p>homes. Although Policy GM-G 2 was not amended to include an accessibility reference, GM districts determined this was more appropriate within Policy GM-G 6 (Urban Green Space) and made the relevant addition in that policy. Additionally, Policy GM-E 1 (Sustainable Places) has been strengthened through specific reference to incorporating accessible design standards within all spaces.</p>	
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Social infrastructure	7	Include a clear link between rapid transit and social infrastructure.	GM-Strat 14	Policy GM-Strat 14 supporting text has been amended to reflect residents accessing social infrastructure; however, the policy itself has not been amended.	Whilst positive changes have been made to the policy supporting text against this IA objective, it is considered that it would result in the policy performing the same against the IA Framework, as the mitigation was not taken into account within the policy itself.
Heritage	15, 16	Include reference to building restoration in terms of greenhouse gas emissions reduction.	GM-E 2	Policy GM-E 2 (Heritage) has been updated to include provision for exploring opportunities for building restoration for historic buildings. However, this does not reference benefits in terms of greenhouse gas emissions. Text has also	As a result of a review of the relevant policies against IA objectives, it is considered that the changes to including reference for building restoration would result in an improvement to policies against the IA Framework, however, the policy could be strengthened further with

		<p>Include reference to appraising landscape</p>	<p>GM-G 11</p>	<p>been added to take Historic England comments into account regarding development proposals affecting a heritage asset or conservation area. Additionally, Policy GM-E 3 has been amended to include provision for maximising opportunities for redundant heritage assets with regard to cultural facilities.</p> <p>Policy GM-G 11 now includes text stating that proposed development should be supported by</p>	<p>explicit reference to greenhouse gas emissions.</p>
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		and visual impacts for development proposals.		an appraisal of landscape and visual impacts and incorporates appropriate positive mitigation.	
Sustainable transport	9	Make specific reference to active travel options.	GM-E 3; GM-D 1 GM-D 2	Policy GM-E 3, GM-D 1 and GM-D 2 did not include text updates against this mitigation. With regard to improving transport links, supporting text additions have been made to Policy GM-Strat 10 and GM Strat-14 as a result of comments from TfGM. The supporting text for Strat-14 (A Sustainable and Integrated Transport Network) specifically	Although Policy GM-E 3, D 1 and D 2 did not take mitigation into account, active travel is primarily addressed elsewhere in the Our Network chapter e.g. Policy GM-N 5 includes provision for walking and cycling.

				<p>references the potential for increasing cycling and walking in Greater Manchester to achieve the city region’s transport vision. Additionally, new supporting text for Policy GM-P 4 references promoting access to sites and premises by sustainable modes of transport. Furthermore, in response to consultation with Network Rail, supporting text for Policy GM-N 3 has been amended to state GM will work with its rail partners</p>	
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				to improve network resilience.	
Green infrastructure	11	Include opportunities for green space creation, ecological improvement and linking existing spaces.	GM-E 3	Policy GM-E 3 did not include text updates against this mitigation.	Although Policy GM-E 3 did not take mitigation into account, this topic is primarily addressed elsewhere in the Greener GM chapter e.g. Policy GM-G 2 includes provision for enhancing the green infrastructure network. Therefore, the policy would perform the same against the IA Framework.
Housing	1	Include reference to private outdoor spaces.	GM-H 3	Policy GM-H 3 supporting text has been amended to reflect appropriate access to private spaces; however, the policy itself has not been amended.	Whilst positive changes have been made to the policy supporting text against this IA objective, it is considered that the policy would perform the same against the IA

					Framework as the mitigation was not taken into account within the policy itself.
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3 Site Allocation Policies

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
Accessibility	4, 5	It is considered that accessibility is integrated into an appropriate Thematic policy.	Airport City South Ashton Moss Ashton Road Corridor (Land south of Coal Pit Lane) Bamford and Norden Beal Valley Bottom Field Farm (Woodhouses) Bredbury Broadbent Moss Carrington	The recommendation is primarily addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	The mitigation has been primarily addressed by thematic policy GM-E 1 and Chapter 9 of the GMSF. As the proposed IA mitigation has been addressed by changes to relevant thematic policies and no changes made to the allocation policy, it is

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Castleton Sidings Chequerbent North Chew Brook Vale (Robert Fletchers) Cowlshaw East of Boothstown Elton Reservoir Area Former Offerton High School Godley Green Gravel Bank Unity Mill Hanging Chadder Hazelhurst Farm		considered that the allocations would perform the same against the IA Framework.

