

JANUARY 2019

# GREATER MANCHESTER'S PLAN FOR HOMES, JOBS AND THE ENVIRONMENT

GREATER MANCHESTER SPATIAL FRAMEWORK  
REVISED DRAFT - JANUARY 2019



## Foreword

Over the last 20 years, Greater Manchester has made great strides.

Parts of our city region have been transformed.

On some of the UK's oldest industrial sites now stand some of the country's most modern buildings and industries.

Manchester City Centre, MediaCityUK, Trafford Park and the flourishing Airport City, are all engines of the UK economy with Manchester Airport serving as a gateway to the rest of the world.

Our city was recently named as the "most liveable" in the UK.

And, on top of all this, we have in place a devolution deal with the Government which gives us more freedom to set our own direction.

So now is the right time for pushing forward on our ambitions set out in the Greater Manchester Strategy,

Our mission in the next 20 years must be to spread prosperity to all parts of Greater Manchester, particularly to the North of our city region, ensuring every citizen is able to benefit.

Put simply, we want a safe, decent and affordable home and a good job for everyone who lives here, with no-one forced to sleep on the streets.

We want resurgent town centres circling our vibrant city-centre and a reliable transport system that connects people to the job, cultural and leisure opportunities in both.

Crucially, we want everyone to have green space to enjoy and clean air to breathe.

This is an ambitious vision for the future of Greater Manchester - and this latest version of the Greater Manchester Spatial Framework (GMSF) seeks to lay the foundations for it.

Since the first version was published, we have listened carefully to what people told us.

Planning will always be a difficult question of striking a balance between creating new homes and jobs and protecting the environment.

But the first consultation revealed a strong feeling, shared by many, that the right balance had not been found.

Amongst many views expressed, people said:

- the burden of development was excessively weighted towards green sites;
- this site selection would not result in the building of new homes people could afford;



- it could add pressure on our congested transport system, worsening air quality, with development linked to roads rather than public transport;
- and it was not aligned with other Greater Manchester plans, particularly for transport, housing and other crucial infrastructure.

As a result, I committed to re-writing the first GMSF and I have done so, working with our 10 councils, according to three clear principles:

- a brownfield-first approach to the release of sites for development
- a new priority on town centres for more residential development
- a new drive to protect the existing Green Belt as far as possible

This radically-revised GMSF is as much a vision for the environment and quality of life of Greater Manchester as it is for new development.

It cuts the loss of Green Belt by over half, introduces new protections on other green spaces and a presumption against fracking in Greater Manchester.

It is a prospectus for more sustainable development whilst not diminishing our ambitions for growth in housing and employment.

It is important that it is read alongside other new policy statements being published today, including our plans for clean air, transport and other infrastructure and housing. It also needs to be seen alongside the Local Plans and Core Strategies of our ten councils.

For instance, Greater Manchester's new vision for housing, with an emphasis on building at least 50,000 homes that people can truly afford, is entirely consistent with the "brownfield-first" approach set out in the GMSF.

In everything we do through devolution, we seek to involve the people of Greater Manchester fully in our decisions. That is why this plan will be subject to a further round of consultation and will ultimately require the approval of all of our councils.

But we are reaching the point where compromises will have to be agreed and decisions made. Without an agreed plan, our green space will be at greater risk from speculative development.

I can assure you that I will continue to listen. But I recommend this revised GMSF to you as a plan to keep Greater Manchester moving forward in the next 20 years with high ambitions for our people, places and environment.

**ANDY BURNHAM**



**Mayor of Greater Manchester**

1.	Introduction	7			
	<b>Responding to the 2016 Consultation</b>	8			
	<b>Relationship with District Local Plans</b>	12			
	<b>Process for Producing the GMSF</b>	12			
	<b>How to Get Involved</b>	13			
2.	Context	19			
	<b>Core Growth Area</b>	21			
	<b>International Connections</b>	22			
	<b>A Top Global City</b>	23			
	<b>HS2</b>	24			
	<b>The Northern Powerhouse</b>	26			
	<b>Inclusive Growth Within Greater Manchester</b>	29			
3.	Our Vision	34			
	<b>Strategic Objectives</b>	36			
4.	Our Strategy	41			
	<b>Inclusive Growth</b>	41			
	<b>Spatial Strategy</b>	43			
	<b>Core Growth Area</b>	45			
	<b>Inner Area Regeneration</b>	53			
	<b>Boosting Northern Competitiveness</b>	55			
	<b>Sustaining Southern Competitiveness</b>	62			
	<b>Main Town Centres</b>	69			
	<b>Strategic Green Infrastructure</b>	71			
	<b>A Sustainable and Integrated Transport Network</b>	72			
5.	A Sustainable and Resilient Greater Manchester	75			
	<b>Sustainable Development</b>	75			
	<b>Meeting Our Carbon Commitments</b>	76			
	<b>Resilience</b>	81			
	<b>Flood Risk and the Water Environment</b>	83			
	<b>Clean Air</b>	86			
	<b>Resource Efficiency</b>	90			
6.	A Prosperous Greater Manchester	94			
	<b>Supporting Long-Term Economic Growth</b>	94			

	<b>Employment Sites and Premises</b>	100		<b>The Greater Manchester Green Belt</b>	151
	<b>Office Development</b>	101			
	<b>Industry and Warehousing</b>	104			
<b>7.</b>	<b>Homes for Greater Manchester</b>	111		<b>9. A Greater Manchester for Everyone</b>	157
	<b>Housing Need in Greater Manchester</b>	111		<b>Promoting Inclusion</b>	157
	<b>Distribution and Phasing of New Housing</b>	112		<b>Sustainable Places</b>	158
	<b>Affordability of New Housing</b>	115		<b>Heritage, Retail and Leisure</b>	161
	<b>Type, Size and Design of New Housing</b>	116		<b>Education, Skills and Knowledge</b>	165
	<b>Housing Densities</b>	119		<b>Health</b>	168
	<b>Housing Land Supply</b>	121		<b>Sport and Recreation</b>	170
<b>8.</b>	<b>A Greener Greater Manchester</b>	126		<b>10. A Connected Greater Manchester</b>	174
	<b>Valuing Important Landscapes</b>	126		<b>World-Class Connectivity</b>	174
	<b>Greater Manchester's Green Infrastructure Network</b>	128		<b>Digital Connectivity</b>	181
	<b>Biodiversity and Geodiversity</b>	147		<b>Walking and Cycling Network</b>	183
				<b>Public Transport</b>	184
				<b>Transport Requirements of New Development</b>	187
				<b>Highway Infrastructure Improvements</b>	189
				<b>Freight and Logistics</b>	191
				<b>Streets For All</b>	192

11. Allocations	196	Delivering New Infrastructure	370
<b>Cross-Boundary Strategic Allocations</b>	199	Monitoring	374
<b>Strategic Allocations in Bolton</b>	218	Appendices	
<b>Strategic Allocations in Bury</b>	224	A. Additions to the Greater Manchester Green Belt	376
<b>Strategic Allocations in Manchester</b>	235	<b>Additions to the Green Belt in Bolton</b>	376
<b>Strategic Allocations in Oldham</b>	242	<b>Additions to the Green Belt in Bury</b>	378
<b>Strategic Allocations in Rochdale</b>	273	<b>Additions to the Green Belt in Oldham</b>	392
<b>Strategic Allocations in Salford</b>	290	<b>Additions to the Green Belt in Rochdale</b>	396
<b>Strategic Allocations in Stockport</b>	302	<b>Additions to the Green Belt in Salford</b>	405
<b>Strategic Allocations in Tameside</b>	329	<b>Additions to the Green Belt in Stockport</b>	411
<b>Strategic Allocations in Trafford</b>	341	<b>Additions to the Green Belt in Tameside</b>	417
<b>Strategic Allocations in Wigan</b>	352	<b>Additions to the Green Belt in Trafford</b>	434
12. Delivering the Plan	367	<b>Additions to the Green Belt in Wigan</b>	435
<b>Implementation</b>	367		
<b>Infrastructure Strategy</b>	369		



CHAPTER ONE

# INTRODUCTION

# 1 Introduction

- 1.1** In this time of national uncertainty, socially and economically, Greater Manchester is taking the initiative to give people, communities and businesses hope and confidence for the future. The Greater Manchester Strategy sets a clear vision for Greater Manchester reflecting that people are at the heart of everything we do. We are already making great strides in implementing this vision but we want to go further, and faster. That is why we are publishing a number of bold plans for consultation that will shape the future of our city-region for generations to come<sup>(1)</sup>.
- 1.2** The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (revised Draft GMSF) has been re-written to reinforce our ambition to bring forward brownfield land, reduce the net loss of Green Belt and provide stronger protection for our important environmental assets. It enables Greater Manchester to meet its Local Housing Need, promotes our new approach to town centres, supports wider strategies around clean air, walking and cycling and underpins our ambition to be a carbon neutral city-region by 2038.
- 1.3** We are striving to become a top global city, with higher levels of international trade, investment, visitors, academic research and students. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that all parts of Greater Manchester are able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse. Town centres are critical to this success and we're working to improve them so that they become quality places to live and work. It is our aspiration that Greater Manchester becomes as well known for the quality of its environment as for its economic success. Our Green Belt plays a role in this but there are important green spaces, parks, rivers and canals in the heart of our urban communities which are equally valuable.
- 1.4** There are significant challenges. Road congestion is amongst the most severe in the UK, with knock-on impacts on to air quality. The need to decarbonise our economy means we need to look at low carbon energy generation and storage, retrofitting of buildings, and low carbon transport.
- 1.5** Economic and population growth will place significant pressure on our infrastructure, roads, public transport, energy and water as well as schools and hospitals. Future climate change pressures will also require the city-region to adapt to bigger shocks and stresses, such as increased heat, drought and flood risk, which may require new sources of funding to be identified.
- 1.6** The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 is our plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:

---

1 See The Future of Greater Manchester report at [www.gmcameetings.co.uk/meetings/meeting/642/joint\\_gmcaagma\\_executive\\_board](http://www.gmcameetings.co.uk/meetings/meeting/642/joint_gmcaagma_executive_board)

- set out how Greater Manchester should develop over the next two decades up to the year 2037;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- protect the important environmental assets across the conurbation;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for Greater Manchester.

1.7 Three informal consultations have already taken place. The first, in November 2014 was on the scope of the plan and our initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.

### Responding to the 2016 Consultation

1.8 The 2016 consultation attracted over 27,000 responses. We have been analysing these responses and taking into account the comments made, new and emerging evidence and the very different political climate we find ourselves in.

1.9 The main concerns were:

- Green Belt land was being released when there was a lot of brownfield land that could be used instead;
- Too much Green Belt was being proposed for development;
- The Green Belt sites would not be providing housing for local people;
- Employment sites were primarily for low density, low value warehousing;
- No account had been taken of the infrastructure implications of new development.

1.10 The Greater Manchester Spatial Framework: Revised Draft 2019 seeks to address these concerns in the following ways.

### More efficient use of land.

1.11 As part of this consultation we are being as transparent as possible about the land we have identified within the urban area. We published our Brownfield Registers in December 2017 and our full land supply in March. An updated land supply position is published alongside this consultation - see [www.greatermanchester-ca.gov.uk/gmsf](http://www.greatermanchester-ca.gov.uk/gmsf).

1.12 The majority of development between 2018 and 2037 (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period 87% of housing, 95% of offices and 50% of industrial and warehousing development is within the urban area.

- 1.13** The scale and distribution of development required to meet the needs of Greater Manchester will necessitate some greenfield development and the release of a limited amount of land from the Green Belt. Development in the Green Belt will be dependent on the appropriate transport and other infrastructure being provided and Green Belt policy will continue to apply for uses other than those outlined in the allocation policy.

### **Building at higher densities**

- 1.14** Policies to maximise the use of brownfield land and build at higher densities in the most accessible locations have helped to reduce the total amount of land required for new development.
- 1.15** The Greater Manchester Spatial Framework: Revised Draft 2019 also supports regeneration of our town centres, particularly as locations for new housing. The Mayor launched the Town Centre Challenge in November 2017 and progress is being made across a range and size of centres, for example the potential Mayoral Development Corporation in Stockport Town Centre and the ambitions for growth in Bolton. The recently announced Future High Street Fund could play an important role in underpinning the contribution of town centres as high quality neighbourhoods of choice.

### **Brownfield preference**

- 1.16** National planning policy does not support an explicit ‘brownfield first’ approach, as Local Authorities are required to be able to provide a 5 year supply of housing sites which are available and deliverable for example. If we cannot demonstrate that our brownfield land is available and deliverable (and this is something which most of our districts currently struggle with) then we are required to identify other land which is – this may be Protected Open Land or Green Belt.
- 1.17** We are adopting a ‘brownfield preference’ policy – we will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period however to do this we need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. This is why discussions on the Housing Package are vital and why we need our bids to the Housing Infrastructure Fund to be successful.

### **Net loss of Green Belt**

- 1.18** The overwhelming majority of responses related to Green Belt release. We have reduced the net loss of Green Belt by 50% through:
- reducing the number of proposed sites
  - reducing the loss of Green Belt within sites
  - proposing ‘new’ Green Belt additions
- 1.19** The net amount of Green Belt land proposed for release is 2,419 hectares – this means a 4.1% reduction in the size of the Green Belt compared to an 8.2% reduction in 2016.

- 1.20 The Greater Manchester Green Belt currently accounts for 47% of Greater Manchester's overall land area. The proposals in Greater Manchester Spatial Framework: Revised Draft 2019 would result in a Green Belt covering 45% of Greater Manchester.

### **Stronger protection for important Green Infrastructure**

- 1.21 In addition to the Green Belt we have identified our most important 'Green Infrastructure' – for example our parks, open spaces, trees, woodlands, rivers and canals which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and supports economic growth. The strategic Green Infrastructure network in Greater Manchester is extensive. Around 60% is within the Green belt and therefore is afforded significant policy protection. The remaining 40% (20,000 hectares) does not meet the tests of Green Belt but it is very important for the continued wellbeing of the city-region. This plan seeks to give stronger protection to this land. The detail of this will be developed in district local plans.
- 1.22 Taking the extent of Green Belt and Green Infrastructure together, over 60% of Greater Manchester's land would have an enhanced level of protection from development.

### **Wider environment**

- 1.23 The plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 and to keep fossil fuels in the ground. At this time therefore Greater Manchester authorities will not support fracking.
- 1.24 We are also seeking to deliver a net gain in biodiversity assets over the plan period and to contribute to improving air quality primarily by locating development in locations which are most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution. Government has directed Greater Manchester authorities to produce a Clean Air Plan to tackle Nitrogen Dioxide (NO<sub>2</sub>) concentrations and bring them within Limit Values in the shortest possible time. The ten districts have chosen to do this collectively and an Outline Business Case will be presented to GMCA and submitted to Greater Manchester authorities for approval in 2019.

### **Delivering a mix of housing**

- 1.25 Most people accepted the need for housing to help to address the housing crisis but considered that the 2016 GMSF would not deliver affordable housing to meet the needs of local people. The 2019 GMSF policy approach to brownfield land, higher densities and town centre regeneration alongside the proposed allocations in Green Belt demonstrate how we are seeking to deliver a mix of housing to meet the diverse needs of our communities and to support economic growth.
- 1.26 The plan sets a minimum target of 50,000 additional affordable homes to be provided over the plan period

- 1.27** We are developing a new housing strategy to provide more detail on the type and mix of housing required as well as developing a definition of ‘affordable housing’ that works for Greater Manchester. We have published a new Housing ‘Vision’ alongside the GMSF to inform the Strategy<sup>(2)</sup>.

### **Supporting our ambitions for good jobs**

- 1.28** The Greater Manchester Strategy sets out our ambitions to deliver good quality, high-skilled jobs. Ongoing work on the Local Industrial Strategy will develop this further. This plan seeks to provide land to meet the widest range of employment opportunities to ensure that Greater Manchester remains as competitive as possible in a global economy in uncertain times.
- 1.29** The majority of new jobs will be in the City Centre and wider Core Growth Area stretching from Port Salford in the west to the Etihad campus in the east as well as around Manchester Airport. This area encompasses established employment areas such as Trafford Park, locations such as MediaCity which has seen strong growth over more recent times and our Universities which are driving growth in world leading research and development.
- 1.30** We are serious that our wider plans and strategies deliver more inclusive growth to benefit all areas of Greater Manchester. Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. We have identified more land over and above that required just within the plan period (although our employment land has reduced by about 25% compared to 2016 GMSF) as several of the sites are large in scale and will be partially delivered beyond 2037.

### **Impact of new development on Infrastructure**

- 1.31** Many of the responses raised the issue of the impact of new development on existing infrastructure. As the majority of new development will be in the urban area, the capacity of the existing infrastructure is particularly important. We have looked at the major challenges that we consider our existing infrastructure networks will have to respond to and are consulting on a Draft Infrastructure Framework alongside 2019 Draft GMSF which sets these out<sup>(3)</sup>. It is our intention to develop an Infrastructure Strategy for Greater Manchester over the next 12 months.
- 1.32** In addition we have done more work looking at the transport and other infrastructure that will be required in order to bring the allocation sites forward. The detailed policies for site allocations set out the necessary infrastructure requirements and sites will not come forward unless it can be demonstrated this will be provided. Proposals for new Metrolink stops, development of orbital public transport links and capacity enhancements to the rail network all form part of the overall package of measures identified. The 2040 Transport Strategy Delivery Plan 2020-2025 will be published in draft alongside the new draft GMSF in January

<sup>2</sup> See GM Housing Vision at [www.gmca meetings.co.uk/meetings/meeting/642/joint\\_gmcaagma\\_executive\\_board](http://www.gmca meetings.co.uk/meetings/meeting/642/joint_gmcaagma_executive_board)

<sup>3</sup> See GM Infrastructure Framework 2040 report at [www.gmca meetings.co.uk/meetings/meeting/642/joint\\_gmcaagma\\_executive\\_board](http://www.gmca meetings.co.uk/meetings/meeting/642/joint_gmcaagma_executive_board)

2019. It sets out all the transport projects we hope to achieve in the next five years to ensure that the planned new housing and employment can be sustainably integrated into Greater Manchester's existing transport infrastructure as far as possible.

- 1.33** More than 65 transport projects will be delivered in the next five years, including Metrolink's Trafford Park Line; the purchase of 27 new trams; an upgrade of Salford Central Station; £160m new walking and cycling infrastructure across all ten districts; expanding the city-region's electric vehicle charging network; and new interchanges in Tameside and Stockport.

### Relationship with District Local Plans

- 1.34** Greater Manchester's Plan for Homes, Jobs and the Environment is the strategic spatial plan for Greater Manchester and sets out the planning policy framework for the whole of the city-region. It is a strategic plan and does not cover everything that a local plan would. Districts will continue to produce their own Local Plans setting out more detailed policies reflecting local circumstances.
- 1.35** Once Greater Manchester's Plan for Homes, Jobs and the Environment is finally agreed all of the Greater Manchester district local plans will be required to be in general conformity with it. The evidence that underpins the Greater Manchester Plan for Homes, Jobs and the Environment will also inform district level plans. The Greater Manchester authorities have worked together for many years and have collaborated for example on work around Brownfield Registers, land supply, Strategic Flood Risk Assessment and Strategic Housing Market Assessment.

### Process for Producing the GMSF

- 1.36** Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities in Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) agreed to prepare a joint Development Plan Document to set out the approach to housing and employment land across Greater Manchester for the next 20 years. In November 2014 the first devolution agreement provided for an elected Greater Manchester Mayor with responsibility to produce a Spatial Strategy. The first Mayor was elected in May 2017. It is intended that this will be the first Spatial Development Strategy prepared outside of London. At the moment the regulations are not fully in place to allow for the preparation of the type of Spatial Development Strategy we require, so the GMSF is continuing as a Development Plan Document at this time. This consultation will be undertaken under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, however we hope to move to a Spatial Development Strategy at the next consultation in summer 2019.
- 1.37** All responses received in response to this consultation will be taken forward into the next one. The main difference between the two types of document is the role of the local councils in approving the document. A joint Development Plan Document requires full council approval at the Submission and Adoption stage, whereas a Spatial Development Strategy requires the unanimous approval of the Greater Manchester Combined Authority (but not the full

councils). The City Mayor of Salford and the Leaders of the 9 councils have all committed to seeking full council approval for the plan at the next and future formal stages of consultation however so all 10 Councils will have the opportunity to fully debate the plan before it is consulted on next time.

- 1.38** We now want to consult with Greater Manchester residents as well as a wide range of stakeholders about our spatial strategy, strategic policies and site allocations. All responses received in response to this consultation will be considered and influence the Draft Plan at the next stage.

### Timetable

- 1.39** Following this consultation, all responses will be analysed and a Draft plan will be produced for consultation in Summer 2019. This will be subject to approval by the 10 Councils as well as the GMCA (or GMCA/AGMA Executive Board depending on whether the SDS Regulations are in place).
- 1.40** The final plan will be submitted for examination in early 2020 and adopted late 2020/early 2021.

### How to Get Involved

- 1.41** Involving local people, organisations and businesses is an important part of the planning process. We want to give people the chance to comment on the proposals in this plan. The consultation is an opportunity for you to have your say on the way in which Greater Manchester will develop over the next 20 years.
- 1.42** The easiest way to respond is **online** - it counts just as much as a postal submission and is easy to do. You can access the online consultation at [gmconsult.org](http://gmconsult.org). However, we know that some people prefer to respond by email or post, please be sure to include the following information.
- **Name and contact details** – please give us your name *and* at least one way for us to get in touch with you (e.g. your phone number, email address, or postal address).
  - **Organisation** – are you representing an organisation or group? Tell us who it is and how we can contact them.
  - **What you are commenting on** – tell us which part of the plan you are writing to us about. Include the question, chapter names, and the reference number of the policy you're referring to. If known, please also give us page numbers and paragraph numbers. If talking about a particular site, please use the same site name/description used in the plan itself. If you have comments about more than one part of the document then set them out separately.

- **Your comments** - tell us what you do or don't like about the part of the plan you are commenting on and include the reasons why.
- **Suggestions/alternatives** - if you have better ideas or want to offer up alternative proposals, let us know about them. Tell us why you think your approach is better and how it will help us achieve the aims of the plan.

1.43 If not responding online, please send your completed response by:

- email to: [planningandhousing@greatermanchester-ca.co.uk](mailto:planningandhousing@greatermanchester-ca.co.uk)
- post to: Planning Team Consultation, GMCA, Churchgate House, 56 Oxford Street, Manchester, M1 6EU

1.44 In order to be open and transparent, the questions that are asked on [www.gmconsult.org](http://www.gmconsult.org) are also shown within this full document, to ensure that everybody – however they choose to access the information and potentially respond to the plan - can see the same questions.

## Question 1

### What type of respondent are you?

*I am an individual making my own response / I work for an organisation and am submitting on its behalf / I am an agent responding on behalf of an individual, group or organisation*

## Question 2

### Contact Details

*Please give us the contact details of the person completing this consultation response.*

*First name / Last name and postcode as well as either a postal or email address*

## Question 3

### Are you over the age of 13?

*Data protection laws mean that we are not allowed to store and keep the details of anyone under the age of 13. Please confirm that you are aged over 13*

#### Question 4

**If you're submitting a response on behalf of an organisation or group, please also give us their details**

*Organisation / group name / address / postcode / E mail*

#### Question 5

**We would like to be able to publish responses after this consultation closes. Are you happy for us to do this?**

*Yes publish my response in full / Yes - publish my response but anonymise it / No*

- 1.45 Within the online survey, we ask a series of overview questions. These are designed to get a broad understanding of people's views on the plan. It is aimed at being the place to start if someone doesn't want to engage with the full content of the plan.

#### Question 6

**Do you agree that we need a plan for jobs and homes in Greater Manchester?**

*Strongly agree / Agree / Disagree / Strongly disagree / Don't know*

#### Question 7

**Do you agree that to plan for jobs and homes, we need to make the most effective use of our land?**

*Strongly agree / Agree / Disagree / Strongly disagree / Don't know*

### Question 8

**Do you agree that in planning for jobs and homes, we also need to protect green spaces that are valued by our communities?**

*Strongly agree / Agree / Disagree / Strongly disagree / Don't know*

### Question 9

**Do you agree that to protect green spaces, we need to consider how all land in Greater Manchester is used?**

*Strongly agree / Agree / Disagree / Strongly disagree / Don't know*

### Question 10

**Is the approach that we have outlined in the plan reasonable?**

*Strongly agree / Agree / Disagree / Strongly disagree / Don't know*

*Please explain your answer*

- 1.46 All comments must be received by Monday 18th March 2019.
- 1.47 Paper copies of the revised draft Greater Manchester Spatial Framework and Integrated Assessment Report may be viewed in each district. Please see district websites for more information.
- 1.48 A series of events are being hosted across Greater Manchester which you are welcome to attend to find out more about the draft GMSF and what it means for your neighbourhood. Details of these and other local events are listed on our webpage ([www.greatermanchester-ca.gov.uk/GMSF](http://www.greatermanchester-ca.gov.uk/GMSF)). Please check for updates on upcoming events.
- 1.49 If you require any further information on the consultation please do not hesitate to contact the Greater Manchester Planning Team on *0161 778 7000*.

### What happens next?

- 1.50 Following this consultation we will review all of the responses we receive and consider how we need to review our strategy. Our timetable is:

- January 2019 - informal consultation
- September 2019 - formal (statutory) consultation
- March 2020 - examination of the plan by independent planning inspector
- December 2020 - adoption of the plan

## CHAPTER TWO

# CONTEXT



## 2 Context

### Greater Manchester

- 2.1 Greater Manchester has a long and proud history. It became the world's first industrial city, when its position as the global hub for textile manufacturing led to rapid urbanization and numerous technological innovations, including the world's first steam passenger railway. It has also been at the forefront of hugely influential social and political movements, being the birthplace of both the modern cooperative movement and the suffragettes, as well as leading the campaign to repeal the corn laws in the nineteenth century which ushered in the start of the modern global economy.
- 2.2 Today, Greater Manchester is a vibrant, dynamic and diverse city, which continues to play an important role in the economic and social fabric of the country and the wider world.
- 2.3 Greater Manchester consists of the ten local authority areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. Greater Manchester is a well-connected city in many respects. It is located at the heart of the UK, with easy access to all of its constituent nations, and is only a short distance from other major cities such as Leeds and Liverpool. Manchester Airport is the UK's third largest airport, London is only two hours away by rail, and there are also direct rail connections to other major cities of the North of England. Greater Manchester has good motorway infrastructure providing links across the country.



© Crown copyright & database rights 2018 OS 100037229

Figure 2.1 The 10 districts of Greater Manchester

- 2.4** Greater Manchester is home to 2.8 million people, and has seen an increase of over 200,000 residents in the last decade alone. The population is forecast to grow by around another quarter million people by 2037, and this, in turn, will contribute to a significant increase in households. Around two-thirds of the population growth is expected to be in those aged 65 and over, and about 40% will be aged 75 and over. Growth in the working age population (18-64) will be lower, but still significant at around 50,000.
- 2.5** Greater Manchester is one of the most economically diverse conurbations in the UK.<sup>(4)</sup> It is the main driver of the Northern economy, generating nearly 40% of total output (GVA) in the North West and 19% across the North of England. Around 1.4 million jobs are provided within Greater Manchester, with considerable growth over the last few decades in service sector employment such as professional services and administration. There has been a considerable reduction in manufacturing jobs, but this sector continues to be one of the most productive in Greater Manchester. The baseline economic forecast foresees an increase

4 ONS (2016) Krugman Specialisation Index

of around 110,000 jobs by 2037, with similar changes in the sectoral mix to the recent past, although a more ambitious accelerated growth scenario estimates an increase of about 180,000 jobs.

- 2.6** Employment opportunities are unevenly dispersed across Greater Manchester, with by far the most significant concentration currently being in the City Centre and adjoining areas such as Salford Quays, which collectively account for around 20% of all jobs. Baseline economic trends<sup>(5)</sup> suggest the majority of the employment growth would be in Salford, Manchester and Trafford. The remaining areas would see only modest change in employment in the period 2018-37.
- 2.7** The exit of the UK from the European Union is one of the biggest challenges facing Greater Manchester. There are significant uncertainties over future trade and customs arrangements, the level and type of international migration, future exchange rate movements and the impacts that all of this could have for business investment, job creation and labour supply.

## Core Growth Area

- 2.8** This covers the City Centre and the Quays and extends eastwards to include Central Park and the Etihad campus, and westwards through Trafford Park which is one of Europe's largest industrial estates. This area provides a huge scale and diversity of economic opportunity, which is accessible from across Greater Manchester and beyond.
- 2.9** The Core Growth Area offers the conditions to boost the role of Greater Manchester as a Global City. It is the home of many global businesses and continues to attract high profile companies seeking to invest. Conditions for growth are in place, with high rates of productivity, innovation and global competitiveness. The Core Growth Area offers businesses, residents and visitors access to a highly skilled population, a wide range of premises and accommodation, digital infrastructure, excellent accessibility, a high quality environment, cultural and retail opportunities.
- 2.10** The growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas, The Oxford Road Corridor, the existing office sectors, HS2 station proposals and improving the connections to other areas of Greater Manchester, which will all assist growth within Greater Manchester. However, it will be particularly important that it has outstanding local and global connections supporting its wider reach.
- 2.11** The universities and the knowledge economy are another important asset for Greater Manchester, with a high concentration of students, research activity and scientific institutions. This activity is primarily focused within the City Centre, with The Oxford Road Corridor being an internationally important location in this regard. The strong cultural identity of Greater Manchester is another distinguishing factor, with a global reputation for sports and the arts.

---

5 GMFM 2018

Once again, the greatest concentration is within and around the Core Growth Area, but importantly it is also seen across the rest of Greater Manchester with a diverse range of identities and activities.

## International Connections

- 2.12** Manchester Airport is the UK's third largest airport, providing connections to almost 200 destinations worldwide. Manchester Airport is the UK's primary international gateway outside London and the South East, with direct flights to over 200 destinations worldwide, including to major hub airports such as Heathrow, Schipol, Dubai, Beijing and Atlanta which open up countless additional routes. In 2018 Manchester Airport saw over 28 million passengers use the airport for the first time ever. However, as the only airport in the UK other than Heathrow with two full length runways it has enormous growth capacity, with the potential to accommodate 55 million passengers annually by 2040. As well as enabling Greater Manchester's international ambitions, the airport can also support growth in the North and Midlands of England, with approximately 22 million people living within two hours of it.
- 2.13** Excellent international freight connections will also support Greater Manchester's global role, enabling the large-scale import and export of goods and components. The Manchester Ship Canal provides a direct shipping route from Greater Manchester to the Port of Liverpool, where post-Panamax facilities can accommodate the largest container vessels from around the world. Port Salford will provide an integrated tri-modal facility on the ship canal, with excellent rail and road links, enabling the whole of Greater Manchester to benefit from easy port access. This will be complemented by maintaining and enhancing freight connections to other major ports by rail and motorway, including the Humber ports, Felixstowe, London Gateway and Southampton.
- 2.14** The GMSF seeks to enhance and take advantage of these outstanding international connections, supporting the long-term growth of Greater Manchester and the ability of residents to share in its benefits. Greater Manchester is therefore ideally placed to drive growth in the North of England, and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within Greater Manchester, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.



Figure 2.2 A Global City

- 2.15** The North is also distinguished by its high quality landscapes, containing five of the UK's fifteen National Parks, as well as extensive coastline. The Peak District National Park extends into the eastern edge of Greater Manchester, with some of the UK's most well-known landscapes such as the Lake District and Snowdonia within a couple of hours travel. These accessible and highly appealing outdoor environments further enhance the attractiveness of Greater Manchester as a place to live, reinforcing the strategic importance of its location.

### A Top Global City

- 2.16** By the end of the GMSF period, Greater Manchester aims to be a top global city<sup>(6)</sup>. To do this it will require a range of attributes, including a strong economy, skilled residents, a high quality of place and the environment, and a diverse portfolio of investment and development opportunities.

<sup>6</sup> GMCA, The Manchester Growth Company and Greater Manchester Local Enterprise Partnership (2017) *The Greater Manchester Internationalisation Strategy 2017-2020* GMCA, Our People, Our Place: Greater Manchester Strategy (2017)

- 2.17** Having a stronger international outlook will be an essential aspect of this. Greater Manchester will be a key gateway into and out of the UK, trading across the world. It will be capable of competing internationally for investors, visitors, businesses, skilled workers, academic talent and students. At the same time, ensuring that the resident population can take advantage of the associated opportunities will be a high priority. As a key part of our local Industrial Strategy, we will focus on supporting growth in high value activity in sectors and on assets that are, or have the potential to be, world-leading and globally distinctive.
- 2.18** If Greater Manchester can realise its ambition to be a top global city then this would put the UK in the enviable position of having two global cities within 200 miles of each other. London is already established as one of the most successful cities in the world, often appearing in the top two in international indices along with New York. Both Greater Manchester and London acting as global cities could be hugely beneficial for the national economy, providing an outstanding scale, diversity and quality of activity. Maximising connections between the two will be vital to realising this potential, offering additional agglomeration economies.
- 2.19** At the same time, it will be important to maintain the distinctiveness and independence of Greater Manchester and avoid it being seen as a satellite of London. Greater Manchester will be a different type of global city to London, smaller and more affordable, retaining its innovative character and with a strong emphasis on inclusion and quality of place. The fact that it can offer a more cost-effective option to London in a high quality environment, complementing the capital and regional cities, will help it to attract investment that would otherwise not come to the UK.
- 2.20** Greater Manchester is developing a Local Industrial Strategy with Government. The Local Industrial Strategy has two key objectives:
- **Supporting our globally competitive strengths** - Building on our globally competitive research strengths and emerging industrial opportunities, enabling us to pioneer emerging sectors, create significant global competence and add value to our local economy as new sectors grow and flourish.
  - **Strengthening the foundations of our economy** - Strengthening our people, infrastructure, business environment, innovation ecosystems and places, enabling all sectors and all places in Greater Manchester to be productive and prosperous.
- 2.21** We need to grasp global opportunities emerging from changes to world markets and develop industries of the future, while also ensuring competitiveness and job quality in our high employment, low productivity sectors.

## HS2

- 2.22** Greater Manchester currently benefits from good links to London, with direct rail routes from the City Centre, Stockport and Wigan taking around two hours. The proposed HS2 high-speed rail connections will reduce journey times to London to 67 minutes from the City Centre and just over an hour from Manchester Airport. They would also bring the major regional city of Birmingham within 41 minutes by train. These enhanced connections will help to deliver a

more integrated national economy, opening up much greater business opportunities to support UK growth. The timely delivery of HS2 will have major benefits for the Country as a whole as well as for Greater Manchester.

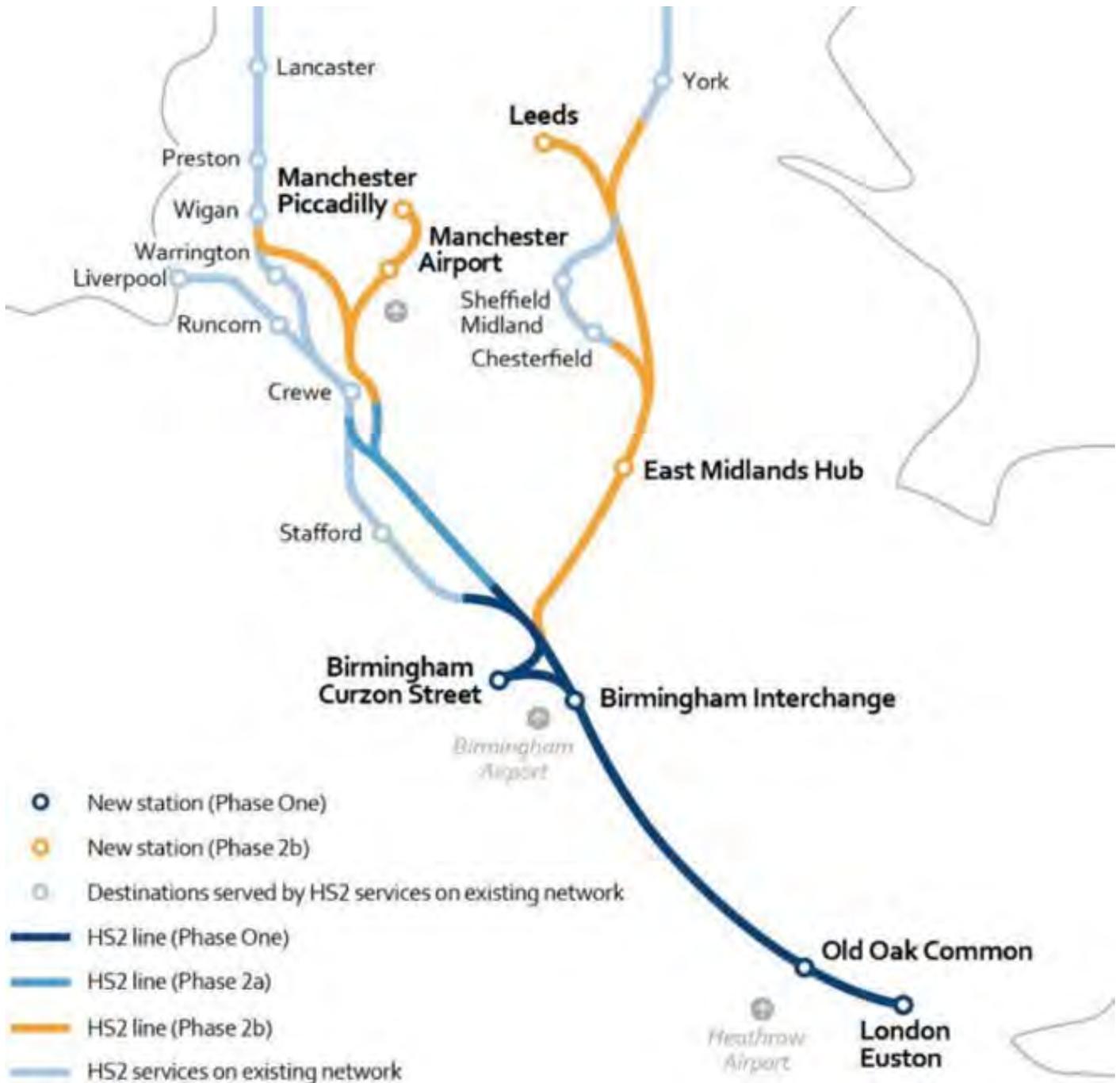


Figure 2.3 HS2 proposal

## The Northern Powerhouse

- 2.23** The concept of the Northern Powerhouse is central to the overall strategy for delivering more even and inclusive growth across the UK, counterbalancing the dominance of London and the South East. The Government has described the Northern Powerhouse as “a vision for joining up the North’s great towns, cities and counties, pooling their strengths, and tackling major barriers to productivity to unleash the full economic potential of the North”<sup>(7)</sup>.
- 2.24** The strength and strategic location of Greater Manchester puts it in an ideal place to act as the primary driver for the Northern Powerhouse. Equally, Greater Manchester would benefit significantly from nearby locations in the North being more economically prosperous, as this would provide access to a wider range and diversity of businesses opportunities and to an even larger pool of skilled labour. Hence it will be important to deliver relatively high levels of growth within Greater Manchester for the wider benefit of the North.

---

7 HM Government (November 2016) Northern Powerhouse strategy

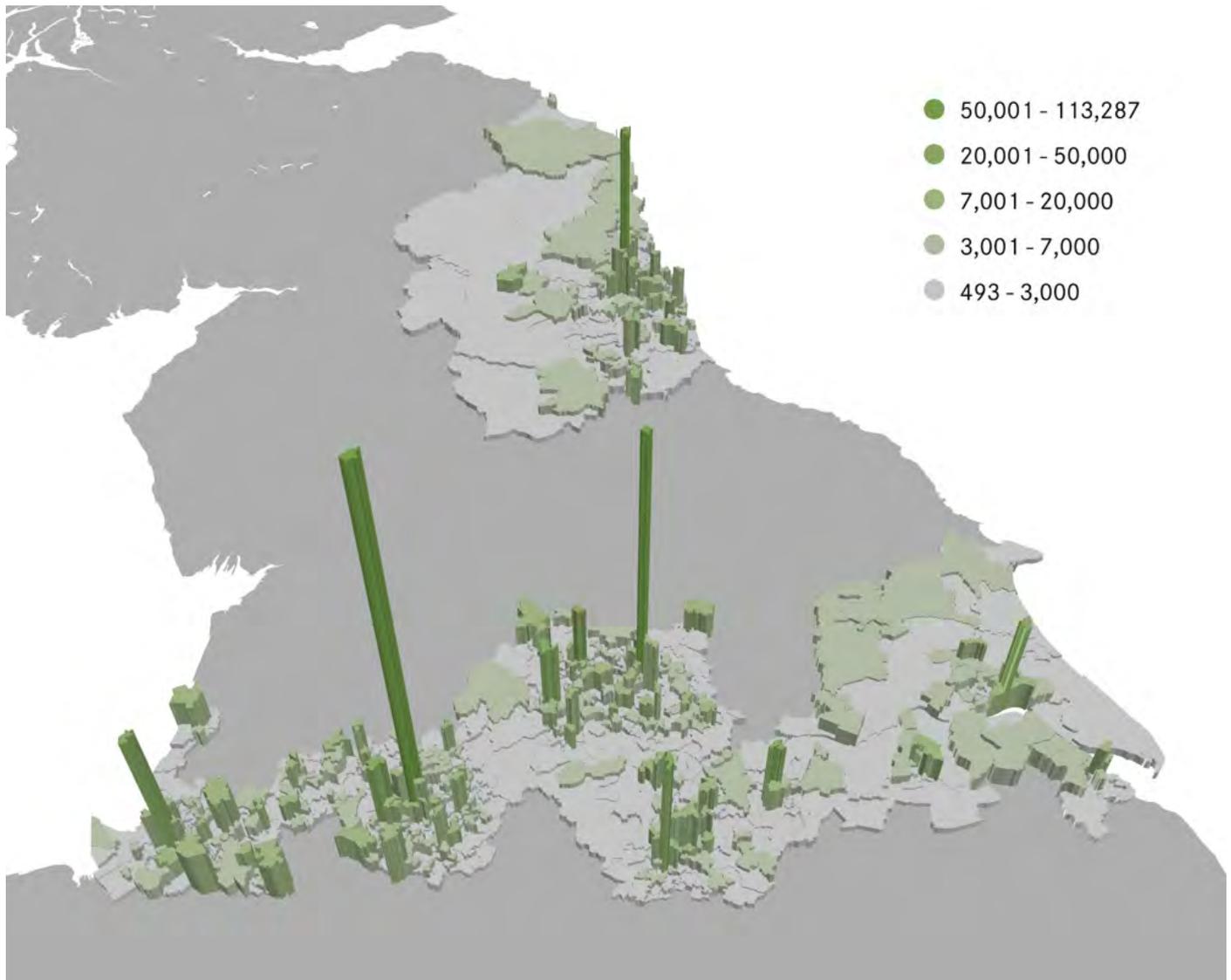


Figure 2.4 Geography of jobs across the Northern Powerhouse (source: Centre for Cities (June 2015) Northern Powerhouse factsheet: Key figures on the city regions in the Northern Powerhouse, p.5)

**2.25** Improving connections between Greater Manchester and other parts of the North, and to other areas such as the Midlands, will be central to delivering the vision for the Northern Powerhouse. This would help to “facilitate the exchange of goods, services, knowledge and skills ... [and] create agglomeration economies centred on areas of commercial specialisation”, driving productivity growth<sup>(8)</sup>. The major northern cities of Liverpool, Leeds and Sheffield are within 40 miles of Greater Manchester, as are other significant settlements such as Bradford, Preston, Warrington, Chester and Stoke-on-Trent. Hence there are opportunities through better transport to create a huge concentration of integrated economic activity, which already contains four of the UK’s ten largest cities. It would also enable other parts of the

8 Transport for the North (January 2018) Strategic Transport Plan: Draft for public consultation, p.22

North to take advantage of the amazing assets of Greater Manchester and its role as a key international gateway and emerging top global city, connecting more people to Manchester Airport and the proposed HS2 services to London.

- 2.26** The Northern Powerhouse Rail proposals will dramatically improve journey times to 30 minutes or less from the City Centre and Manchester Airport to Liverpool, Leeds and Sheffield, through a combination of new and improved lines. This will bring these surrounding major cities within an easy commuting time of Greater Manchester. The M62 motorway is already an important east-west spine within the North, connecting Greater Manchester with Leeds and Liverpool, and further east through to Hull and the Humber ports. The ongoing North West Quadrant Study will identify how capacity, journey times and reliability can be improved on the M62/M60 around Greater Manchester, further aiding the integration with Leeds and Liverpool. The proposed Trans Pennine Tunnel has the potential to deliver similar benefits for road transport between Greater Manchester and Sheffield. These transport schemes will play a very important role in realising the potential of Greater Manchester and the wider North.



Figure 2.5 Emerging vision for Northern Powerhouse Rail (source: Transport for the North (January 2018) Strategic Transport Plan: Draft for public consultation, p.45)

**2.27** Greater Manchester is therefore ideally placed to drive growth in the North of England, and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within Greater Manchester, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.

**Inclusive Growth Within Greater Manchester**

**2.28** Over recent years, growth has been concentrated in the three local authority areas of Manchester, Salford and Trafford. For example, over the period 2001-2016, they accounted for two-thirds of the growth in population and economic activity (measured by GVA) in Greater

Manchester, and 82% of the increase in employment<sup>(9)</sup>. Population increased by 21% in Manchester, Salford and Trafford over that period compared to just 5% in the other seven districts of Greater Manchester, although this contrasts with the preceding half century when Manchester and Salford lost well over one-third of their population<sup>(10)</sup>. This concentration of growth is likely to continue in the future, with Manchester, Salford and Trafford forecast to account for 58% of population growth over the period 2018-2037, 60% of GVA growth, and 80% of the increase in employment<sup>(11)</sup>. This would consolidate the concentration of growth in the central and southern areas of Greater Manchester.

**2.29** Figure 2.6 '2015 Index of Multiple Deprivation', produced by the Government, with the darkest colours showing the most deprived areas. It indicates high levels of deprivation across many parts of Greater Manchester, including those areas that have seen a concentration of growth over recent years. There is a particularly high concentration of deprivation in the central areas, with Manchester the most deprived local authority area in the country on one measure<sup>(12)</sup>.

9 ONS mid-year population estimates, and Greater Manchester Forecasting Model 2017

10 GB Historical GIS / University of Portsmouth, Bolton District through time | Population Statistics | Total Population, A Vision of Britain through Time, 1951-2001

11 ONS 2016-based sub-national population projections, and Greater Manchester Forecasting Model 2017

12 Measured by the 'rank of ranks', where each local authority is ranked for each of the seven domains of the index, and then an average rank is produced

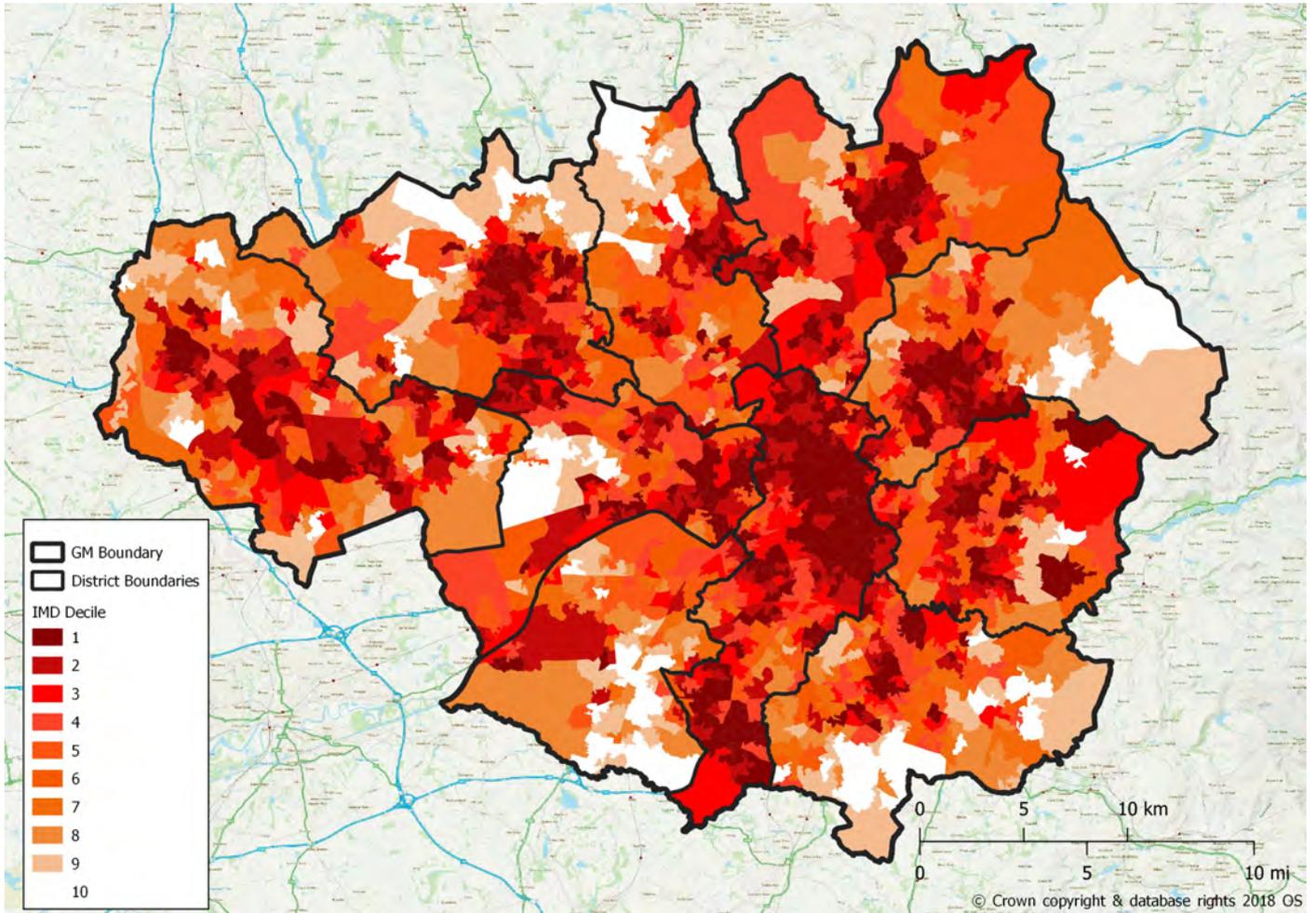


Figure 2.6 2015 Index of Multiple Deprivation

- 2.30** An analysis by the Office for National Statistics of over 100 towns and cities in England and Wales identified Oldham, Salford and Rochdale amongst some of the most deprived areas in the country.<sup>(13)</sup> When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and housing development, the northern areas of Greater Manchester excluding Bury (Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse overall than the southern areas.
- 2.31** Although both the central areas and the northern parts of Greater Manchester suffer from high levels of deprivation, there are differences between them in terms of how this manifests and the development pressures that they face. The inner areas surrounding the City Centre and the Quays have seen much higher levels of recent population growth, being a key focus for inward international migration. Just 22 wards in that area (out of a total of 215 wards in Greater Manchester) accounted for two-thirds of the increase in residents aged under 18 in Greater Manchester over the period 2002-2016, and the area saw an increase of one-third

13 Office for National Statistics (March 2016) Towns and cities analysis, England and Wales, March 2016, p.18 – based on the proportion of lower super output areas in the most deprived 20% in England and Wales, using the 2015 Index of Multiple Deprivation

in those aged 30-44 whereas the sub-region as a whole had a reduction in that age group. The number of people aged 65 and over declined in this inner area, whereas the six northern districts had a one-quarter increase.<sup>(14)</sup>

## 2.32 Key challenges for the GMSF

2.33 In light of these issues, the GMSF will need to:

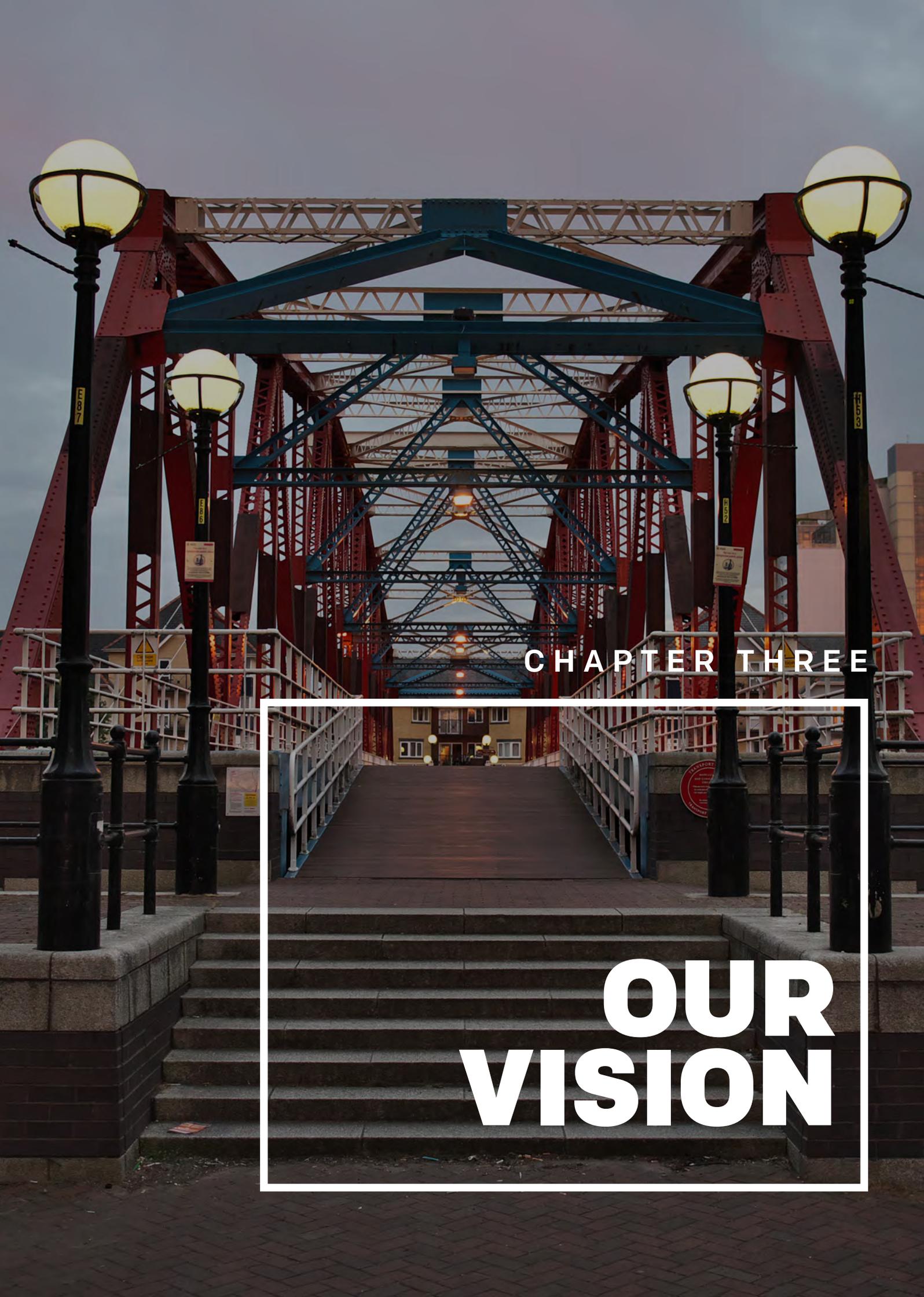
- Deliver high levels of economic growth to support the prosperity of Greater Manchester, whilst ensuring that all parts of Greater Manchester and all residents share in the benefits;
- Deliver the highest possible quality of life for all residents, and address existing problems such as health disparities and air quality that currently detract from it;

### Question 11

**Do you have any comments about the context of the plan?**

---

14 ONS: Ward-level population estimates (Experimental Statistics) 2002-2016 (released October 2017).



CHAPTER THREE



**OUR  
VISION**

## 3 Our Vision

3.1 The vision for Greater Manchester is set out in the Greater Manchester Strategy:

**Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old:**

- A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.

3.2 Everything in the GMSF is designed to support the achievement of this vision. However, the GMSF is one of many ways in which the vision will be delivered, and many of the necessary actions will lie outside the scope of the GMSF.

3.3 Figure 3.1 'Key Diagram' illustrates the GMSF's spatial strategy, showing the locations that will be the main focus for development in Greater Manchester from 2018 up to 2037.

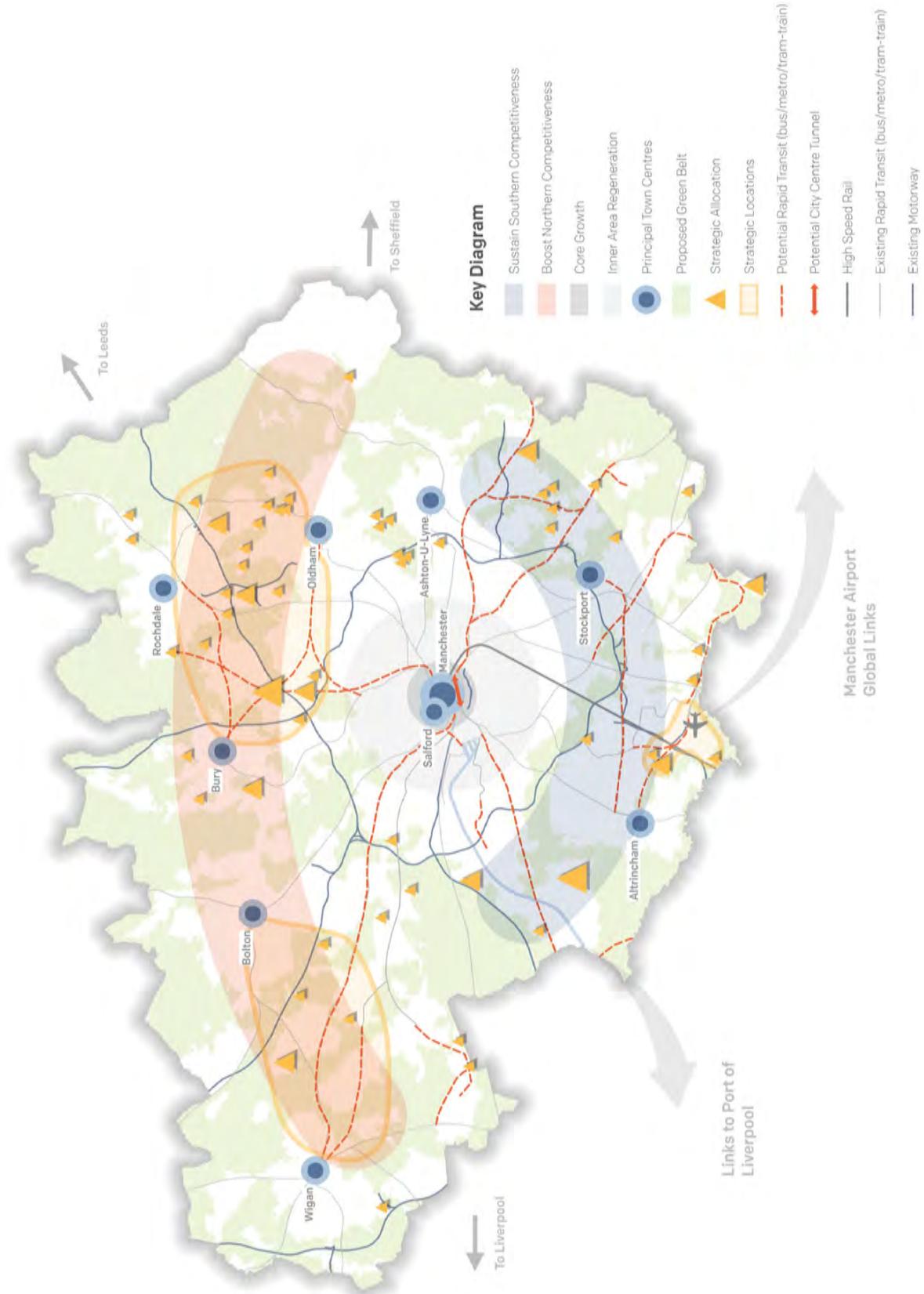


Figure 3.1 Key Diagram

## Strategic Objectives

### Objective 1

#### Meet our housing need.

We will:

- Increase net additional dwellings;
- Increase the number of affordable homes;
- Develop a Greater Manchester definition for affordable housing;
- Provide a diverse mix of housing.

### Objective 2

#### Create neighbourhoods of choice.

We will:

- Prioritise the use of brownfield land;
- Focus new homes in the Core Growth Area and the town centres;
- Focus new homes within 800m of public transport hubs;
- Ensure that there is no increase in the number of homes and premises at a high risk of flooding;
- Prioritise sustainable modes of transport to reduce the impact of vehicles on communities.

### Objective 3

#### Ensure a thriving and productive economy in all parts of Greater Manchester.

We will:

- Ensure there is adequate development land to meet our employment needs;
- Prioritise the use of brownfield land;
- Ensure there is a diverse range of employment sites and premises;
- Facilitate the development of high value clusters in prime sectors such as:
  - Advanced manufacturing;
  - Business, financial and professional services;
  - Creative and digital;

- Health innovation;
- Logistics.

## Objective 4

### **Maximise the potential arising from our national and international assets.**

We will:

- Focus development in the Core Growth Area, Manchester Airport and key economic locations;
- Improve visitor facilities in the City Centre, Quays and Manchester Airport and our international and national sporting assets;
- Enhance our cultural, heritage and educational assets;
- Improve sustainable transport and active travel access to these locations;
- Improve access for local people to jobs in these locations;
- Ensure infrastructure provision supports growth in these locations;
- Increase graduates staying in Greater Manchester.

## Objective 5

### **Reduce inequalities and improve prosperity.**

We will:

- Ensure people in all of our neighbourhoods have access to skills training and employment opportunities;
- Prioritise development in well-connected locations;
- Deliver an inclusive and accessible transport network;
- Strengthen the competitiveness of north Greater Manchester;
- Reduce the number of Greater Manchester's wards in the 10% most deprived nationally.

## Objective 6

### **Promote the sustainable movement of people, goods and information.**

We will:

- Enhance our existing transport network;
- Focus new development within 800m of sustainable transport hubs;
- Ensure new development is designed to encourage and enable active and sustainable travel;
- Expand our transport network to facilitate new areas of sustainable and inclusive growth;
- Capitalise on national and regional investment in transport infrastructure;
- Improve opportunities for sustainable freight;
- Ensure new development provides opportunities for affordable, high quality digital infrastructure;

## Objective 7

**Ensure that Greater Manchester is a more resilient and carbon neutral city-region.**

We will:

- Promote carbon neutrality of new development by 2028;
- Promote sustainable patterns of development that minimise the need to travel and contribute to cleaner air;
- Locate and design development to reduce car dependency;
- Facilitate provision of infrastructure for cleaner vehicles;
- Improve energy efficiency and the generation of renewable and low carbon energy.

## Objective 8

**Improve the quality of our natural environment and access to green spaces.**

We will:

- Enhance the special landscapes across Greater Manchester, green infrastructure, biodiversity and geodiversity;
- Improve access to the natural environment and green spaces including parks and playgrounds;
- Promote the role of green space in climate resilience and reducing flood risk.

## Objective 9

### Ensure access to physical and social infrastructure.

We will:

- Ensure that our communities and businesses are supported by infrastructure;
- Improve the capacity and network coverage of digital, energy, telecoms, transport and water in key growth locations;
- Ensure new development is properly served by physical and social infrastructure including schools, health, social care, sports and recreation facilities.

## Question 12

### Do you agree with the Strategic Objectives?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

CHAPTER FOUR

# OUR STRATEGY



## 4 Our Strategy

### Inclusive Growth

**4.1** The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region, with everyone sharing in the benefits of rising prosperity. There are two main aspects to this:

- Making the most of the key locations and assets best-placed to support economic growth; and
- Creating more favourable conditions for growth by providing high quality investment opportunities across Greater Manchester that help to address disparities.

### Making the Most of Key Locations and Assets

**4.2** As globalisation continues and the pace of technological change accelerates, there will be increasing competition between cities for investment, jobs and skilled people. If Greater Manchester is to flourish in the long run then it will need to make the most of its key assets and advantages, which can differentiate it from other places. The growth potential of a small number of locations that can boost international competitiveness will need to be maximised in order to support the prosperity of Greater Manchester as a whole.

**4.3** Key locations and assets include:

- The huge agglomeration of economic activity at the centre of Greater Manchester, focused on the City Centre and the Quays but also extending westwards through Trafford Park and eastwards to Central Park and the Etihad campus, which provides an enormous number and range of jobs;
- Manchester Airport, which is the largest airport in the country outside London and the South East, and offers routes across the world;
- Connections to the post-Panamax facilities at the Port of Liverpool, via the Manchester Ship Canal, rail and motorways, enabling access to global shipping routes and the largest vessels;
- The universities and the knowledge economy, with a high concentration of students, research activity and scientific institutions, with the Oxford Road Corridor being an internationally important location in this regard; and
- The strong cultural identity of Greater Manchester and its constituent cities and towns, with a global reputation for sports and the arts.

**4.4** The strength of these locations and assets will be further enhanced by major proposed investments such as HS2 and Northern Powerhouse Rail.

## Addressing Disparities

- 4.5** Over recent years, growth has been concentrated in the three local authority areas of Manchester, Salford and Trafford, and this is forecast to continue in the future. Stockport is projected to have the next highest growth rates, further consolidating the concentration of growth in the central and southern districts of the city region. The potential for an uneven pattern of growth is reinforced by the fact that the key assets and locations discussed above are focused very much in the central parts of Greater Manchester, with the airport on the southern edge of the sub-region and the potential associated with the Port of Liverpool towards the west.
- 4.6** When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and levels of housing development, the northern areas of Greater Manchester with the exception of Bury (i.e. Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse than the southern areas. The low forecast growth rates for these northern areas risks reinforcing rather than tackling those problems.
- 4.7** However, despite the economic success of the City Centre, the largest concentration of severe deprivation is in the central areas that surround it. In contrast with the northern areas, these deprived central parts face very high development pressures, and have been the primary focus for inward international migration to Greater Manchester in recent years.

## Efficient Use of Land Resources

- 4.8** A key role of the GMSF is to manage the conflicting demands on the finite land resources of Greater Manchester. The need for new housing, employment, facilities and infrastructure has to be accommodated, whilst at the same time protecting the environment, urban green spaces, the countryside and the identity of different places.
- 4.9** The rate of expansion experienced by Greater Manchester over the last 150 years cannot be continued indefinitely. In order to minimise future outward growth of the built-up area, it will be important to ensure that land resources are used efficiently and effectively, and this is a key principle behind the spatial strategy set out in this document.
- 4.10** An essential aspect of the efficient and effective use of land will be to prioritise the reuse of previously-developed (brownfield) land when meeting development needs. This will help to address dereliction and bring investment into existing urban areas, supporting their regeneration and enhancement. Abnormal costs such as those associated with addressing land contamination can have a negative impact on the viability of developing brownfield sites, and so securing funding to support remediation will be a priority.
- 4.11** Development will need to be undertaken at an appropriate density and with suitable provision for green infrastructure. Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car.

- 4.12** Maximising the reuse of previously-developed land and delivering higher densities in the most accessible locations will together help to reduce the total amount of land required for new buildings and hence minimise the need for development of greenfield sites.
- 4.13** This focus on utilising previously-developed land and increasing densities in accessible places further reinforces the importance of delivering high levels of growth in the Core Growth Area, as locations such as the City Centre and the Quays are already characterised by high density development and have the greatest potential to be well-connected by public transport to residents across Greater Manchester. The town centres across the sub-region will also be well-placed in this regard.
- 4.14** However, even with increasing densities and the reuse of brownfield land, the scale and distribution of development required to meet the needs of Greater Manchester will necessitate some development of land removed from the Green Belt.

### Opportunities and Challenges

- 4.15** Different parts of Greater Manchester can therefore be seen to be facing different challenges. In broad terms:
- The central areas have a combination of a high concentration of key growth assets with large levels of past and forecast growth, but considerable deprivation;
  - The southern areas also have significant forecast growth, but with typically higher levels of prosperity, as for example shown by average household incomes and house prices, lower levels of deprivation (though there are still some concentrations), and the key economic asset of Manchester Airport; and
  - The northern areas typically have lower recent and forecast growth, extensive areas of deprivation and, although there are some important infrastructure assets such as the M62 motorway and significant levels of manufacturing activity, the growth opportunities are currently more limited than in the rest of Greater Manchester.
- 4.16** The spatial strategy for Greater Manchester responds to this variation, whilst also recognising both the commonalities between places and the diversity within each of them. This is essential to delivering inclusive growth that secures greater prosperity and quality of life for everyone in the city region.

### Spatial Strategy

- 4.17** The overall spatial strategy of the GMSF seeks to take advantage of the opportunities for delivering high levels of economic growth, whilst addressing the challenges for securing genuinely inclusive growth and prosperity.
- 4.18** Making the most of the key assets at the core of the conurbation is central to the approach, as this will be essential to maximising the competitiveness of Greater Manchester and driving economic growth across the city region. Securing major investment in the surrounding inner areas will be important to addressing the extensive deprivation in those neighbourhoods, as well as supporting the successful functioning of the core areas.

- 4.19** If the forecast patterns of growth continue unchecked, reinforcing past trends, then Greater Manchester will become increasingly southward focused, with greater disparities between its northern and southern areas. This is not considered to be consistent with delivering inclusive growth, and would adversely impact on the long-term prospects for Greater Manchester. Hence, the GMSF seeks to boost significantly the competitiveness of the northern parts of Greater Manchester, whilst ensuring that the southern areas continue to make a considerable contribution to growth and the most is made of key assets such as Manchester Airport.
- 4.20** This approach is summarised in Figure 4.1 'Spatial Strategy' and explained in more detail in the rest of this chapter.

### SPATIAL STRATEGY

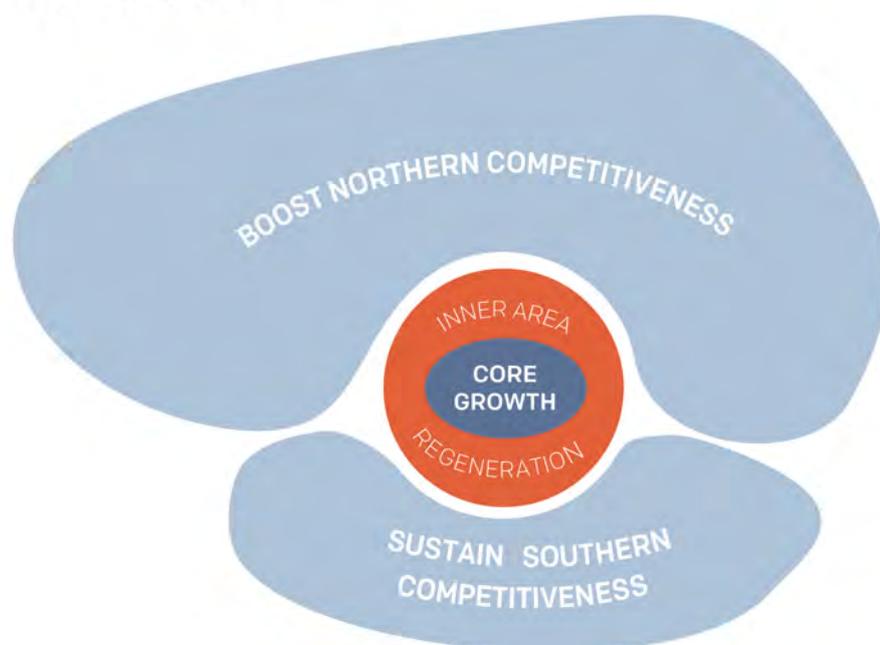


Figure 4.1 Spatial Strategy

- 4.21** The areas identified in the above diagram do not have firm boundaries. There is some overlap between them, and they are likely to evolve over time. However, in broad terms they can be described as follows:
- Core Growth Area: central Manchester, south-east Salford, and north Trafford

- Inner Area Regeneration: surrounding inner parts of Manchester, Salford and Trafford
- Boost Northern Competitiveness: Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford
- Sustain Southern Competitiveness: Stockport, most of Trafford, and south Manchester

**4.22** The rapid transit routes and strategic green infrastructure, which are also an important part of the spatial strategy, extend through all of these areas. The eight main town centres are located within the northern and southern areas.

### Question 13

#### Do you agree with the Spatial Strategy?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Core Growth Area

**4.23** The huge agglomeration of economic activity at the centre of Greater Manchester is perhaps the city region's greatest strength. At the heart of this is the City Centre, which is the most significant economic location and largest office market in the country outside London. Immediately to its south-west is the Quays, which provides an internationally significant cluster of digital and creative uses. The wider central economic area extends beyond the City Centre and the Quays, eastwards to include Central Park and the Etihad campus, and westwards through Trafford Park, which is one of Europe's largest industrial estates, to Port Salford. This area provides a huge scale and diversity of economic opportunity, which is accessible from across Greater Manchester and beyond.



Figure 4.2 Core Growth Area

- 4.24** A strong focus of growth in the Core Growth Area, particularly the City Centre and the Quays, is fundamental to the overall strategy for Greater Manchester. This is the area with the largest concentration of key assets, the greatest growth potential, and the highest level of market interest. It provides the best opportunity to increase the international competitiveness of the city region. Delivering high levels of employment growth in this area will help to maximise the accessibility of jobs to residents across Greater Manchester, particularly by public transport. This continuing agglomeration of activity will provide the scale, quality and profile of activity necessary for Greater Manchester to become a top global city.
- 4.25** There is also an opportunity to continue to grow significantly the residential role of this core area, including a broader range of dwelling types and an increase in the supply of affordable housing. Securing large numbers of new homes in this part of the sub-region will enable more people to live near to the huge number of employment, business and leisure opportunities, and reduce pressure on greenfield and Green Belt land elsewhere in Greater Manchester. However, it will be important to ensure that this complements rather than displaces the economic functions.

- 4.26** Development within the City Centre and the Quays will typically be delivered at high densities, reflecting the accessibility and prominence of those locations. There will remain extensive areas of lower density employment development such as within Trafford Park and at Port Salford, providing a diverse range of employment and business opportunities. Separate policies are set out below for the City Centre, the Quays, and Port Salford.

## Policy GM-Strat 1

### Core Growth Area

The economic role of the Core Growth Area will be protected and enhanced, with development supporting major growth in the number of jobs provided across the area.

A significant increase in the number of homes in the area will also be delivered, but not at the expense of its economic functions.

Infrastructure provision will support the growth and continued capacity of the Core Growth Area having particular regard to the Transport Strategy 2040 and accompanying Delivery Plans.

## Question 14

### Do you agree with the proposed policy on the Core Growth Area?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## City Centre

- 4.27** The City Centre lies at the heart of Greater Manchester, straddling the boundary between Manchester and Salford. It is mainly contained within the Inner Relief Road but also extends beyond, including along Oxford Road to the south and along Chapel Street and the Crescent to the west.
- 4.28** The City Centre is immensely important to the Greater Manchester economy, and to the North of England more generally, providing around 10% of all jobs in the sub-region. It offers a huge range of employment, shopping, leisure and tourism opportunities, attracting large numbers of visitors to Greater Manchester. It also has a high concentration of knowledge-based activities, with three universities, several major research centres, and a large supply of graduates, as well as numerous heritage assets. The completion of major transport infrastructure schemes towards the end of the plan period, such as HS2 and

Northern Powerhouse Rail, will dramatically reduce journey times to London, Birmingham and major cities in the North, further enhancing the attractiveness and potential of the City Centre.

- 4.29** Although there is already an enormous amount of activity within the City Centre, the area has massive development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. This will make it essential that major improvements in public transport continue to be provided, ensuring that residents from across Greater Manchester and beyond can easily access the opportunities within the City Centre without increasing congestion, and enabling employers to take advantage of the large and diverse labour market.

## **Policy GM-Strat 2**

### **City Centre**

The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, and will be a priority for investment in development and infrastructure. This will include addressing current capacity issues in the City Centre which will enable the future expansion of the rapid transit network across Greater Manchester. Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists.

A broad range of commercial accommodation will be delivered, helping the City Centre to capture growth across key economic sectors. The increasingly important residential role of the City Centre will be expanded considerably, whilst ensuring that this complements rather than displaces the area's non-residential functions. Over the period 2018-2037, land to accommodate around 1,500,000 sq m of office floorspace and approaching 50,000 new dwellings has been identified within the City Centre.

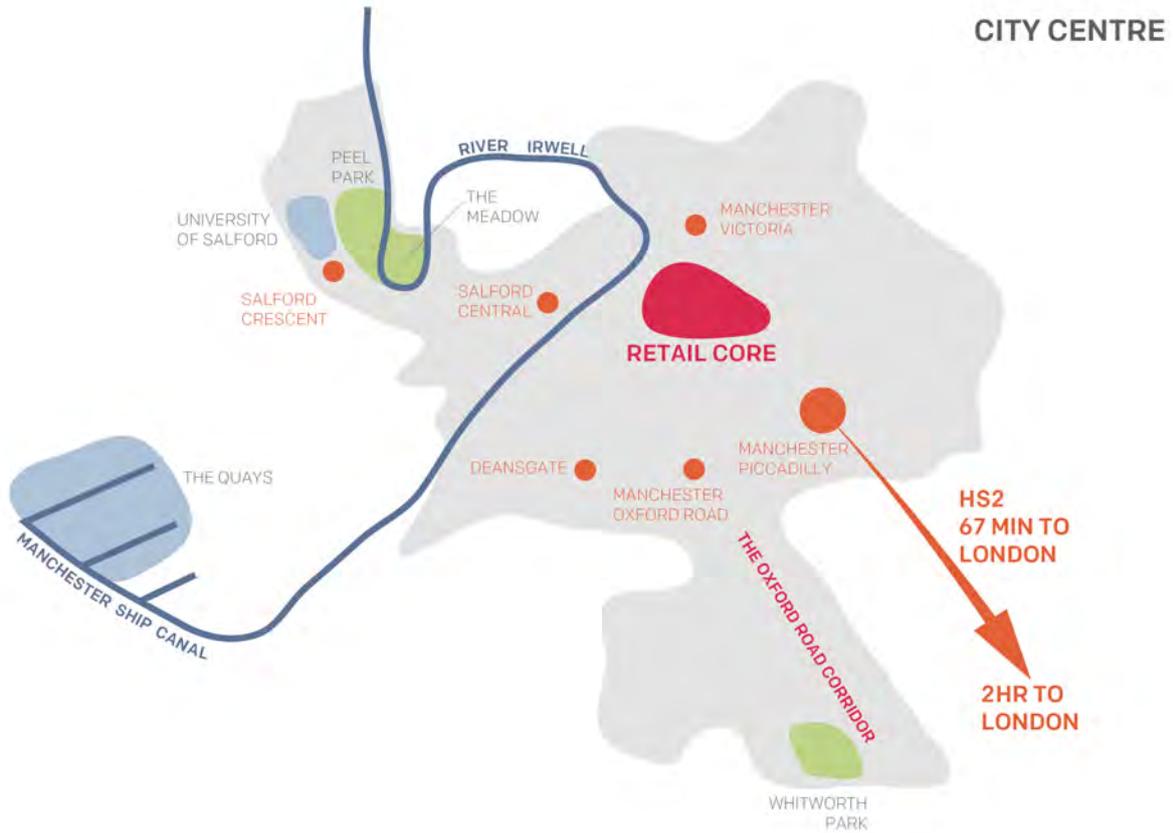


Figure 4.3 City Centre

### Question 15

**Do you agree with the proposed policy on the City Centre?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### The Quays

**4.30** The Quays is located just to the south-west of the City Centre, in Salford and Trafford, focused around the Manchester Ship Canal and a series of bays and basins.

- 4.31** Since the 1980s, the Quays has gradually been transformed from a derelict docklands into a vibrant mixed-use area with well-established tourism, employment, retail and residential functions taking advantage of the high quality environment and waterside setting. The development of MediaCityUK over the last decade has helped to establish an internationally significant cluster of digital and media uses, including the BBC and ITV, but the area also has a wider business function and is one of the primary office locations in Greater Manchester. The Salford side of the Quays benefits from several Metrolink stops and the Trafford side will benefit from the current expansion of the Metrolink network through the completion of the new £350m Trafford Park Line by 2020.
- 4.32** 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. Substantial improvements in transport infrastructure, particularly public transport, will be required if the Quays is to realise its full potential and residents across Greater Manchester are to take maximum advantage of its success. It will also be important to improve the connections between the Quays and the City Centre, as this would further strengthen the success of both strategic locations, providing an enormous concentration of integrated activity and maximising their agglomeration benefits.

## Policy GM-Strat 3

### The Quays

The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses. Its business, housing, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area's interest, vibrancy and unique identity. The high environmental quality of the Quays will be protected and enhanced as one of its essential distinguishing features, and excellent, distinctive design will continue to be a priority.

Over the period 2018-2037, land to accommodate around 263,400 sq m of office floorspace and around 8,200 new dwellings has been identified within the Quays. Major improvements in accessibility by public transport, cycling and walking will be sought, including much better links to key rail stations and greater connectivity with the City Centre.

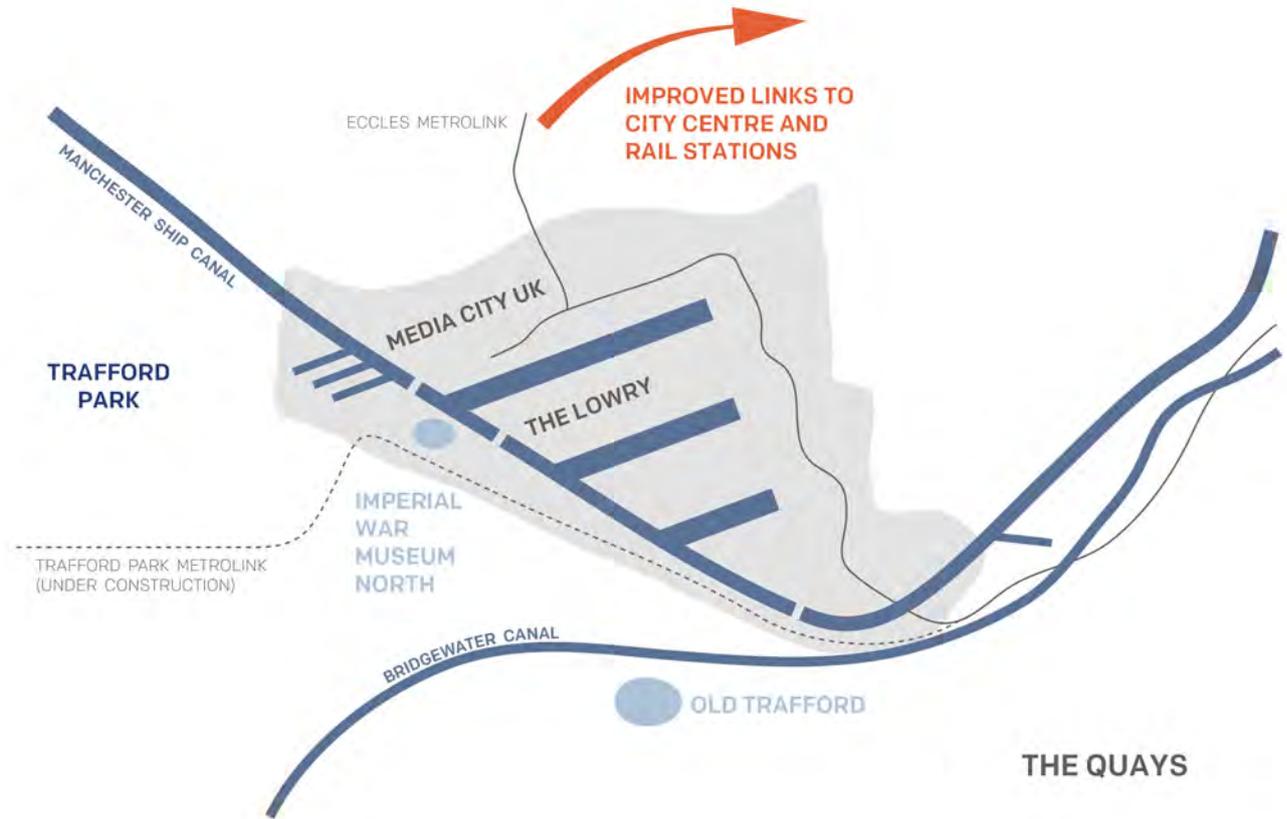


Figure 4.4 The Quays

### Question 16

**Do you agree with the proposed policy on the The Quays?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Port Salford

**4.33** Port Salford is currently under construction and will be the UK's first tri-modal inland waterway port. It is located on the Manchester Ship Canal, which is a unique 36-mile long seaway extending from the heart of Greater Manchester westwards to the Mersey Estuary.

- 4.34** New canal berths at Port Salford will enable direct shipping services to the Port of Liverpool, where post-Panamax facilities can accommodate the world's largest vessels, providing access to global markets and suppliers. A new rail spur from the main Manchester-Liverpool line into the heart of the Port Salford site and alongside the canal, together with the provision of a major container terminal, will enable easy movement of goods between water, rail and road.
- 4.35** The first warehouse has been constructed and occupied, and the first phases in a series of major highway works have been completed including a new lifting bridge across the Manchester Ship Canal. A further three large-scale buildings to the south of the A57 have planning permission, and the GMSF takes land out of the Green Belt to the north of the A57 to enable a major expansion of the scheme. Port Salford as a whole could provide around 500,000 sq m of high quality floorspace within an integrated facility by the end of the plan period.
- 4.36** The tri-modal facilities at Port Salford have the potential to deliver major benefits for Greater Manchester, not only supporting a larger and more sustainable logistics sector but also enabling the more efficient and cost-effective movement of components and products for manufacturers.
- 4.37** A key strength of Port Salford is its location near to the junction of the M60, M62 and M602 motorways. It is likely that major enhancements to the motorway network around Port Salford will be required, both to support the scheme and address wider congestion issues. The ongoing North West Quadrant Study is investigating the options for broader motorway network improvements, and it will be important to coordinate the development of Port Salford with any resulting proposals.

## **Policy GM-Strat 4**

### **Port Salford**

Port Salford will be developed as an integrated tri-modal facility, with on-site canal berths, rail spur and container terminal as essential elements of the scheme.

The overall facility will provide around 500,000 sq m of employment floorspace. This will include an extension of the permitted scheme onto land to the north and west of Barton Aerodrome, as allocated under Policy GM Allocation 33 'Port Salford Extension'.

The development of Port Salford must ensure that necessary highway improvements are delivered to accommodate the likely scale of traffic generation, in a way that is compatible with proposals for the enhancement of the wider motorway network.

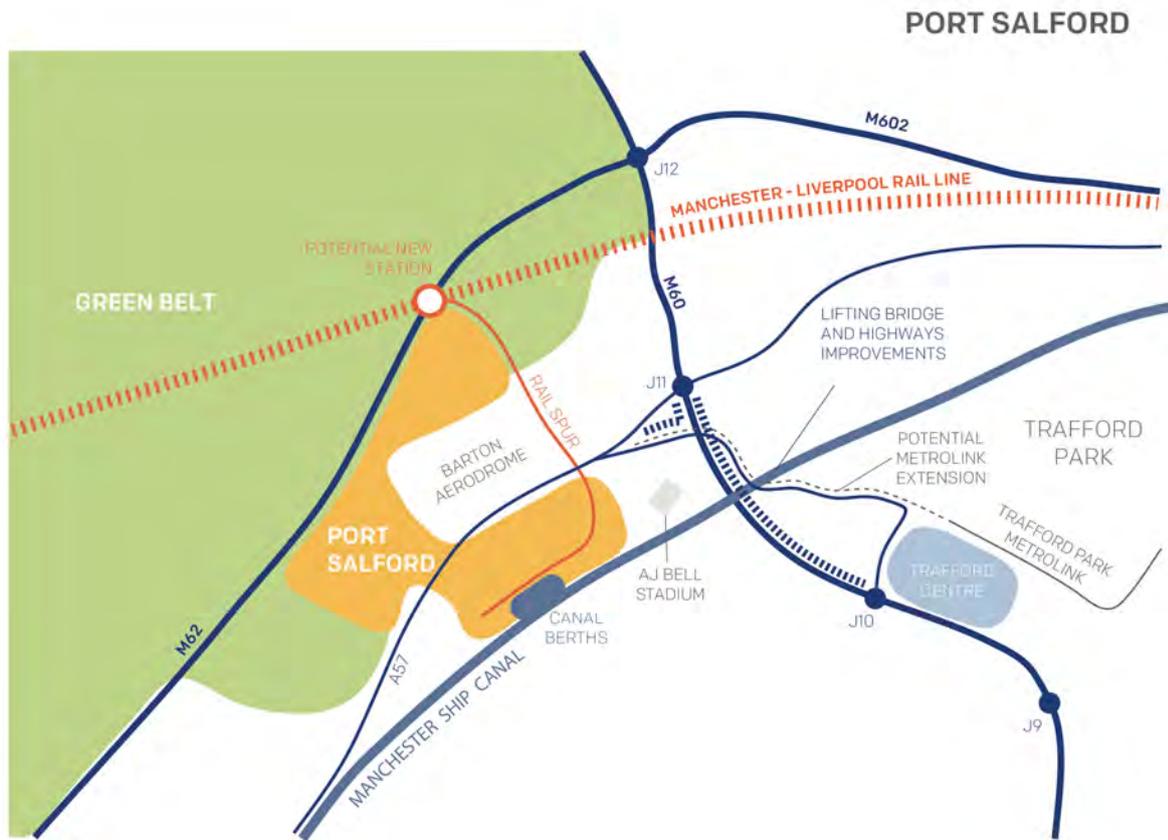


Figure 4.5 Port Salford

### Question 17

**Do you agree with the proposed policy on Port Salford?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Inner Area Regeneration

**4.38** The inner areas of the city region, surrounding the City Centre and the Quays, benefit from a position adjacent to an enormous concentration of economic activity. However, despite this proximity, these inner areas are characterised by high levels of deprivation, with extensive parts being amongst the 10% most deprived neighbourhoods in the country.

- 4.39** The challenges faced by the inner areas are quite different to most other deprived areas in Greater Manchester. Over the last 15 years, the 22 wards<sup>(15)</sup> at the heart of the inner area have collectively seen an increase in population of 38% compared to growth of 11% across the rest of the city region, and these wards have been the primary focus for international migration into Greater Manchester. The age profile of this population change has also been distinctive, with increases of 36% in 0-17 year olds, 42% in 18-29 year olds and 37% for 30-44 year olds, compared to figures of 3%, 15% and -7% respectively for the rest of Greater Manchester. In contrast, the area saw a reduction in residents aged 65 and over, whereas the rest of the city region had an increase of more than one-fifth<sup>(16)</sup>.
- 4.40** The high growth in population has led to significant development pressures, not just in terms of new build developments but also more intensified use of existing properties such as conversions to houses in multiple occupation (HMOs). The proposed scale of job growth in the Core Growth Area, and the excellent location of the inner areas in relation to them, make it likely that there will continue to be significant pressures from population growth within this part of Greater Manchester.
- 4.41** Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport. 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.
- 4.42** The high levels of deprivation highlight the need for sustained neighbourhood regeneration, with investment in improving the quality of existing housing as well as providing a good mix of new homes. Although there is a need for significant levels of development to meet demand, it will be essential that the network of open spaces and other green infrastructure is improved, contributing to the long-term attractiveness of these neighbourhoods. Raising the quality of these places will depend on tackling issues such as traffic congestion and air quality, which are typically more severe than in many other parts of the city region. There are also quite significant areas of flood risk.

## Policy GM-Strat 5

### Inner Areas

The continued regeneration of the inner areas will be promoted. High levels of new development will be accommodated, enabling new people to move into these highly accessible areas whilst retaining existing communities. A high priority will be given to enhancing the quality of places, including through enhanced green infrastructure and improvements in air quality.

15 Ancoats and Clayton, Ardwick, Bradford, Cheetham, Crumpsall, Fallowfield, Gorton North, Gorton South, Harpurhey, Hulme, Levenshulme, Longsight, Miles Platting and Newton Heath, Moss Side, Old Moat, Rusholme, Whalley Range, Withington (all in Manchester), Broughton, Irwell Riverside, Langworthy (in Salford), and Clifford (in Trafford). There are 215 wards in Greater Manchester.

16 ONS ward-based mid-year population estimates (experimental) 2002-2017 - see [www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental](http://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental).

## Question 18

### Do you agree with the proposed policy on the Inner Areas?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Boosting Northern Competitiveness

- 4.43** Over recent years, the northern areas of Greater Manchester have seen relatively low levels of growth overall compared to other parts of the city region, and this is forecast to continue. These northern areas have many strengths, such as their distinctive landscapes, proud communities, and strong manufacturing base, but their potential is not currently being fully realised. If current trends continue then disparities between the northern and southern areas will increase, and this will be harmful not only to the prospects for the north but also to those of Greater Manchester.
- 4.44** The northern areas are diverse, but there are considerable areas of deprivation within most districts. Deprivation is particularly extensive across the north-east, with relatively high levels through much of Rochdale, Oldham, and Tameside, extending into north Manchester and north-west Stockport. This north-eastern area is characterised by relatively low incomes, low house prices, low qualifications, low economic activity, low proportions in higher managerial/professional occupations, and poor average health. There are also significant pockets of deprivation elsewhere in the northern areas, particularly around the main town centres, which share similar problems to the north-east. However, there are also more prosperous areas across the north, especially in suburban and rural areas towards the edges of each district, with the district of Bury sharing many of the attributes of the wealthier southern areas of Greater Manchester.
- 4.45** Some significant interventions will be required to address the extensive deprivation and the relatively low levels of growth, economic activity and prosperity. Investment will be required across the northern areas, with the provision of a good supply of high quality development sites and major transport improvements across all districts to support greater competitiveness. However, it will be vital that this is done in a sensitive way that protects the character and identity of the north, and the quality of key landscapes such as the uplands and river valleys.
- 4.46** Two locations have been identified as being especially important, having the potential to deliver significant benefits over a wider area and make a major contribution to raising the competitiveness of the northern areas as a whole: the M62 north-east corridor; and the Wigan-Bolton growth corridor. These are discussed in more detail below.

- 4.47** Investment in the town centres of the northern districts will be vital, particularly the main town centres of Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan. There is a need to increase the density of high quality public transport routes to match that found in the southern areas. Improving connections between places in the north, and to key economic locations such as the City Centre and Manchester Airport, would help to deliver a more integrated Greater Manchester economy where everyone can benefit fully from growth.
- 4.48** It will be important to increase the attractiveness of the northern areas to a wider range of people. In particular, there is the potential to increase the number of higher income households who choose to live in the north. The influx of more entrepreneurs and skilled workers could help to increase business creation and support local economic activity, as well as reducing pressures in the southern areas which currently have high levels of demand. The GMSF allocates a small number of sites in the northern areas specifically to target the highest earners, at Robert Fletchers in Oldham (Policy GM Allocation 18 'Robert Fletchers'), Bamford/Norden in Rochdale (Policy GM Allocation 23 'Bamford / Norden') and East of Boothstown in Salford (Policy GM Allocation 31 'East of Boothstown') although many other sites have the potential to attract skilled workers and hence boost the competitiveness of the north.

## Policy GM-Strat 6

### Northern Areas

A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on urban regeneration and enhancing the role of the town centres, complemented by the selective release of Green Belt in key locations that can help to boost economic opportunities and diversify housing provision. Improving transport connections will be a priority.

## Question 19

### Do you agree with the proposed policy on Northern Areas?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## M62 North-East Corridor

- 4.49** The most significant proposed intervention in the northern areas is focused on the M62 corridor from junction 18 (the confluence with the M60 and M66) to junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. The scale of this initiative is considered necessary in order to transform perceptions of, and opportunities within, the north of Greater

Manchester. It involves three major sites that require land to be removed from the Green Belt, as well as significant development on land outside the Green Belt such as the completion of the Kingsway Business Park. The three sites are not reliant on each other, and the Northern Gateway site is of a transformative scale in its own right, but collectively they have the potential to significantly change the economic growth potential of the wider area.

- 4.50** This location has been selected for large-scale intervention for three main reasons. Firstly, the M62 is a key piece of transport infrastructure connecting Greater Manchester with the major cities of Liverpool and Leeds, and beyond, and this part of its corridor already has well-known established employment locations such as Heywood, Pilsworth, Kingsway and Stakehill. As such, it has the scale, connectivity and profile required to attract a broad range of high quality occupiers and major inward investment. This will not only provide a better range of good quality jobs but will also offer opportunities for premises for new and growing sectors for example advance manufacturing. Secondly, the corridor is close to a substantial residential population, many of whom live in deprived wards with poor connectivity to employment opportunities. New investment in this location, in particular that which delivers improved public transport, could therefore make a major contribution to regeneration and addressing inequalities, whilst also offering employers easy access to a very large labour market. Thirdly, it includes opportunities for large-scale development which together will have the critical mass to enable major investment in infrastructure and attract high quality businesses, jobs and housing. Collectively, these factors will ensure that the area has the ability to make a major contribution to the overall growth of Greater Manchester, as well as specifically helping to improve the performance of the northern areas of the city region.
- 4.51** Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the M62 north-east corridor, including improvements to Junctions 2/3 of the M66, provision of a new junction at Birch Services, and improvements to junction 21 of the M62. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester, to be identified through the North West Quadrant Study.
- 4.52** Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre and nearby main town centres. This provides an opportunity to deliver a more extensive and integrated public transport network in the north-east of Greater Manchester, connecting existing communities that are currently poorly served. Improvements to the Calder Valley Line have received commitments to be delivered and the M62 North-East Corridor will also benefit from additional local bus services as well as proposed rapid bus transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the M62 North-East Corridor and surrounding towns to the City Centre.

- 4.53** In addition to the transport investments needed to directly support the level of development proposed, consideration is being given to delivering infrastructure that will benefit the wider area, including options for tram-train operation along the route of the East Lancashire Rail line, alongside the Heritage Railway and options for a Metrolink or Bus Rapid Transit extension to Middleton.

## **Policy GM-Strat 7**

### **M62 North-East Corridor**

The M62 North-East Corridor will deliver a nationally-significant area of economic activity and growth, extending along the motorway from junction 18 to junction 21.

Over the period 2018-2037, land to accommodate around 2,008,750 sq m of new employment floorspace and approximately 24,000 new dwellings has been identified within the area.

The GMSF allocates three major sites within the area, and makes associated changes to the Green Belt boundaries, to support this growth:

- Policy GM Allocation 1 'Northern Gateway'
- Policy GM Allocation 2 'Stakehill'
- Policy GM Allocation 3 'Kingsway South'

The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.

## M62 NORTH EAST CORRIDOR

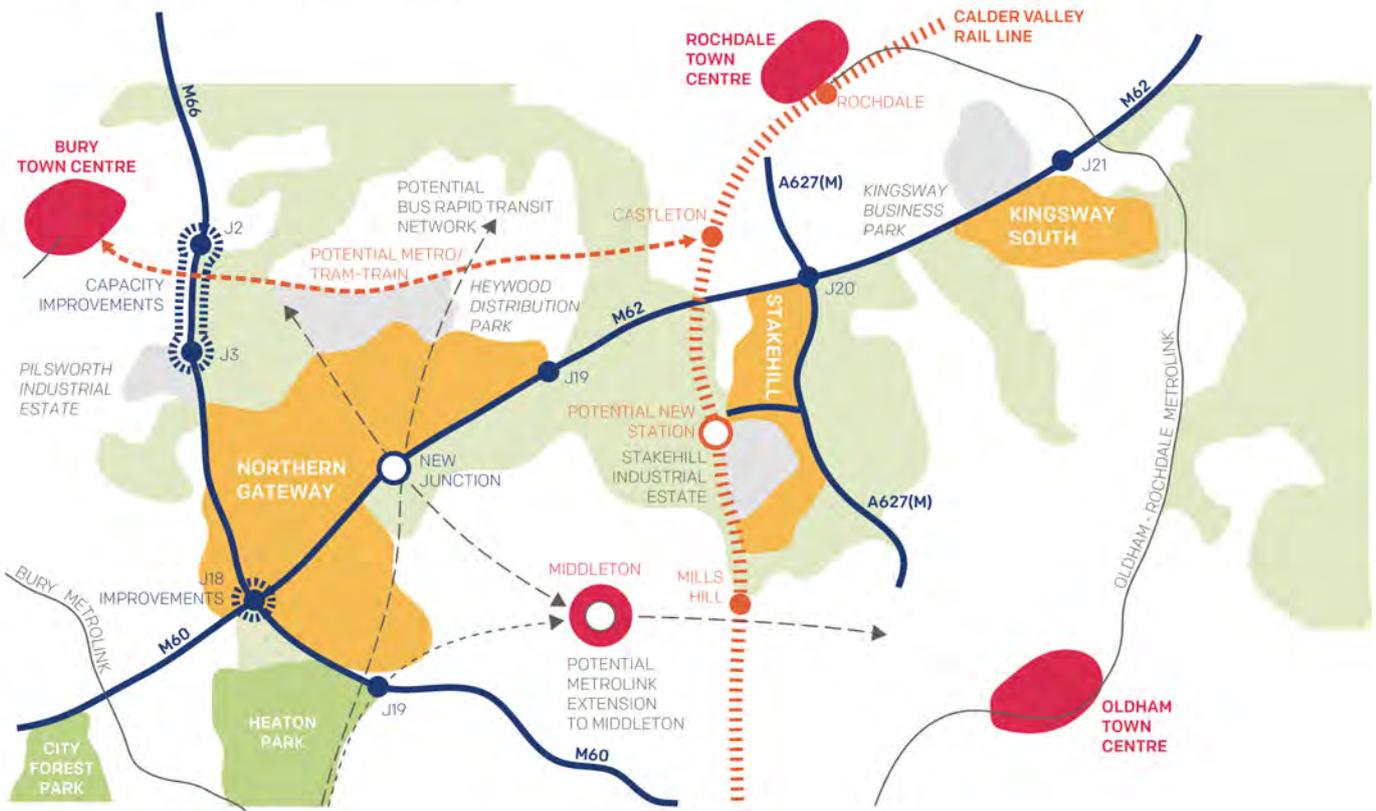


Figure 4.6 M62 North East Corridor

### Question 20

**Do you agree with the proposed policy on M62 North East Corridor?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Wigan-Bolton Growth Corridor

**4.54** The Wigan-Bolton Growth Corridor is located in the north-west of Greater Manchester, and will complement the M62 North-East Corridor to ensure that there are significant investment opportunities across the northern areas, helping to boost the competitiveness of all parts of

the north. The Wigan-Bolton Growth Corridor proposals are smaller in scale than the M62 North-East Corridor, but are nevertheless important in supporting long-term economic prosperity. The M6 logistics hub in Wigan (extending into Warrington, St Helens and West Lancashire) provides a major cluster of warehousing and distribution activity with easy access to the Port of Liverpool via the M58.

- 4.55** This growth corridor is focused around a proposed new road, a Bus Rapid Transit corridor and the more intense use of the Wigan-Atherton-Manchester rail line. The new road infrastructure will connect junction 26 of the M6 (which is also the junction for the M58 motorway that provides a direct connection to the Port of Liverpool) and junction 5 of the M61, running to the south of Wigan Town Centre, west of Atherton and east of Westhoughton. This transport infrastructure will significantly improve highway connections in the north-west of Greater Manchester, and better integrate the strong logistics function of the M6 corridor into the wider city region, as well as helping to address local congestion issues. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services as well as increased capacity and more stops. The rail line, new road and proposed Rapid Bus Transit extend through and near a series of deprived neighbourhoods across central Wigan and into south Bolton, and hence could have a major regenerative role.
- 4.56** There are numerous development sites already identified along this corridor, including some major brownfield sites such as to the south of Hindley. However, in order to maximise the contribution of this corridor to boosting the competitiveness of the northern areas, support the economic prospects of Wigan and Bolton, and enable the construction of the new road and Rapid Bus Transit, there is selective release of land from the Green Belt for employment and housing development.
- 4.57** Hulton Park, the proposed site for a Ryder Cup golf course, is at the eastern end of this growth corridor. The corridor also benefits from its proximity to other important assets. Wigan Town Centre lies just to the north, which provides direct rail access to London, with the current journey times of 2 hours set to reduce substantially with the arrival of HS2 services. The lowland wetland and mosslands are just to the south, forming part of the strategic green infrastructure network.

## **Policy GM-Strat 8**

### **Wigan-Bolton Growth Corridor**

The Wigan-Bolton Growth Corridor will deliver a regionally-significant area of economic and residential development.

A new highway will connect junction 26 of the M6 and junction 5 of the M61 through the construction of the M58/A49 Link Roads as well as the implementation of the Wigan and Bolton new east-west road and public transport infrastructure. Measures to increase the use of the Wigan-Atherton-Manchester rail line will be implemented, potentially including conversion to allow for metro/tram-train services.

Over the period 2018-2037, land to accommodate around 798,000 sq m of new employment floorspace and approximately 12,000 new dwellings has been identified within the area.

A large proportion of this new development will be on previously-developed land. In addition, the GMSF allocates the following sites within the area, and makes associated changes to the Green Belt, to further support the success of the growth corridor:

- Policy GM Allocation 5 'Chequerbent North'
- Policy GM Allocation 6 'West of Wingates / M61 Junction 6'
- Policy GM Allocation 48 'M6, Junction 25'
- Policy GM Allocation 51 'West of Gibfield'

The restoration of Hulton Park, and the provision of a Ryder Cup standard golf course and associated leisure and tourism facilities, will be supported.

## WIGAN-BOLTON GROWTH CORRIDOR

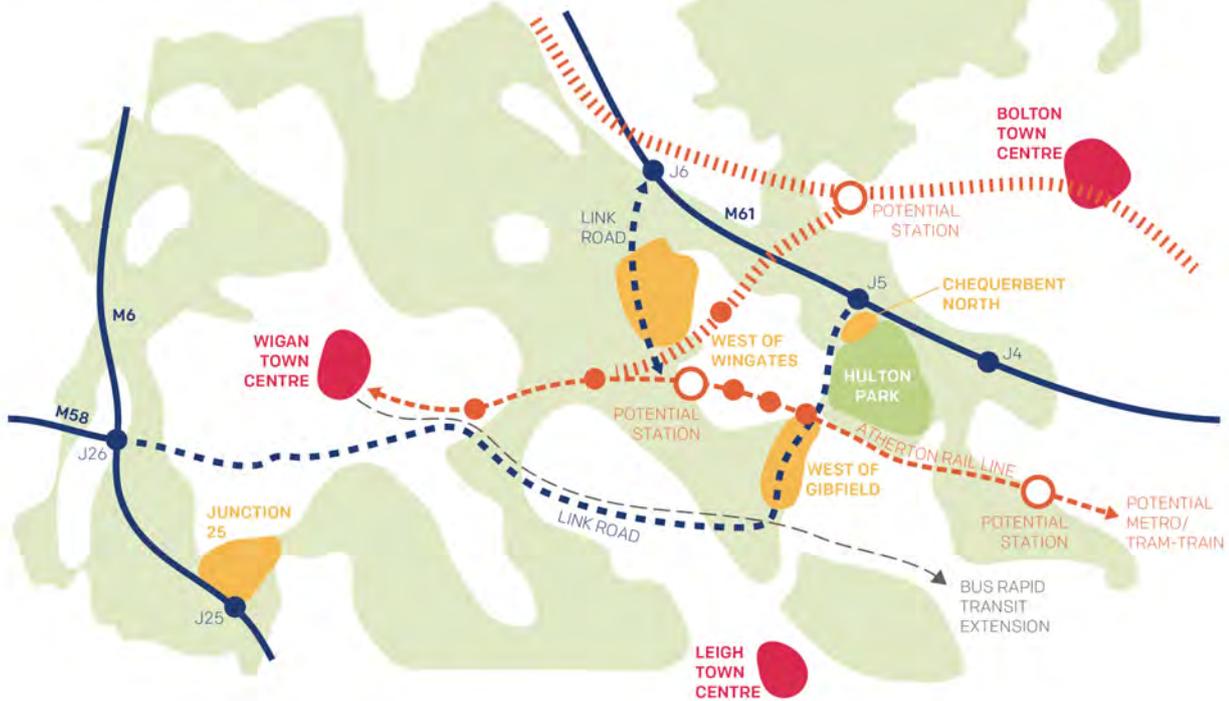


Figure 4.7 Wigan-Bolton Growth Corridor

### Question 21

**Do you agree with the proposed policy on the Wigan-Bolton Growth Corridor?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Sustaining Southern Competitiveness

- 4.58** The southern areas of Greater Manchester are typically characterised by high levels of demand and forecast growth, and include some of the city region’s most popular neighbourhoods. Large parts of the south, extending into north Cheshire, have high house

prices and relatively high household incomes, but also significant issues of affordability. Nevertheless, there are pockets of deprivation across the southern areas, and hence significant disparities between communities.

- 4.59** Large parts of the south have good rapid transit connections to the City Centre. The area also benefits from the international connections of Manchester Airport. Following the completion of HS2 and Northern Powerhouse Rail, the City Centre and Manchester Airport will be amongst the best-connected locations in the country, and the southern areas will be well-located to take advantage of this.
- 4.60** The landscape of the southern areas contrast with the upland landscape of the northern parts of Greater Manchester. The southern areas contain important strategic green infrastructure assets, including major river valleys such as the Mersey and Bollin and some extensive areas of woodland particularly in Stockport.
- 4.61** The overall spatial strategy for Greater Manchester seeks to spread prosperity to all parts of the city region. However, this must be balanced with the need to ensure that the competitiveness of the southern areas is sustained, and the potential of key assets such as Manchester Airport is realised. It is essential that this is done in a sensitive way that protects the character and quality of key landscapes.
- 4.62** A significant amount of investment in both development and new and improved transport infrastructure will be focused around Manchester Airport. This will include the selective release of Green Belt for new employment and housing around the airport and on the main east-west axis extending along the airport relief road through to the Davenport Green area around the proposed HS2 station. The other major proposal in the southern areas is the creation of a new settlement at Carrington in Trafford, which will provide a significant proportion of the area's new housing as well as supporting the regeneration of neighbouring Partington. Separate policies on the Manchester Airport area and New Carrington are set out below.
- 4.63** The southern areas benefit from their proximity to prosperous locations just outside Greater Manchester, such as Cheshire East and Warrington, and taking opportunities to increase further the economic and functional connections between these areas would support their mutual success. It will be important to coordinate major development close to the boundaries of Greater Manchester, such as the North Cheshire Growth Village in Cheshire East, particularly in terms of transport implications.

## Policy GM-Strat 9

### Southern Areas

The economic competitiveness, neighbourhood quality and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on maximising the economic potential of, and benefits of investment in, Manchester Airport and associated transport infrastructure which will be complemented by the selective release of Green Belt for new employment and housing.

## Question 22

### Do you agree with the proposed policy on Southern Areas?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Manchester Airport

- 4.64** Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2018. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables Northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for Greater Manchester but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.
- 4.65** A major (£1bn) investment programme is underway to transform the airport and improve its facilities to create a much improved customer experience and meet the changing needs of passengers and airlines. Its expanding route network and growth are supported by the

Government's policy<sup>(17)</sup> to make best use of the UK's runway capacity and maintain the UK's international connectivity and place in the global market. This could also help to reduce pressure on congested airports in London and the South East.

- 4.66** To maximise the contribution of the airport to the wider growth agenda, it needs to be well-connected to the key towns and cities that it serves. High quality reliable and speedy journeys are crucial to spreading the economic stimulus that it creates and encouraging the growth in long haul services. This requires further investment in the North's strategic road and rail corridors, as part of a wider strategy to better connect the region's key gateways and economic centres. The provision of a new HS2 station with journey times to London of just over an hour, and the planned Northern Powerhouse rail network will significantly improve the airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country. Journeys to the Airport will also be enhanced by the completion of the Metrolink Western Leg and proposed Rapid Bus Transit services. This improved connectivity, along with improved links and services across Greater Manchester, will not only be vital to increasing the proportion of passengers and staff who access the airport by public transport, but will also support wider business opportunities and investment, attract inbound visitors and help to spread the employment opportunities at the airport to communities across the conurbation.
- 4.67** The airport therefore provides a major opportunity to boost the competitiveness and prosperity of Greater Manchester, and the wider UK, and support higher levels of economic growth. Although the safeguarding zones and noise contours associated with Manchester Airport introduce some restrictions on the height of buildings and type of uses in some of the surrounding area, there is considerable potential to increase the scale of economic activity and housing near to the airport and the proposed HS2 station, enabling more residents and businesses to take advantage of the outstanding connectivity in an area of high market demand.

## Policy GM-Strat 10

### Manchester Airport

The continued operation and growth of Manchester Airport will be supported, enabling it to be developed as a world class airport with high quality services and facilities and being the UK's principal international gateway outside London. 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. The airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting the economic and social regeneration of GM. It will be central to raising the global profile and economic performance of Greater Manchester.

<sup>17</sup> Beyond the Horizon. Making best use of existing runways. DfT June 2018 - see [www.gov.uk/government/publications/aviation-strategy-making-best-use-of-existing-runways](http://www.gov.uk/government/publications/aviation-strategy-making-best-use-of-existing-runways)

The public transport accessibility of the area will be greatly enhanced, including through:

- A. The development of a new HS2 station immediately to the west of the airport;
- B. Northern Powerhouse Rail connections to other city regions;
- C. The construction of the Western Leg extension of Metrolink via the proposed HS2 station, connecting back to the existing line near Wythenshawe Hospital;
- D. Improved local public transport services and connections such as Rapid Bus Transit links towards Altrincham and Carrington.

The benefits of the exceptional connections will be maximised, including by:

1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sq m of office, logistics, hotel and advanced manufacturing space;
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;
3. Delivering approximately 60,000 sq m of office floorspace around the new HS2 station;
4. Providing around 2,400 new homes to the west of the M56 at Timperley Wedge;
5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location.