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Heald Green East Heald Green West High Lane Hyde Bank M6 J25 Medipark Mosley Common Newhey Quarry North of Irlam Station North of Smithy Bridge Northern Gateway Pocket Nook		

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Port Salford Roch Valley Rosary Road Seedfield South of Hyde Southwick Park Stakehill Timperley Wedge Trows Farm Walshaw West of Gibfield West of Wingates		

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Woodford Aerodrome		
Deprivation	4	Reducing levels of deprivation should be integrated into an appropriate thematic policy.	Airport City South Ashton Moss Ashton Road Corridor (Land south of Coal Pit Lane) Bamford and Norden Beal Valley Bewshill Farm Bottom Field Farm (Woodhouses) Bredbury Broadbent Moss Carrington	The recommendation is primarily addressed by The recommendation is considered to be primarily addressed by Thematic Policies GM-E1, GM-E4, GM-E5 and GM-P1.	The mitigation has been primarily addressed by thematic policy GM-E 1, GM-E 5 and GM-P 1 of the GMSF. As the proposed IA mitigation has been addressed by changes to relevant thematic policies (as noted above) and no changes made to the

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Castleton Sidings Chequerbent North Chew Brook Vale (Robert Fletchers) Cowlshaw Crimble Mill East of Boothstown Elton Reservoir Area Former Offerton High School Godley Green Gravel Bank Unity Mill Hanging Chadder		<p>allocation policy, it is considered that the allocations would perform the same against the IA Framework.</p> <p>It is suggested that the GM authorities give consideration at the local level to how this will be achieved, including how it could be delivered</p>

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Hazelhurst Farm Heald Green East Heald Green West High Lane Hyde Bank M6 J25 Medipark Mosley Common Newhey Quarry North of Irlam Station North of Smithy Bridge Northern Gateway		through local plans and/or relevant SPD. It is noted that the TfGM recommendations relating to improving connectivity and accessibility have been taken on board, coming forward on identified sites (Northern Gateway,

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Pocket Nook Port Salford Roch Valley Rosary Road Seedfield South of Hyde Southwick Park Stakehill Timperley Wedge Trows Farm Walshaw West of Gibfield		Stakehill, Chequerbent North, Bamford and Norden, Castleton Sidings, Crimble Mill, Newhey Quarry, Roch Valley, Land North of Smithy Bridge, North of Mosely Common, Trows Farm, East of Boothstown and Port of Salford Extension).

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			West of Wingates Woodford Aerodrome		
Provision of Social Infrastructure	7	The provision of social infrastructure is integrated into appropriate thematic policies.	Crimble Mill North of Smithy Bridge	The recommendation is primarily addressed by thematic policies GM-E 5, GM-E 6 and GM-E 7.	The mitigation has been primarily addressed by thematic policy GM-E 5, GM-E 6 and GM-E 7. As the proposed IA mitigation has been addressed by changes to relevant thematic policies and no changes made to the allocation policy, it is

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
					considered that the policy would perform the same against the IA Framework as the mitigation was not taken into account within the policy itself.
Ecology	11	Reference to biodiversity net gain could be reintroduced into the policy and reference to mitigate for the loss of the existing	Ashton Moss Southwick Park	The recommendation is considered to be primarily addressed by Thematic Policy GM-G 9.	As the proposed IA mitigation has been primarily addressed by changes to relevant thematic policy GM-G9 and no changes made to

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
		play facility and green space could strengthen the policy.			<p>the allocation policies, it is considered that the policy would perform the same against the IA Framework.</p> <p>It is noted that the separate HRA recommendations relating to Habitat Regulations Assessments being</p>

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
					undertaken for planning applications meeting a certain threshold (e.g. 50 dwellings or 1,000swm office/industrial or close to a canal) coming forward on identified sites (Heyworth, New Carrington, Stakehill, Simister, Castleton, Cowlshaw, Trow, Smithy Bridge, Port Salford)

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
					<p>have been taken on board. Other relevant allocations already made reference to the requirement for HRA (such as Port Salford and North of Irlam Station). It is also noted that comments from GMEU relating to Habitat Regulation Assessments has been taken on board</p>

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
					on identified sites (New Carrington, North of Irlam Station and Port Salford Extension).
Habitat Regulations Assessment (HRA)	11	N/A for the IA. However, in the HRA, it is noted that HRA were recommended for applications which meet certain thresholds (e.g. 50 dwellings or	Castleton Cowlshaw Heyworth New Carrington North of Irlam Station Port Salford Simister Stakehill	Policy text have been amended for the site allocations, to refer to this requirement for HRA. Other relevant allocations already made reference to the requirement for	Whilst not a recommendation of the IA, as it was covered by the separate HRA process, it is considered that with the inclusion of this text within the policy, it would perform better

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
		1,000sqm office/industrial or close to a canal) coming forward on identified sites).	Smithy Bridge Trow	HRA (such as Port Salford).	against the IA Framework, specifically for IA objective 11.
Climate Change	12	It is considered that sustainable construction methods are integrated into an appropriate thematic policy.	Airport City South Ashton Moss Ashton Road Corridor (Land south of Coal Pit Lane) Bamford and Norden Beal Valley Bewshill Farm	The recommendation is primarily addressed by Policy GM-S 1 and GM-S 2 and the Sustainable and Resilient Chapter of the GMSF.	The mitigation has been primarily addressed by thematic policy GM-S 1 and GM-S 2 in addition to the Sustainable and Resilient Chapter of the GMSF. As the proposed

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Bredbury Broadbent Moss Carrington Castleton Sidings Chequerbent North Chew Brook Vale (Robert Fletchers) Cowlshaw Crimble Mill East of Boothstown Elton Reservoir Area Former Offerton High School		IA mitigation has been addressed by changes to relevant thematic policies and no changes made to the allocation policy, it is considered that the policy would perform the same against the IA Framework as the mitigation was not taken into account within the policy itself.