The GMSF allocates three sites near the airport, and makes associated changes to the Green Belt boundaries, to support these developments:

- Policy GM Allocation 10 'Global Logistics'
- Policy GM Allocation 46 'Timperley Wedge'
- Policy GM Allocation 11 'Roundthorn Medipark Extension'

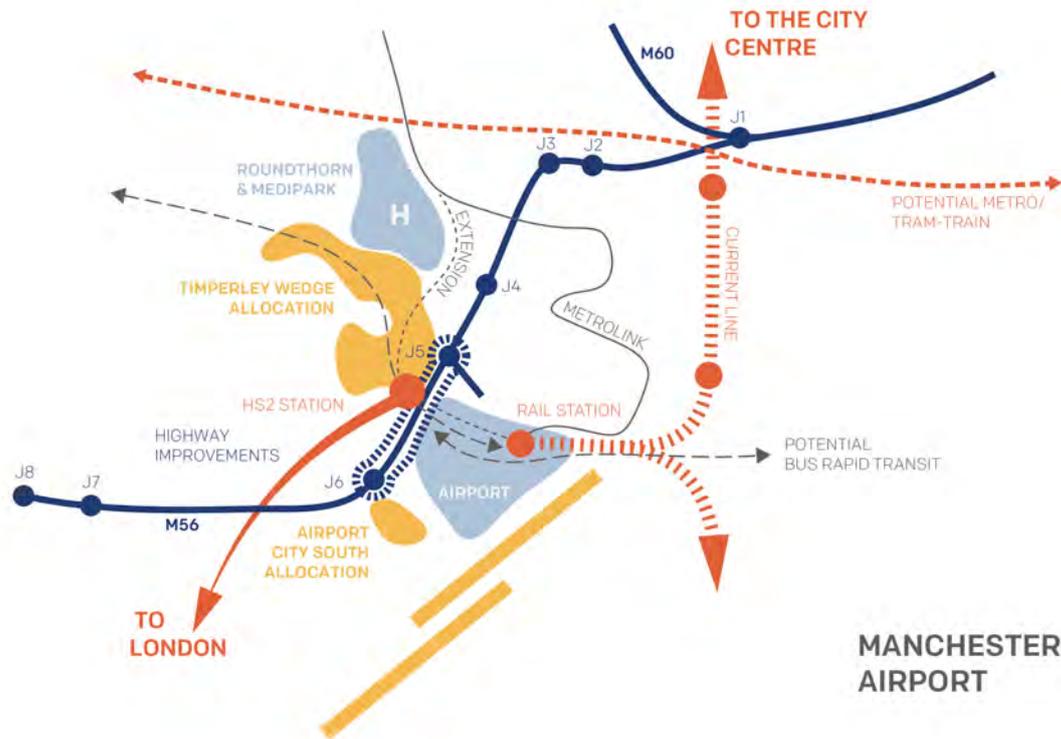


Figure 4.8 Manchester Airport

### Question 23

**Do you agree with the proposed policy on Manchester Airport?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### New Carrington

**4.68** New Carrington provides the only opportunity in Greater Manchester to deliver a new settlement of significant size. This location in the western part of Trafford enables the redevelopment of the extensive former Shell Carrington industrial estate, support the

regeneration of neighbouring Partington and Sale West, and delivers the scale and mix of development and associated infrastructure necessary to support a sustainable settlement. This necessitates the release of some Green Belt land.

- 4.69** The inclusion of a large amount of employment development and local facilities, as well as a diverse range of housing, will enable New Carrington to function as a sustainable neighbourhood within Greater Manchester rather than a isolated community. However, it will be important to ensure that it is fully integrated into the existing Partington and Sale West areas, so that its regenerative potential is maximised and existing and new communities are not separated.
- 4.70** The area is currently served relatively poorly by public transport, and significant investment will be required to ensure that residents and workers in the area can travel sustainably. The former railway line that runs through the site has considerable potential in this regard, offering the opportunity for rapid transit that could link to the existing network in south Manchester and hence provide good connections to key economic locations such as the City Centre and Manchester Airport, and also extend through to Cadishead in Salford to enable better movement across the Manchester Ship Canal. Major improvements in highway access will also be required, potentially including a new cross-canal link as well as upgrades to the Carrington Spur and Junction 8 of the M60 which connect into the development area.
- 4.71** The scale of the new settlement will make it especially important that its sustainability is maximised and any environmental impacts are mitigated. For example, Sinderland Brook/Red Brook is an important feature in the area, with surrounding new development offering the potential for its naturalisation and flood risk mitigation. The size of New Carrington also means that its development will extend beyond the end of the GMSF period.

## Policy GM-Strat 11

### New Carrington

Over the period 2018-2037 land to accommodate around 6,100 dwellings and 410,000 sq m of employment floorspace has been identified and will be delivered with a new local centre. It will be fully integrated with the existing Partington and Sale West neighbourhoods.

Major investment in public transport and highway infrastructure, such as the Carrington Relief Road, improvements to Junction 8 of the M60 and public transport corridors will need to be delivered to support the development of New Carrington, ensuring it is well-connected to the rest of Greater Manchester.

Policy GM Allocation 45 'New Carrington' allocates the development site and provides more detailed requirements for its implementation.

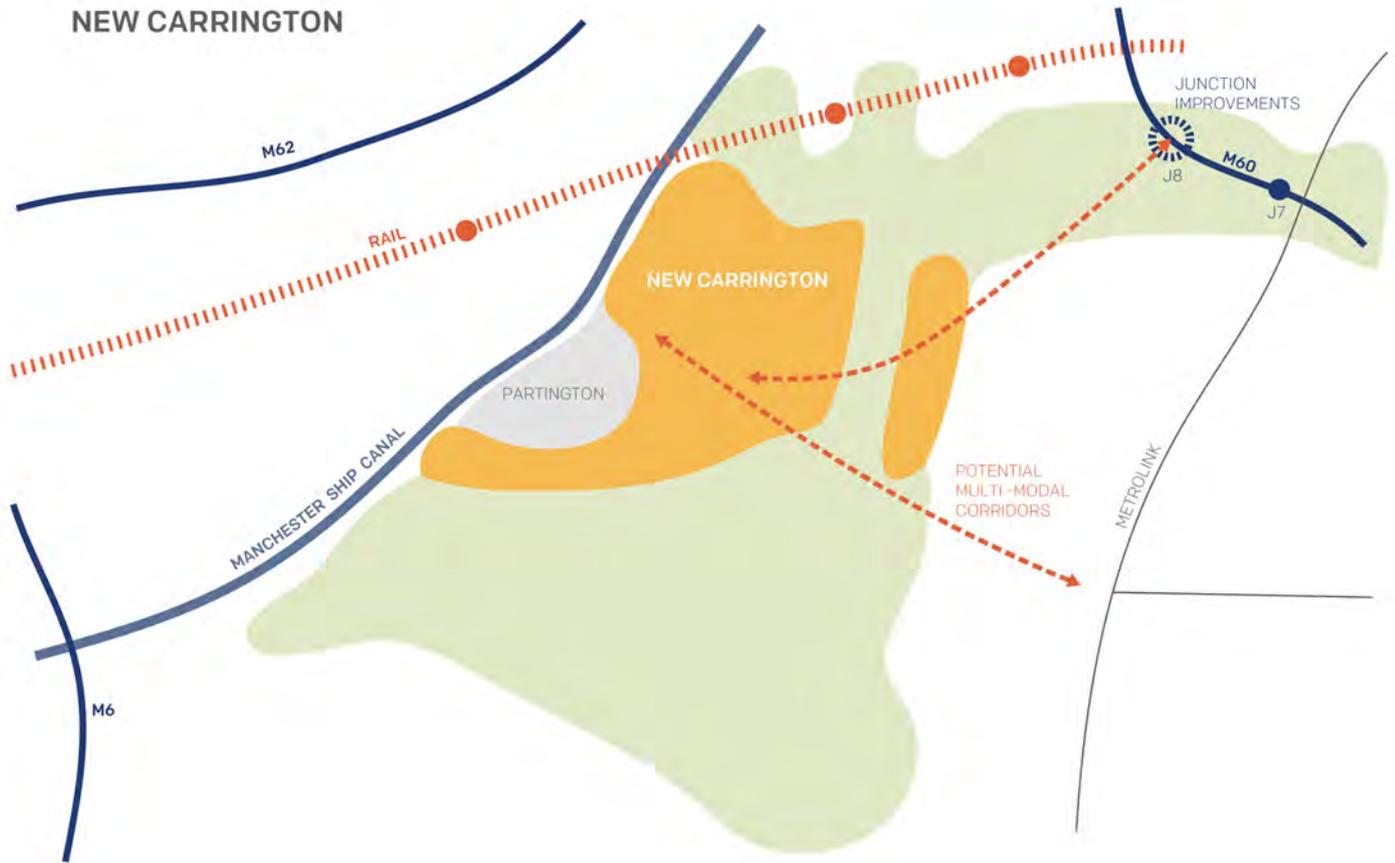


Figure 4.9 New Carrington

### Question 24

**Do you agree with the proposed policy on New Carrington?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Main Town Centres

**4.72** There are eight main town centres in Greater Manchester: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan. They are immensely important to their host districts, as a source of local identity and pride, the prime location for shops and

services, and a major supply of employment and leisure opportunities. They are complemented by a diverse collection of smaller town centres and local centres across the ten districts.

- 4.73** The main town centres are amongst the most accessible locations by public transport, walking and cycling. Each centre benefits from a relatively large catchment populations which makes them suitable locations for a range of office, retail, leisure and tourism development. It also means that they function as important transport gateways to the wider Greater Manchester area and beyond but services to the City Centre are generally better than between the town centres.
- 4.74** Changes in the retail market and the way that both public and private services are delivered have placed pressures on town centres, for example resulting in the closure of some shops including historic ‘anchor’ stores. The main town centres will need to adapt and respond to changing circumstances if they are to continue to flourish and successfully meet the needs of surrounding communities. The long-standing retail, leisure, cultural and community functions will remain central, but the way they are provided is likely to evolve. The Mayor's Town Centre Challenge is positively promoting our town centres' evolution.
- 4.75** Expanding the resident population of the main town centres will become increasingly important, helping to generate the necessary footfall and vibrancy to sustain facilities and enhance the attractiveness of the centres, and enabling more people to take advantage of their transport connections. This residential market is quite poorly developed in most of the centres at present, but the potential in each is significant. The main town centres offer the opportunity to provide a more affordable alternative to the City Centre and the Quays, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities. The public transport corridors into the main town centres will also have an important function, especially as a location for new housing, further increasing the number of people with easy access to town centre facilities by sustainable modes of transport.

## Policy GM-Strat 12

### Main Town Centres

The role of the main town centres as local economic drivers will continue to be developed, providing the primary focus for office, retail, leisure and cultural activity for their surrounding areas.

Opportunities to further increase the population catchments of these centres will be taken, including significantly increasing the resident population of the main town centres. This will be achieved alongside rather than displacing the range of non-residential uses in the centres. Housing growth along the key public transport corridors into the main town centres will also be promoted, further increasing the population catchments of those centres.

The role of the main town centres as major public transport hubs will be developed, enabling local residents to access opportunities across Greater Manchester as well as within the centres themselves.

Development will be carefully managed to ensure that the local distinctiveness of each main town centre is retained and enhanced.

## Question 25

### Do you agree with the proposed policy on Main Town Centres?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Strategic Green Infrastructure

- 4.76** Green infrastructure (the network of green and blue spaces and features) provides a range of vital environmental services for Greater Manchester, contributing to quality of life, supporting economic growth, and promoting good health. It is an essential component of attractive and liveable places, and hence its importance must not be underestimated. More details on the approach to green infrastructure are set out in a later chapter titled 'A greener Greater Manchester'.
- 4.77** Protecting and enhancing the green infrastructure network throughout Greater Manchester is central to the overall vision for the city region, but there are a small number of green infrastructure assets that are of particular significance and hence need to be seen as an integral element of the spatial strategy. They make a major contribution to the character of different parts of Greater Manchester, are key components of the wider network of habitats, and often fulfil other important functions such as managing flood risk, providing recreation opportunities and sequestering carbon.

## Policy GM-Strat 13

### Strategic Green Infrastructure

The following strategic green infrastructure assets will be protected and enhanced as key features within Greater Manchester:

1. River valleys and waterways (see 'River Valleys and Waterways')
2. Lowland wetlands and mosslands (see 'Lowland Wetlands and Mosslands')

3. Uplands (see 'Uplands')
4. Trees and woodland (see 'Trees and Woodland').

## Question 26

**Do you agree with the proposed policy on Strategic Green Infrastructure?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## A Sustainable and Integrated Transport Network

- 4.78** The strength and future success of Greater Manchester as a whole and the strategically important locations identified in this plan will depend partly on the quality of public transport connections. Such links are vital for enabling businesses to take advantage of the city region's huge labour market and skills base, and for residents to access the vast number of jobs, leisure opportunities and other facilities.
- 4.79** Rapid transit routes, such as rail, Metrolink and guided busways, are especially important, as they provide the type of frequent, fast, high quality services that are a particularly attractive alternative to the car. Greater Manchester is already relatively well-served by rapid transit networks, but there is considerable scope for further expansion and enhancement including the development of orbital links. The focus of such routes is typically the City Centre - which is why there is an urgent need to increase the capacity of the network in the central area - but there are also important links between other centres.
- 4.80** The significance of these rapid transit routes, and the costs involved in constructing and operating them, make it essential that their benefits are maximised. Delivering a significant increase in the number of residents that have easy access to such routes is therefore a central priority for the GMSF, including identifying additional sites for residential development in close proximity to rapid transit stops and stations, and ensuring that homes are delivered at densities that enable as many people as possible to live in these locations.
- 4.81** Almost 76% of public transport trips in Greater Manchester are by bus across a very broad network of services, which means there is also a strong imperative to improve and strengthen our bus network for existing passengers and to encourage new users. Greater Manchester is currently assessing options to reform the bus market which have the potential to bring significant benefits to the network.

## Policy GM-Strat 14

### A Sustainable and Integrated Transport Network

The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

An ambitious programme of investment in our transport network will be crucial to ensure more people have access to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets.

The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and a city centre rapid transit tunnel will ensure all new routes function effectively as part of the overall network.

Higher densities will typically be appropriate in locations with good access to rapid transit connections.

New development will also have a significant role in delivering Greater Manchester's future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

## Question 27

**Do you agree with the proposed policy on a Sustainable and Integrated Transport Network?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

CHAPTER FIVE

**A SUSTAINABLE  
AND RESILIENT  
GREATER  
MANCHESTER**



## 5 A Sustainable and Resilient Greater Manchester

### Sustainable Development

- 5.1 The purpose of the planning system as set out in legislation and the National Planning Policy Framework (2018) is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.2 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).
- 5.3 This idea of delivering economic, social and environmental benefits together, in a mutually reinforcing way rather than sacrificing some objectives to deliver others, is at the heart of sustainable development and central to the GMSF.
- 5.4 The GMSF can contribute to achieving many of these objectives, as well as supporting the overarching goal of sustainable development. This is reflected in the overall strategy, the proposed scale and location of development, and the individual policies and allocations. It includes protecting and enhancing key environmental resources, combating climate change, supporting high levels of economic growth in a way that can benefit all residents, and delivering sustainable patterns of development that minimise the need to travel and reliance on the car.

### Policy GM-S 1

#### Sustainable Development

Development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts and actively seek opportunities to secure net gains across each of the different objectives.

Preference will be given to using previously-developed (brownfield) land to meet development needs.

### Question 28

**Do you agree with the proposed policy on Sustainable Development?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Meeting Our Carbon Commitments

5.5 Greater Manchester's Vision is to be at the forefront of action on climate change and to make its 'fair' contribution to international commitments on climate change.

5.6 To achieve this Greater Manchester will need to:

- Be 'carbon neutral' by 2038
- Hold cumulative carbon dioxide emissions to within the Greater Manchester carbon budget
- Initiate a programme of mitigation to reduce emissions including by:
  - Significantly upscaling photovoltaic energy;
  - Reducing heat demand in homes;
  - Moving away from carbon intensive gas as the primary source of heat;
  - Reducing heating and cooling demand for public and commercial buildings; and
  - Increasing biofuel use.

5.7 The vision for a carbon neutral city region by 2038 was set out at the Mayor's landmark **Green Summit** in March 2018 and in the "**Springboard to a Green City Region**," published in July 2018 <sup>(18)(19)</sup>. This vision, alongside a 5 Year Plan to deliver it, will be developed further for agreement at the second Green Summit in March 2019.

5.8 The GMSF has an important role to play in supporting these ambitions, whilst still enabling forecast development needs to be met. As a result, climate change is a key theme running throughout the plan, rather than being reduced to a single policy, and it is only through this combination of actions that it can be properly addressed.

## Carbon and Energy

5.9 The vast majority of the existing homes in Greater Manchester will still be in existence in 2050<sup>(20)</sup>. Existing domestic buildings contribute 33% of Greater Manchester's carbon dioxide emissions whilst existing non-domestic buildings contribute 35%<sup>(21)</sup>. Retrofitting the existing building stock therefore presents a significant opportunity to help meet the 2038 carbon neutrality target.

18 See [https://www.greatermanchester-ca.gov.uk/info/20005/green\\_city\\_region/117/green\\_summit/2](https://www.greatermanchester-ca.gov.uk/info/20005/green_city_region/117/green_summit/2)

19 See <http://www.mace.manchester.ac.uk/our-research/centres-institutes/tyndall-manchester/news-events/new-tyndall-manchester-report-quantifying-the-implications-of-the-paris-agreement-for-greater-manchester.htm>

20 DCLG figure quoted in [http://www.lcmp.eng.cam.ac.uk/wp-content/uploads/081012\\_kelly.pdf](http://www.lcmp.eng.cam.ac.uk/wp-content/uploads/081012_kelly.pdf)

21 Energy Systems Catapult (2016), *Greater Manchester Spatial Energy Plan*: <https://es.catapult.org.uk/publications/greater-manchester-spatial-energy-plan-full-report/>

- 5.10** Without any mitigation, new development will increase the demand for energy and is estimated to result in around a 3% increase in carbon emissions<sup>(22)</sup>. However, growth and new development also enables new public transport investment, supports the establishment of new energy centres and decentralised heat infrastructure and is an opportunity to deliver high standards of energy efficiency through good design. Clean growth is essential to meet future emission targets and to avoid costly retrofit programmes at a later date. Making this happen will require a co-ordinated approach to be taken towards carbon reductions through new and existing buildings and strategic energy infrastructure.
- 5.11** To meet the 2038 carbon neutrality target, all new homes and commercial/industrial buildings will need to be net zero carbon by 2028. We will work with the Green Building Council and other building environment professionals in Greater Manchester to test this date, and see whether it can be brought forward (and the intervening steps required such as the balance between building efficiency, onsite energy generation and off-setting measures for remaining carbon emissions).
- 5.12** 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. 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 Greater Manchester will not support hydraulic fracturing (fracking).

## Policy GM-S 2

### Carbon and Energy

The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

1. Securing a sustainable pattern of development;
2. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy;
3. Taking a positive approach to renewable and low carbon energy schemes;
4. Keeping fossil fuels in the ground;
5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets<sup>(23)</sup>;
6. Increasing carbon sequestration through the restoration of peat-based habitats, woodland management and tree-planting;
7. Development of Local Energy Area plans to develop cost effective pathways to achieve carbon targets; and
8. An expectation that new development will:

22 Energy Systems Catapult (2016), *Greater Manchester Spatial Energy Plan*: <https://es.catapult.org.uk/publications/greater-manchester-spatial-energy-plan-full-report>

23 Such assets could be electricity generation or storage infrastructure or a mixed hybrid approach subject to local demand and connectivity

- a. Be zero net carbon from 2028 by following the energy hierarchy (with any residual carbon emissions offset), which in order of importance seeks to:
  - i. Minimise energy demand;
  - ii. Maximise energy efficiency;
  - iii. Utilise renewable energy;
  - iv. Utilise low carbon energy; and
  - v. Utilise other energy sources.

With an interim requirement that all new dwellings should seek a 19% carbon reduction against Part L of the 2013 Building Regulations

- b. Incorporate adequate electric vehicle charging points to meet likely long-term demand;
- c. Where practicable, connect to a renewable/low carbon heat and energy network;
- d. Achieve a minimum 20% reduction in carbon emissions (based on the dwelling emission or building emissions rates) through the use of on site or nearby renewable and / or low carbon technologies; and
- e. Include a carbon assessment to demonstrate how the design and layout of the development sought to maximize reductions in whole life CO<sub>2</sub> equivalent carbon emissions.

District Local Plans may set out specific carbon emission reduction targets or promote other measures through which energy efficiency of buildings can be achieved.

## Question 29

### Do you agree with the proposed policy on Carbon and Energy?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Heat and Energy Networks

- 5.13** Around two-thirds of Greater Manchester's carbon emissions come from domestic and commercial buildings. Government analysis<sup>(24)</sup> identifies heat/energy networks as a cost-effective solution to this issue within areas of high heat density, with modelling suggesting that heat networks could be an important part of the least-cost mix of technologies needed to achieve UK-wide decarbonisation targets by 2050.

<sup>24</sup> See <https://www.gov.uk/government/publications/the-future-of-heating-a-strategic-framework-for-low-carbon-heat> and <https://www.gov.uk/government/publications/the-future-of-heating-meeting-the-challenge>

- 5.14** Within Greater Manchester analysis shows that heat networks have the potential to achieve significant emissions reductions and have significant potential for promoting regional growth in the Low Carbon sector<sup>(25)</sup>. Further analysis<sup>(26)</sup> has identified heat networks as among the technologies/systems offering the highest technical potential to contribute to carbon emissions reductions. The dense urban nature of some parts of Greater Manchester and the scale of development proposed in the GMSF allocations means that there are opportunities for significant growth of heat networks aligned with, and building out from, strategic development sites. Analysis by Government<sup>(27)</sup> suggests a threshold of around 26 kWh/m<sup>2</sup>/year above which heat networks are likely to be viable (noting that this figure is one of several factors that may affect viability, and is commonly used to inform early stage analysis only). National Heat Map data<sup>(28)</sup> suggests much of Greater Manchester’s urban areas are above this viability threshold.
- 5.15** The UK Clean Growth Strategy (CGS)<sup>(29)</sup> sets out possible pathways to decarbonise the UK’s economy by 2050 if the requirement of at least an 80% reduction in greenhouse gas emissions<sup>(30)</sup> is to be achieved.

## Policy GM-S 3

### Heat and Energy Networks

The provision of decentralised energy infrastructure is critical to the delivery of Greater Manchester’s objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this:

1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as “Heat and Energy Network Opportunity Areas”. These will be identified where:
  - a. Existing heat/energy networks are operational or have been commissioned;
  - b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning.
  - c. Sufficient density of existing heat demand occurs<sup>(31)</sup>; and
  - d. Significant future development is proposed at the strategic development locations.
2. Within the identified “Heat and Energy Network Opportunity Areas”, there will be:

25 See <http://enworks.com/resources/ESTA%20Wedges%20Approach%20in%20Greater%20Manchester%20Final.pdf>

26 See <https://es.catapult.org.uk/publications/greater-manchester-spatial-energy-plan-full-report/>

27 See <http://webarchive.nationalarchives.gov.uk/20111011151922/http://www.decc.gov.uk/assets/decc/what%20we%20do/uk%20energy%20supply/energy%20mix/distributed%20energy%20heat/1467-potential-costs-district-heating-network.pdf>

28 See <https://www.cse.org.uk/projects/view/1183>

29 See <https://www.gov.uk/government/publications/clean-growth-strategy>

30 Set out in the Climate Change Act (2008) - see <https://www.legislation.gov.uk/ukpga/2008/27/contents>

31 <https://www.cse.org.uk/projects/view/1183>

- a. A requirement that new residential developments over 10 dwellings or other developments over 1,000 m<sup>2</sup> floorspace—should evaluate the viability of:
    - i. Connecting to an existing or planned heat/energy network (where such a network has been identified within the Heat Network Opportunity Areas); and/or
    - ii. Installing a site-wide or communal heat/energy network solution.
  - b. A requirement, where unviable to connect to an existing network or install a site-wide or communal heat/energy network, for new development to incorporate appropriate capability to enable future connection (e.g. adequate space in plant-room for plate heat exchangers, capped-off flow/return connections);
  - c. A ‘presumption in favour 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;
  - 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;
  - e. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and
  - f. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.
3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:
- a. Identification of existing and proposed heat/energy loads;
  - b. Identification of heat/energy supply sources;
  - c. Identification of opportunities to utilise renewable and low carbon energy sources;
  - d. Identification of opportunities to utilise waste and secondary heat sources;
  - e. Impact of proposals and technology choices on local air quality;
  - f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK<sup>(32)</sup>, or equivalent); and
  - g. Adopting appropriate consumer protection standards (e.g. HeatTrust<sup>(33)</sup>, or equivalent).

32 <http://www.cibse.org/Knowledge/CIBSE-other-publications/CP1-Heat-Networks-Code-of-Practice-or-the-UK>

33 <http://www.heattrust.org/index.php>

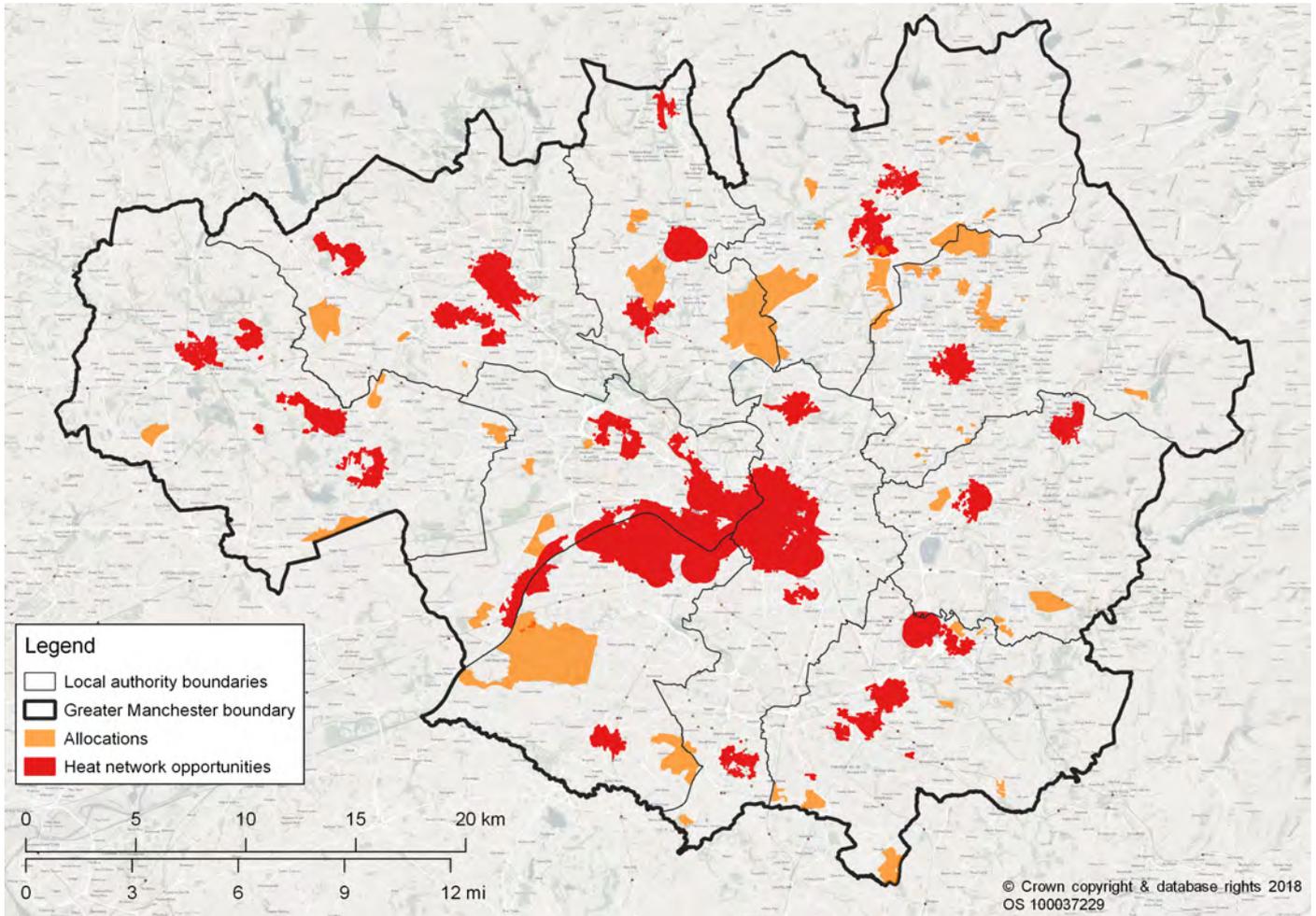


Figure 5.1 Heat and energy network opportunities

### Question 30

**Do you agree with the proposed policy on Heat and Energy Networks?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Resilience

**5.16** Greater Manchester aims to be one of the most resilient places in the world.

**5.17** A key part of achieving sustainable development is ensuring resilience, making sure that Greater Manchester maintains its capacity to function, so that the people living and working here survive and thrive no matter what stresses or shocks they encounter. Greater

Manchester is part of the Rockefeller Foundation’s 100 Resilient Cities programme (100RC)<sup>(34)</sup>, which aims to help cities become more resilient to potential challenges. Greater Manchester is committed to developing 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.

- 5.18** 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.
- 5.19** The Greater Manchester Community Risk Register<sup>(35)</sup> and work under the 100RC programme identify that river and surface water flooding, hazardous materials accidents, terrorism, and disease outbreaks are some of the most significant resilience challenges faced. The way in which Greater Manchester develops will have a significant impact on future levels of risk and vulnerability, and the ability of people and places to recover from acute shocks.

## Policy GM-S 4

### Resilience

The development of Greater Manchester will be managed so as to increase considerably the capacity of its citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges. Key measures will include:

1. Ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster;
2. Supporting the retrofitting of existing buildings, infrastructure and places to enhance their resilience;
3. Locating critical infrastructure and vulnerable uses away from locations at a high risk of acute shocks;
4. Providing adaptable buildings and places that can easily respond to changing needs and technologies;
5. Designing out opportunities for crime, anti-social behaviour and terrorism;
6. Designing indoor and outdoor environments to provide a reduction and respite from more extreme temperatures and winds associated with climate change and greater urbanisation;

34 See [www.100resilientcities.org/](http://www.100resilientcities.org/)

35 See [www.gmemergencyplanning.org.uk/gmprepared/info/2/greater\\_manchester\\_community\\_risk\\_register](http://www.gmemergencyplanning.org.uk/gmprepared/info/2/greater_manchester_community_risk_register)

7. Increasing the size, spread, quality and interconnectedness of the green infrastructure network, enabling the city region, its citizens and wildlife to adapt to changing conditions;
8. Taking an integrated catchment-based approach to managing flood risk;
9. Maintaining a very high level of economic diversity across Greater Manchester;
10. Delivering at least 50,000 new affordable homes over the period 2018-2037;
11. Promoting significant enhancements in education, skills and knowledge;
12. Supporting healthier lifestyles and minimising potential negative impacts on health including air pollution; and
13. Carefully controlling the location of hazardous installations and new development that could be adversely affected by them.

### Question 31

#### Do you agree with the proposed policy on Resilience?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Flood Risk and the Water Environment

- 5.20** Water is a precious resource that is essential for life. As well as meeting human needs for drinking, washing and cooking, it is also vital for the health of the natural environment, supports agriculture and fisheries, provides a resource for many businesses, and offers opportunities for transport and recreation. However, there are many pressures on the water environment that adversely impact on its ability to fulfil these functions.
- 5.21** Greater Manchester is located within a complex hydrological network that extends into surrounding districts and beyond. This means that individual areas cannot be viewed in isolation, as rainfall and activities in one place can have significant impacts on the water environment in other locations. The Irwell and Mersey catchments dominate Greater Manchester, covering around 78% of its total area, with the River Douglas and Glaze Brook being the other fluvial catchments. All catchments except the River Douglas drain into the Manchester Ship canal, which therefore has a very important drainage and flood management function.

- 5.22** Over 50,000 properties in Greater Manchester have a 1% chance of flooding from main rivers in any year. 30% of these properties are located in Salford, 20% in Manchester and 15% in Wigan, with the remainder distributed fairly evenly across the other districts. These high risk areas include some of the most deprived communities as well as some of the most economically important locations.
- 5.23** The majority of the urban area of Greater Manchester could be at risk from surface water flooding<sup>(36)</sup>. There are also areas in which groundwater flooding can pose risks and where extensive canal and reservoir infrastructure generates flood risks, associated with potential overtopping and embankment breaches.
- 5.24** Climate change is expected to significantly increase peak river flows and surface water run-off as a result of more intense rain events, potentially placing many more properties at risk in the future unless flood defences, drainage and run-off management are improved. A coordinated catchment-wide approach to all types of flood risk will be required to address these challenges and minimise potential harm to people and property, including actions upstream of Greater Manchester.
- 5.25** The North West River Basin Management Plan (prepared to meet the requirements of the EU Water Framework Directive) provides a framework for protecting and enhancing the benefits provided by the water environment across Greater Manchester and beyond. It sets out legally binding objectives for the quality of water bodies, with the default being that they should be classified as ‘good’ overall based on their ecological status or potential and their chemical status. Very few water bodies in Greater Management currently reach the required standard<sup>(37)</sup>.
- 5.26** Addressing this will require a wide range of measures, including naturalisation of watercourses, reductions in storm overflow sewage discharges, better land management, and improved management of surface water. Some of these actions will also assist in managing flood risk. For example, the use of natural flood management measures that work with natural processes can provide multiple benefits for people and wildlife, helping to restore habitats, improve water quality and reduce soil erosion, as well as lowering peak flows and flash flooding. Sustainable Drainage System (SuDS) schemes can provide appropriate solutions to addressing both flood risk and water quality issues.
- 5.27** In addition to the general need to improve water quality, the Environment Agency has defined source protection zones for groundwater sources such as wells, boreholes and springs used for public drinking water supply<sup>(38)</sup>. The control of potentially contaminating activities is particularly important in these locations.

36 <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>

37 See [www.gov.uk/government/publications/north-west-river-basin-district-river-basin-management-plan](http://www.gov.uk/government/publications/north-west-river-basin-district-river-basin-management-plan)

38 See [https://mappinggm.org.uk/gmodin/?lyrs=ea\\_source\\_protection\\_zones#open\\_street\\_map/11/53.5069/-2.3201](https://mappinggm.org.uk/gmodin/?lyrs=ea_source_protection_zones#open_street_map/11/53.5069/-2.3201)

The Plan is being informed by a Strategic Flood Risk Assessment (SFRA), this is an iterative process reflecting the most up-to-date supply of existing development sites, the strategic locations in the plan, draft allocations and continuous dialogue with the Environment Agency, United Utilities, Lead Local Flood Authorities and the Canal and River Trust.

## Policy GM-S 5

### Flood Risk and the Water Environment

An integrated catchment based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by:

1. Returning rivers to a more natural state, where practicable, in line with the North West River Basin Management Plan;
2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;
3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;
4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible (unless demonstrably inappropriate) so as to not exceed greenfield run-off rates or alternative rates specified in district local plans<sup>(39)</sup>.
5. Ensuring that sustainable drainage systems:
  - i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;
  - ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;
  - iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and
  - iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development
6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and
7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage.

<sup>39</sup> The Flood and Water Management Act (2010) assigns responsibility for managing local sources of flooding from surface water, groundwater and small (“ordinary”) watercourses to Lead Local Flood Authorities. Greater Manchester’s 10 local authorities are each the Lead Local Flood Authority for their respective areas.

## Question 32

**Do you agree with the proposed policy on Flood Risk and the Water Environment?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Clean Air

- 5.28** Air pollution has been identified as the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. It is one of the biggest public health challenges, shortening lifespans and damaging quality of life for many people<sup>(40)</sup>. The young, older people and those with existing health conditions are most likely to be affected by exposure to air pollution and it has been estimated that the health and social care costs of air pollution in England could reach £5.3 billion by 2035, primarily due to small particulates (PM<sub>2.5</sub>), unless action is taken<sup>(41)</sup>. In Greater Manchester alone, exposure to small particulates at current levels is estimated to contribute to around 1,200 deaths per annum<sup>(42)</sup>. In addition to the direct human impacts, air pollution also harms the natural environment, adversely impacting on biodiversity, crop yields and the quality of water bodies. As cities compete to attract skilled workers, clean air may become an increasingly important differentiating factor.
- 5.29** A range of different types of pollutant negatively impact on air quality, including nitrogen oxides (NO<sub>x</sub>), large and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), sulphur dioxide (SO<sub>2</sub>), volatile organic compounds (NMVOCs) and ammonia (NH<sub>3</sub>). Figure 5.2 'Change in emissions of air pollutants since 1970 (since 1980 for ammonia)' shows how emissions of most of these air pollutants have declined considerably at the national level over the last few decades.

40 Defra (2018) Clean Air Strategy 2018, p.1-3. See <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

41 [www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution](http://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution)

42 Derived from Public Health Outcome Framework indicator 3.01 (2016 data) (on Fingertips) (2018), <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

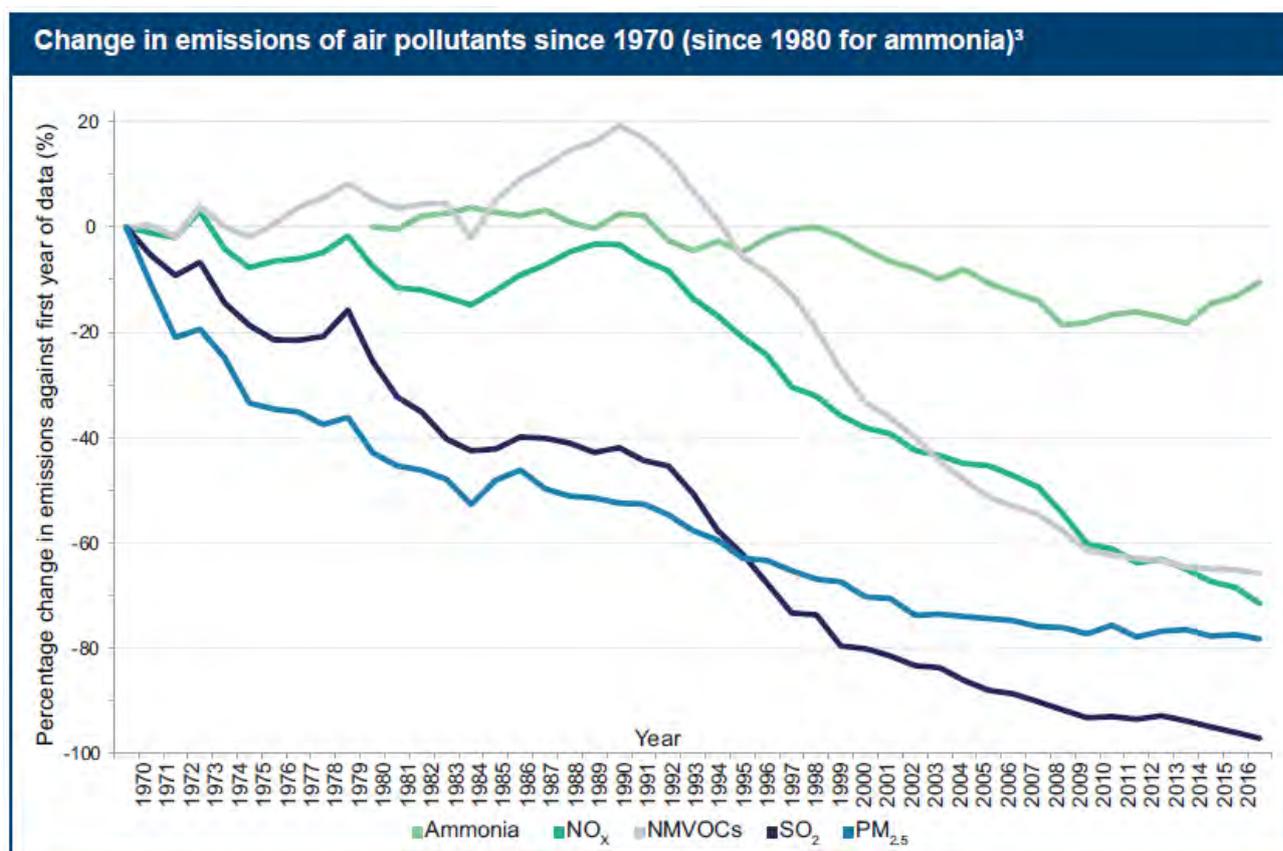


Figure 5.2 Change in emissions of air pollutants since 1970 (since 1980 for ammonia)

- 5.30** Nevertheless, air quality targets are not consistently being met in some locations. Parts of Greater Manchester have been designated as an Air Quality Management Area (AQMA), based on modelled levels of nitrogen dioxide (NO<sub>2</sub>). There are also areas of Greater Manchester that exceed the World Health Organisation recommended levels for particulates (although the levels are within EU legal Limit Values). The largest concentration of poor air quality is around the City Centre, which is also a nationally important economic centre and the proposed location for a considerable proportion of Greater Manchester's new housing and office floorspace.
- 5.31** Within Greater Manchester, transport is the major source of air pollution, with roads accounting for 65% of nitrogen oxides (NO<sub>x</sub>), 79% of larger particulates (PM<sub>10</sub>) and 31% of carbon dioxide emissions across the city region<sup>(43)</sup>. Processes involving combustion, such as power stations, biomass, incineration and domestic fires and wood-burning stoves, also contribute to air pollution, as do some industrial activities and agriculture practices.
- 5.32** The AQMA and associated Greater Manchester Air Quality Action Plan (AQAP) 2016-2021 (approved by the GMCA in 2016) set out measures to help reduce air pollution caused by NO<sub>x</sub> while supporting the sustainable economic growth of the region. However, since the

43 GMCA and TfGM (December 2016) Greater Manchester Low-Emission Strategy, p.9.

AQAP was introduced Government has directed GM authorities to take urgent action to address a specific air pollution problem: roadside concentrations of NO<sub>2</sub> that exceed legal Limit Values.

- 5.33** Government estimates road transport contributes approximately 80% of NO<sub>x</sub> concentrations at roadside, with diesel vehicles the largest source in these local areas of greatest concern (Defra and DfT (2017) 'UK Plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan, July 2017', London: Defra, pp: 5) Government has directed Greater Manchester authorities to produce a **Clean Air Plan** to tackle roadside nitrogen dioxide (NO<sub>2</sub>) concentrations and bring them within Limit Values in the shortest possible time.
- 5.34** As part of developing these plans, local authorities are required to validate local air quality modelling for nitrogen dioxide. A report to GMCA on 26 October 2018 set out the scale and extent of predicted NO<sub>2</sub> concentrations across Greater Manchester if no further action is taken. This modelling has predicted NO<sub>2</sub> exceedances at roadside in all ten GM authorities. As part of a coordinated GM approach to tackling NO<sub>2</sub>, a wide range of measures have been assessed to reduce NO<sub>2</sub> concentrations and an update on the work to identify the measures that reduce concentrations in the shortest possible time will be presented to the GMCA alongside the GMSF.
- 5.35** A charging Clean Air Zone places a penalty on the most polluting vehicles if they enter a designated area. Government guidance specifies that local authorities must consider Clean Air Zones as their benchmark measure in the feasibility study process as well as any alternative measures that are at least as effective at reducing NO<sub>x</sub> and deliver compliance as quickly. <sup>(44)</sup>.
- 5.36** Government requires the Greater Manchester authorities to develop a series of business cases for its Clean Air Plan. The ten districts have chosen to do this collectively and the second (the Outline Business Case (OBC)) will be presented to the GMCA and submitted to GM authorities for approval in 2019. This will be followed by a public conversation and, depending on the measures included in the approved OBC, it may be necessary to undertake further public consultation. For the most up-to-date information on the Greater Manchester Clean Air Plan visit [www.CleanAirGM.com](http://www.CleanAirGM.com).
- 5.37** Greater Manchester has also signed up to achieve WHO 'BreatheLife City' status by 2030, which means achieving WHO targets for PM and other air pollutants by this date. Greater Manchester has also set targets for CO<sub>2</sub> emission reduction that exceed national ambitions – a reduction of 48% by 2020 (based upon 1990 levels). Greater Manchester road transport accounts for 31% of carbon dioxide emissions in the city region. Greater Manchester's local authorities have also committed to eliminating fossil fuels by 2050 in a 100% clean energy pledge.

44 Defra and DfT (2017) 'UK Plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan, July 2017', London: Defra: pp. 31-32 work at least as quickly and effectively Defra (2017)

- 5.38** It is subsequently clear that a wide range of actions will be required to improve air quality to appropriate levels, and support objectives relating to 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. Hence, regard should also be had to transport-related policies elsewhere in this plan and in the Greater Manchester Transport Strategy 2040 and associated Delivery Plan. The most significant role which the GMSF will play in this respect is to locate development in the most sustainable locations which reduce the need for car travel, for example by maximising residential densities around transport hubs.
- 5.39** Ideally, a higher proportion of general employment sites would be capable of being served by rail and/or water, but only a few such sites are available and hence within Greater Manchester there will need to be a stronger emphasis on the use of low-emission goods vehicles. Short-term high-pollution episodes can affect health as well as long-term exposure to lower levels<sup>(45)</sup>, so it will be important to tackle both peaks and average levels of air pollution under relevant actions.
- 5.40** The cumulative impacts of the proposed scale and distribution of development in this plan on nationally and internationally designated nature conservation sites have been considered through a separate Habitats Regulations Assessment.

## Policy GM-S 6

### Clean Air

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;
2. Determining planning applications in accordance with the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;
3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data and, if approved, to make appropriate provision for future monitoring of air pollution;
4. Restricting and carefully regulating developments that would generate significant point source pollution such as some types of industrial activity and energy generation;

45 Defra (2018) Clean Air Strategy 2018, p.4. See <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

5. Significantly expanding the network of electric vehicle charging points, both for public and private use, including as part of new developments;
6. Investigating measures to reduce concentrations of NO<sub>2</sub> to legal Limit Values in the shortest possible time, including (but not limited to) different types of Clean Air Zone and travel demand measures;
7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;
8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;
9. Controlling traffic and parking within and around schools and early years sites; and
10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants.

Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.

### Question 33

#### Do you agree with the proposed policy on Clean Air?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Resource Efficiency

### Minerals

- 5.41 The Greater Manchester Joint Minerals Plan was adopted in April 2013<sup>(46)(47)</sup> and includes a set of policies which assist in the consideration of minerals planning applications, safeguards minerals resources which are likely to be required in the future and identifies areas within which new or expanded minerals extraction is likely to be suitable. Annual monitoring of minerals extraction and changes in likely future needs will inform whether and when an update of the joint minerals plan is required, including as a result of the growth in development set out in this plan.

46 See

47 [www.gmmaterialsplan.co.uk/docs.html#ADOPTED\\_MINERALS\\_PLAN](http://www.gmmaterialsplan.co.uk/docs.html#ADOPTED_MINERALS_PLAN)

## Waste

- 5.42** Government (DEFRA) is producing a new strategy on waste and resources in England. This strategy will focus on the creation of a circular economy in which waste is treated as a resource to be kept in use for as long as possible, extracting maximum value from it before being recovered and regenerated to form new products and materials. The aim of a circular economy is not only to reduce waste but to create a society in which waste is seen as a resource to be used again and again in order to reduce the environmental impacts of production and consumption.
- 5.43** As part of its ambition to be one of the leading green city regions in Europe, Greater Manchester will produce a Resource Strategy. The objectives of the strategy will be cross cutting covering a number of key policy areas including planning. It will set out how we will move towards a circular and zero-waste economy in which we no longer see waste as something to dispose of but as a resource to be used in a different way. The move towards a circular economy will significantly reduce the amount of waste produced in Greater Manchester which in turn will enable delivery of higher recycling across all waste sectors, put more resources back into the economy and reduce our carbon footprint.

A resource efficient society is key to people and businesses recognising that how we behave and how we live has a direct impact on the environment around us. The “Plastic-Free Greater Manchester” campaign is a bid to eliminate single use plastics across the region and to move towards renewable alternatives. A number of leading businesses have signed up to the campaign and are aiming to be plastic free by 2020. This is the first key step in moving towards a resource efficient region and will be the spearhead for future initiatives including tackling food waste.

- 5.44** The Greater Manchester Joint Waste Development Plan was adopted in April 2012<sup>(48)</sup>. This includes a set of policies which assist in the consideration of waste planning applications and identifies suitable locations for potential new waste management facilities. Annual monitoring of waste facility capacity and changes in likely future needs will inform whether and when an update of the joint waste plan is required, including as a result of the growth in development set out in this plan.

### Policy GM-S 7

#### Resource Efficiency

The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester’s ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

1. Development and implementation of the Resource Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency in order to gain the maximum value from the things we produce;

48 See [www.gmwastedpd.co.uk/doclib.html#Adopted\\_Waste\\_Plan\\_Documents](http://www.gmwastedpd.co.uk/doclib.html#Adopted_Waste_Plan_Documents)

2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site; and
3. Recognition of the role of existing infrastructure in managing the Greater Manchester's waste and protecting such facilities to ensure adequate waste management capacity is maintained.

### **Question 34**

**Do you agree with the proposed policy on Resource Efficiency?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### **Question 35**

**Do you have any further comments on the policies and overall approach proposed in A Sustainable and Resilient Greater Manchester?**



CHAPTER SIX

**A PROSPEROUS  
GREATER  
MANCHESTER**

## 6 A Prosperous Greater Manchester

### Supporting Long-Term Economic Growth

- 6.1 Economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities.
- 6.2 Greater Manchester is developing a Local Industrial Strategy<sup>(49)</sup> which will set out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region.
- 6.3 The Local Industrial Strategy has two key objectives:
- **Supporting our globally competitive strengths.** Building on our globally competitive research strengths and emerging industrial opportunities in health innovation and advanced materials<sup>(50)</sup> and capitalising on the creativity and collaborative culture of our people, our digital and technology asset base and our emerging capabilities in green industries - will be essential if the city region is to continue to attract investment and create new businesses and jobs for the future. Through this we will be pioneering emerging sectors, creating significant global competence and additional value for our local economy as these new sectors grow and flourish.
  - **Strengthening the foundations of our economy.** Despite having concentrations of globally competitive, highly productive businesses, Greater Manchester's overall productivity is around 10% lower than the national average.<sup>(51)</sup> This is important because it holds back people's earning potential and makes our economy more vulnerable to future economic shocks. Strengthening our people, infrastructure, business environment, innovation ecosystems and places will be important to enable all sectors and all places in Greater Manchester to be productive and prosperous. We need to grasp global opportunities emerging from changes to world markets and develop industries of the future, while also ensuring competitiveness and job quality in our high employment, low productivity sectors.
- 6.4 Two of Greater Manchester's key economic strengths are its size and diversity. Greater Manchester accounts for one-fifth of the population<sup>(52)</sup>, jobs<sup>(53)</sup> and economic output in the North of England, and its economy is bigger than that of Wales and Northern Ireland. It is one of the most diverse economic areas in the UK<sup>(54)</sup>. This helps to provide a broad range of opportunities for businesses and varied jobs for residents. It also means that it is well-placed

49 GMCA: Building on the Greater Manchester Local Industrial Strategy, November 2018

50 Greater Manchester and Cheshire East Science and Innovation Audit, November 2016

51 GMCA: Deep Dives Phase 2: Productivity in Greater Manchester, February 2017

52 ONS: Population Estimates 2017, accessed via nomis November 2018

53 ONS: Business Register and Employment Survey, accessed via nomis November 2018

54 ONS Krugman Index see [www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/006229industrialspecialisationinmajortownsandcitieskrugmanindexdataandtool](http://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/006229industrialspecialisationinmajortownsandcitieskrugmanindexdataandtool)

to take advantage of new economic possibilities, and should be more resilient to change. The inter-dependencies of sectors mean that growth in one can support job creation in others.

- 6.5** Greater Manchester has a growing share of graduate level qualified residents, which, along with people skilled in technical occupations, skilled trades and service industries, forms part of a large and varied skills base. The Greater Manchester and Cheshire East Science and Innovation Audit identified that Greater Manchester has globally competitive research strengths and emerging industrial opportunities in health innovation and advanced materials. It also has fast growth opportunities in relation to digital, energy, and industrial biotechnology<sup>(55)</sup>.
- 6.6** The transport network provides good connections to other major city regions, with further major improvements planned such as HS2 and Northern Powerhouse Rail, making it an attractive place to invest and providing close functional links to other areas<sup>(56)</sup>. Manchester Airport is the country's largest and best-connected airport outside London and the South East and the Manchester Ship Canal provides direct shipping connections to the post-panamax facilities at the Port of Liverpool. Piccadilly rail station is both a gateway and commercial centre but also the potential for it be the 'Hub of the North' serving the much wider northern economy. Together, they enable Greater Manchester to act as an international gateway for the North and the UK, providing access to global markets and supply chains.
- 6.7** Despite these strengths, there was an estimated £6.2 billion gap between tax income and public expenditure in Greater Manchester in 2014/5. If Greater Manchester's productivity per person matched the national average then total output would be around £10 billion higher.<sup>(57)</sup> The sub-region falls below the UK average on key indicators such as productivity per worker<sup>(58)</sup>, the proportion of jobs that are high-skilled, working age residents with high level qualifications, the employment rate<sup>(59)</sup>, and number of businesses per 10,000 working age residents.<sup>(60)</sup> This reflects the uneven geography of the UK and the dominance of London and the South East.
- 6.8** There are also significant economic disparities within Greater Manchester, and baseline forecasts suggest that these could increase without intervention. For example, the four central and southern districts of Manchester, Salford, Stockport and Trafford are forecast in the baseline to have a 0.6% annual increase in employment from 2018-2038, and they collectively have the highest concentration of key assets and major growth areas in the sub-region, whereas the rest of Greater Manchester is only forecast to see a baseline 0.4% annual increase in employment<sup>(61)</sup> with some districts seeing a small decrease in total

55 GMCA: Greater Manchester and Cheshire East: A Science and Innovation Audit Report, 2016

56 See Greater Manchester's HS2 and Northern Powerhouse Rail Growth Strategy: "The Stops Are Just The Start" at <https://www.tfgm.com/press-release/hs2-npr-growth-strategy>

57 ONS: Regional gross value added (balanced) by local authority in the UK (2015), December 2018

58 ONS: Productivity Jobs by NUTS2 and NUTS3 2016, February 2018

59 ONS: Annual Population Survey 2016, access via nomis November 2018

60 ONS: UK Business Counts 2017, accessed via nomis November 2018

61 GMFM 2018

employment. Full-time jobs in those central and southern areas on average pay significantly more than full-time roles in the other districts<sup>(62)</sup> which in turn also impacts commuting patterns and transport infrastructure congestion.

- 6.9** These problems have also been exacerbated by the adverse impacts of austerity on growth and reform. Furthermore, employment and output growth since the recession have been characterised by low productivity growth and increasing share of jobs in lower value sectors with comparatively low paid, less secure employment.<sup>(63)</sup> Greater Manchester is also not fully realising the possibilities of its key assets, for example with the outstanding research base having much greater potential to support business activity and growth. Further improvements in transport connections and skills development are required to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.
- 6.10** The Northern Powerhouse Independent Economic Review<sup>(64)</sup> identified that through improvements in skills, innovation, and connectivity the North has the potential to create by 2050 an additional £97 billion of GVA (a measure of total economic output and income) and 850,000 extra jobs compared to the ‘business as usual’ scenario. Greater Manchester is well-placed to play a leading role in delivering this additional growth, given its central location within the North of England and concentration of key growth assets.
- 6.11** Greater Manchester has the opportunity to increase the future prosperity of local residents through making a full contribution to rebalancing the national economy, helping to deliver a more successful North of England, moving from a tax taker to a tax generator and aiding the long-term economic success of the country as a whole. Hence, this plan supports high levels of economic growth across Greater Manchester and seeks to put in place the measures that will enable such growth to continue in the even longer-term. The key challenge will be to ensure that such growth benefits everyone and all places across Greater Manchester, and happens in a sustainable way that respects the environment and local communities. Growth today must not come at the expense of the ability to deliver sustained prosperity and quality of life.
- 6.12** However, delivering these high levels of growth, in terms of jobs and GVA, will become increasingly challenging. Beyond the slowdown in productivity growth seen across the UK economy, and increasing international competition for trade and capital, Greater Manchester also faces the challenges of accommodating rapid technological change, and political risks – such as Brexit. Greater Manchester will therefore need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region, and supporting the continued progress towards a low-carbon economy.

62 ONS: Annual Survey of Hours and Earnings 2018, accessed via nomis November 2018

63 GMCA - GM Labour Market and Skills Review 2017/18

64 SQW and CE (24 June 2016) The Northern Powerhouse Independent Economic Review: Final Executive Summary Report, p.16

## Policy GM-P 1

### Supporting Long-Term Economic Growth

A thriving and productive economy will be sought in all parts of Greater Manchester. There will be an emphasis on:

- A. Maintaining a very high level of economic diversity across Greater Manchester
- B. Facilitating the development of high value clusters in prime sectors such as:
  - i. Advanced manufacturing;
  - ii. Business, financial and professional services;
  - iii. Digital;
  - iv. Health innovation;
  - v. Logistics.
- C. Making the most of major assets of the sub-region, such as:
  - i. The high concentration and range of research assets
  - ii. The large pool of graduates
  - iii. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network
  - iv. Major proposed transport improvements such as HS2 and Northern Powerhouse Rail
- D. Grasping the economic opportunities from the global transition to a low carbon economy
- E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers
- F. Maximising the potential of the key growth locations whilst also securing investment that raises the competitiveness of the northern parts of Greater Manchester to deliver inclusive growth across the sub-region. Key locations that will help to maximise economic growth in an inclusive way include:

- i. The expanding City Centre, which will be further strengthened as the most significant economic location in the UK outside London, providing a high concentration of jobs that are highly accessible from across Greater Manchester and beyond. The city centre includes the Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections
- ii. The Quays, delivering sustained growth as a major business location including an internationally important digital and creative cluster
- iii. The wider area of economic activity at the heart of Greater Manchester, stretching from the Etihad Campus in the east, through the City Centre and The Quays, to Trafford Park and the Trafford Centre, providing an enormous and extremely diverse range of businesses and jobs (currently accounting for around one-quarter of employment in Greater Manchester, with this proportion expected to grow), and with key clusters of growth sectors
- iv. Manchester Airport Enterprise Zone, with the expansion of the airport as the UK's primary international gateway outside London and the South East providing easy business connectivity across the world, and increased employment activity around the airport, Wythenshawe Hospital/MediPark, and the proposed HS2 station
- v. The eight main town centres (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan), providing a stronger focus for local economic activity, and exploiting important advantages such as the direct mainline rail links to London from Stockport and Wigan, HS2 and the university in Bolton
- vi. Port Salford, providing sustainable freight connections by water and rail and acting as an international gateway via facilities at the Port of Liverpool that are capable of accommodating ships larger than those which can be accommodated by the Panama Canal - "Post-Panamax"
- vii. Northern Gateway, with a massive expansion of the existing employment areas forming a major facility similar in size to Trafford Park, helping to deliver a better distribution of growth across Greater Manchester and boosting the economy of the northern part of the city-region
- viii. M6 logistics hub in Wigan, extending into Warrington, St Helens and West Lancashire, providing a major cluster of warehousing and distribution activity along the M6 corridor with easy access to the Port of Liverpool via the M58

## STRATEGIC LOCATIONS

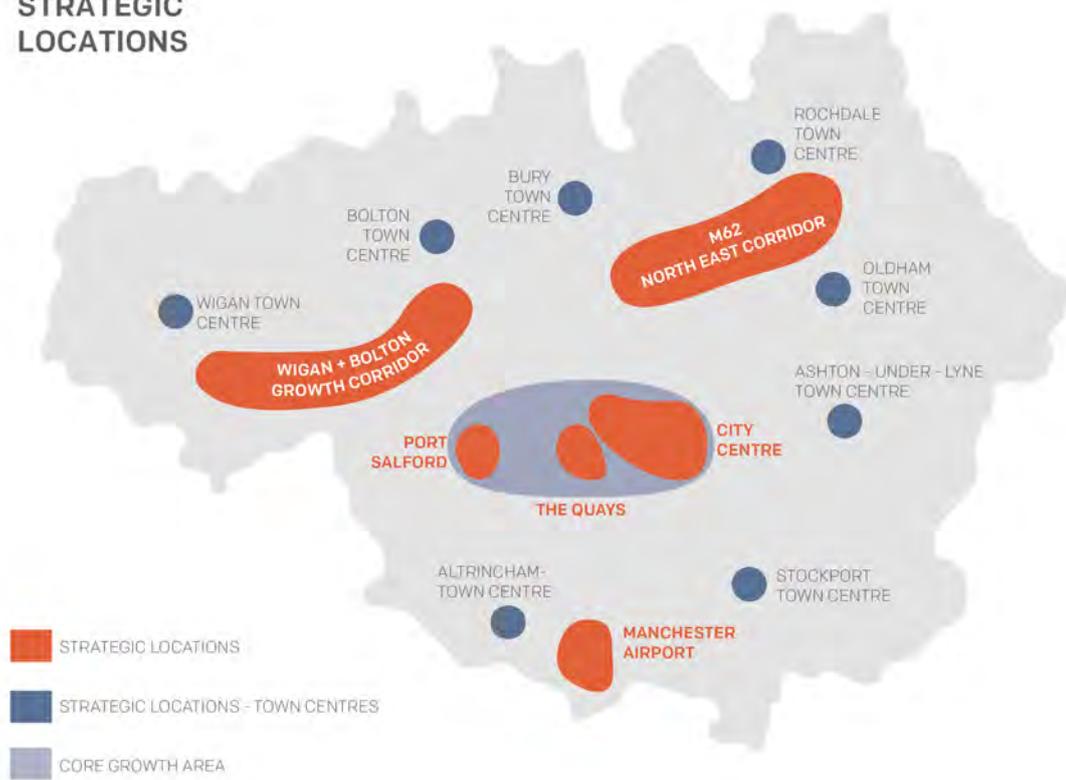


Figure 6.1

### Question 36

**Do you agree with the proposed policy on Supporting Long-Term Economic Growth?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Employment Sites and Premises

- 6.13** It will be important to ensure that there is an excellent supply of employment sites and premises across Greater Manchester, with sufficient variety in terms of quality, cost and location to maximise the ability to attract and retain jobs and investment. This will help to deliver high levels of economic growth and tackle inequalities by improving access to employment opportunities.
- 6.14** If economic growth is to be sustainable in the long-term then it will be necessary for the supply of employment sites and premises to adapt to changing circumstances, technological advancements, and new working practices. The need to be able to compete for investment is constantly increasing and will become even more imperative after Brexit. A lot of businesses are currently doing fantastic things from poor premises, and there is the potential to improve productivity and support growth with modern buildings in better locations. However, there will continue to be demand for cheaper accommodation from start-ups and businesses working on tight margins. A good combination of existing and new sites and premises will therefore be required.

## Policy GM-P 2

### Employment Sites and Premises

A diverse range of employment sites and premises, both new and secondhand, will be made available across Greater Manchester in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment.

A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key locations identified in Policy GM-P 1 'Supporting Long-Term Economic Growth' and in complementary locations, with many being particularly suitable for prime growth sectors and specialisms. This includes the selective removal of land from the Green Belt to provide the quality of employment land supply necessary to deliver the required scale of long-term economic growth, as set out in Policy GM-P 3 'Office Development' and Policy GM-P 4 'Industry and Warehousing Development'. The GMCA 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.

Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises throughout Greater Manchester will be protected from redevelopment to other uses, and nurtured to ensure they remain competitive. This will include local employment areas as well as strategic locations such as the Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.

## Question 37

### Do you agree with the proposed policy on Employment Sites and Premises?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Office Development

- 6.15** Greater Manchester is generally acknowledged as having one of the strongest office markets in the country. The scale and quality of the offer is vital to supporting strong and productive sectors such as digital/creative, and business, financial and professional services.
- 6.16** The City Centre is the pre-eminent office location outside London. It will be important to maintain this position, and improve accessibility to the associated job opportunities, for the wider benefit of Greater Manchester. The large number of sites available for office development within the City Centre, many of which are close to major public transport facilities and with the prospect of further improvements through HS2 and Northern Powerhouse Rail (NPR), provides an unrivalled combination of location, scale, quality of development opportunity and access to a large pool of skilled labour.
- 6.17** The other two primary office markets within Greater Manchester are The Quays and South Manchester, with the latter including the area around Manchester Airport as well as several town and district centres. These provide a complementary offer to the City Centre, with their own distinctive characteristics that are attractive to occupiers, and have significant potential for further growth. Securing office growth in other parts of Greater Manchester as well, particularly the northern areas, will be an important component of delivering inclusive growth. This will be focused primarily in the town centres, as these are the most accessible locations to surrounding residential areas, and increasing office-based activity is a key component of the overall strategy for delivering more vibrant and economically prosperous town centres.
- 6.18** Modelling based on past economic trends suggests that the supply of new office floorspace needs at least to match average development rates over recent years. To ensure the continued growth of our key sectors is not constrained by a shortage of supply of new floorspace it is important to maintain a strong supply in key locations such as the City Centre and The Quays.
- 6.19** Existing office floorspace will continue to have an essential role in meeting the needs of businesses within Greater Manchester, 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 be allowed to compromise the economic growth and diversity of Greater Manchester, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations.

## Policy GM-P 3

### Office Development

At least 2,460,000 sq m of new office floorspace will be provided in Greater Manchester over the period 2018-2037, with a focus on:

1. The City Centre, accounting for more than half of all new office floorspace in the sub-region and taking advantage of existing and proposed public transport connectivity, including the proposed new HS2 and Northern Powerhouse Rail links which will further enhance its position as the premier office location outside London
2. The Quays, significantly expanding this distinctive office location and the continued growth of the nationally significant MediaCityUK
3. Manchester Airport Enterprise Zone and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed HS2 and Northern Powerhouse Rail links
4. Town centres, offering a strong local profile and lower cost options with excellent public transport connections and access to services, with opportunities being sought to significantly increase the supply of new office floorspace beyond that currently identified especially in the northern parts of Greater Manchester.

The refurbishment of existing office accommodation will be encouraged.

Individual districts through Local Plans or other mechanism 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.

- 6.20** A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating around 2,800,000 sq m 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 locations identified in and are on previously-developed land.

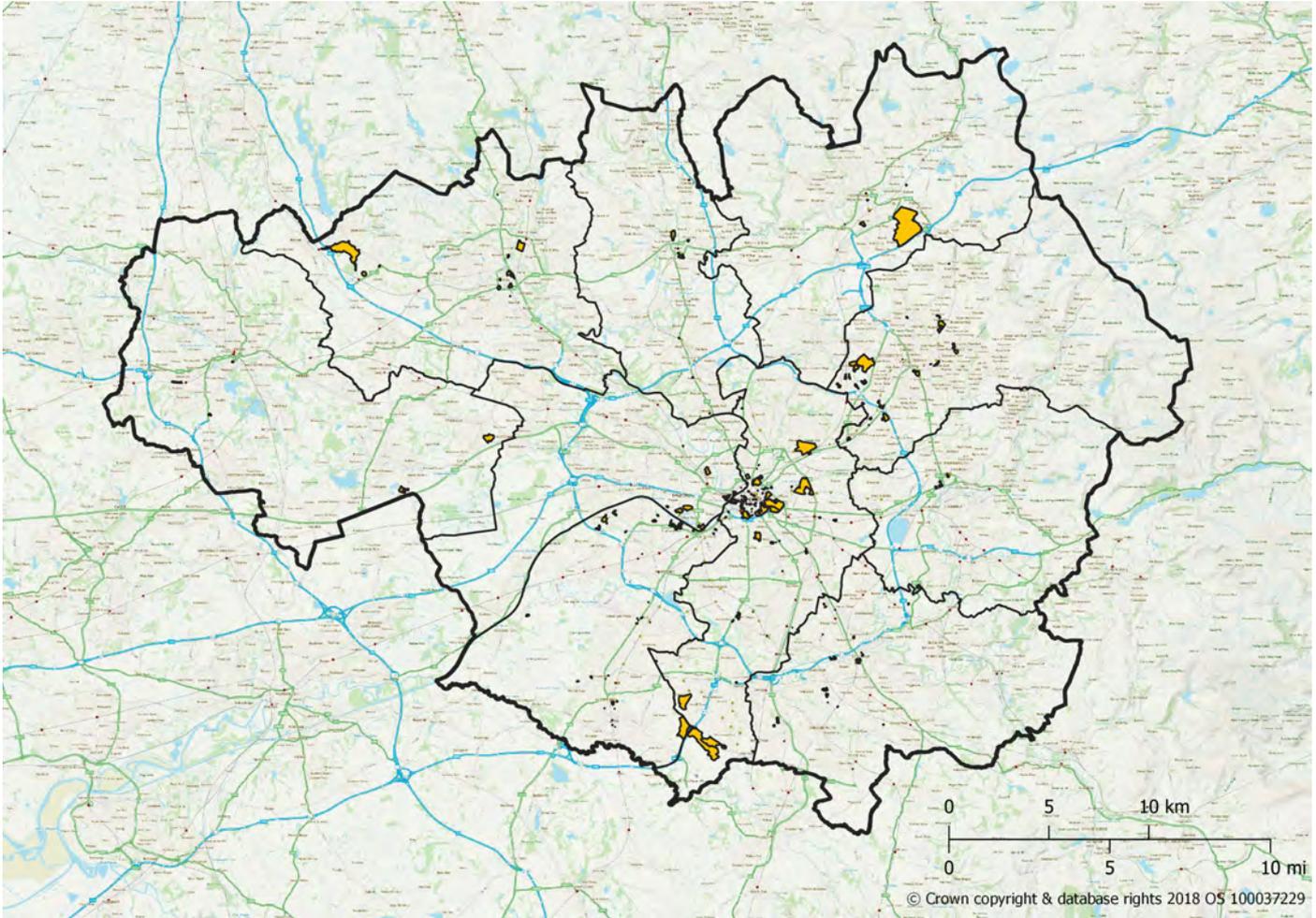


Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments

- 6.21 Although this supply is sufficient in numerical terms to meet the minimum office floorspace requirement up to 2037, it is considered that the very limited release of some existing Green Belt land within the Manchester Airport Enterprise Zone key location is required to maximise the competitive advantages of Greater Manchester.
- 6.22 Table 6.1 'Office land supply 2018-2037' summarises the sources of office land supply up to 2037.

District	Baseline supply 2018-2037 (sq m floorspace)			GMSF Allocations 2018-2037 (sq m floorspace) <sup>(65)</sup>	Total 2018-2037
	Brownfield	Greenfield	Mixed		
Bolton	59,683	3,447	10,512	0	73,642
Bury	25,730	28,540	0	0	54,270

65 Excluding floorspace identified in baseline supply

District	Baseline supply 2018-2037 (sq m floorspace)			GMSF Allocations 2018-2037 (sq m floorspace) <sup>(65)</sup>	Total 2018-2037
	Brownfield	Greenfield	Mixed		
Manchester	1,551,630	120,033	2,184	86,000	1,759,847
Oldham	72,084	0	12,339	0	84,423
Rochdale	15,045	56,118	0	0	71,163
Salford	483,584	0	0	0	483,584
Stockport	78,268	14,383	0	0	92,651
Tameside	37,240	0	0	0	37,240
Trafford	155,661	60,000	0	0	215,661
Wigan	1,768	16,825	1,632	0	20,225
Greater Manchester	2,480,692	299,346	26,667	86,000	2,892,705

Table 6.1 Office land supply 2018-2037

### Question 38

#### Do you agree with the proposed policy on Office Development?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Industry and Warehousing

- 6.23** Industrial and warehousing accommodation is essential to a wide range of businesses across many economic sectors. It is particularly important to the key sectors of advanced manufacturing and logistics, but is also crucial to supporting other parts of the economy.
- 6.24** Although there have been continued reductions in the numbers employed in manufacturing over many decades, it continues to be a very important sector for Greater Manchester, delivering high levels of productivity and income. Advanced manufacturing is a particular strength, supported by the city-region's high concentration of research assets. Greater Manchester is recognised as an internationally important test-bed for new products and services, renowned for its ability to drive adoption of approved innovations at pace and scale. Enabling the success of this sector will be important for the wider prosperity of the North of England.

65 Excluding floorspace identified in baseline supply

- 6.25** Logistics is a sector that is becoming increasingly central to the economy, enabling the efficient functioning of other sectors such as manufacturing and retail, and supporting changes in consumer behaviour. Greater Manchester's central position in the North of England, its large business and customer market and its excellent international freight connections via Manchester Airport, the Manchester Ship Canal and the nearby Port of Liverpool, as well as its motorway network, notably the M6, together provide opportunities to significantly increase logistics activity within the sub-region. This not only has the potential to promote higher levels of economic growth, but also to support environmental objectives by reducing the number of HGV journeys from the ports and distribution parks across England.
- 6.26** Greater Manchester already has a varied range of industrial and warehousing locations, ranging from major areas with strong brand recognition such as Trafford Park to numerous smaller employment areas that are an important source of local employment and business opportunities. However, the long-term economic success of Greater Manchester will partly depend on its ability to continually renew and enhance its supply of industrial and warehousing premises, responding to changing business practices and demands. Rising levels of automation and digitisation, increased customisation, greater integration of product services, and demands for more functionally and energy efficient premises are all leading to the need to increase the supply of new high quality floorspace, often with larger floorplates. At the same time, there will continue to be a demand for smaller and/or cheaper accommodation to support local businesses and start-ups that may often be working on narrow margins but make an important contribution to the Greater Manchester economy. All of this points to the need for a diverse portfolio of sites and premises across Greater Manchester, both retaining existing premises and providing new ones of varying size and location.
- 6.27** There is evidence that past industrial and warehousing completions have been constrained by a lack of suitable sites within Greater Manchester, resulting in the city-region being unable to compete for some major occupiers. When combined with the need to secure a significant increase in the quality of accommodation across Greater Manchester to respond to evolving business requirements and increasing global competition, this means that a considerable uplift on past development rates is needed, in the order of around 25%.

## **Policy GM-P 4**

### **Industry and Warehousing Development**

At least 4,220,000 sq m of new industrial and warehousing floorspace will be provided in Greater Manchester over the period 2018-2037.

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:

1. Offering a range of opportunities across Greater Manchester

2. Making the most of the key locations identified in 'Supporting Long-Term Economic Growth'
3. Significantly increasing the supply of high quality sites across the northern parts of Greater Manchester to help increase the competitiveness of that area, including a major strategic opportunity at Northern Gateway

Individual sites providing more than 100,000 sqm of industrial and warehousing floorspace should, where there is likely to be demand and it is appropriate to the location, incorporate:

- A. Opportunities for manufacturing businesses, particularly advanced manufacturing;
- B. Units capable of accommodating small and medium sized enterprises; and
- C. Overnight parking for heavy goods vehicles.

- 6.28** The GMSF makes provision for an industrial and warehousing supply considerably higher than the overall development requirement, reflecting the need to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs. The new sites will be important in enabling the relocation and expansion of existing businesses, which will free up some poorer quality current employment sites for redevelopment for uses such as housing, as well as attracting new investment into the sub-region. The large amount of flexibility in the supply is also necessary because some existing employment areas may be utilised for employment-generating uses other than industrial and warehousing floorspace, which, whilst making an important contribution to economic growth, may mean they are no longer available for industry and/or warehousing purposes.
- 6.29** A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating around 2,600,000 sq m of floorspace.

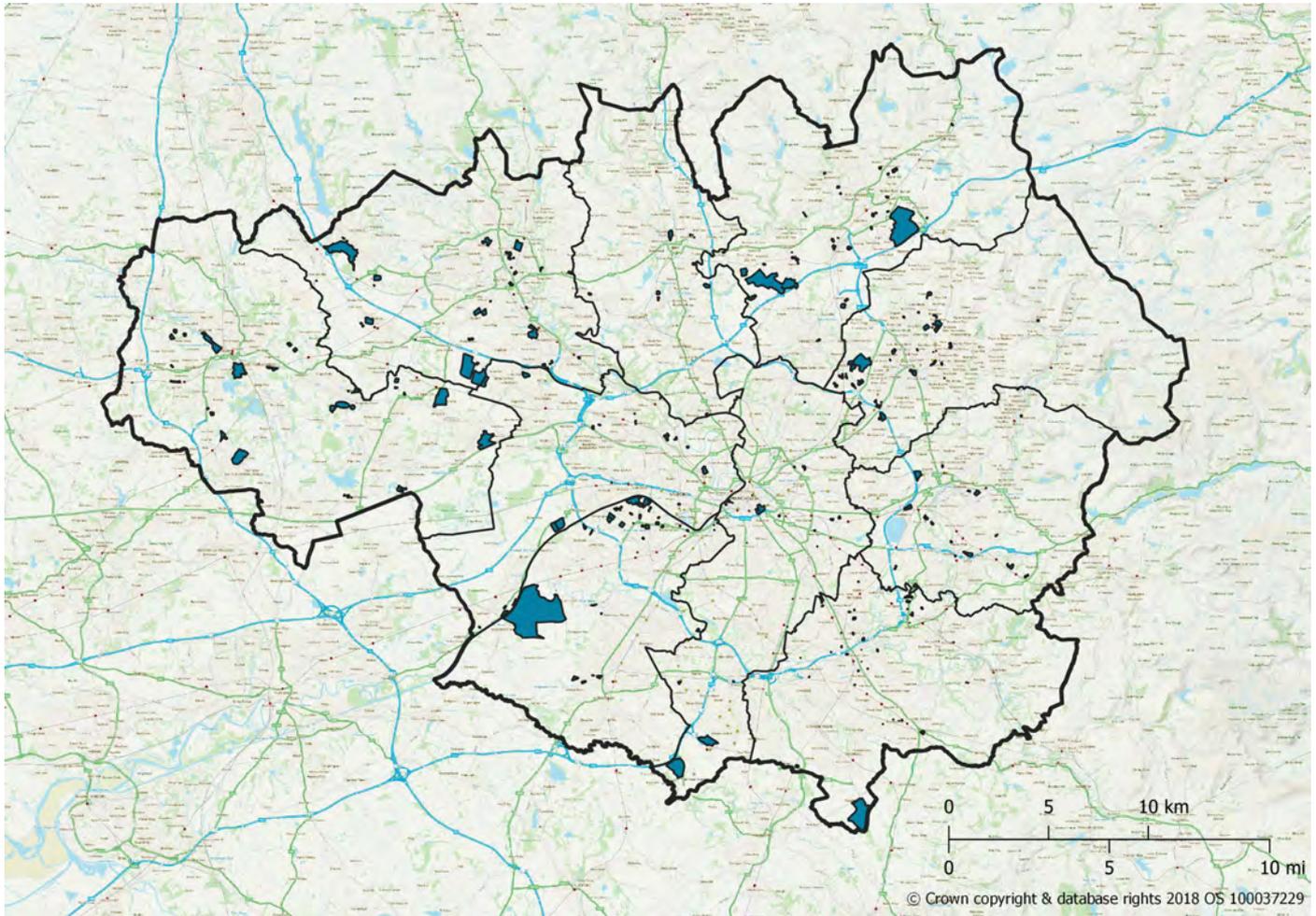


Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments

- 6.30** The existing supply of potential industrial and warehousing sites identified in the districts' strategic employment land availability assessments are insufficient to meet the overall identified need. Many of the sites they contain are also likely to be attractive primarily to a relatively local market and/or smaller businesses, due to their location, size and surroundings. Consequently, if Greater Manchester is to meet its future development requirements and increase the supply of high quality sites that can compete regionally, nationally and even internationally for investment, including from businesses requiring large modern premises, then there is a need to identify additional sites across the city-region. The only realistic option for doing so is to remove some land from the Green Belt.
- 6.31** Table 6.2 'Industry and warehousing land supply 2018-2037' summarises the sources of industry and warehousing land supply up to 2037. 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. 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, around a further 900,000 sq m has been identified which is likely to be delivered after 2037.

District	Baseline supply 2018-2037 (sq m floorspace)			GMSF Allocations 2018-2037 (sq m floorspace) <sup>(66)</sup>	Total 2018-2037
	Brownfield	Greenfield	Mixed		
Bolton	319,816	15,673	8,653	486,000	830,142
Bury	12,173	18,059	0	350,000	380,232
Manchester	107,973	114,342	0	25,000	247,315
Oldham	87,419	0	48,346	342,386	478,151
Rochdale	155,850	294,293	0	582,162	1,032,305
Salford	194,898	53,279	18,581	320,000	586,758
Stockport	63,549	15,000	0	90,000	168,549
Tameside	60,611	66,843	2,751	175,000	305,205
Trafford	675,626	12,040	0	0	687,666
Wigan	65,788	186,123	29,806	360,000	641,717
Greater Manchester	1,743,703	775,652	108,137	2,730,548	5,358,041
[Note: Floorspace arising at allocations in Bury and Rochdale is based on an equal distribution of floorspace between the 2 districts within Allocation 1.1: Heywood / Pilsworth (Northern Gateway) - see Policy GM Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)']					

Table 6.2 Industry and warehousing land supply 2018-2037

- 6.32** New industrial and warehousing development has an important role to play in addressing the economic disparities across Greater Manchester, and in particular to boost the competitiveness of northern areas. It can help to deliver more balanced growth across the sub-region and tackle deprivation. Consequently, the release of Green Belt for employment use is focused primarily in the northern parts of Greater Manchester, with a string of high quality opportunities of varying sizes focused particularly around the key motorway corridors. Overall, this will result in around two-thirds of the supply being in the districts of Wigan,

66 Excluding floorspace identified in baseline supply

Bolton, Bury, Rochdale, Oldham and Tameside, whereas just over one-half of the supply in land availability assessments is in those six districts. The strategic location of Northern Gateway will alone account for about one-fifth of the Greater Manchester supply.

- 6.33** It will still be important to ensure that there is a good supply of industrial and warehousing in all parts of Greater Manchester, and so there is also some Green Belt release in the central and southern areas. The Green Belt sites have been selected in order to make the most of key assets and locations, with a focus on realising the potential of transport infrastructure such as the motorway network, the Manchester Ship Canal and Manchester Airport. The lowest level of new supply is in the east/south-east of Greater Manchester (Stockport and Tameside), where there will be a greater reliance on existing sites and premises, such as in the Tame Valley, which will need to be protected accordingly.

### Question 39

**Do you agree with the proposed policy on Industry and Warehousing Development?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Question 40

**Do you have any further comments on the policies and overall approach proposed in A Prosperous Greater Manchester?**

CHAPTER SEVEN

# HOMES FOR GREATER MANCHESTER



## 7 Homes for Greater Manchester

- 7.1** Greater Manchester has a diverse range of housing and residential neighbourhoods, capable of accommodating a wide variety of needs. It has seen quite high levels of new housing constructed in recent years, particularly with the huge growth in high-density apartments in the City Centre and The Quays, drawing in people and investment from across the world. At the same time, suburban locations across Greater Manchester have remained popular with residents and developers alike, providing homes for people of all ages.
- 7.2** Despite these positive characteristics, Greater Manchester is facing a housing crisis. It is adversely affected by the broken housing market that afflicts the country as a whole. The increase in rough sleeping over recent years has been the most visible manifestation of this, but lying behind it is a much more extensive problem of many people being unable to access suitable housing at an affordable price and with certainty of tenure. Over 85,000 people are on the local authority housing waiting lists in Greater Manchester. A lack of appropriate housing options prevents some people from forming their own households, particularly younger adults, whilst those who can may have to cope with substandard or expensive accommodation. These problems are not universal, with the majority of people having access to good housing, but they are far too widespread in a modern city such as Greater Manchester and must be addressed. The GMSF is one of the tools that Greater Manchester has to address these issues.
- 7.3** Greater Manchester properly sees a decent home as a fundamental human right, but too often the housing market is not delivering this. Its ability to do so has been further compromised over the last few years by an increasing tendency for new dwellings to be seen as investments rather than homes, further raising the financial pressures on households. Private sector housing undoubtedly has a vital role to play in meeting housing needs, but the challenges can only be truly met through a more diverse range of new provision including a major boost in the supply of affordable housing.

### Housing Need in Greater Manchester

- 7.4** The amount of new housing that Greater Manchester needs to provide is driven by demographic changes and proposed scale of economic growth. If insufficient new homes are provided to meet increasing demand, then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs. The construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.
- 7.5** The economic opportunities and quality of life that Greater Manchester can offer make it an attractive place for people to move to. This not only includes younger adults drawn by the universities, graduate jobs and lifestyle offer but also families attracted by the long-term prospects for their children, and older people wanting to take advantage of the wide range of cultural and leisure facilities.

- 7.6** Government wants local authorities to have a clear and consistent understanding of the number of new homes needed in an area. Between 26th October and 7 December the Government consulted on the proposed methodology to calculate 'local housing need'. The standard Government methodology takes projected household growth<sup>(67)</sup> (based on projected population<sup>(68)</sup>) and applies an affordability uplift to provide a local housing need figure. The consultation methodology proposed the use of 2014-based demographic projections. These projections suggest that the population of Greater Manchester will grow by over a quarter of a million people between 2018-2037. This increase is driven primarily by natural change, with an ageing population and the number of births significantly exceeding the numbers of deaths. Over the same period, the 2014-based household projections indicate that average household size is expected to continue to decline, meaning that more homes are needed to accommodate the same number of people.
- 7.7** Following the government methodology means that around 201,000 new homes will be required over the plan period.

## Policy GM-H 1

### Scale of New Housing Development

A minimum of 201,000 net additional dwellings will be delivered in Greater Manchester over the period 2018-37, or an annual average of around 10,580.

## Question 41

### Do you agree with the proposed policy on the Scale of New Housing Development?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Distribution and Phasing of New Housing

### Distribution of New Housing Within Greater Manchester

- 7.8** The highest levels of population growth in Greater Manchester are expected to be in the two cities of Salford and Manchester, with the next highest levels being in the two southern districts of Trafford and Stockport. The only northern district forecast to have a rate of population growth close to the Greater Manchester average is Oldham. This projected

67 DCLG 2014 - based subnational household projections

68 ONS SNPP 2014-based population projections

demographic change largely mirrors the pattern of recent and forecast economic growth. If these trends continue unchecked then inequalities within Greater Manchester could widen significantly, with prosperity increasingly focused in the centre and south, and northern areas lacking the scale and quality of housing investment to support their regeneration and enable them to make a full contribution to the future economic success of Greater Manchester.

- 7.9** In order to help address these issues, higher levels of housing growth will be focused in the central and northern districts of Greater Manchester. Manchester and Salford will continue to be an appropriate location for the highest levels of new housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments. Supporting higher levels of new housing in the northern districts will assist in achieving a more balanced pattern of growth across Greater Manchester and a better distribution of skilled workers to support local economies, helping to reduce disparities. The proposed distribution of housing development also reflects the availability of suitable sites in each of the districts.
- 7.10** The distribution of new housing development across Greater Manchester over the period 2018-2037 will be broadly in accordance with the following table:

District	Annual average 2018-2037	Total 2018-2037
Bolton	726	13,800
Bury	498	9,470
Manchester	2,870	54,530
Oldham	752	14,290
Rochdale	640	12,160
Salford	1,720	32,680
Stockport	764	14,520
Tameside	466	8,850
Trafford	1,015	19,280
Wigan	1,126	21,400
Greater Manchester	10,578	200,980

Table 7.1 Distribution of Greater Manchester's new dwellings 2018-2037

## Phasing of New Housing in Greater Manchester

- 7.11** The average annual housing requirement for Greater Manchester of 10,580 net additional dwellings per annum has only been achieved twice in recent years, in 2006/07 and 2007/08, at the peak of the housing market. Following the 2008 global financial crisis, annual housing completions dropped to less than 4,000, but gradually recovered to almost 9,000 in 2017/18. Achieving this scale of development will only be possible with major Government funding, and it will take a couple of years to build up to it.
- 7.12** The masterplanning and infrastructure investments required to support the development of some sites, including many of the allocations in the GMSF, means that they may only produce large numbers of new dwellings in the second half of the plan period. In some locations, such as town centres, it will be necessary to develop a new market for housing, which is vital to delivering the overall strategy for Greater Manchester but will take some time to achieve. The Mayor's Town Centre Challenge has been established to support this work.
- 7.13** Taking all of these factors into account, it is anticipated that there will be around 9,200 housing completions on average up until 2023, accelerating to an average of around 11,000 net additional dwellings per annum up to 2037. This trajectory is shown below.

District	Annual housing target 2018-2023	Annual housing target 2024-2037	Annual average housing target 2018-2037
Bolton	520	800	726
Bury	270	580	498
Manchester	2,870	2,870	2,870
Oldham	450	860	752
Rochdale	640	640	640
Salford	1,720	1,720	1,720
Stockport	580	830	764
Tameside	370	500	466
Trafford	720	1,120	1,015
Wigan	1,060	1,150	1,126
Greater Manchester	9,200	11,070	10,578

Table 7.2 Phasing of New Housing in Greater Manchester

## Affordability of New Housing

- 7.14** A key challenge and priority for Greater Manchester is to ensure that new housing comes forward at a price that potential occupiers can afford. Overall, Greater Manchester is a relatively affordable place to live on average compared to some other parts of the UK, particularly London and the South. This is an important aspect of the competitiveness of Greater Manchester that will need to be maintained if high levels of economic growth are to be delivered, and all residents are to share in its benefits.
- 7.15** However, affordability has been worsening in recent years, and there are a significant number of households who are unable to find suitable homes at an affordable cost. The cost of housing is a challenge to different cohorts within the housing system - including those needing access to social rent or trying to maintain a tenancy as welfare rules are squeezed; private renters sharing; those saving as prospective First Time Buyers looking for routes into home ownership; people in unstable employment in any tenure; older owner-occupiers without the resources to maintain a decaying property, or people living in overcrowded properties because they cannot afford or access a home large enough to meet their needs. As a result, some people are living in inadequate accommodation and/or spending an unacceptably large proportion of their income on housing, which in turn increases levels of poverty. The official definition of affordable housing does not adequately address the diverse range of need within Greater Manchester. Through its housing strategy, Greater Manchester will define its approach to affordable housing.
- 7.16** There are currently over 85,000 households on the local authority registers, with almost 30,000 of these identified as being in priority need<sup>(69)</sup>. It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices<sup>(70)</sup>. New build is just one of the ways to meet this need.
- 7.17** Consequently, increasing the delivery of affordable housing across Greater Manchester is a very high priority, and it will be essential that new residential developments play a full role in supporting this. There are a variety of ways of delivering affordable housing and the emphasis in some parts of Greater Manchester may be on increasing the supply of social rented and affordable rented properties, reflecting the low incomes of many households in need. In other parts, alternative types of affordable housing may also be suitable, such as shared ownership, affordable market rent, and discount market sales.
- 7.18** In doing this it will be important to ensure that a diverse mix of values and tenures of new housing comes forward so that all households can meet their needs and aspirations, helping to ensure that Greater Manchester can attract and retain skilled workers, bring more money into local economies and deliver more mixed and inclusive communities.

69 Priority need is usually referred to as 'reasonable preference' as per the 1996 Housing Act (Part 6)

70 The lower quartile is the point at which one-quarter of properties are cheaper to buy/rent, and three-quarters are more expensive, representing a typical entry point property for new households prices.

## Policy GM-H 2

### Affordability of New Housing

Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

1. Significantly increasing the supply of new housing across Greater Manchester, in accordance with Policy GM-H 1 'Scale of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Aiming to deliver at least 50,000 new affordable homes across Greater Manchester over the period 2018-2037, with at least 30,000 being for social rent or affordable rent<sup>(71)</sup>
3. Support provision of affordable housing, either on- or off-site, as part of new developments, with locally appropriate requirements being set by each local authority
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

## Question 42

### Do you agree with the proposed policy on the Affordability of New Housing?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Type, Size and Design of New Housing

- 7.19** Increasing the supply of affordable homes is an essential component of the overall strategy, but it will be important to ensure that a diverse mix of values and tenures of new housing comes forward so that all households can meet their needs and aspirations.
- 7.20** Greater Manchester is in competition with cities across the world to attract and retain the skilled workers that will be critical to delivering high and sustained levels of economic growth. It already has some particularly attractive residential neighbourhoods, several of which can command very high house prices, both within the high-density areas of the City Centre and The Quays, and in some of the lower density suburbs. Many of the higher value suburban

71 A definition of the different forms of affordable housing is given in Annex 2: Glossary (page 64) of the NPPF - see <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

neighbourhoods are located in the south of Greater Manchester, forming part of a much larger high-value area extending into north Cheshire, although there are smaller and more dispersed prosperous housing areas elsewhere in the sub-region.

- 7.21** A key aim of the GMSF is to boost the supply of new homes, in some areas this will help to diversify local housing markets that are often dominated by low-cost housing, bring more money into local economies, and deliver more mixed and inclusive communities. It will also help to increase the options for skilled workers looking to move into or within Greater Manchester. Focusing a significant proportion of housing growth in the northern areas will assist in this, supported by selectively releasing Green Belt sites to deliver a diverse mix of values and tenures that includes affordable homes as well as some higher value housing, (relative to prevailing values in the local area), within a high quality environment. This will help to achieve a better spread of higher value housing and prosperity across Greater Manchester, whilst also delivering greater diversity within individual areas.
- 7.22** A diverse range of housing will be required to meet population and household growth in Greater Manchester. Around three-quarters of the population increase is projected to be aged 65 and over, with less than one-tenth aged under 18<sup>(72)</sup>. Indeed, those aged 65 and over are projected to account for all population growth in five of the individual districts in Greater Manchester, Bolton, Bury, Rochdale, Tameside and Wigan, based on the ONS 2016-based subnational population projections, with each seeing a decline across other age groups.
- 7.23** A key part of the overall strategy is to maximise the amount of development on brownfield sites in the most accessible locations, and minimise the loss of greenfield and Green Belt land as far as possible. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments and town houses, continuing recent trends.
- 7.24** Smaller households are forecast to account for over half of the growth in households<sup>(73)</sup>. It is anticipated that this will further strengthen the demand in apartments, particularly given cost pressures and the increased reliance on private rented accommodation. However, some single and couple households will want or need to live in larger dwellings, for example to facilitate home-working or accommodate visiting relatives. There is scope to increase the number of families living in apartments, especially if higher density neighbourhoods can be made more inclusive for all age groups.
- 7.25** The ageing population will necessitate a renewed emphasis on ensuring that a diverse range of housing is available to meet the needs of older people and households. This will require new dwellings to be more adaptable, and designed with potential care needs in mind, so that older people can remain in their homes if they wish as their circumstances change. There also need to be much better options for those who would like to move, perhaps to a dwelling of a more appropriate size in a location that enables them to easily access local services and facilities, and this could help to release some existing houses for families with dependent children.

72 ONS 2016-based subnational population projections

73 ONS Household Projections

- 7.26 The UK has the smallest average new-build dwellings in Europe<sup>(74)</sup> and cost considerations for both developers and households are placing further downward pressure on dwelling size. This potentially creates a number of problems, resulting in less adaptable dwellings that are unable to respond to the changing needs of households, poor health resulting from cramped conditions and overcrowding, and overall a lower quality of life. The lack of space can also inhibit home-working, which will be increasingly important in helping to minimise the need to travel and enabling Greater Manchester to take advantage of digital-based business opportunities. It is therefore essential that new housing achieves minimum standards that will help to ensure that it is able to meet identified needs and contributes to rather than detracts from the relative attractiveness of Greater Manchester as a place to live. The provision of appropriate outdoor private amenity space will also be vital in delivering high quality homes that support good health.

### Policy GM-H 3

#### Type, Size and Design of New Housing

Development across Greater Manchester should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.

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 Greater Manchester as a whole.

Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.

All new dwellings in Greater Manchester must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards

74 Malcolm Morgan and Heather Cruickshank (2014) Quantifying the extent of space shortages: English dwellings, Building Research & Information Vol. 42, Issue 6, 2014

### Question 43

**Do you agree with the proposed policy on the Type, Size and Design of New Housing?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Housing Densities

**7.27** Increasing the average density of new housing developments in the most accessible locations is an important part of the overall strategy for Greater Manchester, providing a number of benefits. It will reduce the amount of land that needs to be used for development, thereby assisting the protection of greenfield and Green Belt land. It will help to minimise the need to travel, enabling more people to live close to shops and services, and increasing the local population necessary to support local facilities and support regeneration. It will also maximise the number of people living in the most accessible places, helping to increase the proportion of trips made by walking, cycling and public transport, and reducing the demand for car-based travel. The approach to housing densities directly supports the objectives of the Mayor's Town Centre Challenge.

### Policy GM-H 4

#### Density of New Housing

New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport, in accordance with the minimum densities set out below.

Location (use highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare)		
	Within the location	Within 400 metres	Within 800 metres
<b>Designated centres:</b>			
City Centre	200	120	70

Location (use highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare)		
	Within the location	Within 400 metres	Within 800 metres
Designated town centres	120	70	50
Other designated centres	70	50	35
<b>Public transport stops:</b>			
Main rail stations and Metrolink stops in the City Centre	N/A	200	120
Other rail stations and Metrolink stops in large designated centres	N/A	120	70
Other rail stations with a frequent service and all other Metrolink stops	N/A	70	50
Leigh Guided Busway stops	N/A	50	35
Areas within GMAL 6 and above	50	35	35
<b>All other locations:</b> minimum net residential density of 35 dwellings per hectare			

Lower densities may be acceptable where they can be clearly justified by:

1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or
2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure

And where it would not compromise the overall delivery of new homes in the district.

In order to achieve an appropriate mix of housing across Greater Manchester, the densities above should typically be delivered as follows:

- 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

### Definitions and interpretation

Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.

Distances should be measured from the boundary of the designated centre or GMAL area<sup>(75)</sup>. All distances are measured in a straight line.

The designated centres are as defined in district local plans.

### Question 44

#### Do you agree with the proposed policy on the Density of New Housing?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Housing Land Supply

- 7.28** There is a strong focus in the GMSF on directing new housing towards previously-developed sites within the existing urban area. This will help to address existing dereliction and poorly used sites, as well as reducing the need to release greenfield and Green Belt land for development. Previously-developed sites are often in relatively sustainable locations, close to facilities and served by existing infrastructure, and hence their reuse for housing can support wider objectives. Policy GM-H 4 'Density of New Housing' will ensure that the most is made of such sites, particularly in more accessible locations, further reducing the need for additional land release.

<sup>75</sup> 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](http://data.gov.uk).

- 7.29** A large number of previously-developed sites suitable for housing have been identified by districts in their brownfield registers, strategic housing land availability assessments and local plans. Not all previously-developed sites will be appropriate for housing development, as there will be a continued need to accommodate other uses such as employment. The large amount of land identified in the GMSF for new industrial and warehousing development may free up some existing employment sites and areas for residential redevelopment in addition to those already identified, but this potential supply is too uncertain to be assumed to make a significant contribution to new housing during the plan period.

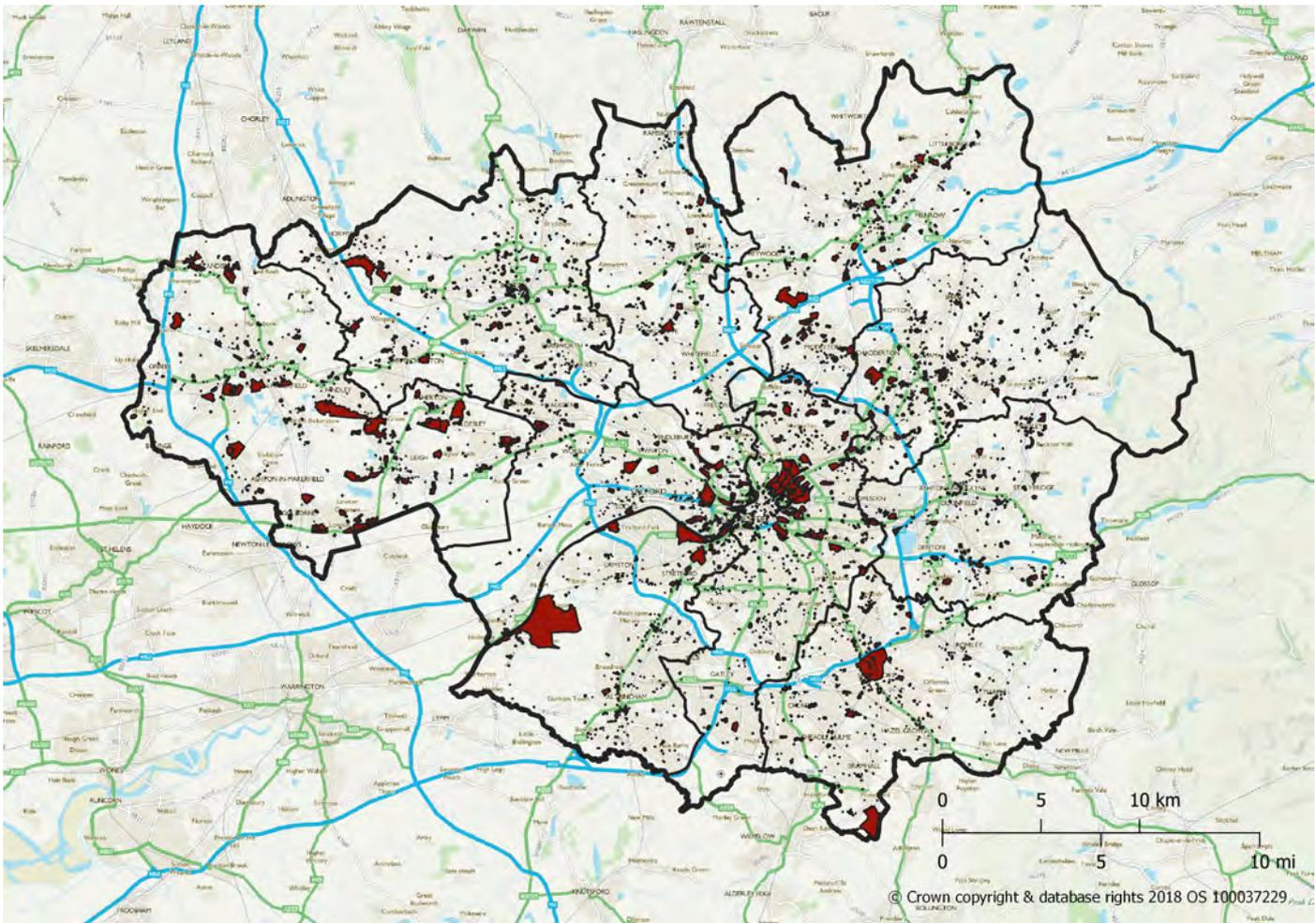


Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments

- 7.30** A further source of housing land supply will be small sites, which are typically not identified comprehensively in brownfield registers and strategic housing land availability assessments. It has been assumed that the supply of new dwellings on small sites will continue at the same rate in each district as has been seen over the last five years.
- 7.31** It will be important to make the most of the existing housing stock. The proportion of dwellings in Greater Manchester that are vacant has halved since 2008 and now matches the England average<sup>(76)</sup>. Efforts will be made to further reduce long-term vacancies, including by seeking

76 Reduction from 5.0% in 2008 to 2.5% in 2017, based on ONS live tables 125 and 615

Government funding and working with property owners, but any significant further reduction in vacancies could begin to make it more difficult for people to move home. Consequently, it has not been assumed that a reduction in vacancies will help to meet the overall housing requirement.

**7.32** The existing supply of potential housing sites identified in the districts' strategic housing land availability assessments, small sites and empty properties is insufficient to meet the overall identified need. Consequently, if Greater Manchester is to meet its future housing requirements, there is a need to identify additional sites across the city-region. The only realistic option for doing so is to remove some land from the Green Belt in strategic locations.

**7.33** The table below summarises the sources of housing land supply up to 2037.

District	Strategic Housing Land Availability Assessment			Allowances <sup>(77)</sup>	GMSF Allocations <sup>(78)</sup>	Total land supply 2018-2037
	Brownfield land	Greenfield land	Mix brownfield land and greenfield land			
Bolton	9,628	2,689	0	2,306	0	14,623
Bury	3,336	668	412	280	5,355	10,051
Manchester	45,309	1,737	9,380	1,397	24	57,847
Oldham	7,585	1,174	2,004	367	4,007	15,137
Rochdale	6,463	2,935	751	-892	3,627	12,884
Salford	31,140	1,916	2,769	1,666	2,000	39,491
Stockport	5,180	719	5,105	770	3,700	15,474
Tameside	5,028	800	1,310	798	1,542	9,478
Trafford	8,377	3,653	897	434	7,111	20,472
Wigan	12,223	7,725	110	1,134	1,900	23,092
Greater Manchester	134,269	24,016	22,738	8,260	29,266	218,549

<sup>78</sup> Excluding homes identified in baseline supply

<sup>77</sup> Allowances are a combination of small sites windfall allowances and demolitions/clearances for four of the districts (Bolton, Manchester, Oldham and Rochdale). Rochdale has a negative allowance figure because the number of dwellings expected to be lost to demolition/clearances is expected to outnumber the number of new dwellings expected to be built on small sites.

Table 7.3 Sources of housing land supply 2018-2037

### **Question 45**

**Do you have any further comments on the policies and overall approach proposed in Homes for Greater Manchester?**

A landscape photograph showing rolling hills. In the background, several wind turbines are visible against a clear sky. The middle ground features green fields divided by stone walls, with a small farm building on the left. The foreground shows a brown, grassy hillside leading down to a reservoir. The water is blue, and the shoreline is rocky and sandy.

CHAPTER EIGHT

**A GREENER  
GREATER  
MANCHESTER**

## 8 A Greener Greater Manchester

8.1 Greater Manchester's many and varied green spaces and features are used in many different ways and afforded many different values by the people who live, work or visit the city -region. The GMCA is committed to the Government's approach as set out in the 25 Year Environment Plan (25YEP)<sup>(79)</sup> to deliver a better natural environment for people and wildlife and ensuring that it is accessible for everyone to connect to and benefit from. Greater Manchester is the home of the Urban Pioneer programme<sup>(80)</sup> testing new tools and methods for investing in and managing the natural environment as recognition of the particular issues faced by a growing post-industrial city-region.

8.2 The GMSF supports the important role of Greater Manchester's natural assets by:

- Valuing the special qualities and key sensitivities of Greater Manchester's **landscapes** (recognising importance of an area's appearance to the sense of place held by those who live in or visit it);
- Seeking to protect and enhance **green infrastructure** (the wider network of green (and blue) features which make a huge contribution to quality of life, promote good mental and physical health, create liveable places and support economic growth);
- Seeking an overall **enhancement of biodiversity and geodiversity** (the living organisms and ground beneath our feet which underpin the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life);
- Seeking to maintain a **Green Belt** (which plays an important role in restricting unplanned development in a conurbation with a complex urban form, ensuring that its cities, towns and smaller settlements retain their identity).

### Valuing Important Landscapes

8.3 A Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) has been prepared for Greater Manchester<sup>(81)</sup>. This assesses the quality and sensitivity of different landscapes and considers cross-boundary relationships (including with the Peak District National Park). The GMLCSA has been used to inform the selection of the sites which are set out in the GMSF.

8.4 The GMLCSA identifies 10 different landscape character types which make up Greater Manchester's predominantly unbuilt areas and sets out evidence of their characteristics and sensitivities:

- Broad Urban Fringe Valleys; Historic Parks and Wooded Estate Farmland;
- Incised Urban Fringe Valleys;
- Mosslands and Lowland Farmland;
- Pennine Foothills (West-South Pennines);

79 [www.gov.uk/government/publications/25-year-environment-plan](http://www.gov.uk/government/publications/25-year-environment-plan)

80 <https://naturegreatermanchester.co.uk/project/urban-pioneer/>

81 [www.greatermanchester-ca.gov.uk/gmsf](http://www.greatermanchester-ca.gov.uk/gmsf)

- Pennine Foothills (Dark Peak); Reclaimed Land / Wetlands;
- Unenclosed Uplands and Fringes (West-South Pennines);
- Unenclosed Uplands and Fringes (Dark Peak); and
- Urban Fringe Farmland

**8.5** The sensitivities of Greater Manchester's landscapes vary according to the issues and pressures they face and can be significantly influenced by the green infrastructure features they contain (see 'Greater Manchester's Green Infrastructure Network').

## Policy GM-G 1

### Valuing Important Landscapes

Development should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

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. In particular, opportunities to improve the intactness and condition of the landscape should be taken, especially in conjunction with seeking a net enhancement of biodiversity/geodiversity resources under 'Biodiversity and Geodiversity'.

In implementing this strategic policy regard will be had to the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA), in particular its guidance on future development and landscape management/enhancement within areas covered by each landscape character type.

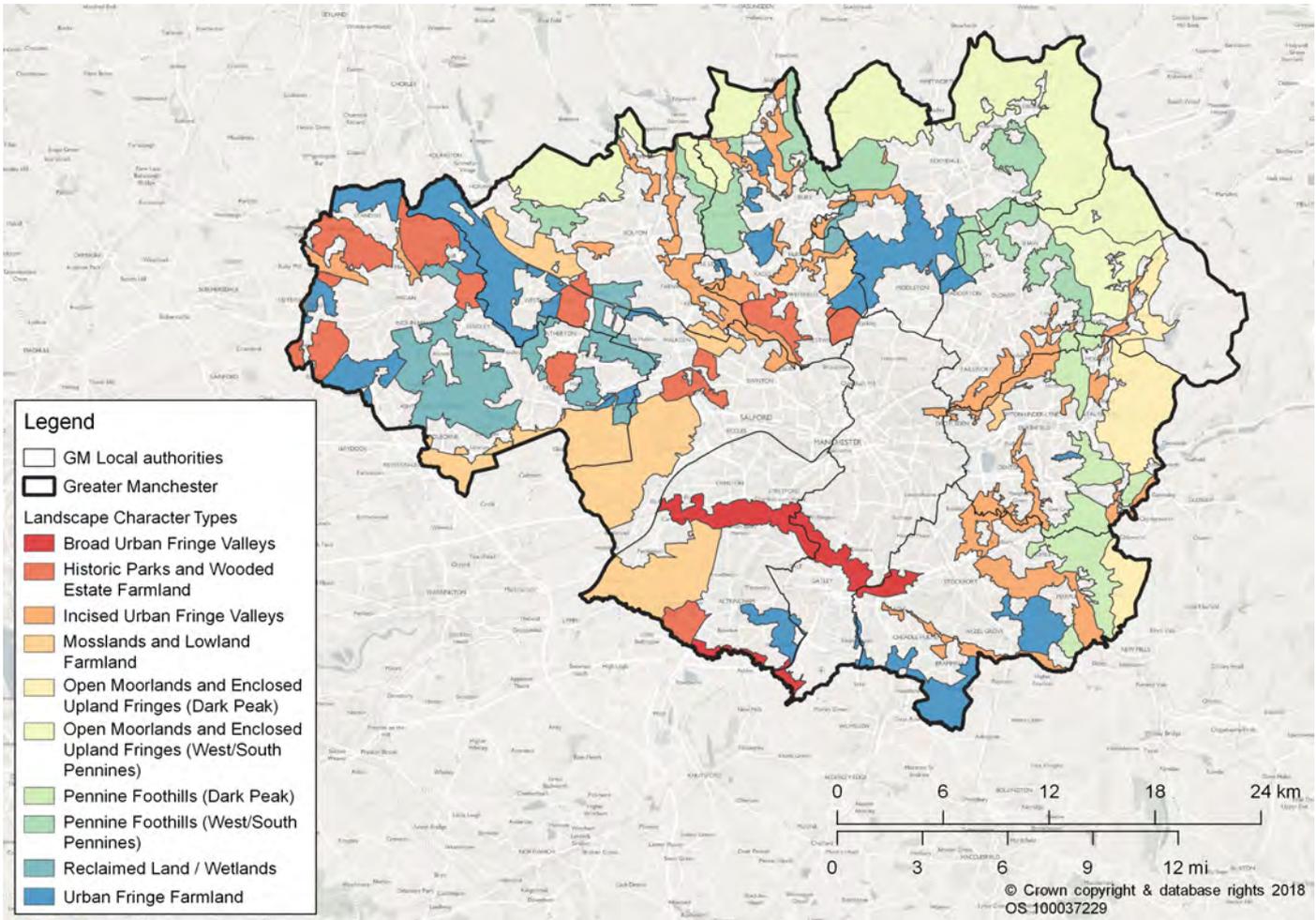


Figure 8.1 Landscape Character Types

### Question 46

**Do you agree with the proposed policy on Valuing Important Landscapes?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Greater Manchester’s Green Infrastructure Network

**8.6** Green infrastructure is a term that describes ‘green’ features such as parks, open spaces, playing fields, countryside, gardens, hedges, trees, woodlands, green roofs, and green walls. It also includes ‘blue’ features such as rivers, canals, ponds and other water bodies.

- 8.7** Green infrastructure is fundamental to human life, providing a range of essential environmental services. It makes a huge contribution to quality of life, promotes good mental and physical health, creates liveable places and supports economic growth. Green infrastructure is increasingly important to adapting to and mitigating the impacts of climate change.
- 8.8** The green infrastructure network in Greater Manchester is enormously diverse, both in terms of its character and functions. Each type of green infrastructure is important in its own right, adding to the distinctiveness of the local area and Greater Manchester as a whole. However, it is the combination of and interrelationships between them that is particularly significant.
- 8.9** Ensuring that there is a high quality network of green infrastructure is therefore vital to the long-term success, sustainability and resilience of Greater Manchester. Such a network should be:
- Extensive, maximising the size and spread of green infrastructure in a way that is compatible with meeting development requirements, with a particular need to increase the quantity of green infrastructure in the denser urban areas;
  - Integrated, maximising connections between the different components including into areas surrounding Greater Manchester and, importantly, into and through new development;
  - Multifunctional, providing multiple eco-system services whilst not detracting from important primary functions;
  - High quality, ensuring it is able to perform successfully its various functions; and
  - Accessible, enabling residents from across Greater Manchester and other visitors to appreciate its benefits in a way that does not lead to its degradation.
- 8.10** However, green infrastructure assets can come under pressure due to continued growth in the population, economic activity and number of visitors, as well as from higher temperatures and more extreme weather events resulting from climate change. The challenge for Greater Manchester is therefore to find a way of accommodating the necessary scale of development to deliver inclusive growth and prosperity, whilst delivering overall improvements to the green infrastructure network.
- 8.11** The implications will vary between different areas, with the emphasis varying between protecting existing features, increasing the quantity of green infrastructure, and enhancing the quality of provision, and in some cases there will be a trade-off between these. Just as it is crucial that previously-developed land is used as efficiently as possible to minimise the need to develop greenfield sites, it is also essential that the most is made of the green infrastructure assets that Greater Manchester has, maximising the benefits for residents.