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Godley Green Gravel Bank Unity Mill Hanging Chadder Hazelhurst Farm Heald Green East Heald Green West High Lane Hyde Bank M6 J25 Medipark Mosley Common Newhey Quarry		

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			North of Irlam Station North of Smithy Bridge Northern Gateway Pocket Nook Port Salford Roch Valley Rosary Road Seedfield Stakehill Timperley Wedge Trows Farm Walshaw		

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			West of Gibfield West of Wingates Woodford Aerodrome		
Flooding and the Water Environment	13	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site	Ashton Moss Godley Green South of Hyde	The recommendation is considered to be primarily addressed by Policy GM-S 5.	The mitigation has been primarily addressed by thematic policy GM-S 5. As the proposed IA mitigation has been addressed by changes to relevant thematic policies and no changes made to the allocation policy, it is

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
					considered that the policy would perform the same against the IA Framework.
Low Carbon	1, 3, 15	It is considered that the final masterplan for the site could consider energy efficiency practices.	Ashton Moss Godley Green South of Hyde	The recommendation is considered to be primarily addressed by Thematic Policies GM-S 2 and GM-E 1.	The mitigation has been primarily addressed by thematic policy GM-S 2 and GM-E 1. As the proposed IA mitigation has been addressed by changes to relevant thematic policies and no

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
					changes made to the allocation policy, it is considered that the policy would perform the same against the IA Framework.
Heritage	16	Consider listed structures and heritage impacts. However, it is noted that Historic England	Northern Gateway Walshaw Ashton Road (Land south of Coal Pit Lane) Beal Valley Broadbent Moss	Policy now strengthened through reference to Heritage Impact Assessment.	The mitigation and additional text have further strengthened the policy in relation to heritage issues, would result in an improvement

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
		comments have been addressed.	Cowlshaw Hanging Chadder Robert Fletchers South of Rosary Road Woodhouses		against the IA Framework, specifically for IA objective 16.
Sustainable Construction Methods	18	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.	Airport City South Ashton Moss Ashton Road (Land south of Coal Pit Lane) Bamford and Norden Beal Valley Bottom Field Farm (Woodhouses)	The recommendation is primarily addressed by Thematic Policy GM-S 1 and GM-S 7.	The mitigation has been primarily addressed by thematic policy GM-S 1 and GM-S 7. As the proposed IA mitigation has been addressed by changes to relevant

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Bredbury Broadbent Moss Carrington Castleton Sidings Chequerbent North Chew Brook Vale (Robert Fletchers) Cowlshaw Crimble Mill East of Boothstown Elton Reservoir Area Former Offerton High School		thematic policies and no changes made to the allocation policy, it is considered that the policy would perform the same against the IA Framework.

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Godley Green Gravel Bank Unity Mill Hanging Chadder Hazelhurst Farm Heald Green East Heald Green West High Lane Hyde Bank M6 J25 Medipark Mosley Common Newhey Quarry		

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			North of Irlam Station North of Smithy Bridge Northern Gateway Pocket Nook Port Salford Roch Valley Rosary Road Seedfield South of Hyde Stakehill Timperley Wedge Trows Farm		

Theme	Relevant IA Objective	Summary of 2020 IA recommended mitigation	2020 Site Allocation	Allocation Policy Amendments made or response provided by GM Authorities as a result of the 2020 IA (or other additional evidence)	2020 IA Addendum Commentary
			Walshaw West of Gibfield West of Wingates Woodford Aerodrome		

4 Summary and next steps

As mentioned, given the stage in the process of preparing the 2020 draft GMSF, this addendum serves as a reflection of the broad implications of policy amendments rather than a reassessment against each of the IA Framework objectives.

The GM Authorities have considered the recommendations made within the 2020 IA and have made a number of changes to policies and supporting text, which further strengthen the policies in relation to the associated IA objective. Where no changes to the individual policies have been made against recommended IA mitigation, other policies within the 2020 draft GMSF which primarily address the mitigation have been noted (see tables within Sections 2 and 3 of this report). This demonstrates the overall improvement of the 2020 draft GMSF in relation to the IA Framework.

This Addendum Paper ensures those changes have been incorporated into the 2020 IA process.

Furthermore, it is recommended that consideration is given by the GM Authorities, as to how the following can best be delivered through local policy:

- Achieving climate change ambitions and mitigating effects of climate change; and
- Supporting the reduction of inequalities and deprivation.

GM Authorities may also wish to update the IA assessments following the 2020 draft GMSF consultation and addendum findings, recognising this final check at the end of this stage for completeness.