## Policy GM-G 2

### Green Infrastructure Network

The network of green infrastructure that stretches throughout Greater Manchester will be designed, managed, protected and enhanced so as to help deliver the following critical benefits:

1. Offer a broad range of recreation opportunities
2. Enhance biodiversity, by expanding, improving and connecting habitats
3. Enhance the sense of place, distinctiveness and visual interest of different areas and offer a high quality setting for development and heritage assets
4. Provide green travel routes, enabling more trips to be made by walking and cycling
5. Reduce carbon emissions, by sequestering and storing carbon, particularly in peat and trees
6. Adapt to warmer temperature, by providing cooling and shade within urban areas and water storage
7. Manage flood risk, by increasing infiltration and providing areas for water storage and inundation
8. Improve water quality by reducing soil erosion and capturing sediments and contaminants before they enter watercourses
9. Enhance air quality, by reducing emissions and removing pollutants for the air
10. Enable people to connect with nature at a local level

Other functions such as food production will be supported where they are compatible with these key priorities.

Where practicable, opportunities to integrate new and existing green infrastructure into new development should be taken to protect, enhance and expand the green infrastructure network in accordance with the above priorities. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long term management and maintenance.

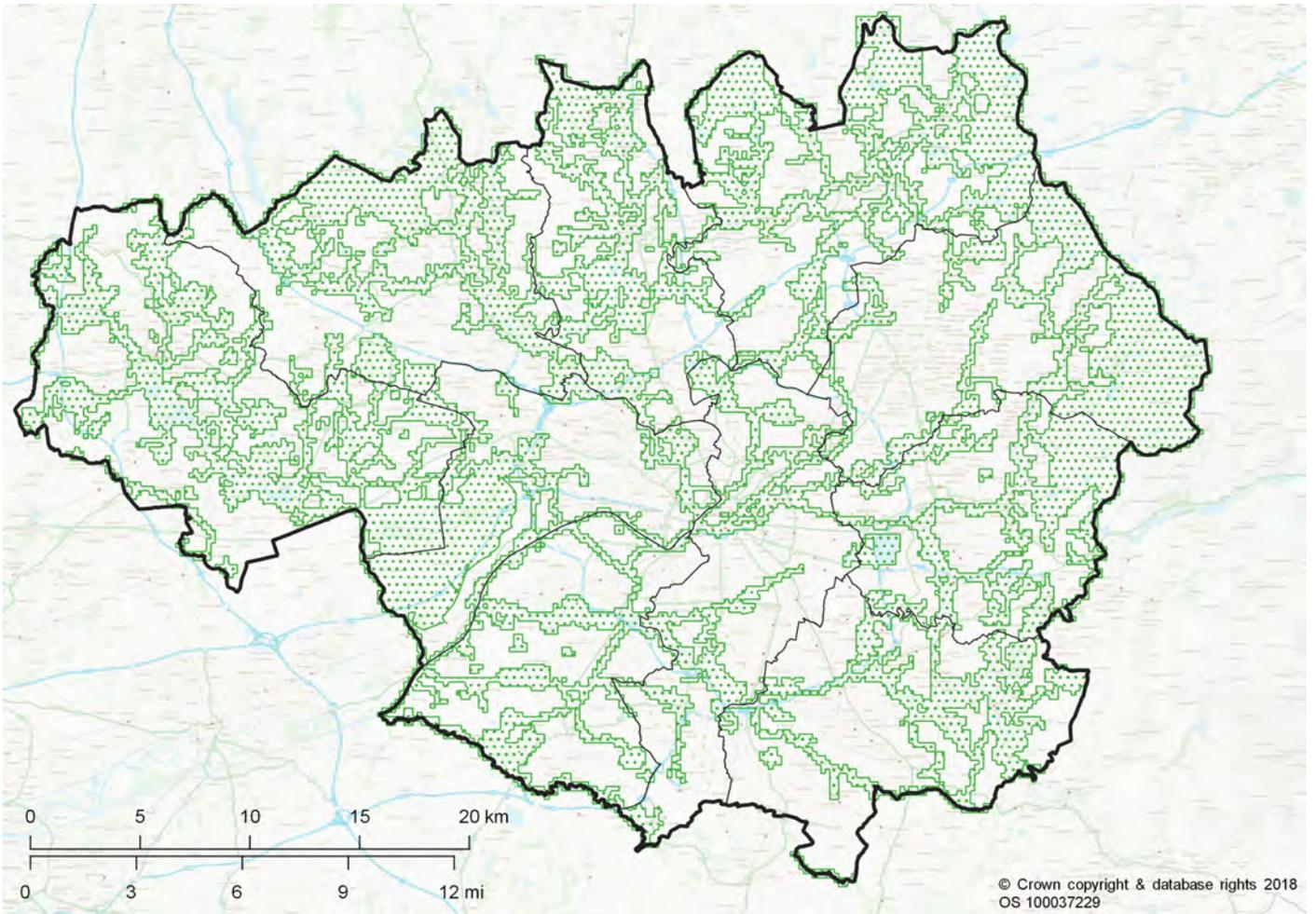


Figure 8.2 Priority green infrastructure

### Question 47

**Do you agree with the proposed policy on the Green Infrastructure Network?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Key Elements of the Green Infrastructure Network

**8.12** The green infrastructure network within Greater Manchester is enormously diverse, both in terms of the type and character of features and the various functions that they perform. At a broad level, the network can be broadly split into a number of different areas, although these are not completely discrete and there is some overlap between them:

- River valleys and waterways
- Lowland wetlands and mosslands
- Uplands
- Urban green spaces

- 8.13** Trees and woodland are further vital elements of the green infrastructure network, permeating through these broad areas and often appearing as key features within them.
- 8.14** Each type of green infrastructure is important in its own right, adding to the distinctiveness of the local area and Greater Manchester as a whole. However, it is the combination of, and interrelationships between, them that is particularly significant. Views between the various elements are a key part of the character of the area, and collectively they enable the movement of species throughout the sub-region and beyond. Although this categorisation helps to understand the overall network, it should also be recognised that there are considerable differences within as well as between them. These broad areas are complemented by other green infrastructure features especially within urban areas, such as gardens, ponds, green roofs and verges.

### River Valleys and Waterways

- 8.15** There are over 2400 km<sup>(82)</sup> of river valleys within Greater Manchester, in addition to over 150 km of canals, which form a central component of the landscape, making a major contribution to biodiversity, geodiversity, wider green infrastructure, local identity, the sense of place and heritage.
- 8.16** In urban centres they have a significant role for generating and sustaining economic growth as well as providing a unique opportunity to contribute to the quality of the local natural environment. They also provide critical ecosystem services in reducing the urban heat island effect and mitigating air pollution, particularly when reinforced by planting.
- 8.17** River valleys and canals are vital components of the wider network of habitats, transport routes and recreation/tourism opportunities, and their long term management is essential to provide benefits to flood risk, water quality, climate change adaptation, wildlife and creating attractive healthy environments for people to live. They provide important corridors of semi-natural habitats and natural green space, with open grassland, woodland and wetland, linking urban centres with open countryside and connecting other strategically important areas such as the uplands and lowlands.
- 8.18** In Greater Manchester the river valleys are a complex network and cover a number of catchments including the Mersey, Irwell, Roch, Tame and Bollin. These flow from the Pennine moors to the East and North, and the Peak District to the South-East, across the conurbation and into the lower-lying areas of the South and West. The Douglas also covers the West of Greater Manchester and flows North into the Ribble Estuary (Lancashire).

---

82 Source: Environment Agency

- 8.19** The growth of urban areas and their industrial legacy has resulted in many heavily modified and poorly connected watercourses that are often culverted and hemmed in by development. As a result of this they also suffer significant water quality pressures from issues such as diffuse pollution and land contamination which have led to the majority of them failing their international objectives under the EU Water Framework Directive<sup>(83)</sup>.
- 8.20** Previous initiatives such as the Mersey Basin Campaign (1985-2010) have been successful at improving water quality and the ecological value of watercourses, but there is still considerable scope for further enhancement. New development must be designed to ensure river corridors and their associated habitats are integrated within development ensuring they are managed sustainably in the long term and opportunities to address Water Framework Directive failures are considered. This in turn will provide high quality and attractive environments, achieve additional economic benefits (through multifunctional ecosystem services and land value capture) whilst ensuring there is increased resilience to future climate change pressures and an overall improvement in biodiversity.
- 8.21** The North West River Basin Management Plan<sup>(84)</sup>, required under the Water Framework Directive<sup>(85)</sup>, provides the statutory framework for protecting and enhancing the benefits provided by the water environment. Catchment Partnerships are also responsible for preparing catchment plans to help achieve a coordinated approach to Water Framework Directive delivery and embedding the catchment based approach.

---

83 <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32000L0060>

84 <https://www.gov.uk/government/collections/river-basin-management-plans-2015>

85 [http://ec.europa.eu/environment/water/water-framework/index\\_en.html](http://ec.europa.eu/environment/water/water-framework/index_en.html)

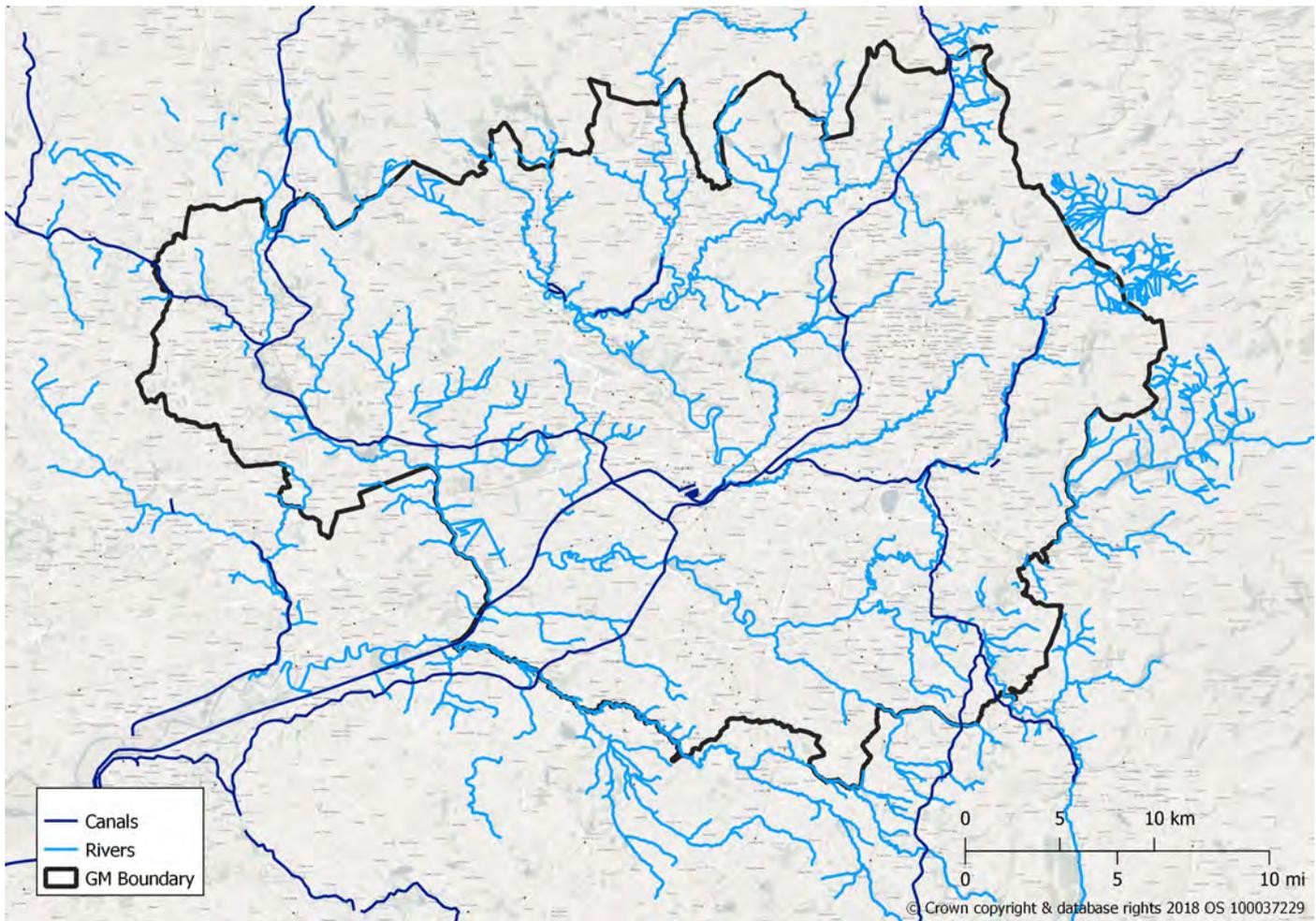


Figure 8.3 Greater Manchester's river and canal networks

**8.22** Greater Manchester Combined Authority is also a key partner on the EU Life Integrated Project known as 'Natural Course'<sup>(86)</sup>. This covers the North West River Basin Management Catchment, and has a primary focus on the Irwell Catchment. Natural Course is seeking to develop a collaborative approach to integrated water management and the enhancement of the many benefits that our rivers provide. A key objective of Natural Course is to identify and innovative and cost effective solutions to a range of water management issues and where possible use a natural capital approach to help deliver multiple objectives. A recent study of the ecosystem benefits from the natural environment alongside the Irwell's rivers has an existing natural capital value of £418 million per year<sup>(87)</sup>. The GMSF has an important role as part of this to ensure that any future development has a positive impact on the water environment and these ecosystem services are enhanced where possible.

86 <http://naturalcourse.co.uk/>

87 TEP/Vivid Economics Irwell Ecosystem Services Opportunity Mapping (2018) - see

<https://naturalcourse.co.uk/2018/04/23/irwell-management-catchment-natural-capital-account-and-ecosystem-services-opportunities-mapping/>

## Policy GM-G 3

### River Valleys and Waterways

River valleys and waterways will be protected and improved as central components of Greater Manchester's green infrastructure network, making a major contribution to local identity, quality of life and the natural environment.

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities will seek to deliver the following priorities:

1. Retain the remaining open character of the river valleys, avoiding their fragmentation and prominent development on valley edges;
2. Promote public enjoyment of the river valleys, including as key features connecting urban areas to the countryside, and enhance their high recreational value as green fingers through densely populated areas;
3. Protect and enhance the mosaic of semi-natural habitats, including: riparian (waterside), clough, broadleaved and ancient woodland; wet and semi-natural grassland; meadow; and lakes and ponds;
4. Retain existing pockets of relatively tranquillity and seclusion, especially within the more tightly enclosed and wooded valleys;
5. Reduce flood risk, through careful land management and a catchment-wide approach;
6. Improve water quality, including through land decontamination and the management of diffuse pollution from industry and agriculture;
7. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of river banks and flood plains;
8. Increase the use of canals and watercourses for active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and
9. Ensure that development relates positively to nearby rivers and other waterways, taking advantage of opportunities to integrate green infrastructure through:
  - a. High quality frontages to the water; and
  - b. Public realm alongside the water for both recreation use and maintenance access

**Question 48****Do you agree with the proposed policy on River Valleys and Waterways?***Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

**Lowland Wetlands and Mosslands**

- 8.23** Lowland wetlands and mosslands cover substantial areas within Wigan, west Salford and south-west Trafford, where they form part of the Great Manchester Wetlands Nature Improvement Area which extends into Warrington and measures around 40,000 hectares in total. There are also smaller lowland wetland and mossland areas in other parts of the sub-region, including Clifton Moss in Salford, Red Moss in Bolton, Unsworth Moss in Bury, and Ashton Moss in Tameside. All of these areas have significant green infrastructure functionality, and are significant in terms of their biodiversity and geodiversity resources.
- 8.24** The area includes a range of internationally, nationally and locally designated nature conservation sites and is covered by the Great Manchester Wetlands Nature Improvement Area which aims to create an essential network of wildlife corridors, linking biodiversity across the landscape and allowing wetland habitats to thrive and survive<sup>(88)</sup>. Although it has a rich variety of habitats, existing conservation sites are often poorly connected, and there are large parts of the area where the landscape is degraded. Habitat enhancement and reinstatement could deliver considerable ecological benefits, as well as providing a large-scale recreation resource that could make a significant contribution to the health and quality of life of residents. Landscape enhancements would also support other objectives such as improving water quality, mitigating flood risk and reducing soil erosion.
- 8.25** The mosslands were originally typified by lowland raised bog, which supports a unique range of wildlife. Peat cutting and agriculture have left only small areas of undamaged peat deposits, and lowland raised bog is now one of Western Europe's rarest and most threatened habitats. Several restoration projects are underway within Greater Manchester, which will not only have major nature conservation benefits, but could also make a considerable contribution to carbon targets, reducing a significant source of emissions and locking in additional carbon. Within Wigan in particular, extensive valuable wetland habitats have formed on many former industrial sites where undermining has resulted in the formation of subsidence flashes and ponds. A mixture of pasture and arable cultivation is found in farmed areas surrounding the wetlands and active mossland, taking advantage of the productive peaty soils.

88 <https://www.lancswt.org.uk/greatmanchesterwetlands>

- 8.26** The restored industrial landscapes of the wetlands, such as the flashes in Wigan, provide an important recreational resource. There is also a network of public footpaths and long-distance walking and cycling routes, but access to large parts of the landscape is very limited. The Heritage Lottery funded Carbon Landscape project, which also extends through Warrington to incorporate the Mersey Wetlands Corridor, is seeking to reconnect people to the landscapes and raise awareness within local communities of these amazing wild oases on their doorstep, including through a Carbon Trail that will link them together<sup>(89)</sup>.
- 8.27** The importance of the habitats and wider landscape means that there is a strong emphasis in the GMSF on their retention and improvement, and the majority of these areas will see little or no development. Some sections of undeveloped mossland, however, are considered appropriate for future development as they are well-located to make a notable contribution to delivering more balanced and inclusive growth. Such areas will only be developed where they are shown to be of limited ecological value and the development can be delivered without compromising the green infrastructure role of the wider area.

## Policy GM-G 4

### Lowland Wetlands and Mosslands

The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands will be protected, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments.

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities will seek to deliver the following priorities:

1. Maintain and enhance the extensive and varied mosaic of semi-natural habitats including brooks, ditches, open water bodies, bog, fen, swamp, flashes, ponds, wet and broadleaved woodland, and grassland;
2. Manage and restore the remnant pockets of lowland raised bog, including through restoration from farmland, significantly expanding and connecting the areas of active bog to contribute to important functions such as flood risk management and carbon sequestration;
3. Positively manage land adjacent to lowland raised bog and other sensitive wetland habitats in a complementary and coordinated manner, ensuring that their hydrology is not adversely affected and the water table is restored;
4. Increase features that act as stepping stones for wildlife moving through the area, such as field ponds, hedgerows and trees, and minimise barriers to movement;
5. Removal of derelict structures and the remediation of land where it is beneficial to green infrastructure provision and there is no historic value in their retention; and

89 <https://carbonlandscape.org.uk/>

6. Expand public access across the area considerably, including through the creation of new circular routes, and enhance recreation opportunities

### Question 49

#### Do you agree with the proposed policy on Lowland Wetlands and Mosslands?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Uplands

- 8.28** Greater Manchester's uplands extend around the northern and eastern edges of the conurbation, through Bolton, Bury, Rochdale, Oldham, Tameside and Stockport. The area includes parts of the West and Southern Pennines and the Dark Peak, and sits within a much larger moorland landscape stretching eastwards into the Peak District National Park and northwards into Lancashire. As a result, cross-boundary working with local authorities outside Greater Manchester is required to address the issues affecting the uplands.
- 8.29** The uplands and features within them are widely visible from across Greater Manchester, providing a strong sense of place and orientation. The intense rural character and sense of isolation of the uplands, particularly on the unenclosed moorland, contrasts with the extensive urban area below, of which there are spectacular panoramic views. This is complemented by the industrial architecture and archaeology throughout the uplands, including mill ponds, narrow winding lanes, disused quarries and coal-mining relics. Gritstone is a distinctive unifying feature of the dry stone walls and limited built development.
- 8.30** The importance of the mosaic of moorland habitats is reflected in a range of international, national and local designations, including parts of the large South Pennine Moors Special Area of Conservation. These habitats support breeding bird populations, including several rare species. The peat soils of the uplands store significant volumes of carbon, but extensive areas are degraded, for example due to protective vegetation being damaged. Habitat restoration, particularly of blanket bog, but also other wetland habitats and woodland, will be important for addressing multiple green infrastructure priorities such as sequestering carbon from the atmosphere, minimising flood risk, reducing soil erosion, improving water quality, and enhancing biodiversity. However, such restoration may have land management implications, for example by requiring the re-wetting of moorland and/or the blocking of drainage ditches.

- 8.31** The uplands provide a sense of inspiration and escapism, offering important opportunities for outdoor recreation which can make a considerable contribution to health and wellbeing. There are large areas of Open Access Land, several long-distance trails, and reservoirs that form popular visitor destinations. Enabling more people to enjoy the distinctive character of the uplands could help to increase the attractiveness of Greater Manchester as a place to live and visit, and generate local economic benefits, but this will need to be balanced with the pressures that increased access brings.
- 8.32** The distinctive character, sensitivity and visual prominence of the uplands mean that any development will need to be of a small scale and carefully located and designed. Consequently, it has been assumed that very little development will take place within the area, and the uplands will make a negligible contribution to future housing and employment land supply during the plan period. In particular, no land is proposed to be removed from the Green Belt for development within the uplands.

## Policy GM-G 5

### Uplands

Greater Manchester's upland areas contain important component parts of the green infrastructure network, including significant areas of blanket bog priority habitat, Sites of Biological Importance (SBIs), Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), woodlands and habitats vulnerable to climate change. In making planning decision and carrying out other associated activities, Greater Manchester's authorities will seek to:

1. Integrate any new development into the landscape by utilising existing tree/woodland cover and dips in the landform, and adopting the unifying gritstone vernacular where possible;
2. Enhance the full range of upland habitats as part of an ecologically connected network, including heather moorland, blanket bog, meadows, acid grassland, native woods, and healthy watercourses;
3. Significantly extend the area of active blanket bog, both through the protection of existing sites and the positive restoration of degraded areas to contribute to important functions such as flood risk management and carbon sequestration;
4. Protect and naturally regenerate clough woodland, providing a natural connection between the uplands, foothills and lowlands; and
5. Increase the role of the area in water storage, flood risk management and water quality improvements, as part of a catchment-based approach

## Question 50

### Do you agree with the proposed policy on the Uplands?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Urban Green Space

- 8.33** Whilst Greater Manchester's extensive areas of open countryside are enormously important, the conurbation's urban green spaces are of greater significance to many residents on a day-to-day basis and are the areas with which they have greatest contact. Whilst always functioning as green infrastructure, urban green spaces are not always natural, often containing formal or informal recreational facilities such as playgrounds and sports pitches. These are covered in more detail in 'Sport and Recreation'.
- 8.34** People are often passionate about their local urban green space, resulting in the formation of many friends groups that help to manage them and increase their use. Such spaces are often in the form of parks, playing fields and other sports and recreation facilities, but they also include nature reserves, woodlands, allotments, cemeteries, former rail corridors, and other undeveloped land. Urban green spaces can therefore have widely differing characteristics and values placed upon them. In addition to these valuable green spaces, other types of green infrastructure are also found within the urban area, such as residential gardens, street trees and green roofs.
- 8.35** Urban green spaces are essential to the liveability of urban areas, making a vital contribution to mental and physical health, and more generally to the overall quality of life. They can offer a moment of tranquillity within a busy area, and provide people with opportunities for recreation, social interaction, and to connect with nature. They often form part of the network of green transport routes, supporting more walking and cycling and less car use.
- 8.36** Significantly, they will become increasingly important as a result of climate change, helping to cool overheating urban areas, manage flood risk and enable wildlife to adapt. Other important environmental functions include the ability to mitigate air pollution and help manage water quality. They can be particularly vital for children, providing places to play and opportunities for outdoor learning. They can also help bring communities together, providing places for events and opportunities for community food-growing projects. Urban green space is therefore essential for the environmental and social wellbeing of Greater Manchester but it also makes a major contribution to economic growth and securing investment.

- 8.37** Urban green spaces are often a key part of the character and history of the local area. Some are important heritage assets in their own right, recognised by national or local designations, or provide the setting for them. They are a central element in understanding the story of a place, and several have wider historical and social significance.
- 8.38** The national Monitor of Engagement with the Natural Environment survey suggests that two-thirds of all visits to the natural environment in England are within 2 miles of home, and two-fifths are within 1 mile<sup>(90)</sup>. Access to these smaller green spaces at short distances is therefore important to deliver the health, wellbeing and other benefits that result from visiting the natural environment. However, less than half of Greater Manchester residents currently live within 300 metres of an accessible natural green space of at least 2 hectares in area. The places of greatest deficiency tend to be the more densely developed urban areas. Part of the overall strategy is to make best use of previously-developed land in order to reduce the need for developing greenfield (not previously-developed) sites but this can only result in quality places if it is accompanied by considerable improvements in the accessibility, quality and functionality of green space, particularly in higher density urban locations.

## Policy GM-G 6

### Urban Green Space

To ensure there is an appropriate scale, type, quality and distribution of urban green space across Greater Manchester that can support a high quality of life and other important green infrastructure functions:

- existing urban green space will be protected and enhanced in balance with other considerations; and
- the GMCA and districts will work with developers and other stakeholders to deliver new urban green spaces,

Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

## Question 51

### Do you agree with the proposed policy on Urban Green Space?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

90 March 2015 to February 2016 - [www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results](http://www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results)

## Trees and Woodland

- 8.39** Trees and woodland are extremely important components of Greater Manchester's green infrastructure network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures. For example, woodlands can slow the flow of water, increase infiltration, stabilise river beds and banks, and intercept pollutants, all of which will help to achieve North West River Basin Management Plan objectives. Trees in the urban environment can soften otherwise harsh environments, filter wind and humanise the scale of tall buildings, creating pleasant public spaces at street level. Trees also play a major role within the urban environment, softening otherwise harsh environments, filtering wind and providing contrast to the scale of tall buildings, creating pleasant public spaces at street level.
- 8.40** Greater Manchester's woodlands vary in character, from upland oak woods to wet woodland, and from ancient broadleaved woodland to plantation and young woodland. Many important woodlands in Greater Manchester have been designated for their nature conservation interest. Trees and woodland are often important features within areas of priority green infrastructure (see Policy GM-G 2 'Green Infrastructure Network') and within the other key parts of the green infrastructure network specifically identified within the GMSF (see 'River Valleys and Waterways', 'Lowland Wetlands and Mosslands' and 'Uplands').
- 8.41** Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect<sup>(91)</sup> and these efforts are now being brought together under the Greater Manchester Tree and Woodland Strategy<sup>(92)</sup>. Maturing woodlands provide significant areas of Greater Manchester with a character that now appears greener and much less grey than in the past, but there is considerable scope to secure further improvements across a much wider area<sup>(93)</sup>. The City of Trees initiative identifies a target to plant one tree for every resident in Greater Manchester<sup>(94)</sup> and this would have major environmental, social and economic benefits that would support implementation of the GMSF. It would also contribute to the broader Northern Forest project stretching from Liverpool to Hull, which aims to address the North's low level of woodland cover and support an increase in tourism by planting 50 million trees over the next 25 years.
- 8.42** Whilst new planting will be essential, it will also be important to protect and enhance existing trees and woodland, especially within or close to urban areas where they make a major contribution to quality of life. Expanding and connecting areas of woodland would help to make them more resilient to external threats such as climate change.

91 <http://www.cityoftrees.org.uk/timeline>

92 Being prepared on behalf of Greater Manchester by the City of Trees initiative (<http://www.cityoftrees.org.uk/>), with the intention of being formally adopted as guidance which can inform planning decisions.

93 Currently around 15.7% of Greater Manchester is beneath tree canopy - see [www.cityoftrees.org.uk/news/largest-i-tree-eco-survey-uk-highlights-%C2%A333million-annual-value-greater-manchester%E2%80%99s-trees](http://www.cityoftrees.org.uk/news/largest-i-tree-eco-survey-uk-highlights-%C2%A333million-annual-value-greater-manchester%E2%80%99s-trees)

94 With the aspiration of raising Greater Manchester's level of tree cover to at least the national average

- 8.43** The following policy incorporates the Woodland Trust’s woodland access standards which provide a target for improving public access to woodland. There will be some parts of Greater Manchester where fully achieving the standards will not be possible, for example due to existing land uses or the presence of other priority habitats, but the standards provide a relevant guide and aim.

## Policy GM-G 7

### Trees and Woodland

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities 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:

1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;
2. Encourage habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;
3. Aiming to plant a tree for every resident in Greater Manchester over the next 25 years as part of the City of Trees initiative;
4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low grade agricultural land;
5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;
6. Considerably increasing the provision of street trees within urban areas;
7. Promoting the provision of community orchards to increase fruit consumption;
8. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;
9. Improving public access to woodland and trees whilst managing the associated pressures;
10. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management and carbon storage/sequestration;

11. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, with a preference for on-site provision; and
12. Protecting trees and woodland during the construction phase of development.

## Question 52

### Do you agree with the proposed policy on Trees and Woodland?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Green Infrastructure Opportunity Areas

- 8.44 Opportunities to enhance Greater Manchester's green infrastructure network in both quantitative and qualitative terms will be sought wherever practicable. Green infrastructure opportunity areas have been identified<sup>(95)</sup> which have particular potential to deliver improvements to the network.

## Policy GM-G 8

### Green Infrastructure Opportunity Areas

The following opportunity areas (as broadly illustrated on Figure 8.4 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to the Greater Manchester green infrastructure network:

- A. Greater Manchester Wetlands Nature Improvement Area (Salford and Wigan, with connections to Warrington);
- B. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford, with connections to Blackburn-with-Darwen and Rossendale);
- C. South Pennine Moors (Oldham, Rochdale and Tameside, with connections to Calderdale, Kirklees and High Peak);
- D. West Pennine Moors (Bolton and Bury, with connections to Blackburn-with-Darwen and Chorley);
- E. Mersey Valley (Manchester, Stockport and Trafford, with connections to High Peak and Cheshire East);

95 see [www.greatermanchester-ca.gov.uk/gmsf](http://www.greatermanchester-ca.gov.uk/gmsf)

- F. Red Moss and Middle Brook Valley (Bolton);
- G. Hulton Park (Bolton);
- H. Cutacre Country Park (Bolton, Salford and Wigan);
- I. Lower Medlock Valley (Manchester);
- J. Moston Brook Corridor (Manchester and Oldham);
- K. Roch Valley (Rochdale);
- L. Hollingworth Lake and Surrounds (Rochdale); and
- M. Carrington (Trafford)

Development within and around Green Infrastructure Opportunity Areas 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 over time as the overall green infrastructure network evolves.

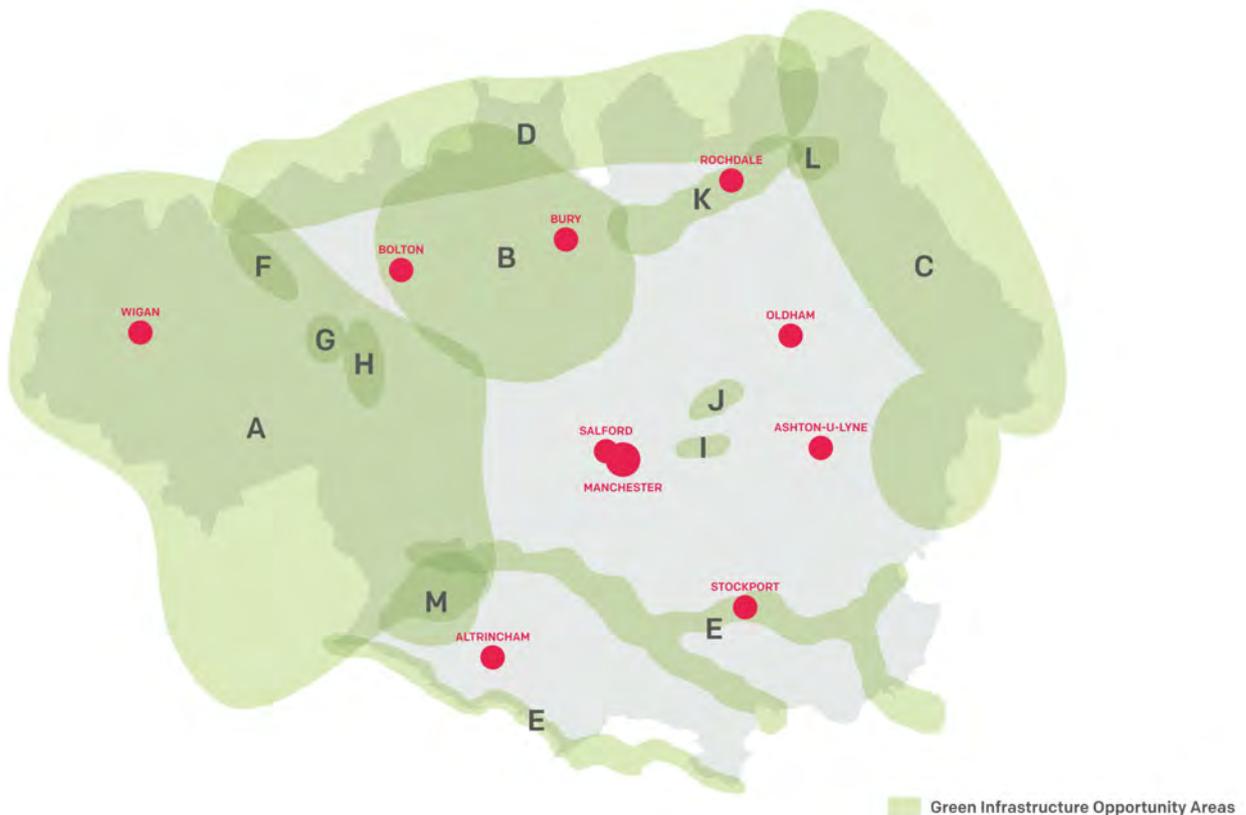


Figure 8.4 Green Infrastructure Opportunity Areas

## Question 53

**Do you agree with the proposed policy on the Green Infrastructure Opportunity Areas?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Standards for a Greener Greater Manchester

- 8.45** 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 described in 'Greater Manchester's Green Infrastructure Network'. A variety of standards have been developed by different organisations. Greater Manchester is committed to developing its own standards and in doing so will have regard to whichever of these are most relevant.

## Policy GM-G 9

### Standards for a Greener Greater Manchester

Greater Manchester will develop standards in relation to:

- **Access to natural green space**, which seek to maximise the overall proportion of people across Greater Manchester who have access to natural green space. The Accessible Natural Greenspace Standards (ANGSt) published by Natural England will provide the principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents make them an appropriate approach at a sub-regional level. 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.
- **A Greater Manchester “Green Factor”**, which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants' needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.

Development has a major role in helping to achieve such standards, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in the GMSF 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 Greater Manchester but they are an important aspiration to work towards wherever possible.

## Question 54

**Do you agree with the proposed policy on Standards for a Greener Greater Manchester?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Biodiversity and Geodiversity

- 8.46** Biodiversity (the variety of living organisms) and geodiversity (the range of rocks, minerals, fossils, soils and landforms) underpin the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life. Achieving a major net enhancement of biodiversity value across Greater Manchester, and improving access to nature, are key priorities for the sub-region and central components of the wider approach to green infrastructure and the natural environment.
- 8.47** Greater Manchester contains a wide range of important sites designated for their high nature conservation value, including the internationally designated South Pennine Moors, Rochdale Canal and the Manchester Mosses, 23 nationally designated Sites of Special Scientific Interest, and over 500 locally designated Sites of Biological Importance and Regionally Important Geological Sites.
- 8.48** The effective conservation of biodiversity will require more than simply the protection of existing designated sites and priority habitats, particularly given the scale of development proposed in the GMSF. A wider strategy for nature recovery is needed, including habitat restoration and creation, and the transformation of broad landscape areas into diverse and interconnected ecological networks. The need for biodiversity and habitat enhancement is especially important in certain parts of Greater Manchester where nature is still recovering from past harm caused by periods of intense industrialisation and urbanisation, and where habitats have become highly fragmented.
- 8.49** A key aspect of delivering improvements in biodiversity will be to increase the ability of wildlife within and around Greater Manchester, strengthening the ecological function of the habitat network and enabling species to adapt to the implications of a changing climate. It is anticipated that there will be an ecological drift northwards, and so a diverse network of corridors of movement, maximising habitat size and minimising fragmentation will be vital.

- 8.50** A large area in the west of the sub-region extending into Warrington has been designated as the Great Manchester Wetlands Nature Improvement Area (NIA). This area is dominated by the lowland wetlands (see 'Lowland Wetlands and Mosslands'), and seeks to take a landscape-scale approach to ecological enhancement. There are likely to be opportunities elsewhere in Greater Manchester for additional NIAs, potentially include the Irwell and the South Pennine Moors, and designated nature recovery areas. Biodiversity enhancements will be an important feature of all green infrastructure opportunity areas identified under 'Greater Manchester's Green Infrastructure Network'.
- 8.51** If the overall aims of a major net enhancement of biodiversity value across Greater Manchester and improved access to nature are to be achieved then all new development will have to play its part, each delivering a net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them. The existing Defra metric <sup>(96)</sup> will initially be used as the basis for calculating net gains, supported by best practice guidance <sup>(97)</sup>. This will be superseded by a more locally-specific Greater Manchester biodiversity metric, which will be adopted as supplementary guidance to the GMSF.
- 8.52** Many actions that impact on nature conservation lie outside the control of the statutory planning system, particularly as they relate to land management, but these will be very important to maximising the wildlife value of Greater Manchester. Everyone has a role to play in supporting improvements in biodiversity, for example, with both agricultural land and private gardens potentially being major wildlife resources.

---

96 Defra and Natural England (March 2012) *Biodiversity Offsetting Pilots – Technical Paper: the metric for the biodiversity offsetting pilot in England*  
 97 See, for example, Chartered Institute of Ecology and Environmental Management et al (2016) *Biodiversity Net Gain: Good practice principles for development*

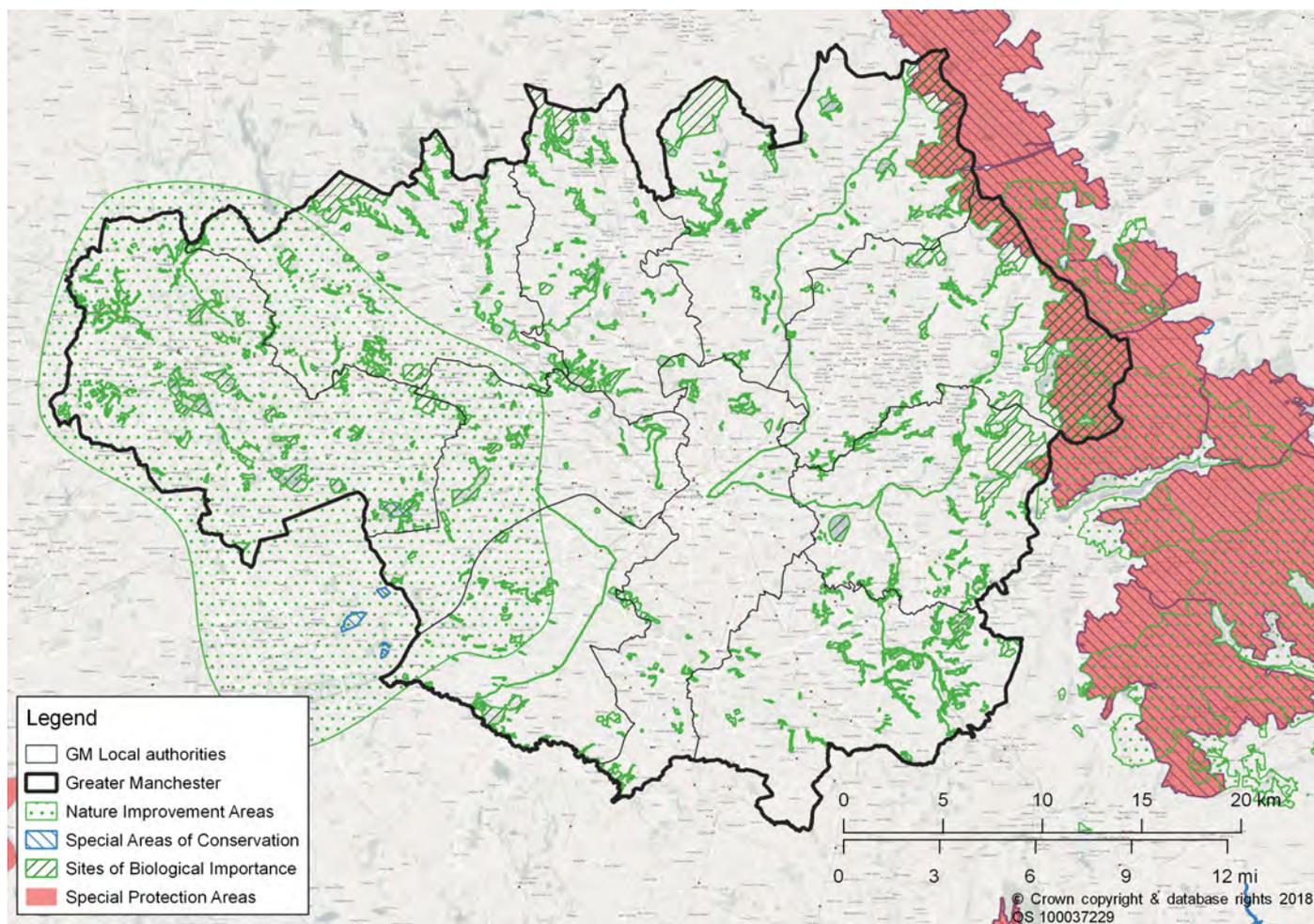


Figure 8.5 Designated sites in Greater Manchester

**8.53** Agricultural land is also of significance in the safeguarding of soil resources, with 'best and most versatile' land<sup>(98)</sup> safeguarded because of its long-term potential for delivering both food and non-food crops. Soils in Greater Manchester are, however, significant for more than their agricultural value with extensive uplands and lowland areas characterised by deep peaty soils, which have a high environmental value and are identified as a priority in the Government's 25-year environment plan<sup>(99)</sup>. Over half of the UK's soil carbon store is contained in peat soils<sup>(100)</sup>. Development will ordinarily be directed away from valuable soils and the GMSF's strong preference for brownfield development will assist in this. However, given the overall scale of development that needs to be accommodated, a limited amount of development on high grade agricultural land is necessary as it is critical to the delivery of wider development proposals.

98 Grades 1, 2 and 3a within the Agricultural Land Classification, see <http://publications.naturalengland.org.uk/publication/35012>

99 HM Government (2018) *A Green Future: Our 25 Year Plan to Improve the Environment*, see <https://www.gov.uk/government/publications/25-year-environment-plan>

100 Defra (2009) *Safeguarding our Soils: A Strategy for England*, paragraph 12, see <https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england>

## Policy GM-G 10

### A Net Enhancement of Biodiversity and Geodiversity

Across the plan as a whole, a net enhancement of biodiversity resources will be sought, including by:

1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;
2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and stepping stones that enable the movement of species, especially as the climate changes;
3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;
4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations in accordance with legislation and national policy;
5. Facilitating greater access to nature, particularly within urban areas;
6. Encouraging the use of native species in habitat creation and landscaping schemes;
7. Supporting the implementation of the Greater Manchester Wetlands Nature Improvement Area as an essential network of wildlife corridors linking biodiversity across the landscape and allowing wetland habitats to thrive and survive, and promoting the establishment of additional nature improvement areas; and
8. Safeguarding, restoring and sustainably managing Greater Manchester's most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Development will be expected to:

- a. Follow the mitigation hierarchy of:
  - i. Avoiding harm to biodiversity, particularly where it is irreplaceable, and including consideration of alternative sites where appropriate, then
  - ii. Mitigating (within the local area) any harm to biodiversity, then
  - iii. Compensating (within the local area) for any remaining harm to biodiversity

- b. Avoid fragmenting or severing connectivity between habitats;
- c. Make appropriate provision for long-term management of habitats and geological features connected to the development; and
- d. 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 system.

Whilst off-site habitat enhancement and creation required as part of the mitigation hierarchy (or to achieve a net gain in biodiversity) should be local to the site regard should be had to supporting strategic biodiversity priorities and initiatives including the improvement of the green infrastructure opportunity areas under 'Greater Manchester's Green Infrastructure Network'.

## Question 55

**Do you agree with the proposed policy on the Net Enhancement of Biodiversity?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## The Greater Manchester Green Belt

- 8.54** The Green Belt in Greater Manchester was originally designated in full in 1984. It has since seen a series of minor amendments through individual district plans so that by 2015 it totaled 59,350 hectares in size, equating to 47% of the total land area of Greater Manchester. The scale of development that needs to be accommodated within Greater Manchester over the next two decades means that some changes to the Green Belt boundaries within Greater Manchester are necessary, but these have been minimised as far as possible, having regard in particular to the need to promote sustainable patterns of development. This will result in a net reduction in the total area of designated Green Belt of 2,420 hectares (4.1%), ensuring that nearly 45% of Greater Manchester will be Green Belt.
- 8.55** The Green Belt makes up a considerable proportion of Greater Manchester, and it is therefore vital that its various parts play a beneficial role that supports the environmental, social and economic wellbeing of the city-region's residents. The Greater Manchester authorities will plan in particular, for the enhancement of its green infrastructure functions, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for the residents of Greater Manchester and providing the high quality green spaces that

will support economic growth. In particular it assists in protecting and enabling the positive use and enhancement of land which has essential natural environment and green infrastructure functions supported by other policies in the GMSF, such as:

- Landscape, see 'Valuing Important Landscapes';
- Recreation, see 'Sport and Recreation';
- Biodiversity and Geodiversity, see 'Biodiversity and Geodiversity'; and
- Sustainable flood management, see 'Flood Risk and the Water Environment'.

- 8.56** The Greater Manchester Green Belt also plays an important role in restricting unplanned development in a city-region with a complex urban form, ensuring that its cities, towns and smaller settlements retain their identity.
- 8.57** To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, Greater Manchester Authorities have sought to maximise the use land outside of the Green Belt, giving the highest priority to brownfield land. Development of suitable brownfield sites and optimising the density of development are key drivers for the overall strategy, leading to a significant focus on the existing urban area.
- 8.58** The majority of the development required to deliver the GMSF's spatial strategy will be within the existing urban area. This approach alone is not, however, sufficient to meet the development needs of Greater Manchester.
- 8.59** Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of the development needs of Greater Manchester, but it has been agreed that this would not be appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns.
- 8.60** The need to deliver the positive long-term outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. Therefore in some locations land previously in the Green Belt has had that designation removed; this is shown on the overview maps for each district in 11 'Allocations'.
- 8.61** In other locations land which was not previously in the Green Belt has now been designated as such because it is assessed to meet one or more of the five purposes, for example to prevent settlements merging, and necessary to keep it permanently open. The location of proposed additions to the Green Belt are shown on Figure 8.6 'Proposed additions to the Greater Manchester Green Belt' with their boundaries being set out in detail in Appendix A 'Additions to the Greater Manchester Green Belt'.

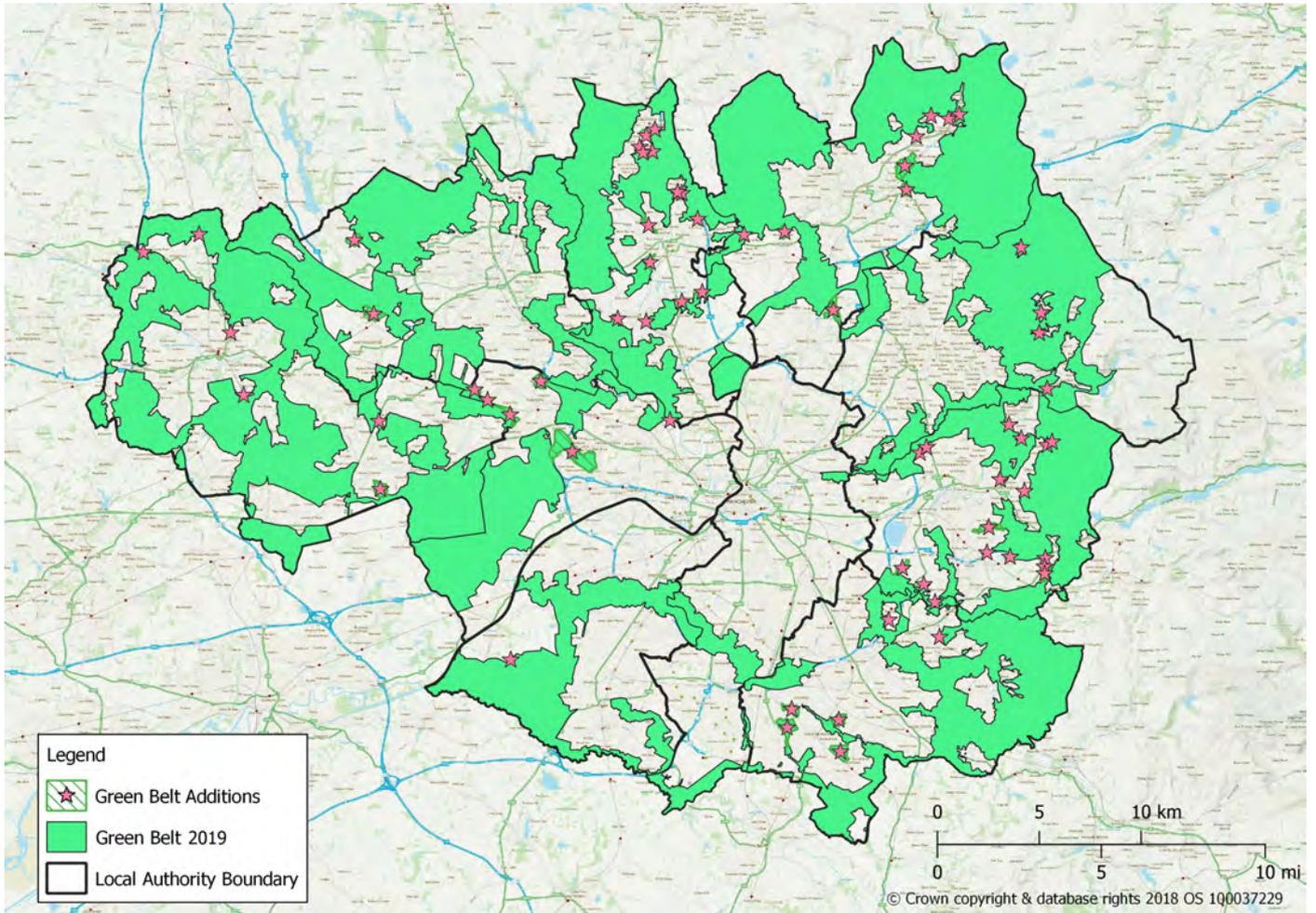


Figure 8.6 Proposed additions to the Greater Manchester Green Belt

- 8.62** Opportunities arising from development, particularly large scale development in the allocations brought forward by the GMSF, will be maximised to make improvements to the openness, environmental quality and accessibility of Green Belt land, helping to assist placemaking objectives by providing the high quality green spaces that will support economic growth.

## Policy GM-G 11

### The Greater Manchester Green Belt

The Greater Manchester Green Belt will be afforded strong protection in accordance with the National Planning Policy Framework. The Green Belt as shown in Figure 8.7 'The Greater Manchester Green Belt (2019)' will continue to be managed positively to serve the five purposes set out in national policy:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;

- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Positive and beneficial use of the Green Belt will be supported where this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for the residents of Greater Manchester and providing the high quality green spaces that will support economic growth.

Green Belt policies will be strictly applied to the development areas removed from the Green Belt by this plan except in the case of planning applications complying with the relevant allocations policies (see 11 'Allocations').

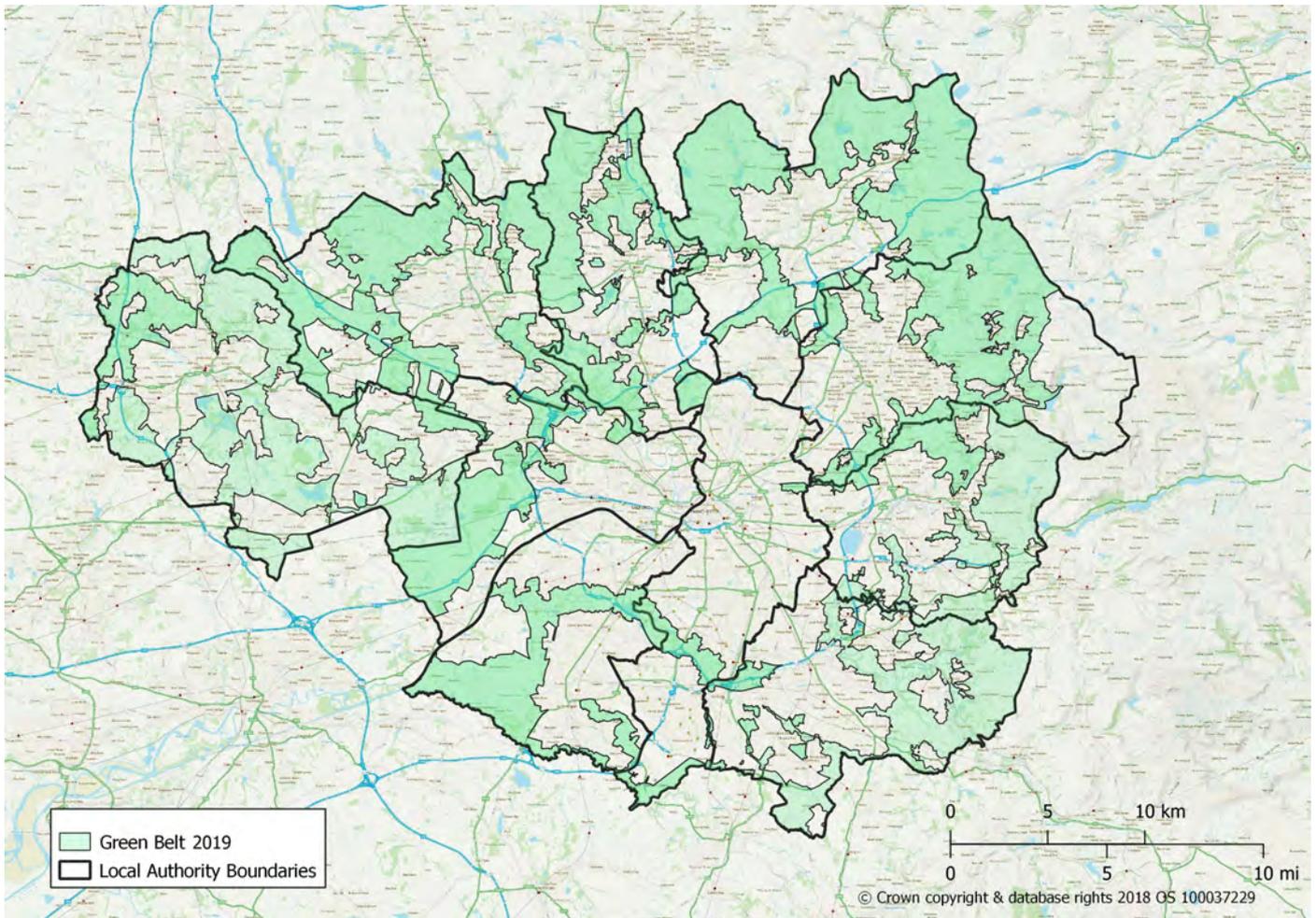


Figure 8.7 The Greater Manchester Green Belt (2019)

### Question 56

**Do you agree with the proposed policy on the Greater Manchester Green Belt?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Question 57

**Do you have any further comments on the policies and overall approach proposed in A Greener Greater Manchester?**

## CHAPTER NINE

# A GREATER MANCHESTER FOR EVERYONE



## 9 A Greater Manchester for Everyone

### Promoting Inclusion

- 9.1** Delivering a more inclusive Greater Manchester is at the heart of everything that the GMSF is trying to achieve. The ultimate measure of the plan's success will be whether it has helped to enhance the lives of all residents within Greater Manchester. The last few decades have seen increasing inequalities across the country. Although Greater Manchester has an excellent range of employment, housing and leisure opportunities, the ability of people to access them can vary considerably. Some neighbourhoods have not shared in the benefits of recent economic growth and there are places in Greater Manchester where a significant proportion of the population suffer from deprivation with low levels of educational attainment, poor health and life expectancy. Many people are unable to find a suitable home at a cost they can afford.
- 9.2** The GMSF has an important role in helping to address these inequalities and disadvantages. A key aim must be to enable the full potential of every person and every place to be realised, with them being able to both contribute to, and benefit from, the successes of Greater Manchester. The positive impacts of development and investment must be spread as widely as possible. It will also be important to respond to the diverse needs and identities of different people and communities, with everyone being able to flourish wherever they live. Residents should be able to actively contribute to decisions about places that will affect them, increasing empowerment and a feeling of ownership about the way in which Greater Manchester evolves.
- 9.3** Supporting these social improvements is clearly of fundamental importance in its own right, but will also help to deliver more sustained economic growth in the long-term. Delivering them will require a collaborative approach between the GMCA, local authorities, residents, developers and other organisations.
- 9.4** The GMSF promotes greater inclusion in a wide variety of ways, some of which are set out in this chapter but many of which will be delivered through other parts of the plan. Such measures include:
- Delivering sustainable places that can meet the needs of all sections of communities, both now and in the future
  - Achieving the high quality, inclusive design of places and developments
  - Encouraging the efficient reuse of previously-developed land and buildings as part of the coordinated regeneration of urban areas, particularly those with high levels of deprivation
  - Significantly increasing the supply of new housing that helps to meet the wide variety of needs across Greater Manchester at a price people can afford

- Enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester to achieve more inclusive growth
- Supporting improvements in education and research facilities
- Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and well being
- Providing excellent transport networks that help people to access opportunities across Greater Manchester, particularly by walking, cycling and public transport
- Increasing the range and accessibility of cultural, leisure and sporting opportunities
- Improving access for all neighbourhoods to green space and nature
- Supporting greater inclusion through the design and implementation of individual development proposals

## Sustainable Places

- 9.5** Greater Manchester consists of a varied network of places, both urban and rural, many with strong and proud identities. If the GMSF is to have a positive impact on people across Greater Manchester, then a key aim must be to raise the quality of all places in a way that is sustainable in the long-term. This will help to enhance wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.
- 9.6** Every place in Greater Manchester is unique, having carved out its own specific role within the sub-region. The mix of uses, types of business and demographic profile of residents varies from place to place. This huge variety is a major strength of Greater Manchester, allowing people to find the type of location that they require or desire.
- 9.7** The Greater Manchester Strategy sets out the ambition that all parts of Greater Manchester will be neighbourhoods of choice, with good quality affordable homes in safe and attractive communities, well served by public transport, so that the people that live in them are connected to jobs and opportunity and have access to excellent local amenities, green spaces and a high quality cultural and leisure offer. One of its ten priorities is for Greater Manchester to be an age-friendly city region. If Greater Manchester is to be genuinely inclusive then each of its places must be open to everyone, providing the type of area where people can start well, live well and age well, and promoting connections between different groups. This will enable people to remain within or near their favoured neighbourhood, close to family and friends, as their requirements change.
- 9.8** High levels of development are proposed across Greater Manchester over the plan period, and much of this will be accommodated within places that already have a strong identity. A key challenge will be to ensure that this development is fully integrated into that place, making a positive contribution rather than detracting from its coherence and character. All places

will need to evolve and adapt to changes in society and technology, but it will be important that this supports improvements in their overall quality. Local distinctiveness and identity will need to be enhanced, avoiding the pitfalls of expansion seen in many other cities that have become a continuous urban area where one place is hard to distinguish from another. The unique character of its constituent towns and neighbourhoods is a key strength of Greater Manchester that must be retained.

- 9.9** If quality of life is to be enhanced then it will be vital to maximise the opportunities that places across Greater Manchester offer and limit the constraints that they place on how people live. All neighbourhoods must be designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances. Achieving all of this will help to ensure that all places are characterised by empowered and informed residents, workers and visitors, with a sense of ownership and high levels of societal participation and social interaction.
- 9.10** High quality design will be fundamental to achieving all of this, helping to ensure that Greater Manchester can deliver the attractive places that will enable it to compete successfully with other major cities across the world. Good design need not result in additional costs, and indeed can lead to significant savings in the long-term, both for occupiers and society more generally. It can also help to increase the acceptability of development to existing residents, and enhance the reputation of the developer. Relatively small design changes can make a considerable difference to the overall quality of a development, and the contribution that it makes to the success of a place. A high level of care is therefore required from developers throughout the design process.

## Policy GM-E 1

### Sustainable Places

Greater Manchester will aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

1. Distinctive, with a clear identity that:
  - A. Responds to the natural environment, landscape features, heritage assets and local history and culture; and
  - B. Enables a clear understanding of how the place has developed
2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
3. Socially inclusive:

- A. Responding to the needs of all parts of society
  - B. Enabling everyone to participate equally and independently
  - C. Providing opportunities for social contact and support; and
  - D. Promoting a sense of community
4. Resilient, capable of dealing with major environmental and economic events
  5. Adaptable, able to respond easily to varied and changing needs and technologies
  6. Durable, being built to last and using robust materials which weather well and are easily maintained
  7. Resource-efficient with:
    - A. A low carbon footprint;
    - B. Efficient use of land;
    - C. Minimised use of new materials;
    - D. High levels of recycling
  8. Safe, including by designing out crime and terrorism, and reducing opportunities for anti-social behaviour
  9. Supported by critical infrastructure, such as energy, water and drainage and green spaces
  10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage
  11. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place
  12. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest
  13. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond
  14. Comfortable and inviting, with indoor and outdoor environments:

- A. Offering a high level of amenity that minimises exposure to pollution; and
  - B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter
15. Incorporating high quality and well managed green infrastructure and quality public realm, with:
- A. Opportunities for recreation and outdoor play for children, and interaction between the generations;
  - B. Public and private spaces clearly distinguished;
  - C. Development clearly defining, and promoting activity within, public spaces
16. Well-served by local shops, services and amenities, including education and health facilities

## Question 58

### Do you agree with the proposed policy on Sustainable Places?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Heritage, Retail and Leisure

### Heritage

- 9.11** There have been permanent settlements across Greater Manchester since the Roman times. Apart from the addition of small-scale residential suburbs around their medieval core, most of the main towns expanded very little until the late Eighteenth century, when the impact of industrialisation began to mark the transition from a rural to an urban-based society. Industrialisation however, began slowly and had its roots in the processes and tradition communications established by the woollen and then the cotton industry. The legacy of this is to be found in the industrial buildings and influence across Greater Manchester, much of which contributes to our local identity and sense of place. The most notable and characteristic of these are the mill buildings, industrial weaver's cottages and the numerous water powered textile mills along the river valleys. These provide a great opportunity in the future, to retain and find uses for, the best of this industrial heritage and ensure the industrial character of Greater Manchester continues to play a part in its growth and development.

- 9.12** There is a great deal of evidence regarding the historic environment which, as appropriate, will be used to help shape and inform the implementation of planning policies at a Greater Manchester and local plan level. These include the Greater Manchester Historic Landscape Characterisation work, the Greater Manchester Historic Environment Register, the Greater Manchester Mills Survey, Heritage at Risk surveys and local conservation area appraisals and management plans.
- 9.13** Greater Manchester's industrial heritage has provided the fertile conditions for the creation of Greater Manchester as the birthplace of revolutionary ideas that have had profound impact on lives all around the world. The Co-operative movement was founded in Rochdale, the Suffragette Movement was born in Manchester and Salford Museum and Art Gallery was the UK's first free public library and museum. We are rightly proud of our rich cultural heritage and thriving cultural sector, from grass-roots community and heritage groups to internationally significant cultural organisations and cutting edge digital festivals, Greater Manchester has a diverse and distinctive offer which preserve and tell our stories, to ensure that Greater Manchester remains exciting, forward thinking and relevant.

## Policy GM-E 2

### Heritage

Greater Manchester will proactively manage and work with partners to positively protect and enhance the character, archaeological and historic value of Greater Manchester's designated and non-designated heritage assets and their settings. Opportunities will also be pursued to aid the promotion, enjoyment, understanding and interpretation of both heritage and cultural assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place.

As appropriate, Local Plans will set out the key elements which contribute to the district's distinct identity and which should be the priority for safeguarding and enhancing in the future, and demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the positive integration of Greater Manchester's heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place; and
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm, these include the following: the Canal network, examples of early railway development, our nineteenth century industrial fabric including mills, historic town centres, churches, weavers cottages, farm houses and other buildings of historic importance and their landscape/townscape setting.

Development proposals affecting heritage assets and their settings will need to be supported by a Heritage Impact Assessment where appropriate and should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings, should be positively and actively managed through the use of management plans where appropriate. Development proposals should seek to avoid harm and identify enhancement opportunities by integrating heritage considerations early in the design process.

Development proposals should identify assets of archaeological significance 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.

Where heritage assets have been identified as being at risk, Local Plans may identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

## Question 59

### Do you agree with the proposed policy on Heritage?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Retail and Leisure

- 9.14** Varied and high-quality retail, leisure and cultural facilities are vital to providing the quality of life that will help to attract people to live in Greater Manchester and in contributing to inclusive places. Such facilities are also a key part of the overall tourism function of Greater Manchester, drawing visitors to the area. A diverse range of town centres and local centres of varying sizes and character provide more local facilities, with some having quite extensive catchments extending into surrounding districts whilst others serve a very local market but are nevertheless essential for residents.
- 9.15** Our town centres are at the heart of our communities. But they are facing serious challenges. The growth of internet shopping and large out-of-town retailers has squeezed many town centres. We must help them adapt to changing markets, and build on their strengths.
- 9.16** The UK has the highest level of internet shopping in the world<sup>(101)</sup>, with 18.0% of all retail sales now taking place online<sup>(102)</sup>. There has been a 19.9% growth in online retailing in just 12 months<sup>(103)</sup>, and further growth can be expected, placing additional pressures on traditional high streets. In this context, despite the significant increase in the resident, working and visiting populations for which the GMSF is planning, it is anticipated that most of the demand for new retail and leisure floorspace can be accommodated within existing centres.
- 9.17** In accordance with national planning policy, it is appropriate for retail and leisure facilities to be directed towards designated centres wherever possible. This will help to maintain the vitality and viability of those centres, and their continued ability to meet the needs of residents. Although they are significant in terms of their size and function, the Trafford Centre and Middlebrook Retail and Leisure Park are not designated centres and will continue to be treated as out-of-centre locations.

### Policy GM-E 3

#### New Retail and Leisure Uses in Town Centres

The existing hierarchy of centres for retail and leisure uses will be maintained and enhanced.

The upper levels of the hierarchy of centres are:

- A. City Centre (within Manchester and Salford)
- B. Main town centres:
  1. Altrincham (Trafford)
  2. Ashton-under-Lyne (Tameside)

101 <https://www.invespcro.com/blog/global-online-retail-spending-statistics-and-trends/>

102 Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018

103 Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018

3. Bolton (Bolton)
4. Bury (Bury)
5. Oldham (Oldham)
6. Rochdale (Rochdale)
7. Stockport (Stockport)
8. Wigan (Wigan)

The boundaries of the centres and detail of other centres at lower levels of the hierarchy are defined in district local plans. Appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy. The need for the expansion of any existing centres, or the provision of new centres, will be identified in district local plans.

### Question 60

**Do you agree with the proposed policy on New Retail and Leisure Uses in Town Centres?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Education, Skills and Knowledge

- 9.18** Economic growth and the success of cities are increasingly reliant on the creation and application of knowledge. It is the places with an excellent supply and broad range of skills that will be best-placed to attract investment and jobs, and which will be most able to cope with the long-term challenges of growing automation and globalisation.
- 9.19** Knowledge is a fundamental component of personal freedom and social inclusion, enabling people to take advantage of opportunities and expanding the choices available to them. The aim of ensuring that everyone can contribute to, and benefit from, economic growth can only be achieved if residents have the necessary skills. As technological advances accelerate, learning throughout life will become even more important.

- 9.20** Greater Manchester has a proud history of being a forward-thinking city region, having been at the global forefront of technological and transport innovations during the industrial revolution, leading the development of computing through the work of Alan Turing, and more recently discovering and identifying multiple applications for the ground-breaking two-dimensional material graphene. This work continues, but many residents find it difficult to access the opportunities available within Greater Manchester due to poor levels of educational attainment and skills developments. Widening access to knowledge is therefore vital.
- 9.21** The huge extent of university activity is one of the greatest strengths of Greater Manchester, helping to differentiate it from many of its international competitors. With over 100,000 students attending its universities, Greater Manchester has one of the largest concentrations of students in Europe, and an enormous supply of new graduates across a wide range of subjects each year who can help to drive future economic growth. The largest concentration of research activity is within Corridor Manchester in the City Centre, which has the largest single-site clinical-academic campus in Europe. The universities will be a vital component of developing Greater Manchester as a globally important city region.
- 9.22** Until 2010, Greater Manchester was seeing a reduction in the number of school-age children, but since then the number has grown and a 7% increase in those aged 5-14 is projected over the period 2018-2037. The spatial pattern of this recent growth has been very mixed, with much of the increase focused in the inner parts of the conurbation surrounding the City Centre. The future pattern of change will be influenced by the type and location of new housing as well as the relative attractiveness of existing neighbourhoods to families with children. Ensuring that there are sufficient school places in the right locations and at the right times will be a key challenge and priority.
- 9.23** Other parts of the GMSF will also contribute to the development and application of the sub-region's knowledge base, including by:
- Increasing the supply of high quality housing in a more diverse range of locations to attract and retain greater numbers of skilled worker
  - Improving transport links to locations across the North of England in order to maximise the ability to draw on skills from outside Greater Manchester
  - Providing a wide range of sites and premises capable of attracting knowledge-intensive businesses
  - Promoting training opportunities through new developments
  - Facilitating the delivery of high quality digital infrastructure across Greater Manchester, thereby enabling residents and businesses to access knowledge and opportunities

## Policy GM-E 4

### Education, Skills and Knowledge

Significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester, including by:

1. Enabling the delivery of new and improved facilities for all ages, such as early years, schools, further and higher education, and adult training;
2. Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:
  - a. Working with education providers to forecast likely changes in the demand for school places; and
  - b. Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate; and
3. Supporting the continued growth and success of the university sector, such as through:
  - a. Enhancing the existing campuses and developing new ones;
  - b. Strengthening the world-leading research capabilities and promoting opportunities for business spin-offs; and
  - c. Continuing to develop Greater Manchester as the UK's best destination for students

### Question 61

**Do you agree with the proposed policy on Education, Skills and Knowledge?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Health

- 9.24** Good health is one of the key determinants of quality of life. As well as being of great importance in its own right, it also has a significant impact on the ability of people to enjoy the immense range of opportunities across Greater Manchester and to make a positive economic contribution.
- 9.25** Healthy life expectancy in Greater Manchester is currently three to four years below the national average for men and women. There are considerable inequalities of health outcomes within Greater Manchester, with average life expectancy in the least deprived areas being more than a decade longer than in the most deprived areas. The high prevalence of long-term conditions, such as cardiovascular and respiratory disease, means that Greater Manchester residents can expect to experience poor health at a younger age than in other parts of the country. Obesity, smoking and alcohol are all significant issues. An increase in the proportion of older people will be expected to exacerbate health pressures, although this is less of an issue than in many other parts of the UK.
- 9.26** In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets, a sum of more than £6 billion. Additionally, in 2017 Greater Manchester took on public health responsibilities alongside the ten local authorities.<sup>(104)</sup> The Health and Social Care Act 2012 has given local authorities a core responsibility for public health, joining up local health policy with all other areas of work. As part of this, a key aim is to better integrate health and social care services including wider community health services.
- 9.27** Greater Manchester has an amazing range of attributes and enormous potential, but its long-term prospects will be contingent on delivering major improvements in public health. It cannot be considered a success unless existing health inequalities are addressed. The Greater Manchester Population Health Plan (2017-21) sets out Greater Manchester Health and Social Care Partnerships approach to delivering a radical upgrade in population health across the city region.
- 9.28** This will require a diverse range of coordinated measures, many of which lie outside the scope of this plan, but it will be vital that the positive contribution of the GMSF is maximised as far as possible. As a result, the overall strategy and many of the policies and proposals in other parts of the plan will support improvements in health and wellbeing, and reductions in health inequalities, such as by:
- Promoting a successful economy for Greater Manchester, where everyone is able to share in the benefits of growth, given that household income is a key determinant of good health
  - Increasing the supply of high quality and affordable homes that meet minimum size and accessibility standards, helping to ensure that everyone has a decent place to live

104 The Greater Manchester Combined Authority (Public Health Functions) Order 2017

- Enabling people to adopt healthier lifestyles, including through the development of a high quality green infrastructure network throughout Greater Manchester, encouraging the provision of a wide range of recreation and sports facilities, and supporting an increase in the proportion of trips that are made by walking and cycling
- Reducing the risks to human health, including through taking an integrated catchment-based approach to addressing flood risk, reducing levels of air pollution, providing cooling and shading to combat high temperatures, promoting high levels of fire safety, and designing places to minimise opportunities for crime, terrorism and anti-social behaviour

## Policy GM-E 5

### Health

New development will be required, as far as practicable, to:

- Maximise its positive contribution to health and wellbeing;
- Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and
- Minimise potential negative impacts of new development on health

Improvements in health facilities will be supported, responding to the changing needs and demands of residents, including through:

- Requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand;
- Enabling the continued enhancement and successful operation of Greater Manchester's hospitals; and
- Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

## Question 62

**Do you agree with the proposed policy on Health?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Sport and Recreation

- 9.29** Our goal is to positively change the lives of people across Greater Manchester through physical activity and sports. Greater Manchester has an international reputation for sporting excellence. Manchester’s global name recognition is perhaps seen most prominently in terms of its two major football clubs, Manchester United and Manchester City, but the sporting significance of Greater Manchester is far broader than this, being the home of numerous professional clubs, the hugely successful British Cycling, and the National Football Museum, and it has hosted a wide range of international sporting events from the 2002 Commonwealth Games to the Rugby League World Cup Final.
- 9.30** Sports participation in Greater Manchester is slightly lower than the national average. 72.9% of adults in Greater Manchester (16+) were ‘active’ or fairly ‘active’ as of May 2018. This represents an increase of 0.5 percentage points compared to May 2017 but is 1.9 percentage points below the England average. Nationally, there is a major problem of inactivity amongst younger people, with only 32% of 5-15 year olds being defined as active, and just 9% of 2-4 year olds.<sup>(105)</sup>
- 9.31** The Greater Manchester Strategy highlights that an active life can reduce anxiety, lift mood, reduce stress, promote clearer thinking and a greater sense of calm, increase self-esteem, and reduce the risk of depression. More generally, sport and recreation can be a major contributor to quality of life, and hence access to such opportunities is an important element of social inclusion.
- 9.32** Through the [Greater Manchester moving programme](#) we are helping people of all ages to be more active and to live well. The availability of sport and recreation opportunities is strongly linked to the provision of green infrastructure and urban green space. However, the good design of places more generally can enable recreation to be integrated more easily into everyday life, particularly for children. One of the ambitions of the Greater Manchester Strategy is that the sub-region will be at the leading edge of providing our children with excellent places to play, develop and learn<sup>(106)</sup>. Play is essential to children’s development, enabling them to learn, socialise, gain independence and make sense of the world, and has long-term benefits for health through to old age.
- 9.33** Ensuring the continued availability of a high quality range of sport and recreation facilities would therefore help to achieve key objectives such as improving the health of residents, and making Greater Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, 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.

105 Health Survey for England, 2015

106 Greater Manchester Combined Authority (October 2017) *Our people our place: The Greater Manchester Strategy*, p.21

- 9.34** An important component for the overall strategy for green infrastructure, and to key locations such as the uplands, lowland wetlands, and river valleys and canals, is to improve public access to good recreational opportunities in a manner compatible with other green infrastructure functions. This will help to reconnect people to nature as well as improving health and wellbeing.

## Policy GM-E 6

### Sport and Recreation

A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:

1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together
2. Developing a Greater Manchester wide standard for the provision of designated play areas to meet the needs of the population
3. Where appropriate setting out more comprehensive and detailed recreation standards in district local plans, having regard to existing and future needs
4. Requiring new development to support the achievement of GMSF and local plan standards by providing new and/or improving existing facilities commensurate with the demand they would generate
5. Locating and designing recreation facilities and housing so as to minimise the potential for complaints due to disturbance to residential amenity from recreational activity
6. Protecting and enhancing the public rights of way network, including to:
  - a. Provide safe and attractive routes to sports and recreation facilities
  - b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond
  - c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding
  - d. Provide everyday options for green travel
7. Encouraging the incorporation of sports facilities in all education settings.
8. Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.

### **Question 63**

**Do you agree with the proposed policy on Sport and Recreation?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### **Question 64**

**Do you have any further comments on the policies and overall approach proposed in A Greater Manchester for Everyone?**



CHAPTER TEN

**A CONNECTED  
GREATER  
MANCHESTER**

## 10 A Connected Greater Manchester

### World-Class Connectivity

- 10.1** One of the Greater Manchester Strategy’s ten priorities is to deliver world-class connectivity that keeps Greater Manchester moving and that drives our future prosperity.
- 10.2** Good connections permeate all aspects of life in Greater Manchester. Businesses need to connect with skilled workers, suppliers and markets. Residents need to be connected with jobs, products, services and their friends, families and communities. Tourists need to be able to reach our city region from all around the world and to be able to visit our attractions. Strong connections are therefore needed at all levels: neighbourhood, city-wide, regionally, nationally and internationally.
- 10.3** Historically, connectivity has been primarily about transport, but increasingly digital connectivity is fundamental to our lives, enabling us to connect with people irrespective of location, and to access an unparalleled range of learning, employment and retail opportunities.
- 10.4** Greater Manchester is already a highly connected place. At the international level, Manchester Airport offers direct flights to over 200 destinations worldwide, and the Manchester Ship Canal and M58/M6 provide freight connections to the deep-water facilities at the Port of Liverpool. Nationally, London is just two hours away by train (with journey times set to improve following the introduction of High Speed 2) and Greater Manchester is at the heart of the national motorway network. More locally, Greater Manchester has extensive local rail connections complemented by Metrolink, the largest light rail network in the UK, which is continuing to be expanded<sup>(107)</sup>.
- 10.5** However, there are significant barriers as well. As with the rest of the UK, Greater Manchester’s high-speed broadband coverage has fallen behind international competitors. Traffic congestion affects many key highways, and is estimated to cost Greater Manchester businesses £1.3bn each year<sup>(108)</sup>.
- 10.6** Public transport suffers from a lack of capacity on key routes and with poor reliability. Although many parts of the city region have good public transport accessibility, there remain areas that are poorly served and others that are not connected at all. Despite a few exemplar schemes, the quality and extent of Greater Manchester’s cycling infrastructure is limited, which means relatively few people choose to travel by bike.
- 10.7** Resilience is another key issue across the transport networks. The network frequently disproportionately from relatively small failures, such as when a delayed train causes disruption across the rail network, or when a single traffic accident causes congestion across the city region’s motorways. The long-term threat from climate change on transport

<sup>107</sup> Largest in terms of route KMs. Department for Transport (2018) Statistical data set: Light rail and tram statistics - LRT0203

<sup>108</sup> Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) A Congestion Deal for Greater Manchester, p.3

infrastructure is also an issue, with extreme temperatures causing maintenance problems and other extreme weather - such as flooding, ice and snow - causing major disruption and dangerous travel conditions.

- 10.8** Traffic is a major contributor to poor air quality, with 1,200 early deaths each year due to illnesses linked to air pollution, which also makes our towns and cities less pleasant places to live. Road transport accounted for 31% of total carbon dioxide emissions across Greater Manchester in 2014. Road transport contributes to over 65% of emissions of nitrogen oxides and 79% of particulates in the city region <sup>(109)</sup> severely reducing air quality around many major roads.

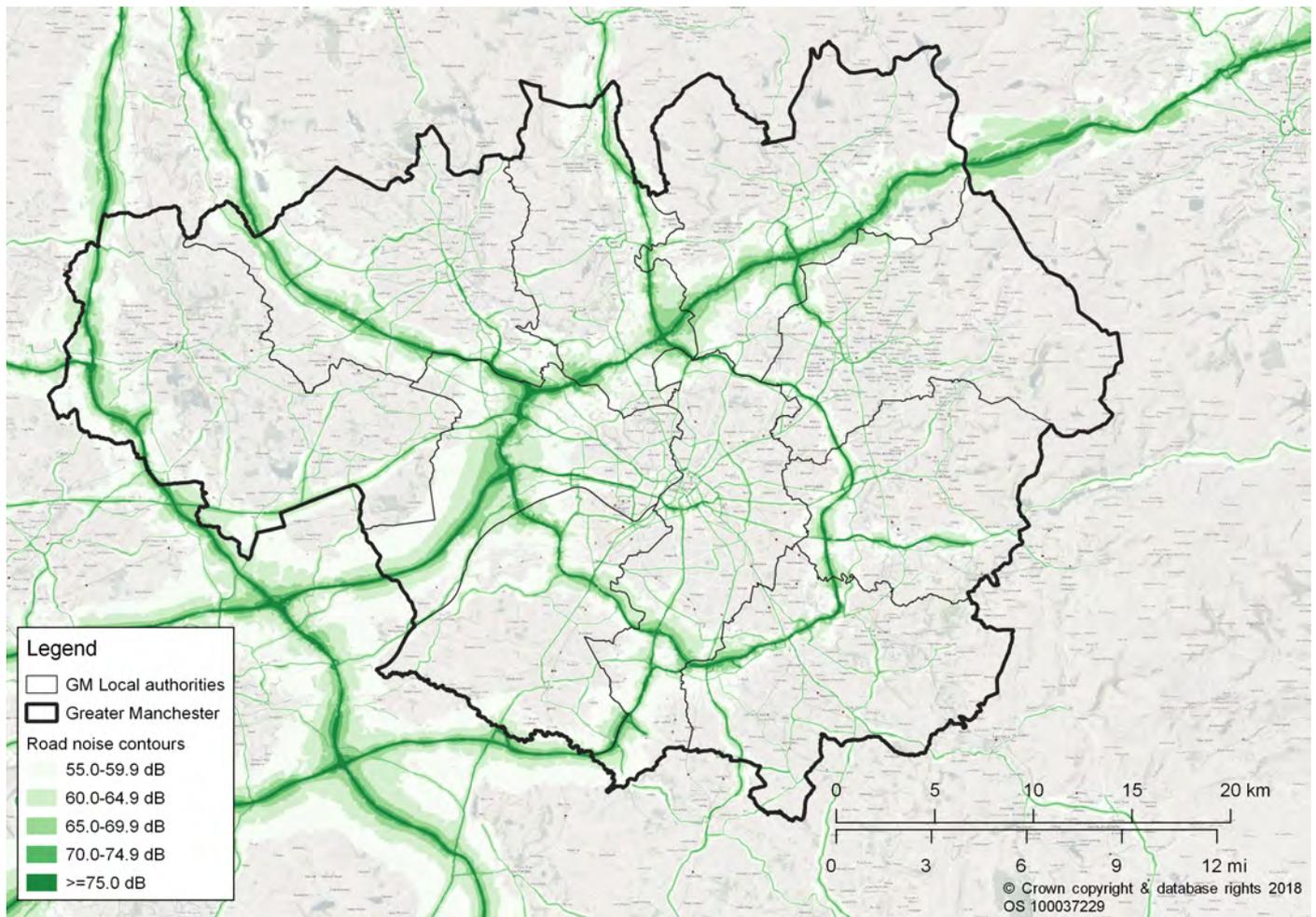


Figure 10.1 Noise from roads (Defra 2012)

109 Greater Manchester Combined Authority and Transport for Greater Manchester (December 2016) Greater Manchester Low-Emission Strategy, paragraph 3.1

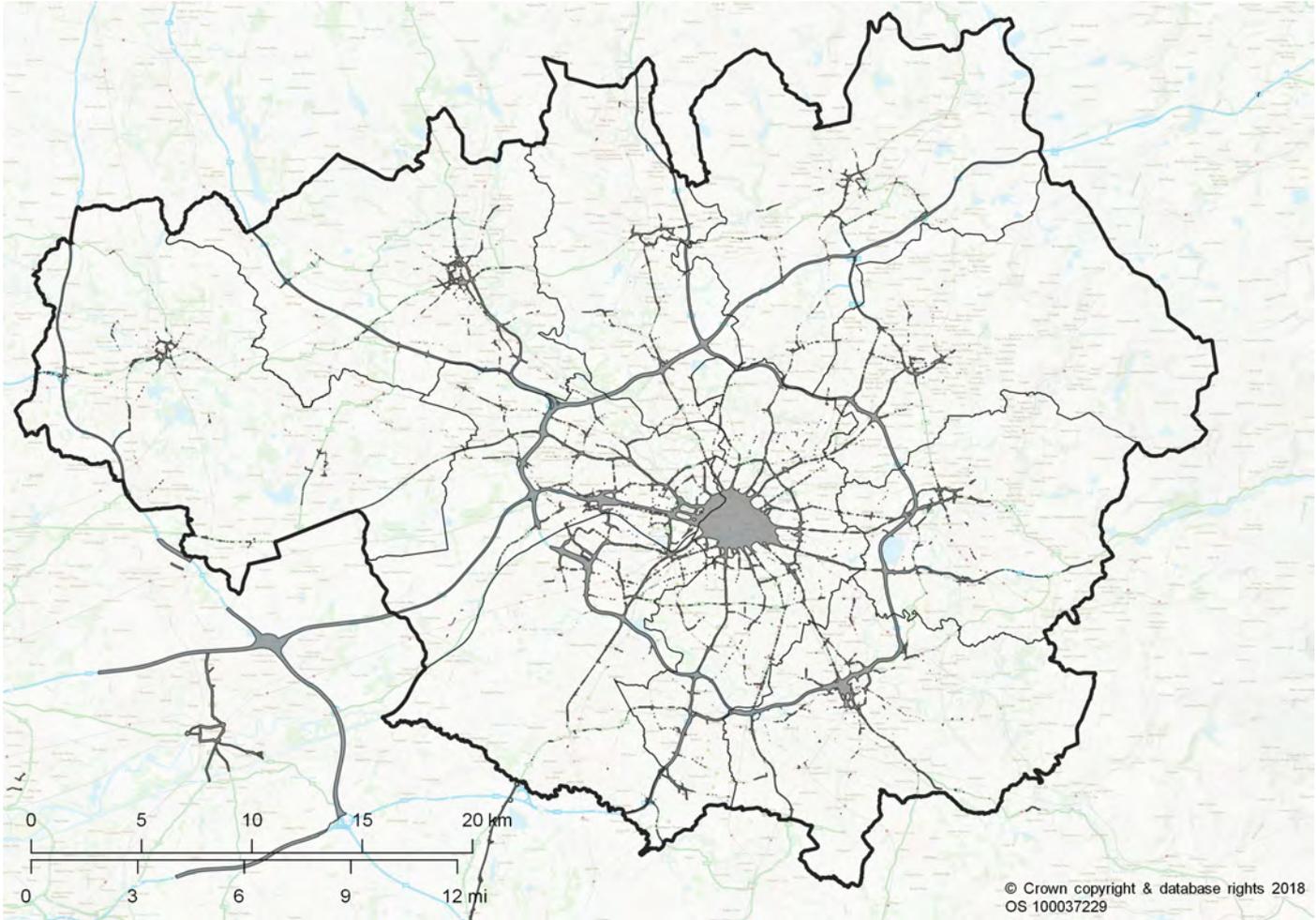


Figure 10.2 Air Quality Management Area

- 10.9** The areas with the highest levels of noise pollution are heavily concentrated around transport infrastructure, particularly the motorway network. Although road casualties in Greater Manchester have reduced by around 75% in the past 20 years, there are still over 650 people killed or seriously injured on the city region's roads each year, half of them are pedestrians or cyclists. <sup>(110)</sup>
- 10.10** Analysis by Transport for Greater Manchester suggests that population growth could lead to over 800,000 extra trips each day on Greater Manchester's transport networks by Greater Manchester residents <sup>(111)</sup> and there will be an increase in trips from growth in neighbouring areas.

110 Transport for Greater Manchester (2017) DSD Report 1911: Reported Road Casualty Statistics Greater Manchester 2016: District Tabulations

111 Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) A Congestion Deal for Greater Manchester, p.2

- 10.11 In recent years, there has been a significant reduction in inbound car trips to the city centre in the morning peak, from 32,000 in 2002 to 24,000 in 2017<sup>(112)</sup> reflecting among other factors, the rapid expansion of the Metrolink system, a doubling of rail patronage and the completion of the Inner Ring Road.
- 10.12 In Greater Manchester, around 25% of households do not own cars. However, the proportion of households with two or more cars is now at its highest ever at 33%. Car use is highest in Tameside (68%) and lowest in Manchester (26%) as a percentage of all journeys (as either driver or passenger).<sup>(113)</sup>
- 10.13 There is evidence that younger adults (17-29 year olds) are driving less now than they did in the early 1990s, with this change being driven by factors such as increased city centre living, cultural changes, lower employment rates, less disposable income and a decline in home ownership. A return to previous levels of car use is not expected<sup>(114)</sup> This may be accentuated in the future by an increasing ‘sharing economy’, as seen in initiatives such as car clubs, ridesharing, and bike hire schemes.

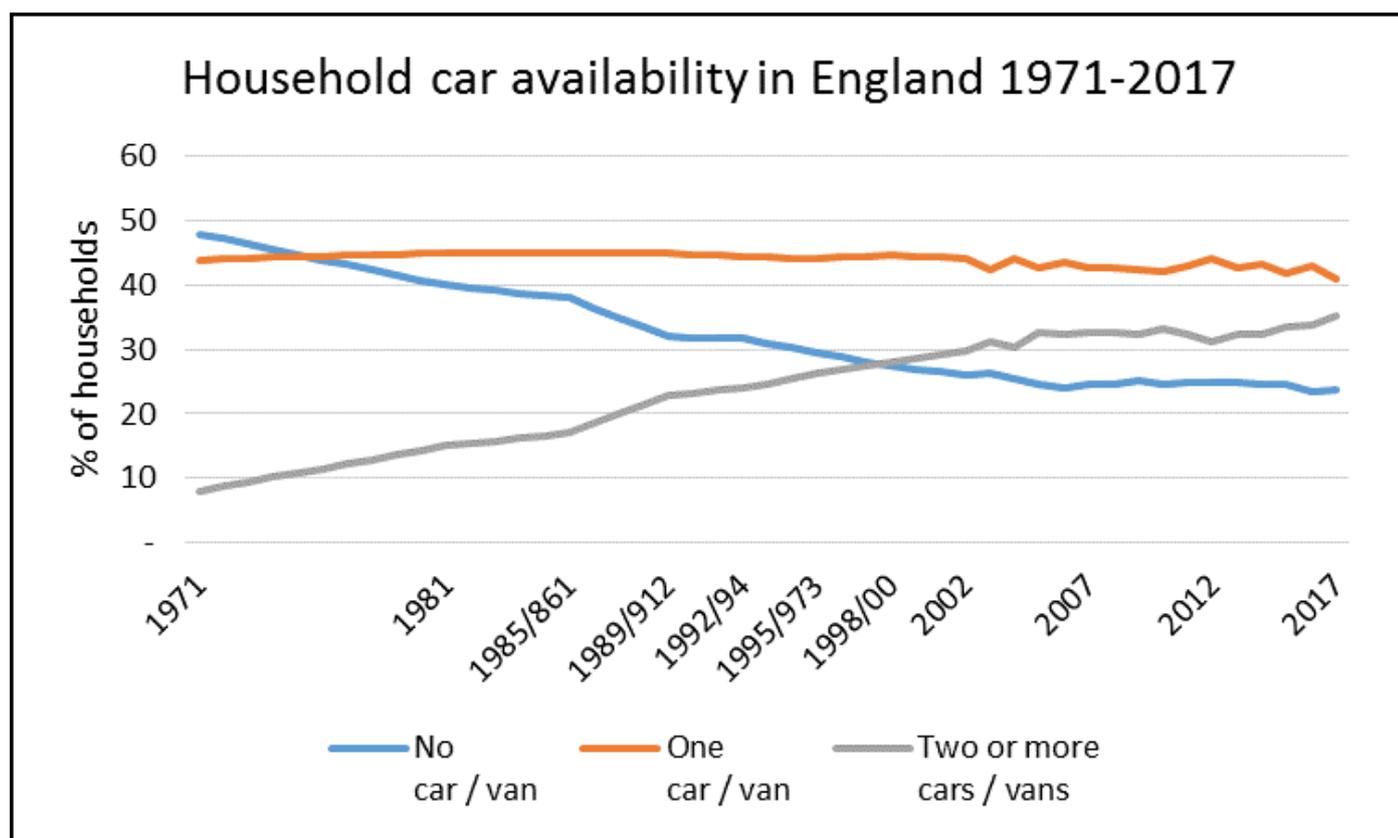


Figure 10.3 National Travel Survey 2017, Table NTS0205

112 Transport for Greater Manchester (2016) Highways Forecasting and Analytical Services: DSD Report 1915 Transport Statistics Manchester 2016 – Table 22 Car and Non-Car Trips into Manchester Key Centre 07:30-09:30  
 113 Transport for Greater Manchester, TRADS (2015-2017), not published  
 114 Centre for Transport and Society (UWE, Bristol) and Transport Studies Unit (University of Oxford) (January 2018) Young People’s Travel – What’s Changed and Why? Review and Analysis. <https://www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why>

- 10.14** In contrast, the rapid rise in digital demand seems likely to continue, with more services being delivered digitally and ever-increasing data transfers requiring faster, higher-capacity broadband and mobile connections. As the city region becomes ‘smarter’ – utilising data to deliver services more swiftly and efficiently and adopting innovation such as connected and autonomous vehicles, artificial intelligence and the Internet of Things <sup>(115)</sup> – travel patterns will change and digital will increase in importance. It is ultimately our ambition for the city region to be the UK’s leading digital city and one of Europe’s top five <sup>(116)</sup>.
- 10.15** The challenge for Greater Manchester is therefore to provide outstanding connectivity that supports economic growth and greater levels of social inclusion. It must also accommodate the forecast increase in demand for travel, while minimising the adverse environmental impacts.
- 10.16** A fundamental aspect of this this will be minimising the need to travel, which will help reduce the pressure on our transport systems. This will be achieved by creating local neighbourhoods where people can live, work and access services and shops, alongside behavioural change, such as flexible and home working.
- 10.17** A massive change in people’s travel behaviour is needed so that walking and cycling become the natural choice for short journeys and public transport for longer trips. This will help to support more active lives, which in turn will promote good health. It will also address some of the negative impacts of a high-level of car use, such as air pollution, greenhouse gas emissions, and poorer quality places.

---

115 Where an increasing range of everyday devices are connected, monitored and operated via the internet.

116 Greater Manchester Combined Authority (October 2017) Our people our place: The Greater Manchester Strategy, paragraphs 2.2, 7.1, and 7.13.

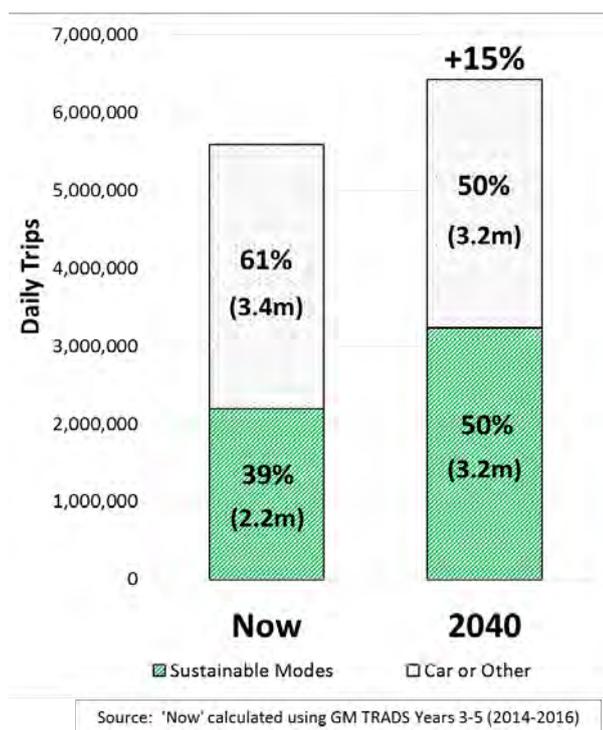


Figure 10.4 Change in daily trips, now-2040

- 10.18** Our vision for 2040 is to improve the transport network so that half of all daily trips in Greater Manchester can be made by public transport, cycling and walking. This will mean a million more trips each day using sustainable and active modes of travel. Our analysis suggests that achieving this will enable us to deliver our economic growth ambitions without increasing overall motor-vehicle traffic in Greater Manchester.
- 10.19** The “Greater Manchester Transport Strategy 2040”<sup>(117)</sup> outlines how significant investment in sustainable modes of transport will be essential to achieving this vision. The Strategy is supported by a five-year Delivery Plan which sets out the immediate and longer term programme for transport interventions needed to support sustainable growth. The Delivery Plan will also be used to incorporate the strategic transport interventions needed for the new GMSF growth allocations into Greater Manchester’s wider programme and funding requirements.<sup>(118)</sup>
- 10.20** Central Government funding and support from developers, will be essential for the delivery of many of these transport interventions. New developments will also help generate the demand for transport services that will make new investment viable.

117 GMCA (2017) Greater Manchester Transport Strategy 2040

118 See <https://www.tfgm.com/2040> for the latest version of the Transport Strategy 2040 Delivery Plan

## Policy GM-C 1

### World-class connectivity

In order to help deliver an accessible Greater Manchester with world-class connectivity, Greater Manchester's authorities will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled to jobs and other key services, including healthcare, education, recreation facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Transforming transport infrastructure and services, and locating and designing development, to deliver a significant increase in the proportion of trips that are made by walking, cycling and public transport;
4. Securing investment in new and improved transport infrastructure that will:
  - promote social inclusion, support economic growth, and protect our environment;
  - meets customer's needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
  - provide access to jobs and other key services, including healthcare, education, recreation facilities, green space and green infrastructure.
5. Ensuring that development and transport investment fully considers the needs of people, and those modes which make most efficient and sustainable use of Greater Manchester's limited road space, by following the Global Street Design Guide hierarchy (highest priority first) <sup>(119)(120)</sup>:
  - i. Pedestrians (including those using mobility aids)
  - ii. Cyclists, powered two-wheelers, and public transport users
  - iii. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
  - iv. People in personal motorised vehicles
6. Developing local transport industry skills and education to ensure the right mix of skills is available into the future.

119 In all situations, access by emergency services will be of paramount importance.

120 <https://nacto.org/global-street-design-guide-gsdg/>

## Question 65

### Do you agree with the proposed policy on World-Class Connectivity?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Digital Connectivity

- 10.21** Digital connections are increasingly important to every aspect of our lives, from socialising and shopping to learning, business and accessing essential services. They enable us to connect to people on the other side of the world as easily as on the same street. As these connections open up a range of opportunities it is important everyone can access them so that they can fully participate in society and our economy.
- 10.22** Any truly global city will need to have widespread, affordable, reliable, secure and future-proofed digital infrastructure that provides a competitive edge for businesses and supports high-levels of social inclusion. This will be essential if Greater Manchester is to capitalise on new innovations, such as artificial intelligence, the Internet of Things and connected and autonomous vehicles. Big data will also enable the city region to be managed more effectively. By facilitating more home-working, good digital infrastructure can also help reduce the need for travel and therefore help reduce road congestion and air pollution.
- 10.23** Digital connections will be imperative to the design, development and delivery of future services in the context of an expanding global city. Such services may include heat, energy, utilities and mobility.
- 10.24** In order to achieve its ambition to be the UK's leading digital city and in the top five in Europe<sup>(121)</sup> it is fundamental for all parts of the city region to have access to world-class digital connections at an affordable price. Greater Manchester already has a vibrant digital economy, with particular strengths in high-value sectors such as the creative industries, health innovation, and advanced manufacturing and materials. However, the city region suffers from similar problems to many other parts of the country in terms of limited roll-out of full fibre broadband to premises, uneven access to affordable digital connection, and limited access to mobile networks, especially in rural areas. Greater Manchester's current strategy for becoming a Digital City Region is set out in the Greater Manchester Digital Strategy 2018-2020<sup>(122)</sup>.

121 Greater Manchester Combined Authority (October 2017) Our people our place: The Greater Manchester Strategy, paragraph 7.13A

122 see [https://www.greatermanchester-ca.gov.uk/download/meetings/id/2957/12a\\_digital\\_strategy](https://www.greatermanchester-ca.gov.uk/download/meetings/id/2957/12a_digital_strategy)

- 10.25** Improving Greater Manchester's digital infrastructure and ensuring that new development is connected to it is therefore a high priority. The development industry has a significant role in enabling this priority, as well as benefiting from it. It will be important to accelerate the delivery of full fibre, gigabit-capable networks and to be at the forefront of the roll-out of next generation mobile technology. Recent decades have shown the speed with which digital technology evolves, with a new generation of mobile technology being introduced around every ten years. The digital infrastructure of Greater Manchester will therefore need to adapt and evolve throughout the GMSF period.

## Policy GM-C 2

### Digital Connectivity

Greater Manchester's ten local authorities and the GMCA 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.

In making decisions Greater Manchester's authorities will support a range of measures, including:

1. Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability respond to updated/changing technology;
2. Requiring all new development to have full fibre to premises connections, unless technically infeasible, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections; and
3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.

## Question 66

### Do you agree with the proposed policy on Digital Connectivity?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Walking and Cycling Network

- 10.26** Currently almost half of the trips made by Greater Manchester residents are fewer than 2km in length with over 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking in Greater Manchester which will be fundamental in achieving the city region’s overall transport vision.
- 10.27** Both are free or have minimal costs and are open to people of all ages. So encouraging more people to walk and cycle will support greater social inclusion and independence. The increased physical exercise they bring, particularly in comparison to driving, will also help benefit Greater Manchester’s health and wellbeing. By encouraging less people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.
- 10.28** If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of Greater Manchester's walking and cycling network will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. A high-quality walking and cycling network will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.
- 10.29** Central to all of this will be the delivery of the Greater Manchester Cycling and Walking Infrastructure Proposal, which is a vision for Greater Manchester to become the first city region in the UK to have a fully joined up walking and cycling network.<sup>(123)</sup> The intention is to connect every neighbourhood and community in Greater Manchester, covering 1,000 miles. The network will have a single identity across Greater Manchester, using the symbol of the worker bee. A broad range of improvements will be required, varying from route to route, including easy crossing points, innovative junction designs, and the creation of fully segregated cycleways.

### Policy GM-C 3

#### Walking and Cycling Network

A higher proportion of journeys made by walking and cycling will be achieved by:

1. Creating a safe, attractive and integrated walking and cycling network, connecting every neighbourhood and community across Greater Manchester;
2. Ensuring routes are direct, easily navigable and integrated with the public transport network;
3. Creating, where practicable, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions;

<sup>123</sup> Mayor of Greater Manchester, Greater Manchester Combined Authority and Transport for Greater Manchester (2018) *Greater Manchester’s cycling and walking infrastructure proposal*

4. Increasing the capacity of the walking and cycling network in locations where significant growth in the number of short journeys is anticipated and where quality of place improvements are proposed; and
5. Utilising and enhancing green infrastructure to create opportunities for walking and cycling.

**10.30** Further information on the strategic approach to walking and cycling is set out in the Greater Manchester Transport Strategy 2040 and the latest version of the Delivery Plan <sup>(124)</sup>.

### Question 67

**Do you agree with the proposed policy on the Walking and Cycling Network?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Public Transport

- 10.31** If Greater Manchester's overall vision is to be achieved then there will have to be an increase in the use of public transport.
- 10.32** One of the main factors driving public transport is population density. The more people that live in an area the more frequent, economic and accessible public transport becomes. As such, the policies elsewhere in this plan encourage concentrated regeneration and development that will increase the attraction and availability of public transport.
- 10.33** Another fundamental challenge is to make public transport a realistic and attractive alternative to driving. Within Greater Manchester reliable, cheap and accessible public transport will enable people to reach the jobs and services they need. Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open up a wider range of employment and leisure opportunities for residents. The combination of HS2 and Northern Powerhouse Rail will put Manchester Piccadilly and Manchester Airport at the heart of a new high- quality rail network with high-speed connections to London and Birmingham, and faster direct routes to Leeds, Sheffield and Liverpool.
- 10.34** Actions to support this in the 2040 Transport Strategy Delivery Plan include:
- integrated ticketing,
  - rail electrification,

124 See [www.tfgm.com/2040](http://www.tfgm.com/2040)

- new and lengthened platforms,
- new rail stations and Metrolink stops,
- additional Metrolink vehicles and train carriages,
- metro/tram-train services on existing suburban rail lines,
- better quality bus stops,
- bus priority measures,
- increased service frequency,
- extended hours of operation, and
- new routes.

- 10.35** It will be vital that these individual improvements are set within a comprehensive and integrated public transport network, which enables people to change between different services and make a much wider range of trips than just those to and from Manchester city centre. This will be important if the public transport system is to respond to the needs and complexities of people's lives and journeys, and provide a genuine alternative to the car. It will also be vital that the public transport network is fully integrated with the walking and cycling network, so that people can easily access it without driving, including through better cycle parking at stations and stops. Additional provision of Park & Ride facilities may also be required to enable those more distant from public transport to access the network.
- 10.36** This will all require an enormous amount of additional investment in infrastructure and services, and in supporting initiatives such as integrated smart ticketing, reform of the bus market and rail franchising. Careful prioritisation of investment will be needed to ensure that maximum benefit is delivered from the available public and private funding. Even with a major increase in investment, there will still be some locations that are not particularly well-served by public transport. It will be important to ensure that options are available that enable people to make the trips that they need to without owning or having access to a car. Demand-responsive services such as taxis, accessed increasingly via digital tools, will help to fill these gaps.
- 10.37** The complexity of the public transport network, coupled with the scale of investment needed, means that it is not possible at this stage to identify all the interventions needed. Further work will be required throughout the GMSF period to identify and deliver new routes that function effectively as part of the overall network. The new routes will be influenced by development and, as they are delivered, they will influence new development in turn.
- 10.38** The scale and lead-in times for the more significant public transport infrastructure, such as the city-centre tunnel, will mean that construction may only be towards the end of the GMSF plan period and completion may be beyond 2037.

## High Speed Rail 2 (HS2)

- 10.39** New High Speed 2 (HS2) railway lines will be operational within the City Region by 2033. As currently proposed there will be two HS2 lines running through the City Region, having split in two just south of the conurbation. One leg travels to a transformed Manchester Piccadilly station via a new station to the west of Manchester Airport; the second leg runs through western Trafford to join the north-west mainline south of Wigan town centre.
- 10.40** HS2 is one of the most significant transport infrastructure projects in the UK over recent decades and will bring significant benefits to the City Region, particularly when coupled with the introduction of Northern Powerhouse Rail (NPR). Together they will provide high speed rail connections to London via Birmingham and between the cities of the north.
- 10.41** Proposals for HS2 and NPR will consolidate the position of Greater Manchester as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. Greater Manchester supports the economic benefits of HS2 but we will seek to ensure that any negative impacts on our communities and natural environment are kept to a minimum.
- 10.42** In July 2017 Government (Department for Transport) issued Safeguarding Directions for Phase 2b of High Speed 2<sup>(125)</sup>. Safeguarding Directions require local planning authorities to consult HS2 Ltd on all relevant planning applications within the safeguarded area as set out in the Directions<sup>(126)</sup> in order that the proposals can be assessed for any conflict with plans for the railway. The aim of safeguarding is not therefore necessarily to prevent development on the land that may be needed to build and operate the railway, but to ensure that no conflict is created.
- 10.43** It should be noted that Government has made it clear that further work continues to be undertaken to develop the detail of the Phase 2b route. As such, the Safeguarding Directions will be reviewed in the future and changes may be made to the Safeguarding Directions made in 2017.

## Policy GM-C 4

### Public Transport Network

Major improvements to the public transport network are at various stages of development and an ambitions programme for delivering public transport interventions is set out within the 2040 Transport Strategy Delivery Plan, including:

1. Enhanced connections to other major cities, with Greater Manchester at the hub of a high-speed rail connection to London and Northern Powerhouse Rail;

125 <https://www.gov.uk/government/publications/hs2-phase-two-safeguarding-maps-warrington-trafford-and-wigan>

126 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/567692/Manchester\\_Volume2.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/567692/Manchester_Volume2.pdf)

2. Tackle the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
3. Improved public transport links to the Regional Centre;
4. Improved public transport access to Manchester Airport;
5. Enhanced connections between other key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
6. More and higher quality public transport interchanges with better integration of different public transport modes and services; and
7. Improved access to rapid transit routes.

**10.44** Further information on the strategic approach to public transport is set out in the Greater Manchester Transport Strategy 2040 and the latest version of the 2040 Transport Strategy Delivery Plan. A draft version of the Delivery Plan is being published alongside the this plan.

### Question 68

**Do you agree with the proposed policy on the Public Transport Network?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Transport Requirements of New Development

- 10.45** The design of new development will be critical in encouraging more people to walk, cycle and use public transport. It will also help minimise the negative effects of vehicle traffic, such as carbon emissions and air pollution. Given the importance of these issues for Greater Manchester, and the related objectives in improving health and quality of life, it is critical that we get this right.
- 10.46** The location and density of development is fundamental, as it influences how far people need to travel and their ability to make these journeys by walking, cycling and public transport. Alongside this increased traffic is often one of the biggest concerns for existing residents when faced with new development. There is however potential for growth to provide new opportunities for improved public transport, cycling and walking that can benefit both new and existing communities.
- 10.47** Although the focus is on increasing walking, cycling and public transport, it must be recognised that there is a need to accommodate other forms of transport. New development will be designed to make these journeys as sustainable as possible, for example by supporting the use of low emission vehicles. Extensive improvements to the public transport network are

planned, but it will be impossible to provide every part of Greater Manchester with good public transport access at all times. Flexible on-demand services such as taxis, which could be provided by autonomous vehicles in the future, will have an important role to play in filling the gaps in public transport routes and services, and so it will be important that new development are designed to accommodate them.

## Policy GM-C 5

### Transport Requirements of New Developments

During the planning process Greater Manchester's authorities will require new development to be designed to encourage walking, cycling and public transport, to reduce the negative effects of traffic, and improve health.

They will do this by:

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy GM-C 1 'World-class connectivity';
2. Incorporating new and enhanced walking, cycling and public transport routes and stops, through and around the site, to improve the coverage, quality and integration of the wider walking, cycling and public transport networks;
3. Providing direct, safe and convenient walking and cycling routes to nearby facilities, employment areas, public transport stops and other parts of the walking and cycling network;
4. Incorporating sufficient secure and covered cycle parking to meet peak long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and where appropriate providing:
  - i. Showers, changing facilities and lockers for cyclists and walkers;
  - ii. Pool or hire bikes for use by occupiers; and
  - iii. Information in advance about facilities to visitors (e.g. 'getting here' on website).
5. Ensuring that the nearest public transport stops (both within and outside the development site) are attractive to users such as in terms of seating, shelters, information and ease of access on foot;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;
7. Making adequate parking provision for disabled people;
8. Promoting alternatives to car ownership, such as the use of low emission car clubs rather than the provision of car parking;
9. Complying with any car parking standards set out in local plans;
10. Promoting the increased provision of electric vehicle charging points including meeting any standards set by district Local Plans;

11. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;
12. Making appropriate provision for deliveries and servicing in a way that reduces emissions, the number of vehicle movements and the need for repeat deliveries; and
13. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics impacts on the surrounding area and encourage sustainable deliveries.

District Local Plans may set out mechanisms through which new development will be required to make proportionate financial contributions to the delivery of new transport infrastructure which is necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.

### Question 69

**Do you agree with the proposed policy on the Transport Requirements of New Development?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Highway Infrastructure Improvements

- 10.48** Despite the emphasis on walking, cycling and public transport, there will still be a need for targeted improvements to the highway network so that people and goods can move around the city region efficiently. This will be important for supporting economic growth, both in Greater Manchester and the wider North of England, helping to better connect places and tackle congestion. It will, however, be essential that this highways investment is part of a comprehensive multi-modal strategy that supports the overall aim of increasing walking, cycling and public transport, to avoid it generating a higher proportion of car journeys.
- 10.49** Greater Manchester benefits from a strategic location in the national motorway network, but some stretches of the city region's motorways and trunk roads (known as the Strategic Road Network) are among the most congested in the country. Proposals are currently being developed to address congestion between Junctions 8 and 18 of the M60 as part of the Manchester North West Quadrant Study. The recommendations could have major implications for Greater Manchester, both in terms of improving motorway connectivity and the physical impacts of new infrastructure.

- 10.50** A number of other studies are proposed or underway, such as for the Trans-Pennine Tunnel between Greater Manchester and Sheffield, options for improvements to Simister Island (the junction of the M60, M62 and M66 motorways) and Denton Island (the junction of the M60 and M67), and the refresh of the South East Manchester Multi Modal Strategy (SEMMMS). The scale and lead-in time for some of the highway infrastructure proposals may mean that they are only completed towards the end of the GMSF plan period or beyond.

## Policy GM-C 6

### Highway Infrastructure Improvements

Targeted improvements to the highway network will be sought where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy GM-C 3 'Walking and Cycling Network' and Policy GM-C 4 'Public Transport Network'). Greater Manchester will work with Highways England to ensure:

1. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all – as set out in the 2040 Transport Strategy Delivery Plan;
2. Any new infrastructure minimises the negative effects of vehicle traffic, to deliver environmental and health benefits; and
3. New infrastructure includes provision for utilities and digital infrastructure where required.

- 10.51** Further information on the strategic approach to highway infrastructure improvements is set out in the Greater Manchester Transport Strategy 2040 and the latest version of the 2040 Transport Strategy Delivery Plan<sup>(127)</sup>.

## Question 70

### Do you agree with the proposed policy on Highways Infrastructure Improvements?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

127 See [www.tfgm.com/2040](http://www.tfgm.com/2040)

## Freight and Logistics

- 10.52** Freight is essential for both Greater Manchester’s economy and productivity. It supports a broad range of sectors, including manufacturing, retail and waste management. Logistics is also an important sector in its own right, with significant growth potential within the city region. This plan identifies a strong portfolio of employment sites, many of which will be suitable for logistics, including regional and national distribution centres. Logistics is also becoming even more important to everyday life, with the increase in internet shopping and demands for same or next day deliveries.
- 10.53** Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution. Greater Manchester benefits from having a large rail freight terminal at Trafford Park, which provides daily services to/from the major ports of Felixstowe, Southampton and London Gateway. Sustainable freight will be further enhanced by the completion of Port Salford, which will provide rail connections via the main Manchester-Liverpool line, shipping links along the Manchester Ship Canal to the deep-water facilities at the Port of Liverpool, and a new on-site container terminal. It will be important to make the most of these facilities as additional opportunities for new rail and water-served sites elsewhere in Greater Manchester are limited.
- 10.54** Many logistics sites in Greater Manchester will be reliant on road-based freight, taking advantage of the strategic location within the national motorway network. This reinforces the importance of delivering the strategic highway improvements identified in the previous policy. Greater Manchester also benefits from outstanding air freight connections at Manchester Airport and its World Freight Terminal.
- 10.55** The growth in on-line retailing and ‘just in time’ approaches to manufacturing and other businesses is increasing the number of smaller scale deliveries, contributing to congestion and pollution particularly in urban areas. Higher population and employment densities in locations such as the city centre will exacerbate these pressures. It will therefore be important to manage such deliveries in a way that minimises their adverse impacts, such as through centres where deliveries can be consolidated, the use of low and zero emission vehicles including electric vehicles and bicycles, and avoiding the need for repeat delivery attempts. This could require shared facilities where different operators can consolidate their deliveries.

### Policy GM-C 7

#### Freight and Logistics

More efficient and sustainable movement of freight will be supported, including by:

1. Protecting existing rail and water-served sites and associated infrastructure;
2. Completing the tri-modal Port Salford, including a rail spur from the Manchester-Liverpool line, canal berths on the Manchester Ship Canal, and a container terminal;

3. Accommodating the expansion of air freight activities at Manchester Airport;
4. Enabling the provision of consolidation and distribution centres; and
5. Ensuring that new development makes appropriate provision for deliveries and servicing, in accordance with Policy GM-C 5 'Transport Requirements of New Developments'.

## Question 71

### Do you agree with the proposed policy on Freight and Logistics?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Streets For All

- 10.56** Streets for All is an integrated approach to the design and management of streets across Greater Manchester. In the past the function and design of the city region's streets has been dominated by the needs of vehicle traffic. This has negatively affected the quality of our city region's streets for the public and the communities that exist alongside them.
- 10.57** Streets for All recognises that streets function as both a channel for the movement of goods and people, and public places where people want to spend time shopping, socialising and relaxing. The dominance of private vehicles therefore needs to be addressed so Greater Manchester can provide sustainable, healthy and economically productive places.

The function of streets will of course vary from place to place. Some streets act as vital social spaces, supporting community cohesion and local businesses, while others function mainly as routes for goods and people. Streets for All understands this balance between functions and will enable us to address a range of issues and policy aspirations, including:

- Reduce car dependency and increase levels of walking, cycling and public transport.
- Focus on improving the movement of people and goods, rather than traffic.
- Create healthy, active streets for all.

**10.58** The Streets for All approach:

- Includes the creation of an attractive and inclusive walking environment;

- Promotes the adoption of a comprehensive, consistent and safe cycle network;
- Supports the creation of a reliable and accessible bus network and better bus infrastructure;
- Includes the establishment of reliable and sustainable freight access and delivery; and
- Prioritises the development of new mobility technologies.

**10.59** High quality streets will be particularly important for the economic success of key concentrations of shops, services and facilities, such as the city centre and town centres, adding to their vibrancy and sense of place.

**10.60** Ultimately, the this plan makes a clear decision to consider people and place over the movement of traffic – particularly in those locations where a sense of place is important – as this will be essential for delivering a high quality of life, meeting environmental objectives, supporting social inclusion, and enabling Greater Manchester to compete with cities across the world for residents, skilled workers and tourists.

## Policy GM-C 8

### Streets For All

Greater Manchester's streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport, including by:

1. Understanding the 'movement and place function' of streets as the starting point for improvement;
2. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
3. Delivering new and improved routes as part of the walking and cycling network;
4. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
5. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';
6. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high quality public transport waiting areas, and other facilities that will support sustainable modes of travel;

7. Incorporating increased levels of greenery wherever possible;
8. Offering shelter from wind and rain, and shade from the sun;
9. Delivering priority public transport and facilities for public transport users;
10. Providing appropriate places and routes for servicing, deliveries and 'drop-off';
11. Mitigating the impacts of air and noise pollution from road transport;
12. Ensure the efficient movement of people and goods on streets with a high 'movement function'; and
13. Harnessing new mobility innovations such as traffic signals technology and Ultra Low Emission Vehicle charging networks.

### **Question 72**

**Do you agree with the proposed policy on Streets For All?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### **Question 73**

**Do you have any further comments on the policies and overall approach proposed in A Connected Greater Manchester?**



# CHAPTER ELEVEN

## **PROPOSED ADDITIONAL SITES (ALLOCATIONS)**



## 11 Allocations

- 11.1 To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, Greater Manchester Authorities have sought to maximise the use of land outside of the Green Belt, giving the highest priority to brownfield land.
- 11.2 The majority of the development required to deliver the GMSF's spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development' shows the existing land identified for office, industrial and housing development through the 10 districts' land availability assessments. This land supply 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.

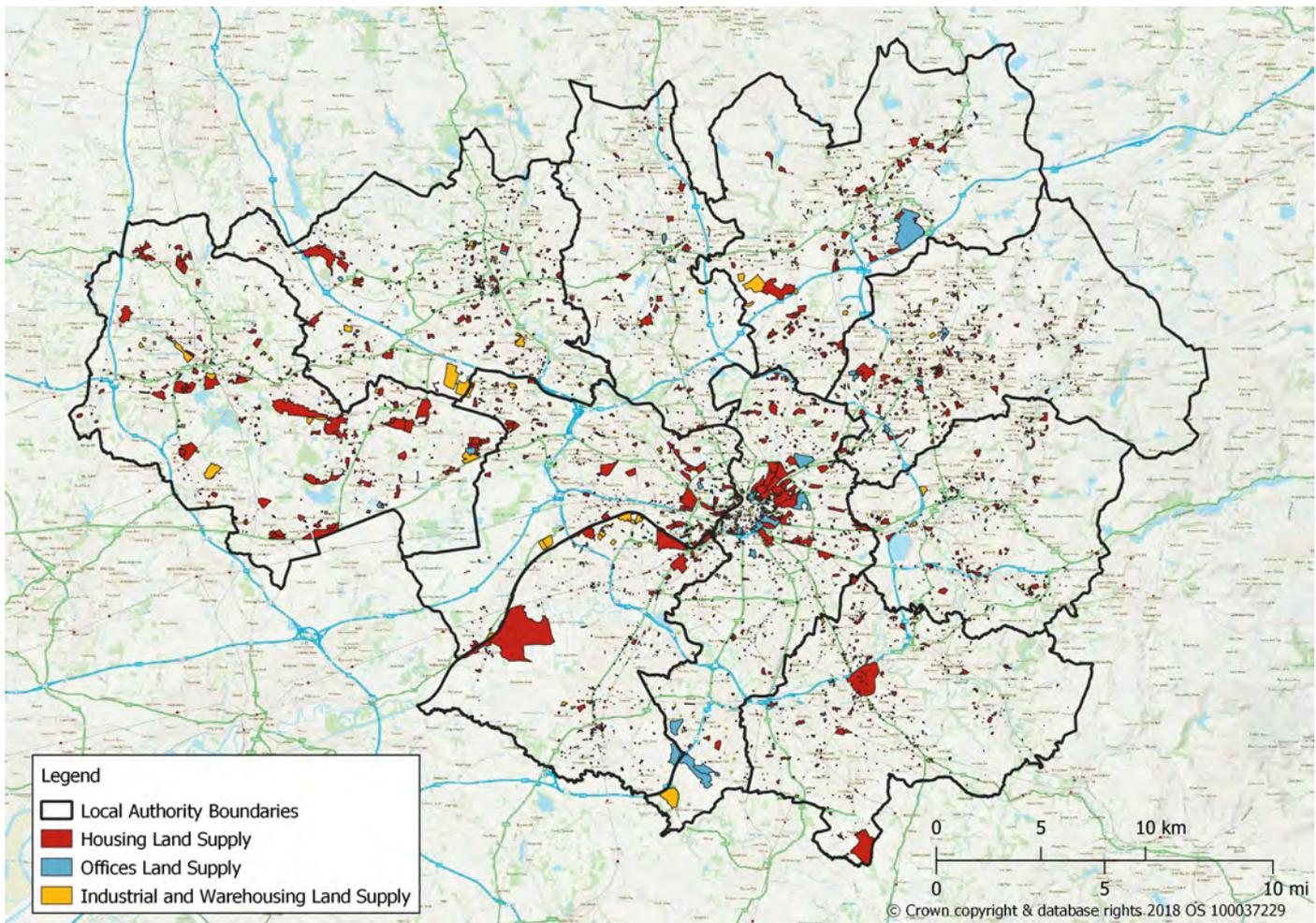


Figure 11.1 Existing land identified for office, industrial/warehousing and housing development

- 11.3 As set out in both “Prosperous Greater Manchester” and “Homes for Greater Manchester”, insufficient land has been identified within these assessments to meet the development needs of Greater Manchester.

- 11.4** Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of the development needs of Greater Manchester, but it has been agreed that this would not be appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns.
- 11.5** Some additional development sites, outside the urban area, are therefore required to deliver the inclusive growth Greater Manchester needs. The role of the GMSF is to identify these sites, provide the policy context for their development and make the associated changes to the Green Belt. Combined with the existing land supply these sites will enable Greater Manchester to meet its overall objectives.
- 11.6** The sites identified reflect the overall spatial approach set out in 4 'Our Strategy' with the aim of making the most of existing locations and assets whilst providing opportunities across Greater Manchester that help address current disparities. The identification of the sites within this section will help to achieve the sustained economic growth in the Core and southern parts of the conurbation whilst significantly boosting the economic competitiveness of the northern districts in Greater Manchester. This is not only linked to the provision of new jobs and opportunities but also the choice and quality of housing, the infrastructure required to support the new development and the delivery of high quality places.
- 11.7** The strategic employment allocations have been selected based on their location and the opportunity they provide to address some of the economic disparities evident within the conurbation. Some of these sites straddle local authority boundaries and are of a scale that are nationally and, in some cases, globally significant in terms of attracting new businesses and investment.
- 11.8** The strategic housing allocations provide an opportunity to widen housing choice within districts. This will include the provision of affordable housing as well as larger and higher value homes in those areas which there is currently a lack of such housing. This will create a more inclusive housing offer across Greater Manchester and improve the overall housing offer within individual districts and improve their ability to attract and retain residents.
- 11.9** To ensure that these strategic allocations deliver scale and quality of development required the use of masterplans, where appropriate, will be an important component in ensuring a comprehensive approach to development which is aligned with the delivery of associated infrastructure. This approach will help to deliver high quality, sustainable places which maximises the benefits of the land release for development.
- 11.10** If successful places are to be created then it will be vital that developments deliver the infrastructure and facilities necessary to support them. The specific type and scale of infrastructure required to support this new development is set out within the policies. This includes infrastructure relating to accessibility, public transport, social infrastructure (such as schools, health and community facilities) and green infrastructure (including open spaces

and biodiversity resources). More general requirements that would be applied to all development are set out in the broader thematic policies set out in earlier sections of the plan.

**11.11** Where this plan releases sites from the Green Belt, as set out in Policy GM-G 11 'The Greater Manchester Green Belt', Green Belt policies will be strictly applied except in the case of planning applications complying with the relevant allocation policies in this section.

**11.12** Figure 11.2 'GMSF Allocations' shows all the sites allocated within the GMSF.

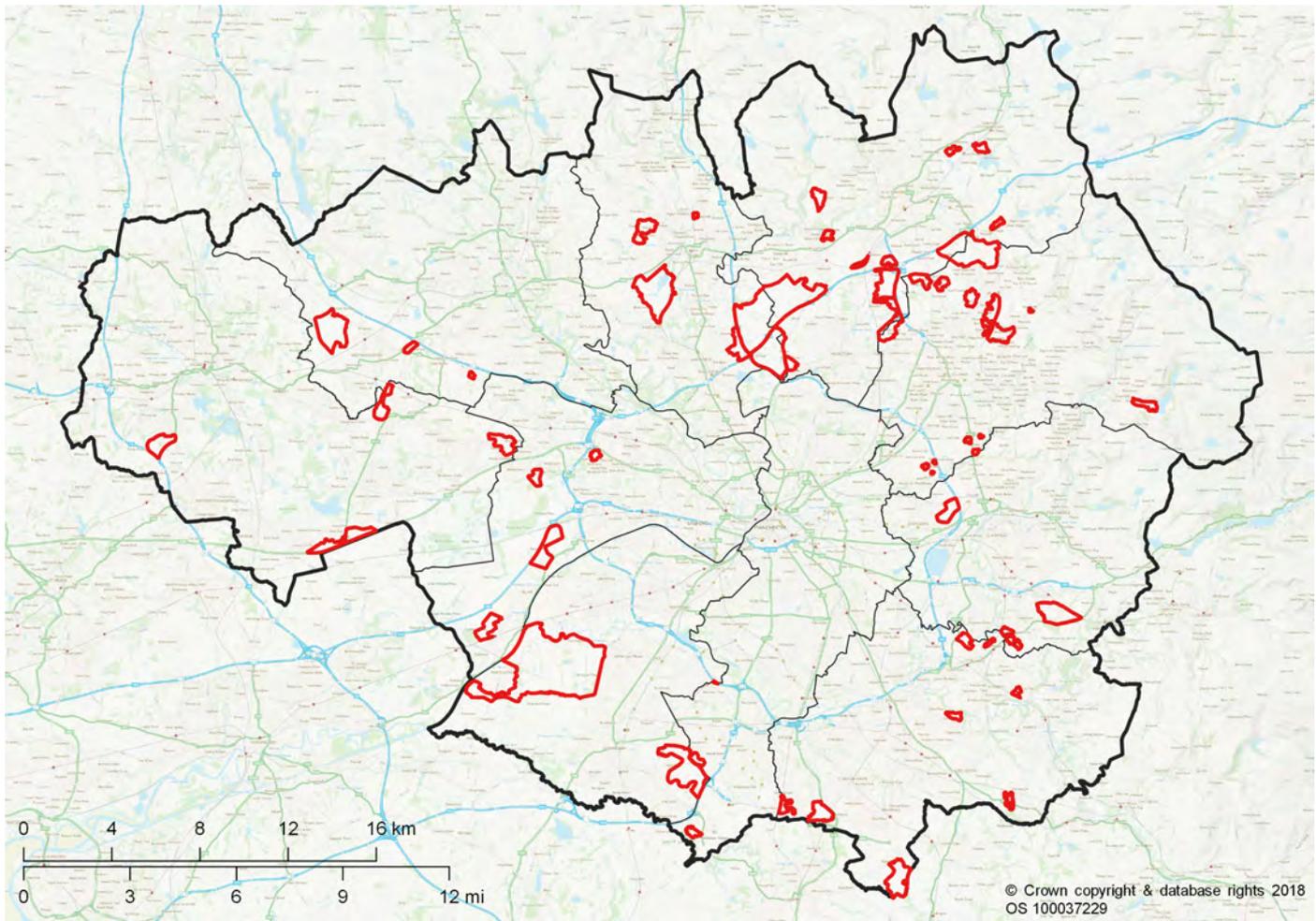


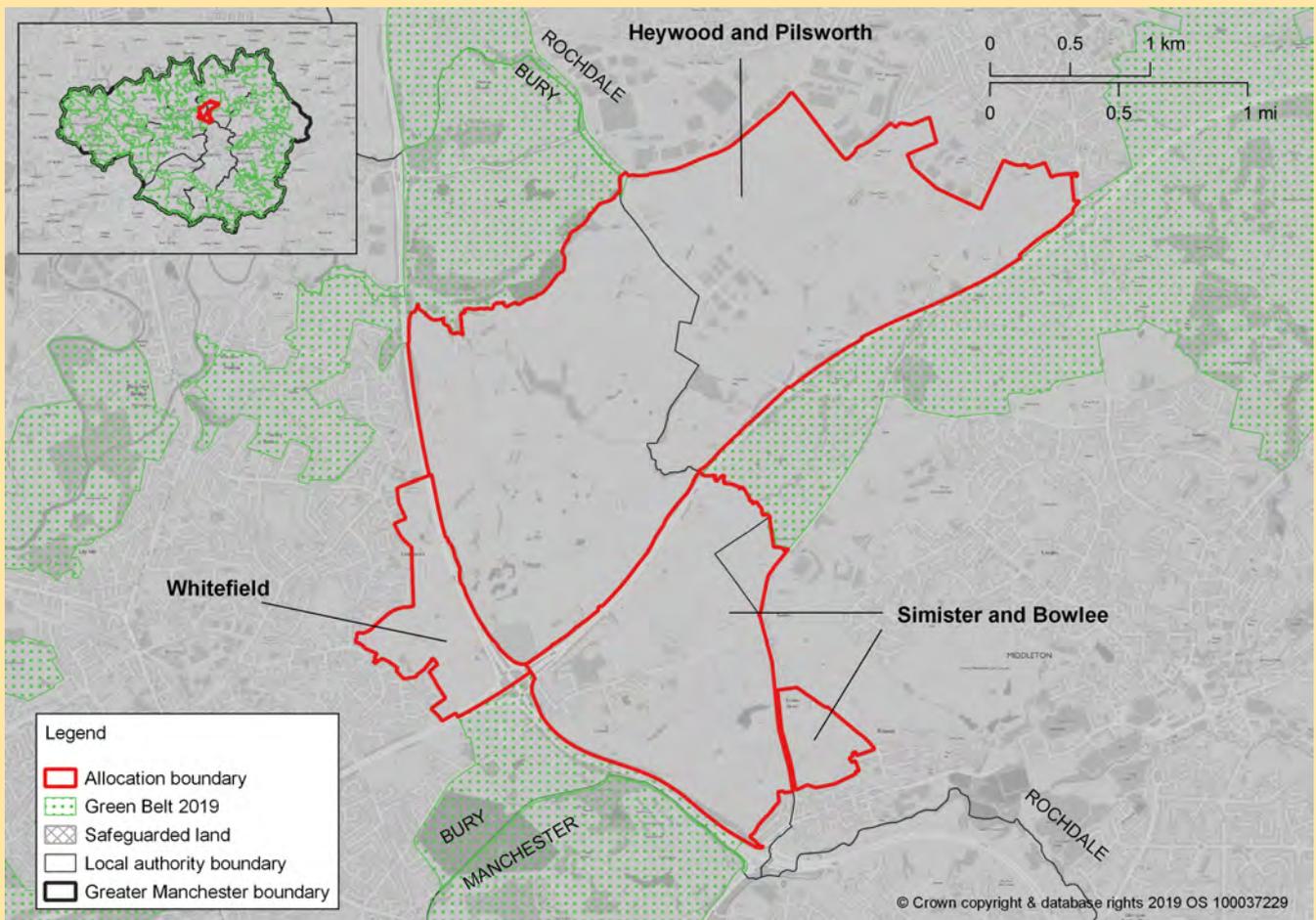
Figure 11.2 GMSF Allocations

## Cross-Boundary Strategic Allocations

### Northern Gateway

#### Policy GM Allocation 1

#### Northern Gateway



Development of the area will need to:

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

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

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

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

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

- 11.13** The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises three interrelated sites at:
- Heywood / Pilsworth (Bury and Rochdale) (see Policy GM Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)')
  - Simister and Bowlee (Bury and Rochdale) (see Policy GM Allocation 1.2 'Simister and Bowlee (Northern Gateway)')
  - Whitefield (Bury) (see Policy GM Allocation 1.3 'Whitefield (Northern Gateway)')
- 11.14** This area straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester and with wider benefits on a regional and national level. The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is identified as one of the key locations that will help to deliver these key objectives.
- 11.15** This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.
- 11.16** The allocation at the Heywood/Pilsworth site provides an opportunity for a substantial and high quality employment-led development. The scale and location of this site will help to rebalance the Greater Manchester economy, ensure the GMSF plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.

- 11.17** This will be supported by new communities at Simister/Bowlee and Whitefield which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.
- 11.18** To be successful and sustainable, the employment and housing opportunity needs to be accessible by a range of transport modes and be linked directly to surrounding existing and new communities via new recreational routes and corridors of green infrastructure which in turn provide an attractive setting for development. Outside of the motorway network, much of the area proposed for development is currently served by an inadequate transport network and this will require substantial investment to improve connectivity, including investment in rapid transit. The prospective residents will require new community facilities and these will be provided in accessible locations within walking distance of homes.
- 11.19** The opportunities at Heywood/Pilsworth and Simister/Bowlee will need to incorporate extensive supporting infrastructure and so their full delivery is likely to extend beyond the plan period.

## Question 74

**Do you agree with the proposed policy GM Allocation 1: Northern Gateway?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 1.1

### Heywood / Pilsworth (Northern Gateway)

Development at this site will be required to:

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

- ii. Improved links between Junction 3 of the M66 and Junction 19 of the M62;
  - iii. If feasible, provision of a new motorway junction access into the site at the current Birch Services junction (between junctions 18 and 19 of the M62) and relocation of the service area; and
  - iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement;
4. Explore the opportunity to deliver a rail freight spur into the expanded Heywood employment area exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the site to the north and Calder Valley line to the east;
  5. Support the delivery of improved public transport infrastructure through the site (including Bus Rapid Transit corridors) and close to the site (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods;
  6. Provide high quality walking and cycling routes in order to create sustainable local connections with new and existing neighbourhoods (including the new significant housing opportunities at Simister and Bowlee and Whitefield) and to connect to new and existing public transport facilities;
  7. Protect and enhance existing recreation facilities where required;
  8. Deliver around 1,000 additional homes along with a new primary school in the eastern part of the site to support the early delivery of the infrastructure and provide a planned buffer between existing housing and the new employment development;
  9. Deliver around 200 new homes in the west of the site off Castle Road, north of Castlebrook High School playing fields ensuring that an appropriate buffer is incorporated to separate this part of the site from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area;
  10. Make provision for affordable housing in accordance with local planning policy requirements;
  11. Make provision for recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
  12. Make provision for education to meet the needs of school-aged residents in accordance with local planning policy requirements;
  13. Provide an appropriate range of supporting and ancillary services and facilities;
  14. Seek to offset the loss of private open land through the provision of an accessible and high quality green and blue infrastructure network to provide health benefits to workers and residents as well as creating a visually attractive environment. This should include the enhancement of existing features such as Whittle and Brightley Brooks;
  15. Minimise impacts on and provide net gains for biodiversity assets within the site;
  16. Develop a satisfactory management plan for areas of green infrastructure, biodiversity features and other areas of open space;

17. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off; and
18. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors.

- 11.20 This site has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy.
- 11.21 This site benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this site will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.
- 11.22 Whilst the location of this site along the key M62 corridor will be particularly attractive to the logistics sector, it is important that it provides high quality business premises for a range of other sectors including advanced manufacturing and higher value, knowledge-based businesses. This variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy.
- 11.23 The size of the proposal would also support the provision of an appropriate range of supporting services and facilities, such as a new local centre, hotel, leisure and conference facilities. However, it is important that these are of a scale that is appropriate to the main employment use of the site.
- 11.24 The delivery of such a site will require significant investment in infrastructure if it is to be successful and sustainable. The site clearly has excellent access to the motorway network but will benefit from improved linkages between Junction 19 of the M62 and Junction 3 of the M66. The site would also benefit from the creation of an additional point of access between Junctions 18 and 19 of the M62 and this could potentially be achieved through the reconfiguration of the existing Birch Services junction. Furthermore, in conjunction with the development of the site, there will be an expectation that opportunities are fully explored to deliver a rail freight spur exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the site to the north and Calder Valley line to the east.
- 11.25 The site will also need to be served by a wide range of public transport and significant interventions will be required in order to promote sustainable travel and make the site more accessible to the local labour pool. This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods and key locations helping to maximise the public transport accessibility of the employment opportunities and

to better integrate existing and new communities with the rest of Greater Manchester. This will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable journeys to work.

- 11.26** It should be noted that the existing Birch Industrial Estate is located within the site. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This site will also share the benefits of the improved accessibility of the area.
- 11.27** The area also includes an existing golf club and school playing field. Whilst the intention is for these to be retained, they could potentially be incorporated into the wider development if they were to subsequently become available.
- 11.28** Although predominately an employment site, there is a resolution to grant a scheme to deliver around 1,000 homes and a new primary school on the eastern part of the site at South Heywood will help to create a more mixed use urban extension. The new school will not only provide space to accommodate children from the new development but will also help tackle a shortage of local school places. The residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62.
- 11.29** The site is also considered to have the potential to accommodate around 200 further dwellings on land accessed via Castle Road in Unsworth. However, it is important that an appropriate buffer is incorporated into the development to create separation from the wider employment development and that appropriate highways measures are in place to prevent the inappropriate use of residential roads by vehicular traffic associated with the wider employment area.
- 11.30** Any housing development within the site will be required to make provision for affordable housing and recreation to meet the needs of the prospective residents in line with Local Plan policy requirements.
- 11.31** The land is relatively undulating and the contours do offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide publicly accessible open spaces to provide recreational opportunities to workers and residents in the wider area. Such a network should seek to maximise the value of existing features and areas of nature conservation value. There are some existing recreation facilities, ponds, reservoirs and brooks within the site and any development should seek to retain and enhance such features, where appropriate. Other opportunities for new blue infrastructure may exist to further enhance visual amenity, provide SUDS and widen local biodiversity. A management plan will be required to demonstrate how the retention and improvement of green and blue infrastructure and nature conservation assets will continue to be managed.
- 11.32** The development of the site will also be required to have regard to flood risk and it will also be necessary for the development to implement an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

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

### Question 75

**Do you agree with the proposed policy GM Allocation 1.1: Heywood / Pilsworth (Northern Gateway)?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 1.2

#### **Simister and Bowlee (Northern Gateway)**

Development at this site will be required to:

1. Deliver a broad mix of around 2,700 houses to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This will include 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;
2. Make provision for affordable housing in accordance with local planning policy requirements;
3. Retain, enhance and replace existing recreation facilities where required and make provision for new recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
4. Make provision for a new one form entry primary school and a two form entry primary school;
5. Make provision for a new 1,000 place secondary school to serve the prospective residents and to meet demand from adjacent areas;
6. Ensure the design and layout allows for effective integration with surrounding communities and new areas of employment at Heywood/Pilsworth, including the provision of new walking and cycling routes that allow for sustainable and healthier modes of travel;
7. Facilitate the required supporting transport services and infrastructure including an upgrade of the local highways network at Simister and improved public transport provision through the site (including Bus Rapid Transit corridors) and close to the site (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development and improve the capacity of the wider local road network;
8. Make provision for new, upgraded and publicly accessible green infrastructure throughout the site;

9. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage (particularly along Whittle Brook) to control the rate of surface water run-off;
10. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
11. Make provision for a new local centre including a range of appropriate retail and community facilities;
12. Minimise impacts on and provide net gains for biodiversity assets within the site;
13. Develop a satisfactory management plan for areas of green infrastructure, biodiversity features and other areas of open space; and
14. Incorporate appropriate noise and air quality mitigation along the M62 and M60 motorway corridors.

- 11.34** The delivery of this urban extension has transformational potential in enabling new housing development of 2,700 units, community facilities and new transport infrastructure to come forward in what is currently an area that contains significant pockets of high deprivation.
- 11.35** The delivery of such a major opportunity will require significant investment in infrastructure if it is to be successful and sustainable. In particular, the site will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at the Northern Gateway. This could potentially include Bus Rapid Transit linking the Manchester City Centre to the new housing development and the employment opportunities in Heywood/Pilsworth. The site may also benefit from a potential Bus Rapid Transit or Metrolink extension to Middleton. Higher density development close to these corridors will help support the viability of new services. These public transport improvements, will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.
- 11.36** The development of a large-scale community such as this will require new facilities for residents such as shops, medical centres, community centres and recreational areas and these will be provided in accessible locations within walking distance of homes. In addition, demand on school places will also increase and therefore investment in new facilities for primary and secondary education will be required.
- 11.37** The semi-rural nature of this part of Greater Manchester and the character and setting of small villages such as Simister and Bowlee will be respected and will inform the layout, density and built form of development in these locations and areas of open land and green infrastructure will be incorporated to maintain the identities of these places.
- 11.38** The development of the site will also be required to have regard to flood risk and it will also be necessary for the development to implement an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

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

### Question 76

**Do you agree with the proposed policy GM Allocation 1.2: Simister and Bowlee (Northern Gateway)?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 1.3

#### Whitefield (Northern Gateway)

Development at this site will be required to:

1. Deliver a broad mix of around 600 houses to diversify the type of accommodation in the Whitefield and Unsworth areas;
2. Make provision for affordable housing in accordance with local planning policy requirements;
3. Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
4. Make provision for additional capacity at existing schools in the area to meet the needs of the prospective school-aged residents in accordance with local planning policy requirements;
5. Provide suitable new highways access into the site and upgrade existing local road infrastructure in order to facilitate acceptable traffic movement;
6. Improve accessibility to the area by public transport;
7. Make provision for a new local centre including a range of appropriate retail and community facilities;
8. Ensure the design and layout allows for effective integration with surrounding communities and new areas of employment at the Northern Gateway, including the provision of new walking and cycling routes that allow for sustainable and healthier modes of travel;
9. Make provision for new, upgraded and publicly accessible green infrastructure throughout the site;
10. Develop a satisfactory management plan for areas of green infrastructure and other areas of open space;
11. Minimise impacts on and provide net gains for biodiversity assets within the site;

12. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off; and
13. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors.

- 11.40 The site offers a strategic opportunity to deliver a development of 600 units with a diverse mix of house types and affordable housing in a location adjacent to well-established defensible boundaries and in an area with prospects for integrating new development with both existing communities and facilities and with prospective new strategic employment opportunities at the Northern Gateway via sustainable modes of travel.
- 11.41 Access into the site is currently poor as it is served by unadopted roads and footpaths and has little or no relationship with the broad areas of population that lie beside it. As a result, local road infrastructure must be substantially upgraded to bring the site forward to enable adequate access.
- 11.42 A new local centre and community facilities should be provided towards the centre of the site to serve the development and there will be a need for contributions towards additional school capacity to meet the increased demands arising from the development.
- 11.43 The development of the site should incorporate new areas of green infrastructure incorporating pedestrian and cycle routes and linking new and existing residential areas to the new employment opportunities at the Northern Gateway.
- 11.44 The development of the site will also be required to have regard to flood risk and it will also be necessary for the development to implement an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.
- 11.45 The land is relatively undulating to the south and adjacent the M60/M66 slip roads to and from Junction 18 and the landform offers opportunities to create natural screening. Tree planting should be provided in order to mitigate against noise and air pollution and could be undertaken in conjunction with proposals for the Northern Forest.

## Question 77

**Do you agree with the proposed policy GM Allocation 1.3: Whitefield (Northern Gateway)?**

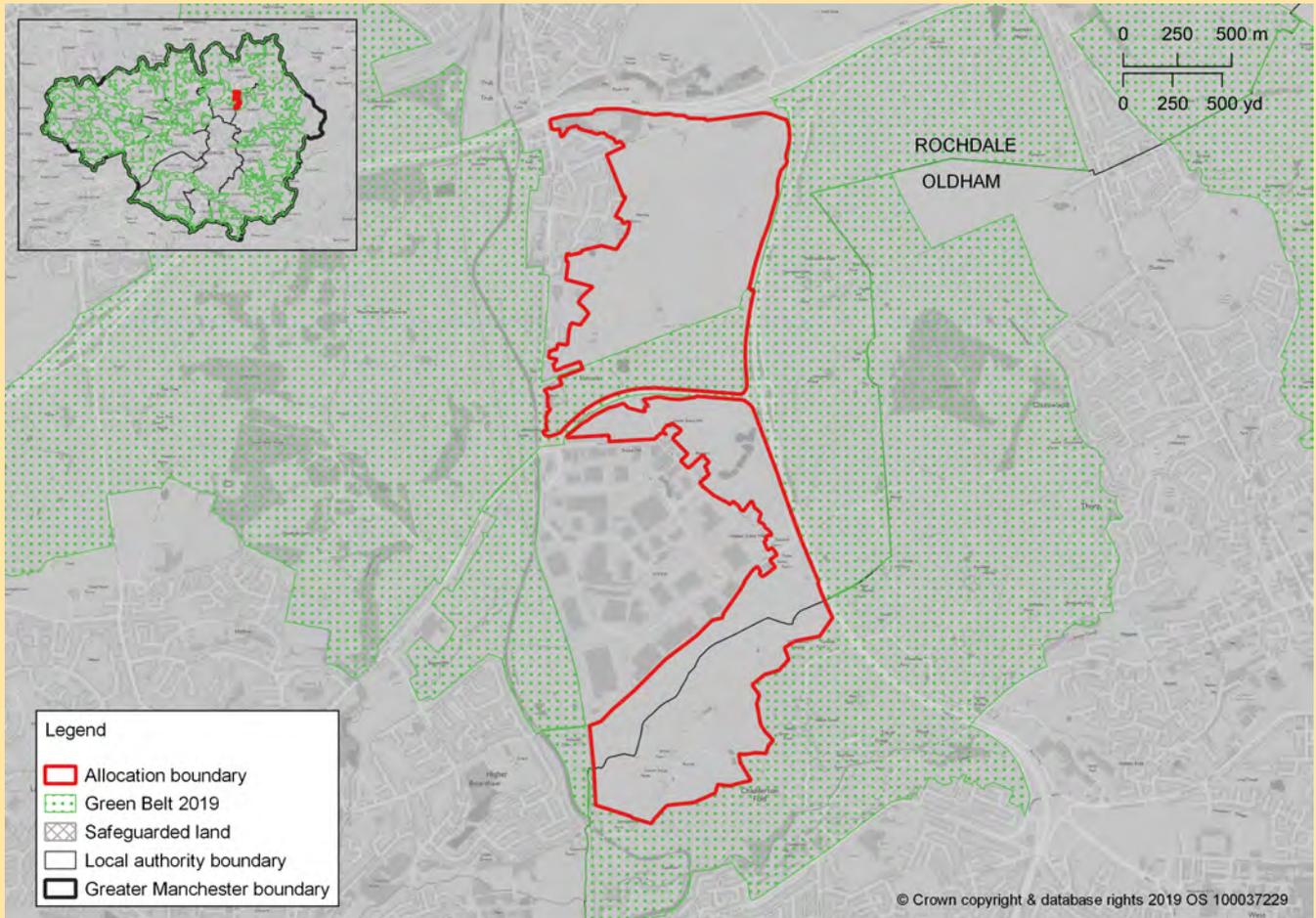
*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Stakehill

## Policy GM Allocation 2

## Stakehill



Development at this site will be required to:

1. Deliver around 250,000 sq m of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the M62 North East corridor;
2. Provide around 900 high quality homes, including larger, higher value properties, to support the new jobs created along the M62 corridor and create a sustainable and high quality extension to the urban area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;

4. Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial;  
Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;
5. Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane to maintain separation between the urban areas of Rochdale and Middleton;
6. 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;
7. Be designed in a way to maximise the benefits of the potential new rail station at Slattocks which is currently being investigated by TfGM;
8. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles;
9. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;
10. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
11. Deliver high quality landscaping and green infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary;
12. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site;
13. Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation;
14. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and
15. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors.

**11.46** Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the Northern Gateway and

Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the Northern Gateway and elsewhere.

- 11.47** Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the Northern gateway providing different types of premises and appeal to a wide range of uses and sectors.
- 11.48** As well as the expansion of the employment offer, an opportunity exists to deliver a significant amount of housing that will both support the new employment development and boost the supply of housing in this part of the sub-region. The site lies between the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.
- 11.49** There will need to be significant public transport improvement to and within the site as a whole. The site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development. While the edges of the site nearest to these stations are potentially within walking distance it is unlikely that such trips will be made without additional supporting bus services that link these modes of transport. A new southerly link to Mills Hill station could form part of any expansion of the industrial estate. The scale of development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated Park & Ride facility. This opportunity is currently being investigated further by TfGM. Investment in public transport and associated infrastructure should be complemented by a high quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.
- 11.50** 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. Whilst the development does not encroach into the areas around Tandle Hill Country Park, the relative proximity of some development to the park means it is vital that development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for links between the site for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials use within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological Importance, reservoirs, and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

- 11.51 The wider opportunity area is adjacent to and includes areas existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.
- 11.52 The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places as well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.
- 11.53 In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. It may be appropriate to expand this small, village school to assist in meeting demand for primary school places generated from the proposed development.

### **Question 78**

**Do you agree with the proposed policy GM Allocation 2: Stakehill?**

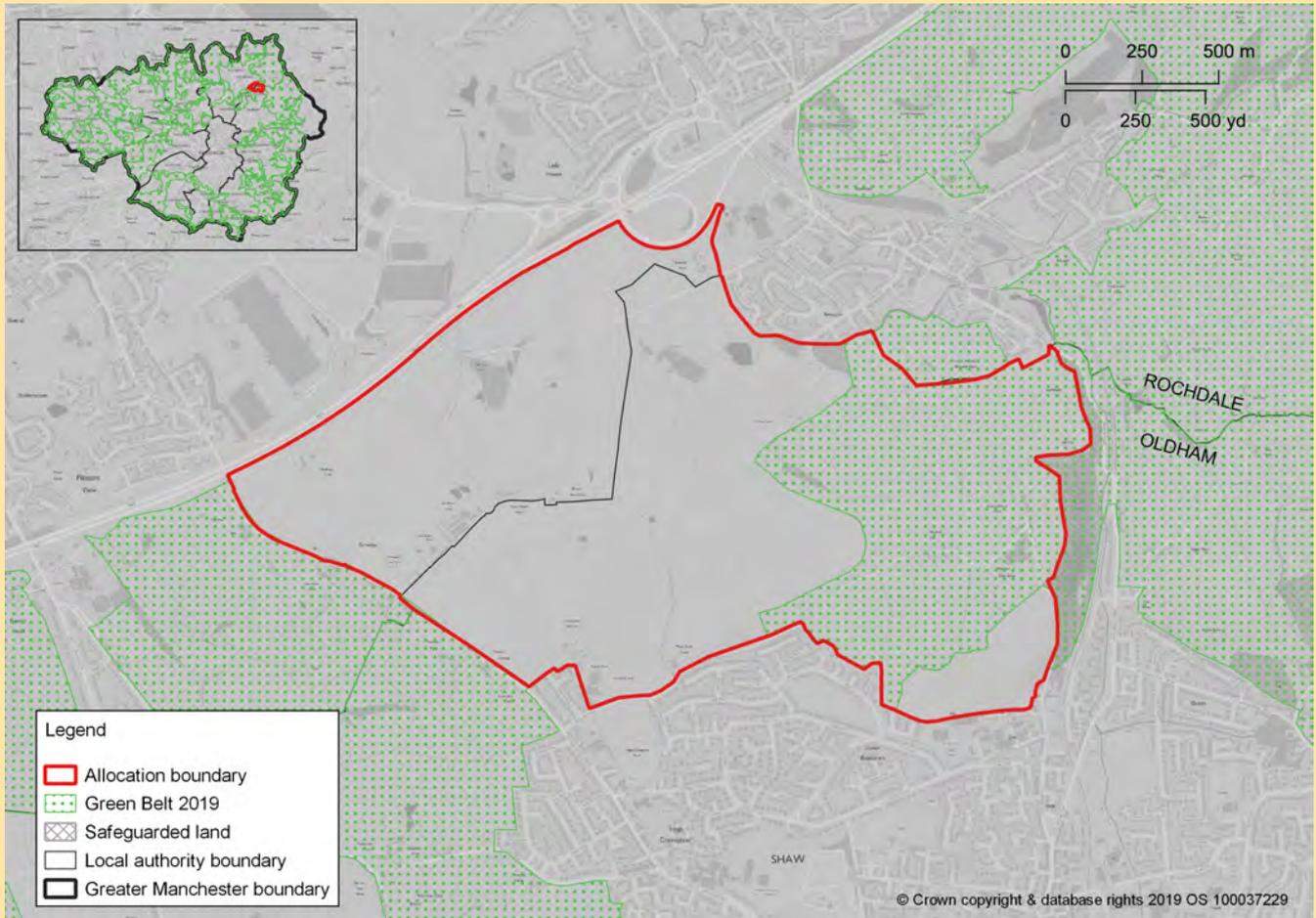
*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Kingsway South

### Policy GM Allocation 3

#### Kingsway South



Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan agreed by the local planning authority;
2. Deliver around 310,000sqm of high quality, adaptable employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to Junction 21 of the M62, and complementing the other opportunities within the M62 North East Corridor;

3. Deliver around 700 new homes providing a mix of high quality housing, including larger, higher value properties, to support and deliver more inclusive neighbourhoods and meet local needs to diversify the type of accommodation within the area and to support the new jobs created along the M62 North East Corridor;
4. Retain a strategic area of Green Belt in the eastern half of the site to maintain separation between the urban areas of Newhey and Shaw;
5. Provide access to and from the site in the form of a new connection from the M62 at an upgraded Junction 21 and a new over-bridge to link the site with Kingsway Business Park;
6. Support and contribute to the delivery of enhanced public transport provision to and from the site to promote more sustainable travel, including the delivery of a dedicated shuttle bus service from Kingsway Metrolink stop providing a link through Kingsway to the site and enhanced bus corridors to the west along Rochdale Road;
7. Create safe and attractive pedestrian and cycle friendly routes linking the site to nearby Metrolink stops, integrating these throughout the site as part of a broader network, complementing and enhancing existing recreation routes as part of the multi-functional green infrastructure network, so as to encourage sustainable short journeys to work and promote healthier lifestyles;
8. Provide for 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;
9. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
10. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
11. Deliver multi-functional green infrastructure and a high level of landscaping within the site and around the main development areas. This should include the retention of existing features where practicable, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills;
12. Retain and enhance areas of biodiversity within the site, notably the existing Meadow north of Moss Gate SBI along with existing brooks and water features falling within the site, to deliver a clear and measurable net gain in biodiversity;
13. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with locally derived requirements;

14. Preserve and enhance heritage assets within, and in the vicinity of, the site and their setting, including listed buildings within and nearby the site and the Ellenroad Ring Mill Scheduled Ancient Monument which lies to the north east just beyond the site boundary, and identify and assess the potential impact on other non-designated heritage assets within the site and their setting;
15. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation;
16. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, including mitigation measures such as sustainable drainage systems, integrated as part of the multi-functional green infrastructure network; and
17. Incorporate noise and air quality mitigation along the M62 to protect the amenity of new and existing residents and occupiers of the employment space.

- 11.54** Kingsway South provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on the established location of Kingsway and proximity to the motorway and Metrolink network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area.
- 11.55** The overall strategic approach for Kingsway South is to maximise its development potential and respond as much as possible to the surrounding context and constraints. It aims to:
- Focus areas of employment to the centre and north of the site, providing an extension to Kingsway;
  - Establish sustainable and logical extensions to the existing residential areas at Newhey and Shaw, which have been shaped to manage and minimise the visual impact of development;
  - Minimise the visual impact of development relative to the sensitive issues of landscape character by adopting a strategic approach to green infrastructure, creating clearly defined green corridors throughout and following recommendations in the GM Landscape Character Assessment; and
  - Promote highway infrastructure measures and public transport initiatives to unlock the proposed strategic employment growth, including improvements to junction 21 and access to the Rochdale – Oldham – Manchester Metrolink line through improved cycling and walking links.

- 11.56** The location of the site makes it ideally suited for advanced manufacturing, logistics and other growth industries such as engineering, automotive and energy and environment businesses as well as professional services. In line with Policy GM-P 4 'Industry and Warehousing Development', units should be capable of accommodating a mix of small and medium sized enterprises and overnight parking for heavy goods vehicles.
- 11.57** In addition to the employment element, the scheme will also generate a range of benefits for the local and wider economy. The level of housing provided will contribute towards meeting housing need, diversifying our housing stock and supporting the proposed employment opportunities across the M62 North East Corridor and elsewhere.
- 11.58** The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places, flexible space that can accommodate both health and community services, sport and recreation provision and possibly a small local centre.
- 11.59** The policy seeks a range of new highway improvements, enhanced public transport and active travel proposals as part of the development of the site, ensuring that the site is well-connected to neighbouring communities and beyond.
- 11.60** Development will take place in a 'green' park setting. As such, there will be a need to provide for high quality multi-functional green infrastructure and landscaping that respects and takes account of the existing natural environment, topography and landscaping. Enhancing the opportunity for improved access and recreational opportunities within and around the site. There is an existing SBI, and there are a number of water features (brooks and ponds) that will need to be protected and as part of the wider green infrastructure strategy for the site.
- 11.61** The development would involve the loss of an area of Green Belt. However, it is proposed that a significant proportion of the site to the east is retained as Green Belt, maintaining the separation between High Crompton and New Hey.
- 11.62** There is a range of heritage assets across the site, some of which are listed and some of which are of local importance. In addition to the heritage assets located within the site, further consideration needs to be given to those which are visible from within and outside the site, including the Ellen Road Ring Mill SAM. A full Heritage Impact Assessment will be carried out prior to the next consultation.
- 11.63** In terms of phasing of the employment element, it is anticipated that the parcel to the north of the site (along the boundary with the M62) will form the first phase of development following the completion of Kingsway, requiring completion of the overbridge linking the proposed strategic allocation with land to the north. The modest extension of Duchess Street Industrial Estate may also come forward as part of an earlier phase. The employment area within the centre of the site will then be developed as a later phase and will require the completion of the spur road from Junction 21 of the M62.

## Question 79

**Do you agree with the proposed policy GM Allocation 3: Kingsway South?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Strategic Allocations in Bolton

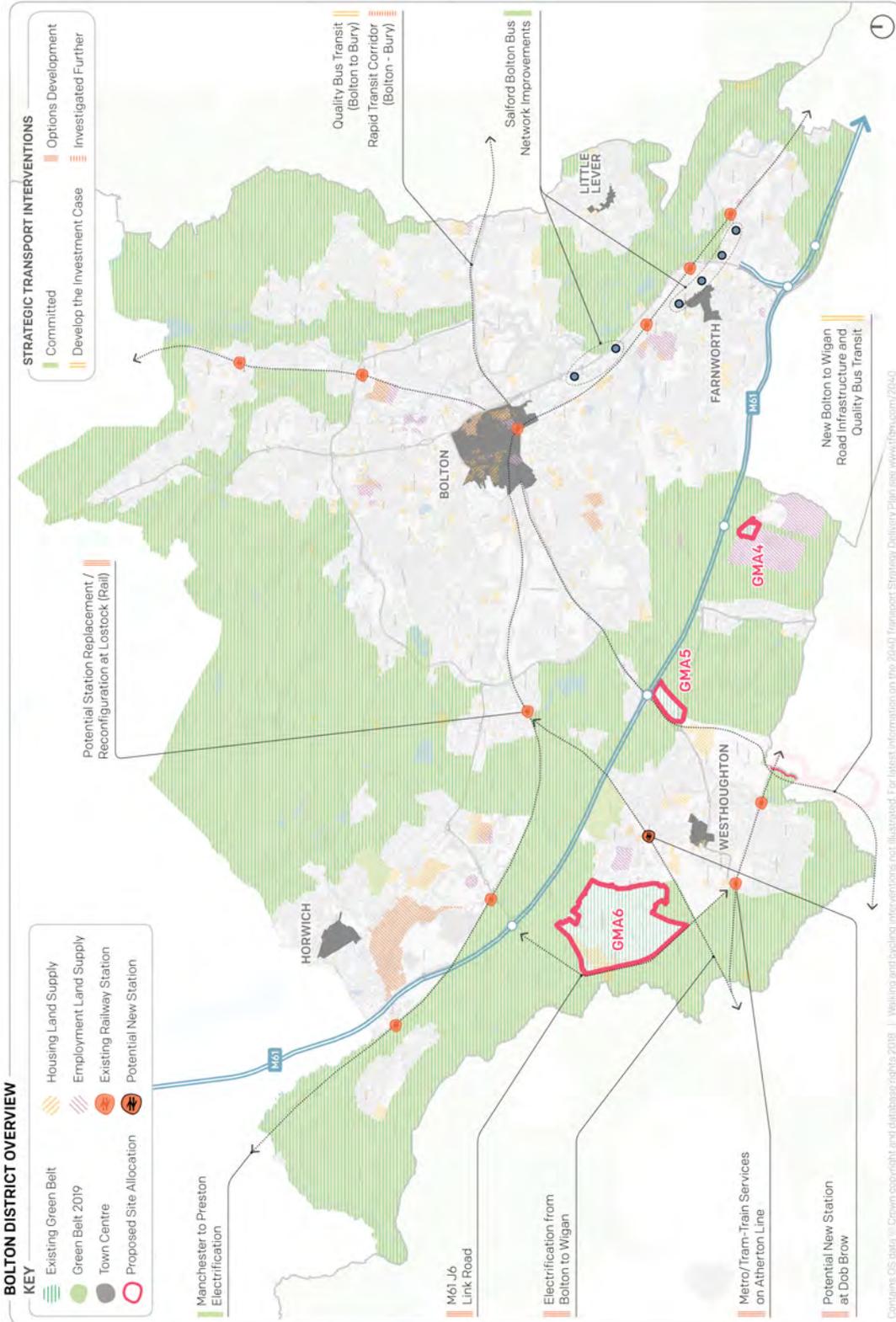


Figure 11.3 Illustrative overview of proposals in Bolton

## Policy GM Allocation 4

### Bewshill Farm



Development at this site will be required to:

1. Provide a location for around 21,000sqm of industrial and warehousing floorspace to complement the adjacent development at Logistics North;
2. Take access from the adjacent Logistics North site;
3. Provide high quality landscaping especially along its prominent frontage with the A6; and
4. Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

11.64 The Logistics North site at Over Hulton is currently experiencing considerable pressure for development, and it is expected that it will be completely developed by 2020. This site provides the opportunity for a modest extension to Logistics North. Access can be taken to the west from Logistics North. Development would be for industrial and warehousing uses to reflect the uses at Logistics North.

### Question 80

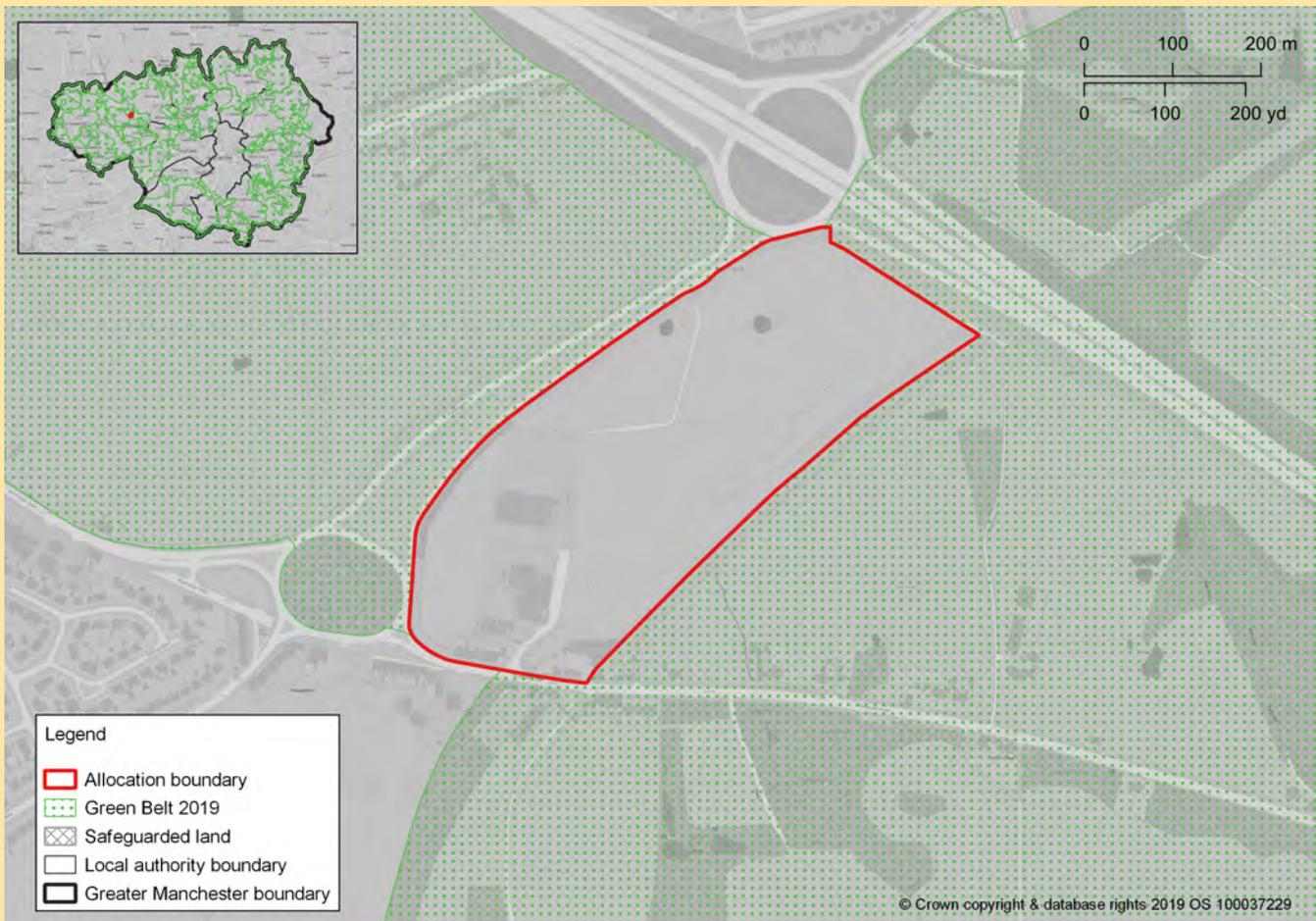
**Do you agree with the proposed policy GM Allocation 4: Bewshill Farm?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 5

#### Chequerbent North



Development at this site will be required to:

1. Provide a location for around 25,000sqm of B2 and B8 uses in the M61 corridor;
2. Be accessed from the A6, with a potential additional access via Snyderdale Way, subject to detailed highway design considerations;
3. Provide financial contributions for good quality access to the site by motor vehicle, public transport, walking and cycling;
4. Require high quality landscaping particularly alongside the western boundary to Snyderdale Way;
5. Retain screening along the eastern boundary comprising of trees and hedgerows; and
6. Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

**11.65** The M61 corridor is a growth corridor for employment uses within Bolton, and is suitable for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments including Logistics North.

**11.66** There are no obstacles to construction of the site and it could start to come forward within 5 years, subject to release from the Green Belt via the GMSF.

**11.67** The proposed development has excellent access to Junction 5 of the M61.

## Question 81

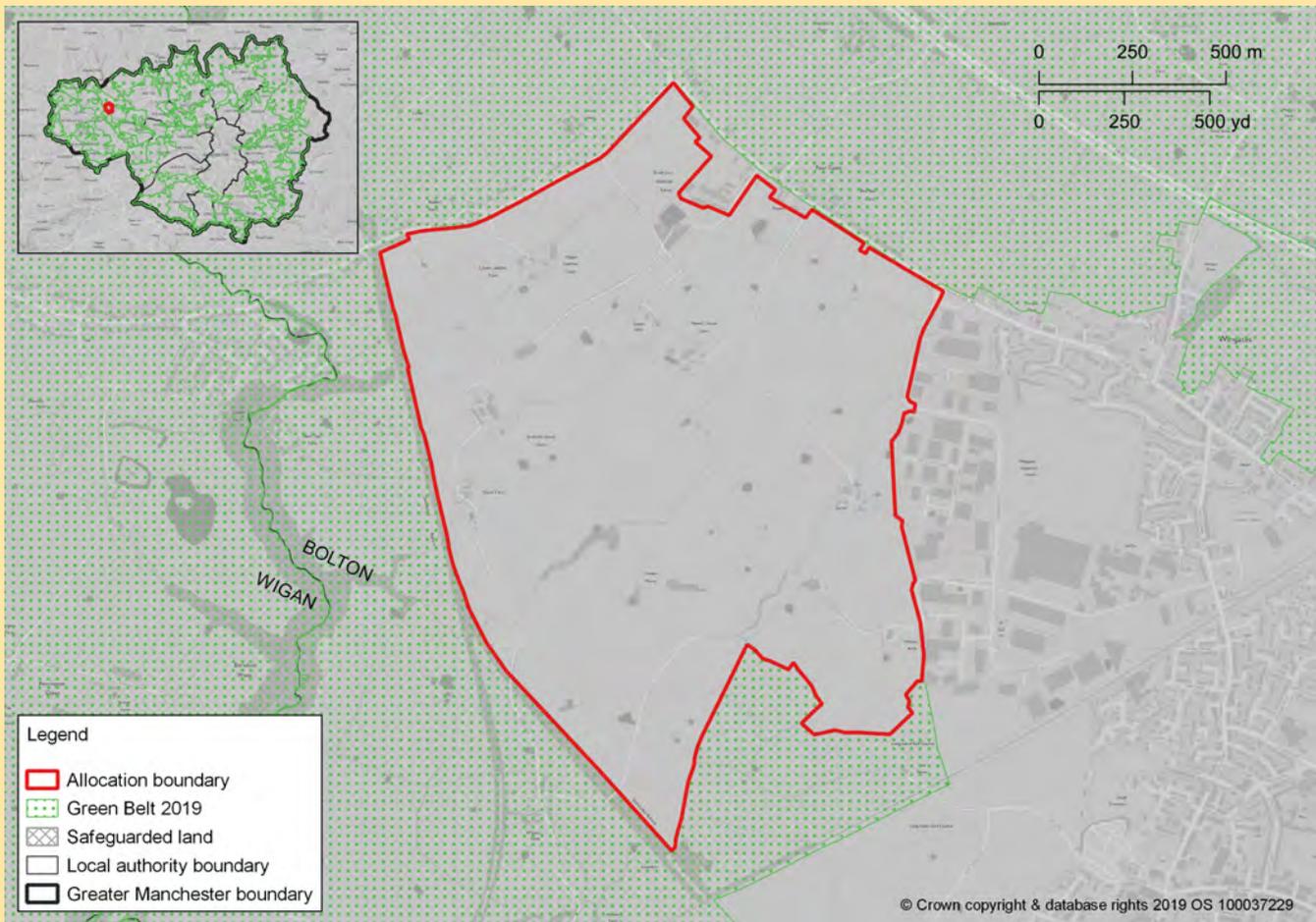
**Do you agree with the proposed policy GM Allocation 5: Chequerbent North?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 6

### West of Wingates / M61 Junction 6



Development at this site will be required to:

1. Provide a location for around 440,000sqm B2 and B8 uses, for a mix of large scale distribution and advanced manufacturing;
2. Be in accordance with a master plan that shows phasing within the site, and which areas should or should not be developed;
3. Ensure that good quality road access is provided, including a link from the A6 to Westhoughton;
4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;
5. Provide financial contributions to the enhancement of the highway network, public transport facilities or other improvements identified through a transport assessment this should include bespoke bus services linking Westhoughton to Horwich Parkway and Middlebrook;

6. 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;
7. Fully mitigate against any flood risk;
8. Take into account the effects of air and noise pollution from the major highways and railway in and around the site;
9. Ensure that the integrity of the existing rights of way network is protected; and
10. Ensure the protection of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

- 11.68** The M61 corridor is the major focus for manufacturing and distribution development in Bolton. The Logistics North site at Over Hulton is currently experiencing considerable pressure for development, and it is expected that it will be completely developed by 2020.
- 11.69** Developing the land to the west of Wingates would allow a continuing supply of land for warehousing and distribution in the M61 corridor and a significant contribution to the economy of Bolton and the northern part of Greater Manchester. The size of the site and its location make it particularly appropriate for large scale distribution uses.
- 11.70** Development would require a new road across the site and to the north to link with junction 6 of the M61. This road would 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. There would be the opportunity to provide bus routes along this link to provide services between nearby stations at Westhoughton and Horwich Parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.

### Question 82

**Do you agree with the proposed policy GM Allocation 6: West of Wingates / M61 Junction 6?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Question 83

**Do you have any further comments on the overall proposals for Bolton, including the strategic transport interventions?**

## Strategic Allocations in Bury

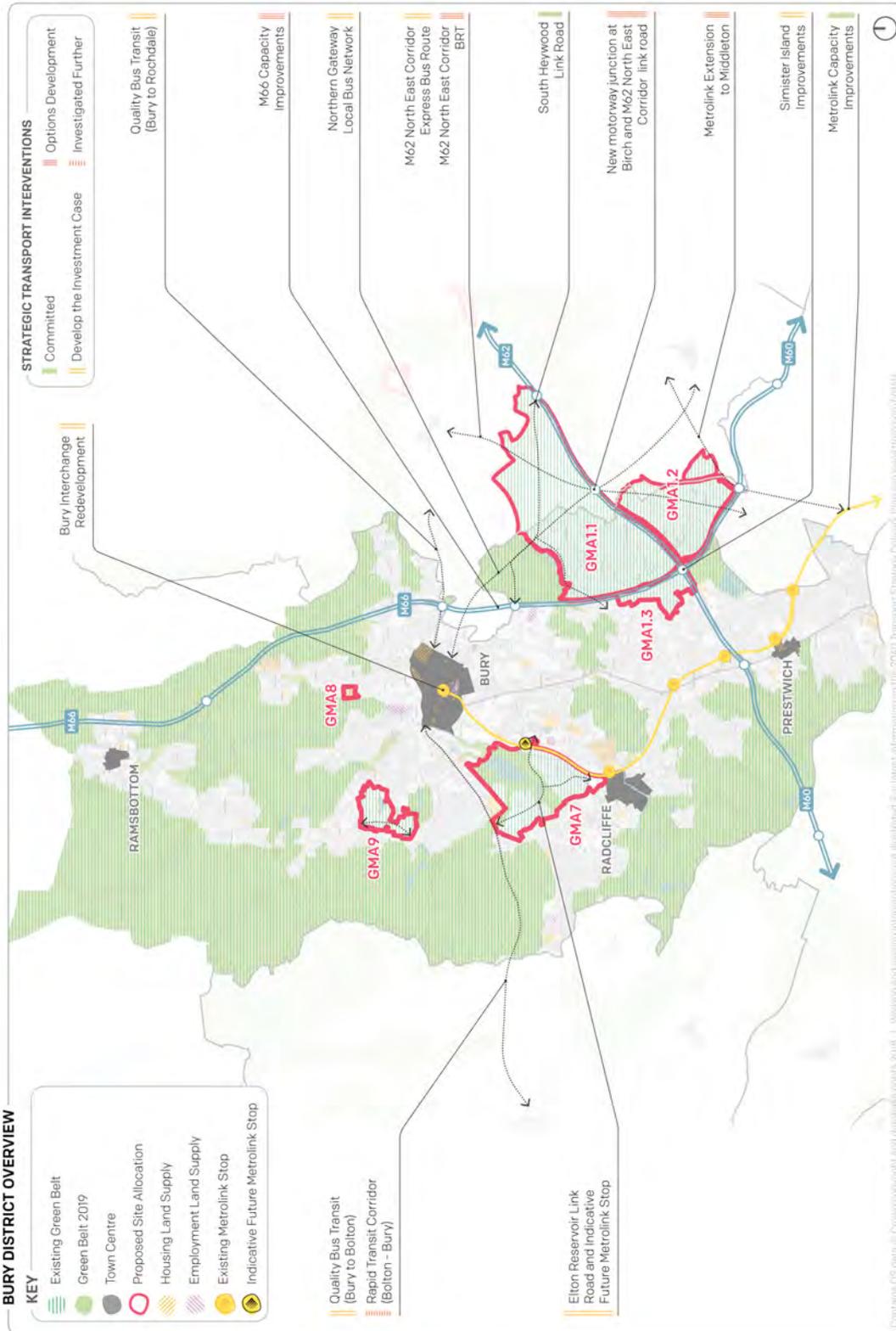
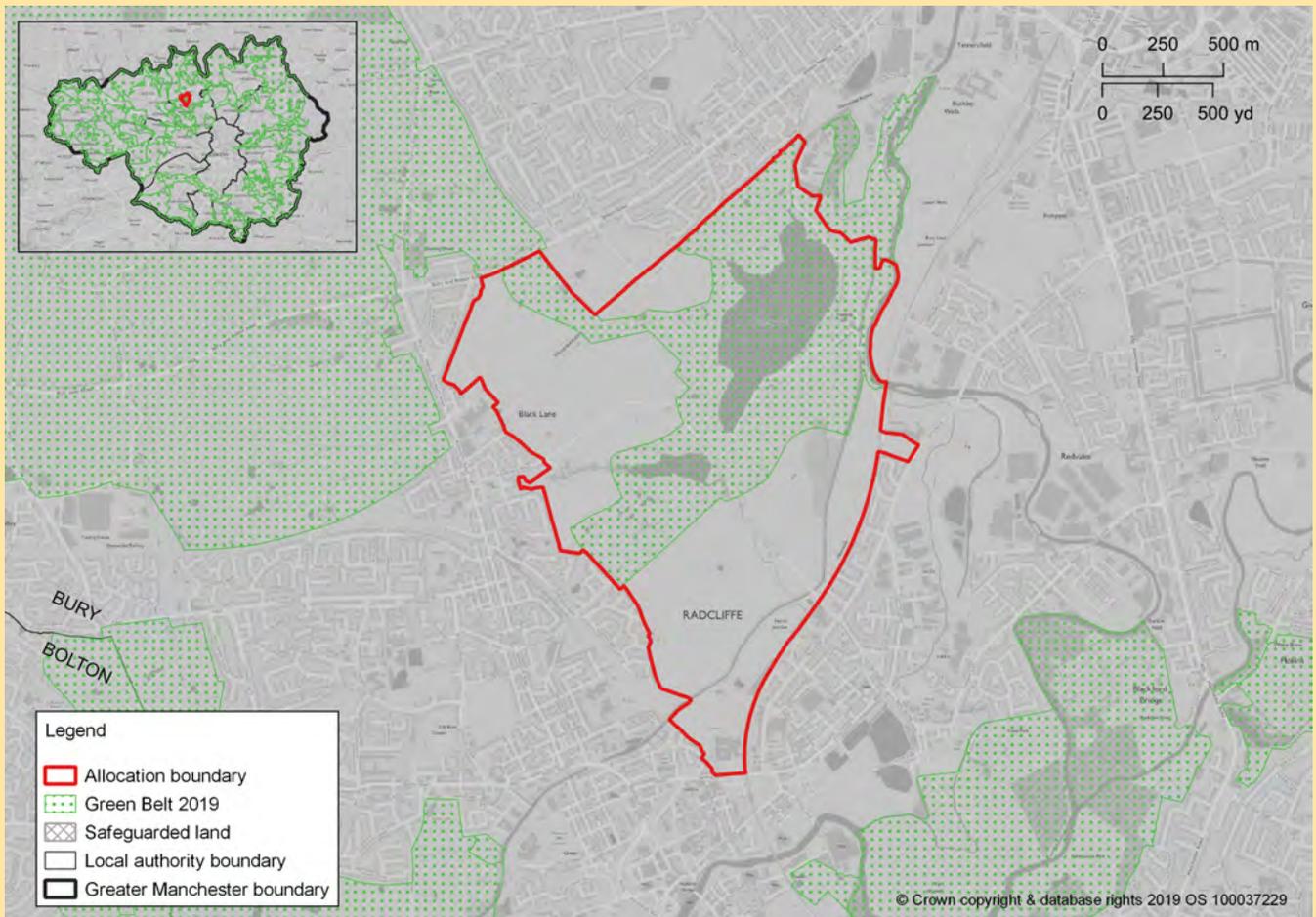


Figure 11.4 Illustrative overview of proposals in Bury

## Policy GM Allocation 7

### Elton Reservoir



Development at this site will be required to:

1. Deliver a broad mix of around 3,500 houses to diversify the type of accommodation in the Bury and Radcliffe areas, including higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the site;
2. Make provision for affordable housing in accordance with local planning policy requirements;
3. Make provision for recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
4. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:
  - i. A north-south spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe;

- ii. A connection from the spine road to Spring Lane, Radcliffe via the former Coney Green High School site; and
  - iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement;
5. Make provision for major investment in public transport, including a requirement to provide a new Metrolink stop and park and ride facilities in the Warth area in order to enable more sustainable transport choices;
  6. Make provision for two new two form entry primary schools to meet the needs of the prospective school-aged residents;
  7. Make provision for a new secondary school to meet the needs of the prospective school-aged residents;
  8. Make provision for new local centres including a range of appropriate retail and community facilities;
  9. Ensure the design and layout allows for effective integration with surrounding communities including the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including links and connections to Inner Radcliffe and Radcliffe town centre;
  10. Make provision for a large amount of new, upgraded and publicly accessible green infrastructure throughout the area, including the enhancement of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal;
  11. Minimise impacts on and provide net gains for biodiversity assets within the site;
  12. Develop a satisfactory management plan for areas of green infrastructure, biodiversity features and other areas of open space;
  13. Upgrade the recreation, leisure and tourism offer of the wider area;
  14. Enable more trips to be made by walking and cycling by retaining, extending and enhancing strategic recreation routes on the former Bury to Bolton railway line and beside the Manchester, Bolton and Bury Canal, together with improvements to the network of pedestrian and cycle routes and public rights of way across the site, facilitating new connections to surrounding urban areas;

15. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off; and
16. Ensure that heritage assets and features of archaeological value are fully considered

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

- 11.71 The area around Elton Reservoir is of strategic significance, not only for Bury, but also in the Greater Manchester context given that it will bring forward one of the GMSF's largest contributions to future housing supply and provide a diverse mix of house types and affordable housing provision for the Bury and Radcliffe areas.
- 11.72 The site is almost entirely surrounded by the existing urban area and is well-connected to existing infrastructure although the delivery of around 3,500 new homes will require the provision of significant levels of new and improved transport and other supporting infrastructure.
- 11.73 Fundamental to the delivery of residential development in this area will be the provision of major highways infrastructure. This will include the need to incorporate a strategic north-south spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe in order to provide an essential alternative to Bury Bridge for traffic travelling south towards Manchester from the west Bury area. Furthermore, in order to improve linkages to and assist in the physical and social regeneration of inner Radcliffe and Radcliffe town centre, there is a need to provide a significant spur road connecting the site to Spring Lane via the former Coney Green High School site. The expectation is that the new highways infrastructure should be in place before significant amounts of housing are developed.
- 11.74 Notwithstanding this, any proposals for development of the site will be required to fully assess the impacts on traffic generation on existing highways and, where necessary, to incorporate the required improvements to other roads and junctions.
- 11.75 The Bury to Manchester Metrolink line runs along the eastern edge of this area and, in order to reduce reliance on the car, any development on the site will be required to incorporate the provision of a new Metrolink stop and any associated park and ride facilities in the Warth area. Direct walking and cycling connections to the Metrolink stop will also be necessary.
- 11.76 Furthermore, a development of this scale will significantly increase demands for education provision and, as a result, the development of the site will need to include the provision of new facilities for primary and secondary education. It will also generate a need to make provision for small local centres that are more accessible to and meet the day-to-day needs of surrounding communities.

- 11.77 New development and investment in this area will need to be fully integrated into the existing urban fabric and with surrounding neighbourhoods and communities. In doing so, any development will need to facilitate new pedestrian and cycle links through the development and into surrounding areas. This will include linkages through to Inner Radcliffe and Radcliffe town centre which, in addition to the spur road, will further help in supporting on-going physical and social regeneration efforts in this area.
- 11.78 Central to the development of this site will be the retention of significant amounts of green infrastructure. The majority of land within this area is currently in agricultural use that is not publicly accessible and the development opportunity will help to open up this land, providing accessible and managed open space for current and future residents, incorporating the water features of Elton and Withins Reservoirs and the Manchester Bolton and Bury Canal and features of ecological value.
- 11.79 The development of the site will also be required to have regard to flood risk, including potential risks associated with the existing water bodies within the site. It will also be necessary for the development to implement an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

#### **Question 84**

**Do you agree with the proposed policy GM Allocation 7: Elton Reservoir?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 8

### Seedfield



Development at this site will be required to:

1. Deliver a broad mix of around 140 houses to diversify the type of accommodation in the Seedfield area;
2. Make provision for affordable housing in accordance with local planning policy requirements;
3. Make provision for recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
4. Make provision for additional capacity at existing schools in the area to meet additional demand arising from the development in accordance with local planning policy requirements;
5. Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area;
6. Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of

travel such as new walking and cycling routes, including improved access to Burrs Country Park;

7. Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures;
8. Secure and bring into use suitable replacement sports facilities; and
9. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off.

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

- 11.80** The site is well-connected to the existing urban area and is less than 2 kilometres from Bury town centre. It provides an opportunity to deliver a diverse mix of house types and affordable housing provision for the Seedfield area.
- 11.81** Around 50% of the site 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 to off-set the loss of the existing playing fields within the site. It is important that the replacement provision 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 Seedfield site.
- 11.82** The development will generate additional demands for education that will need to be provided for through investment in existing schools in accordance with Local Plan policy requirements.
- 11.83** The attractive setting of the development will be further strengthened by the provision of improved east/west pedestrian and cycle linkages, particularly to and from the expanding leisure attractions at Burrs Country Park.
- 11.84** The development of the site will also be required to have regard to flood risk and it will also be necessary for the development to implement an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

## Question 85

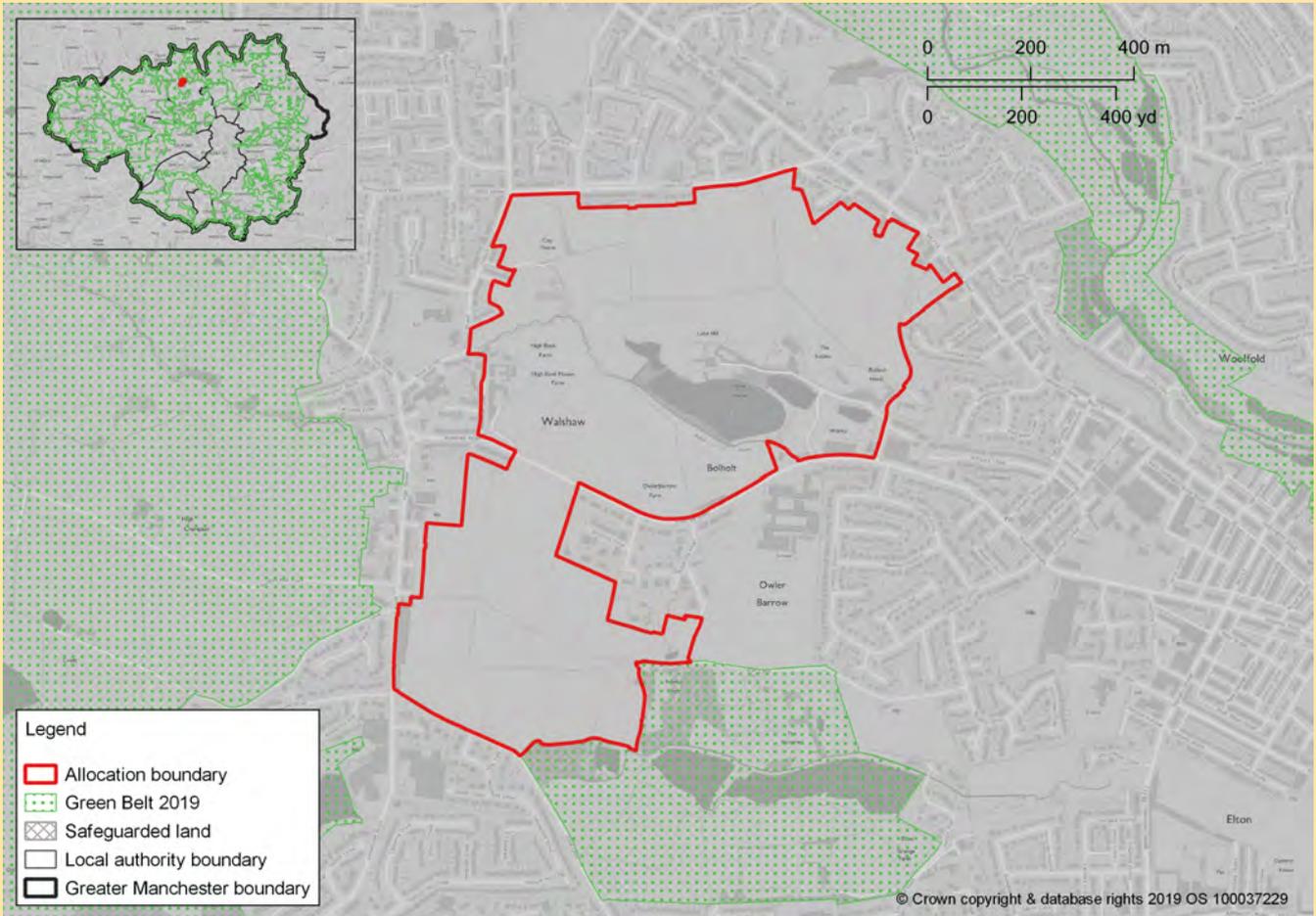
**Do you agree with the proposed policy GM Allocation 8: Seedfield?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 9

### Walshaw



Development at this site will be required to:

1. Deliver a broad mix of around 1,250 houses to diversify the type of accommodation in the Walshaw area;
2. Make provision for affordable housing in accordance with local planning policy requirements;
3. Make provision for recreation to meet the needs of the prospective residents in accordance with local planning policy requirements;
4. Make provision for significant improvements to highways infrastructure, including:
  - i. The provision of a new through road to enable an alternative to Church Street, Bank Street and High Street;

- ii. A contribution towards the provision of highways infrastructure through the Elton Reservoir site; and
  - iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement;
5. Make provision for major investment in public transport in order to enable more sustainable transport choices;
  6. Make provision for a new one form entry primary school within the site to accommodate additional demand on school places;
  7. Make provision for a new local centre including a range of appropriate retail, community facilities and other services;
  8. Provide appropriate mitigation and respect the setting of heritage assets in the vicinity of the site;
  9. Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off;
  10. Make provision for green infrastructure corridors focusing on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors including improved accessibility and connectivity within the site and to surrounding areas, including to existing areas of recreation at Dow Lane and Elton Vale;
  11. Ensure the design and layout allows for effective integration with surrounding communities including the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south; and
  12. Minimise impacts on and provide net gains for biodiversity assets within the site.

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

- 11.85** This is an extensive area of land occupying a sustainable and well-connected location set entirely within the existing urban area. The land is loosely bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east Lowercroft to the south and Walshaw to the west.
- 11.86** The site has the potential to deliver around 1,250 houses, providing a diverse mix of house types and affordable housing provision for the local area.
- 11.87** This number of new homes will require significant improvements to the local highways network to accommodate increased traffic generation. This will require the provision of a new route through the site that provides an alternative to the use of the existing highway network through Walshaw as well as a contribution to the proposed strategic route through the Elton Reservoir site which will also allow traffic from the Walshaw area to travel south

without needing to travel through Bury town centre. The development will also need to facilitate improvements to public transport into and around the site in order to allow for more sustainable transport choices.

- 11.88** The scale of the development will create additional demands for education and the provision of a new one form entry primary school will be required in order to accommodate needs that cannot be met through existing facilities.
- 11.89** In addition, the development should incorporate a new local centre in order to reduce the need for surrounding residents to travel to facilities elsewhere. This could include local retail uses to cater for the day-to-day needs of surrounding residents as well as community facilities and other local services.
- 11.90** Christ Church in Walshaw is a Grade II\* Listed Building sitting adjacent to the site. Any development of the site will, therefore, be required to respect the setting of the church and capitalise on opportunities to draw on the contribution that the church makes to the character of the area.
- 11.91** Existing sport and recreational facilities at Dow Lane and Elton Vale Sports Club are situated to the south of the site and the development should incorporate a green corridor to provide access from the site to these existing recreational assets.
- 11.92** The development will also need to have regard to any existing features of ecological and wildlife interest by minimising impacts on and providing net gains for biodiversity.
- 11.93** To reduce the risk of flooding, the development of the site should minimise the risk associated with inadequate sewer capacity, minimise and control the rate of surface water run-off through an appropriate drainage strategy and safeguard land within the site for flood storage.
- 11.94** Walshaw and Elton Brooks run through the northern and southern parts of the site. These should provide the focal point for the creation of a good quality green infrastructure network providing publicly accessible open spaces and recreational opportunities for residents in the area. Such a network should seek to maximise the value of existing features and areas of nature conservation value and offer opportunities for active travel, particularly between homes, schools, shops, places of work and recreation. Connectivity from west to east is already well established although there is potential for improved pedestrian and cycle routes linking Tottington in the north to Elton and Starling in the south.
- 11.95** There are some existing reservoirs on the site and other opportunities for blue infrastructure may exist to enhance visual amenity, provide sustainable drainage and widen local biodiversity.

### **Question 86**

**Do you agree with the proposed policy GM Allocation 9: Walshaw?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### **Question 87**

**Do you have any further comments on the overall proposals for Bury, including the strategic transport interventions?**

## Strategic Allocations in Manchester

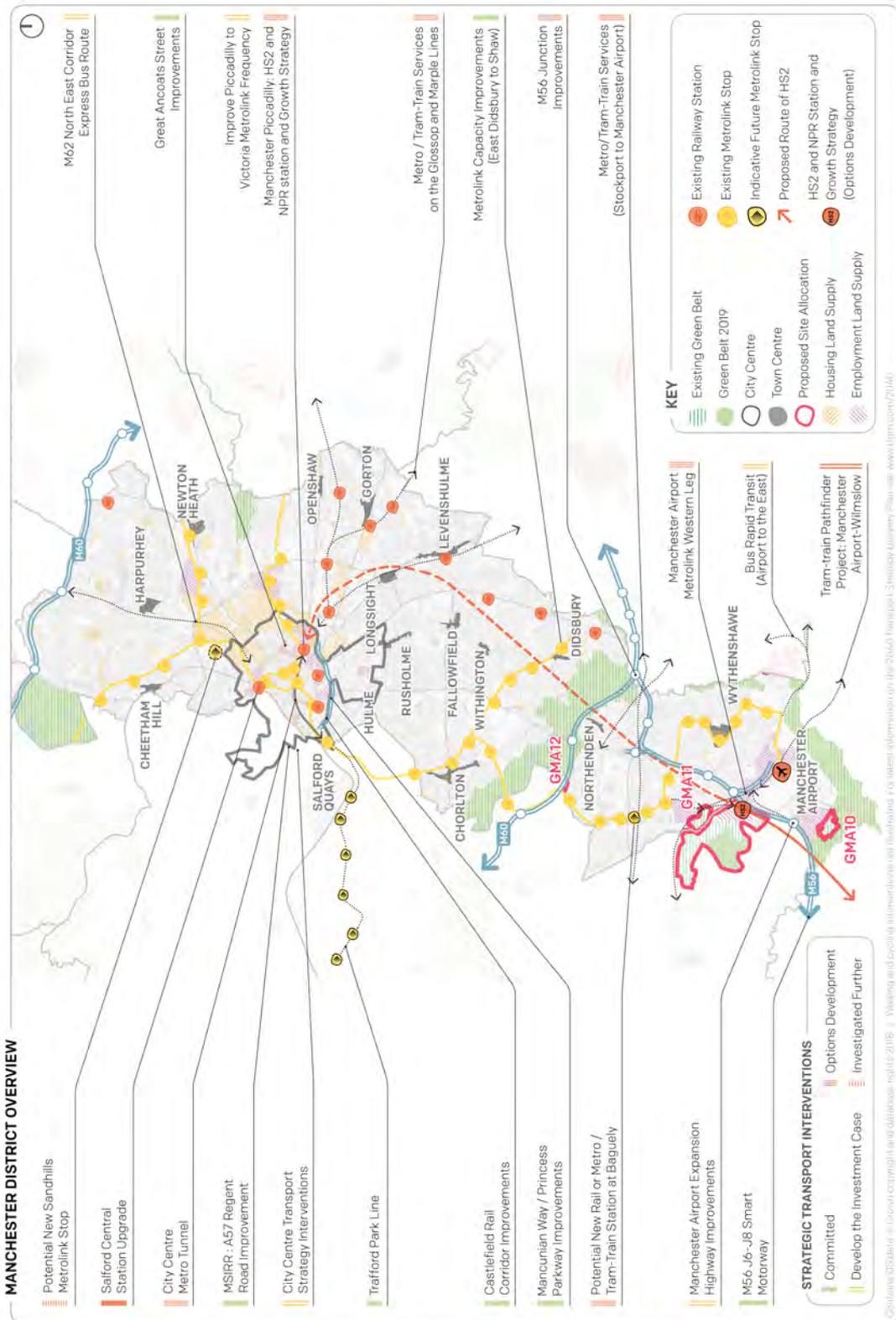
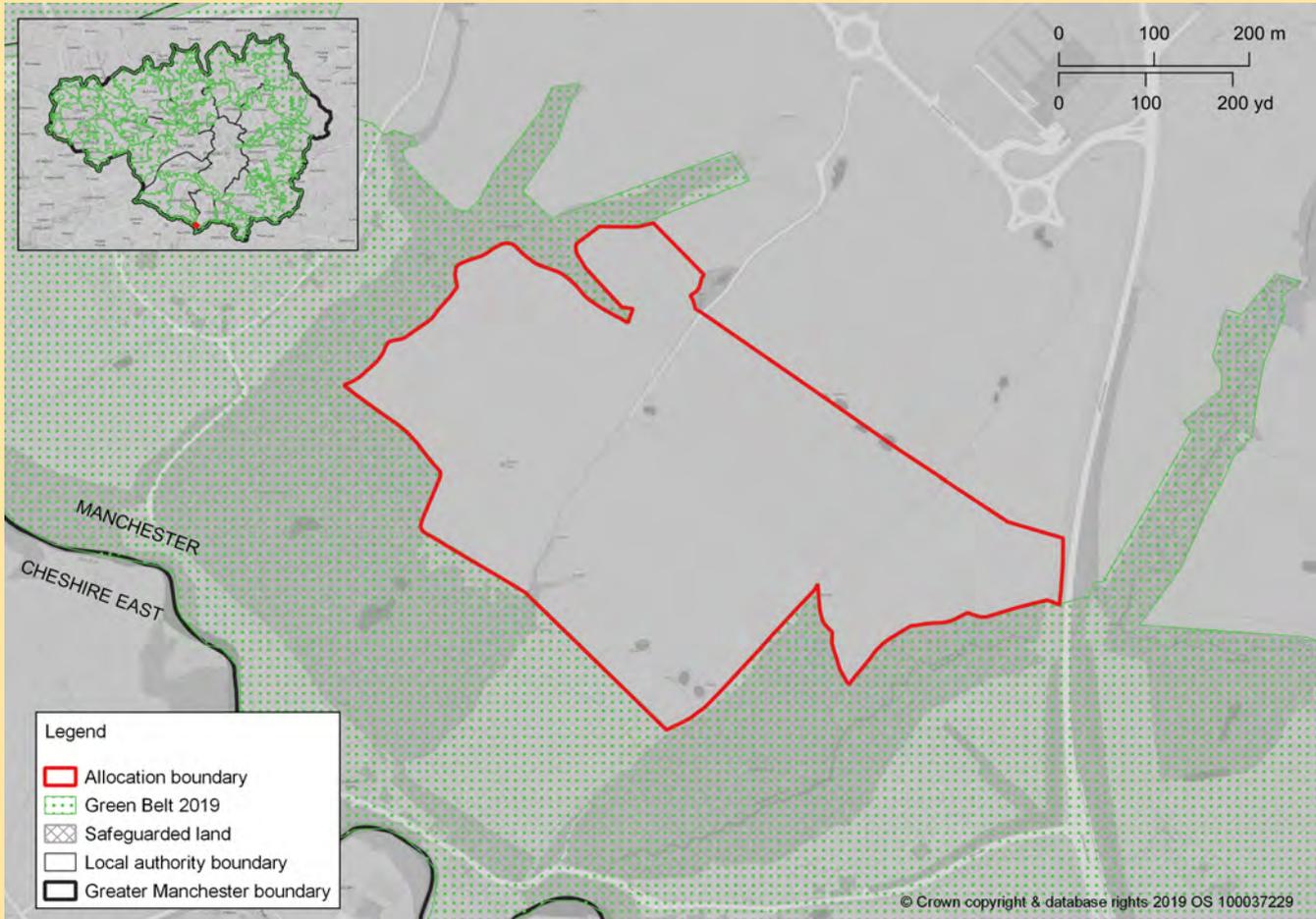


Figure 11.5 Illustrative overview of proposals in Manchester

## Policy GM Allocation 10

### Global Logistics



Development at this site will be required to:

1. Support growth of the airport to 2030 and complement the development of the wider Global Logistics;
2. Deliver around 25,000sqm B2/B8 employment. Suitable uses for the site will be cargo facilities and landscape mitigation but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;
3. Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary and should be agreed with the Council, informed by an up to date environmental assessment. Suitable buffers should be maintained between development and biodiversity assets, incorporated within the identified developable area;

4. Improve access to training and job opportunities, particularly for people in Wythenshawe;
5. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network (including addressing requirements around Public Rights of Way);
6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; and
7. Include measures to promote sustainable travel including production of a Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs.

**11.96** The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the Greater Manchester economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The area's location within open countryside, adjoining, and including part of a Site of Biological Interest (SBI), and adjoining a SSSI, demands a high quality and sensitive design, which will complement, conserve and enhance the natural environment.

### Question 88

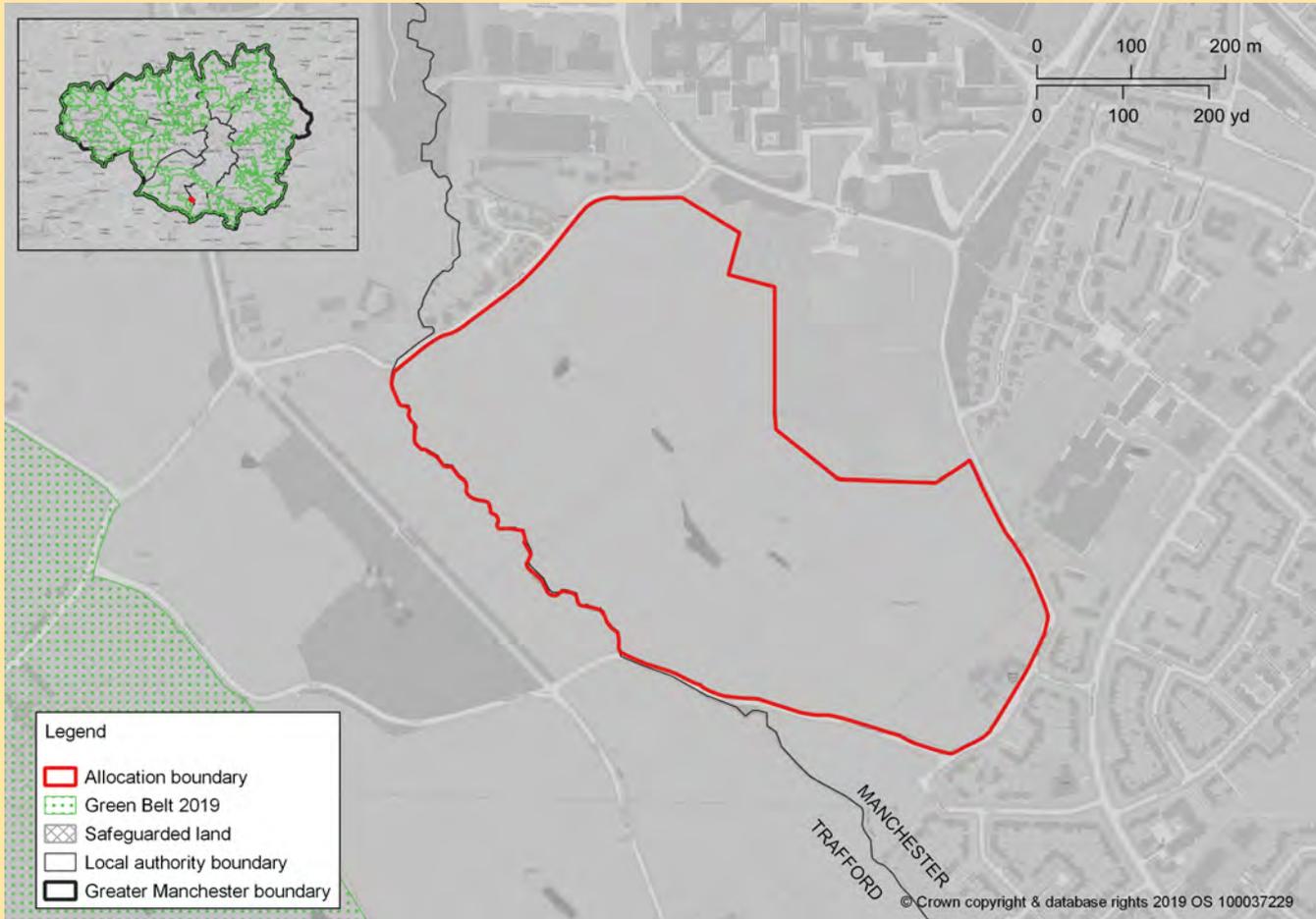
**Do you agree with the proposed policy GM Allocation 10: Global Logistics?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 11

### Roundthorn Medipark Extension



Development at this site will be required to:

1. Deliver around 86,000sqm B1-focused floorspace;
2. Development should be configured to take advantage of the significant opportunities of transport infrastructure in the area protecting the line of the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Facilitate improvements to the surrounding local highway network, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
4. Improve access to the site by providing links to local cycling and walking networks where appropriate;
5. Complement the wider Roundthorn Medipark development, and the development proposed in Timperley Wedge;

6. Development within the site should not impact the listed buildings of Newall Green or the adjacent playing field; and
7. Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity.

- 11.97** The opportunity that this area offers because of its proximity to University Hospital South Manchester and the wider Roundthorn Medipark Enterprise Zone development is significant. By attracting investment from knowledge-based industries to a high quality development, this area can provide a major boost to the economy of the city and the wider region. This is a singular location close to a major hospital and with improvements to local transport infrastructure, including Metrolink, it can play its full part in maximising future economic growth. The proposed arrival of HS2, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.
- 11.98** The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the development will encourage active travel through the site, as well as creating a positive environment for wildlife.

### Question 89

**Do you agree with the proposed policy GM Allocation 11: Roundthorn Medipark Extension?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 12

### Southwick Park



Development at this site will be required to:

1. Deliver around 20 new homes;
2. Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway, comprising planting of suitable mature native species;
3. Facilitate improvements to the local highway network, including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site;
4. Be designed to protect the residential amenity of the new and existing residents, including orientation away from the motorway to the north and provision of landscaping between the new and existing properties; and
5. Replace current play facilities with a smaller play facility to the south of the site and provide a financial contribution to the investment strategy for park facilities in the local area.

- 11.99** The site is well located in relation to the Metrolink network, which provides sustainable access to Manchester City Centre, Wythenshawe Town Centre and Manchester Airport. It is close to the M60 motorway, and development must therefore take account of the need for visual and acoustic screening along this boundary. Positioning the homes so that amenity space faces south will also minimise the environmental impact of the motorway.
- 11.100** Development of the site will provide family housing, which should be designed to complement surrounding properties and ensure that existing residents' amenity is protected.
- 11.101** Whilst the loss of the wider park environment is considered acceptable, the development of this site will be required to provide improved play facilities via a smaller facility on site and a contribution to the improvement of other park facilities close by.
- 11.102** The site is adjacent to the motorway and is included as an allocation to resolve an anomalous Green Belt boundary in this location. This has remained as Green Belt following the development of the M60 motorway, which presents a far more logical boundary than the southern edge of the site. Assessed against the purposes of Green Belt set out in national planning policy, this location does not perform strongly. It is therefore considered that the removal of this site through the review of the Greater Manchester Green Belt will create a stronger Green Belt boundary as well as enabling an opportunity for positive development.

### Question 90

**Do you agree with the proposed policy GM Allocation 12: Southwick Park?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Question 91

**Do you have any further comments on the overall proposals for Manchester, including the strategic transport interventions?**

# Strategic Allocations in Oldham

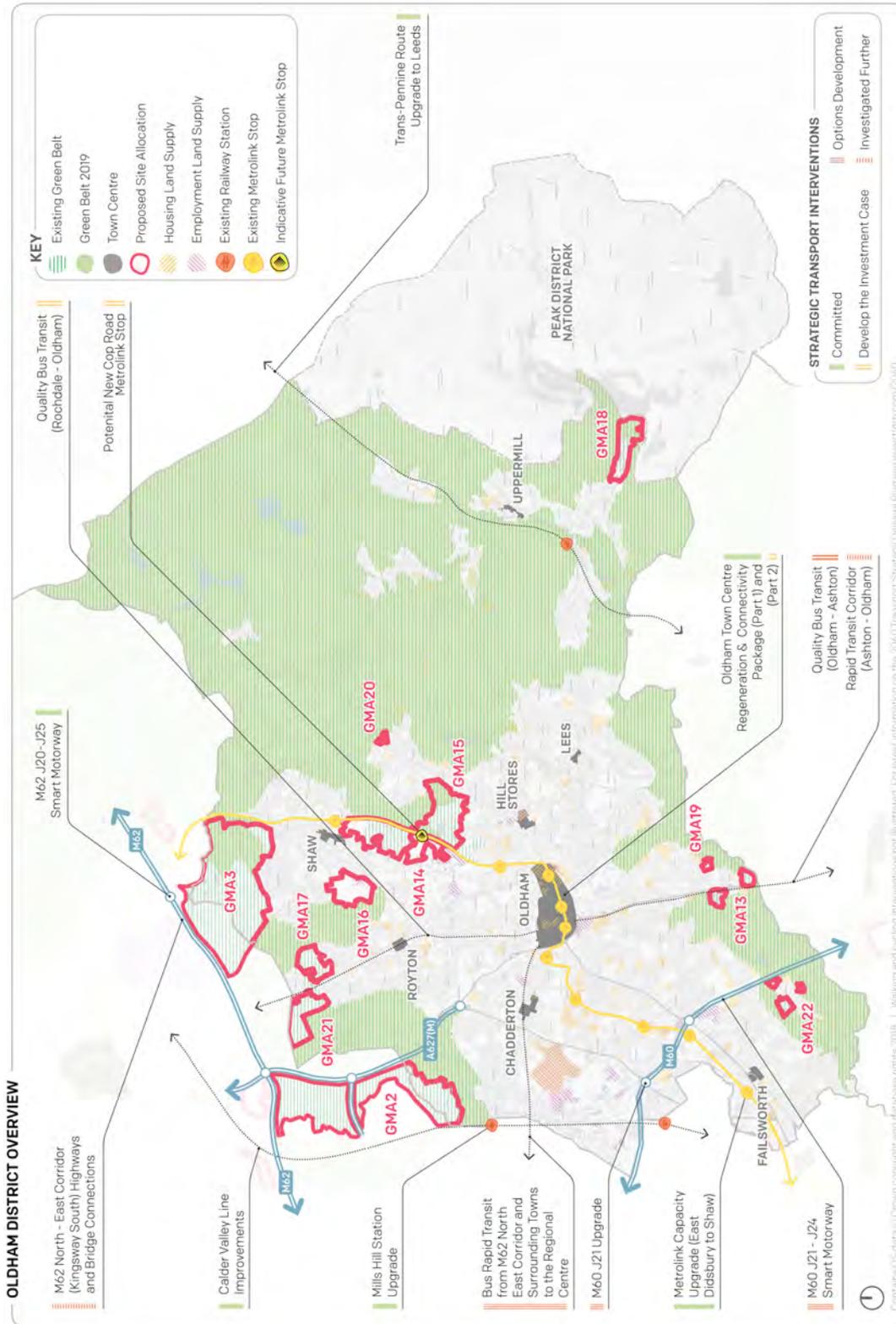
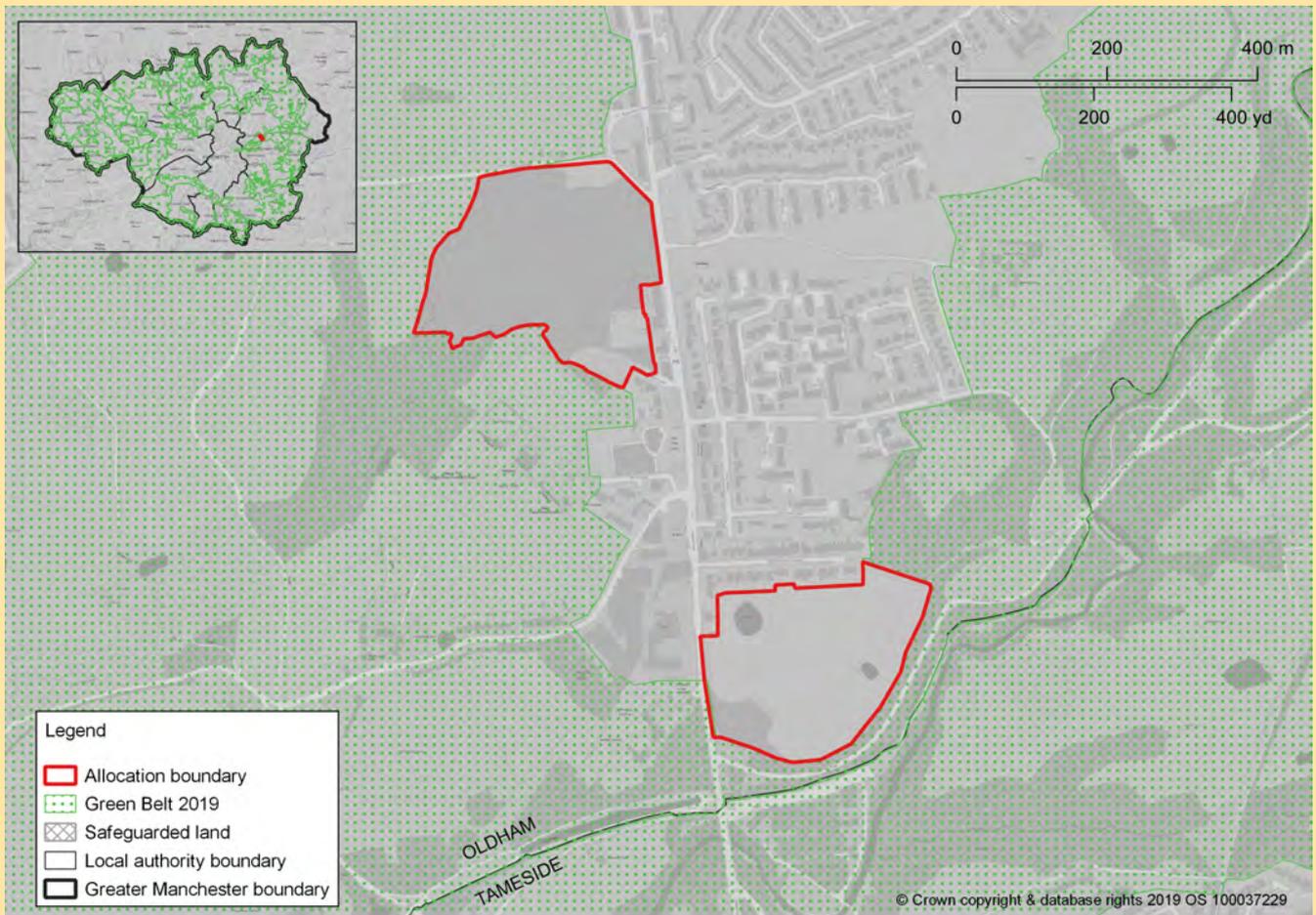


Figure 11.6 Illustrative overview of proposals in Oldham

## Policy GM Allocation 13

### Ashton Road Corridor



Development at this site will be required to:

1. Deliver around 260 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs;
2. Make provision for affordable homes, in line with local planning policy requirements;
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority;
4. Take account of and deliver any other highway improvements that may be needed so as 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;
5. Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide

- opportunities for leisure and recreation. Regard should also be had to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area;
6. Retain and enhance areas of biodiversity within and adjoining the site, most notably Fennifields Lily Ponds SBI and areas of priority habitat to the south of the site, to deliver a clear and measurable net gain in biodiversity;
  7. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated, in line with local planning policy requirements;
  8. Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
  9. Provide for 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;
  10. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
  11. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals. This includes Garden Suburbs Conservation Area, Bardsley House and Church of the Holy Trinity listed buildings, and other assets of local heritage significance;
  12. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
  13. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures, (including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network).

**11.103** The Ashton Road Corridor sites are within the Green Belt. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that these sites will help to diversify the existing housing stock in the area and borough as a whole. The sites have the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.

**11.104** The sites are well positioned in a sustainable and accessible location and have good connectivity to the wider strategic highway network. The sites have good access to public transport and a range of local services with access to a number of bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the 'Streets for All' corridor studies to improve connectivity on Greater Manchester's Key Route Network. These corridors have been identified on the basis of their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres.

- 11.105** The development will need to provide for suitable access to the site, in liaison with the local highway authority. Potential access points to the sites may be from Coal Pit Lane and Ashton Road.
- 11.106** Any development would need to provide replacement for any open space, sport or recreation lost as a result of development. There are also a number of assets of historical significance in close proximity to the proposed strategic allocations. Whilst outside their boundary, any development would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment.

A flood risk assessment will be required to inform any development in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance. A comprehensive drainage strategy for each site as a whole should be prepared as part of the more detailed masterplanning stage to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

## Question 92

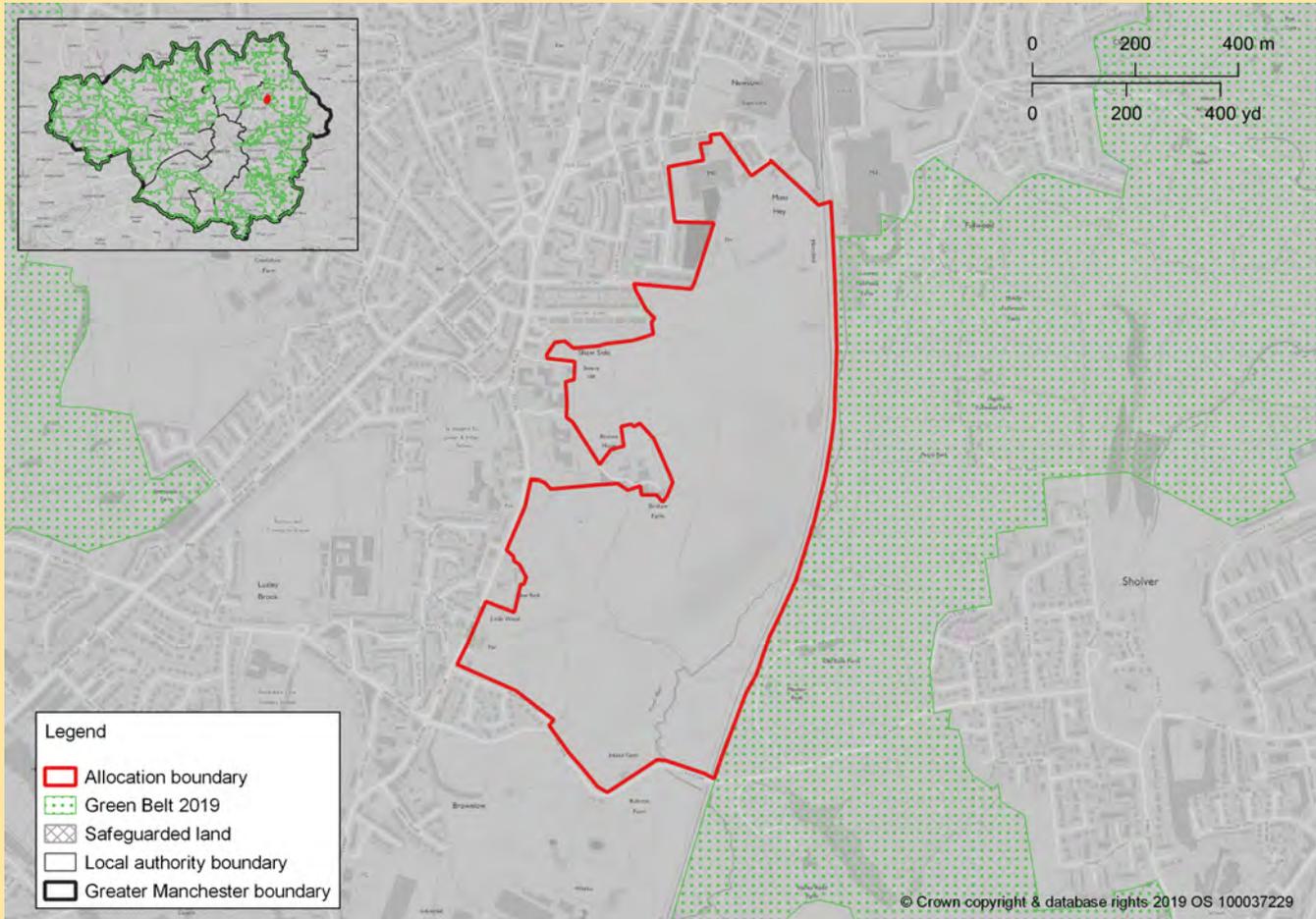
**Do you agree with the proposed policy GM Allocation 13: Ashton Road Corridor?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 14

### Beal Valley



Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan agreed by the local planning authority;
2. Deliver around 480 homes, providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including the delivery of high quality family housing;
3. Make provision for affordable homes in line with local planning policy requirements;
4. Provide new access points to the site at Sumner Street in the northwest, Fenton Street and off Oldham Road opposite Beckley Close. These will link to a new spine road that will be delivered as part of the comprehensive development of the site. It will provide access from the north to the south at Bullcote Lane, which will have secondary roads into the main areas for development. The route of the spine road to the north of the site will be safeguarded as part of any development so as to offer the potential to link the strategic allocation to Shaw Town Centre and further improve connectivity to the local area and beyond;

5. Take account of and deliver any other highway improvements, including walking, cycling and bus infrastructure improvements, that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads;
6. Deliver a new Metrolink stop to serve both this allocation and the Broadbent Moss allocation, potentially including Park & Ride facilities;
7. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink Station and the new Metrolink stop proposed together with the Broadbent Moss strategic allocation as well as the bus network, so as to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. Integrating these as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
8. Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills;
9. Ensure the enhancement of the green infrastructure and biodiversity of the green wedge between the development parcels and the Metrolink line should form part of the comprehensive development of the site and will be protected from development going forward;
10. Retain and enhance areas of biodiversity within the site, most notably the existing Shawside SBI and the Twingates local nature reserve, to deliver a clear and measurable net gain in biodiversity;
11. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. Including the expansion of, and improvement to existing, facilities at Heyside Cricket Club;
12. Provide for 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;
13. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
14. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting. This includes the Grade II listed buildings at Birshaw House and New Bank mitigating any adverse impact. Identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
15. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation;
16. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, (including mitigation measures and the incorporation of sustainable drainage systems) integrated as part of the multi-functional green infrastructure network;

17. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there is no infiltration; and
18. Include provision for a wetland catchment area, in liaison with the Environment Agency and the Local Lead Flood Authority, to the south east of the site within the Flood Zone 3, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure.

- 11.107** The site is currently designated as OPOL and Green Belt in the Oldham Local Plan. It is considered available and developable for housing.
- 11.108** The sustainable and accessible location of the site, on the edge of a large area of open land and in a strong housing market offers the potential to provide a range of high quality housing in an attractive setting. This will enhance the housing offer within the borough and, given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity of around 480 new homes. The site is located near to existing neighbouring residential communities, including Shaw Town Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.109** The proposed spine road through the site provides the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and the wider area. The section to the north of the site, which includes that part of the site which has an existing planning permission, is to be safeguarded and offers the opportunity to address traffic and congestion issues within Shaw Town Centre.
- 11.110** The site is split into two halves – the developable area to the west close to the existing urban area and the green wedge to the east, reflecting the topographical constraints of the site. It does however, provide an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology as well as improving access to the open countryside for the local community.
- 11.111** The area in the south eastern corner which falls within Flood Zone 3 also offers an opportunity to develop a wetland catchment area, which as well as being an attractive feature of the site, will also help to alleviate flooding issues elsewhere along the Beal Valley. Regard should be had to the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance.

### Question 93

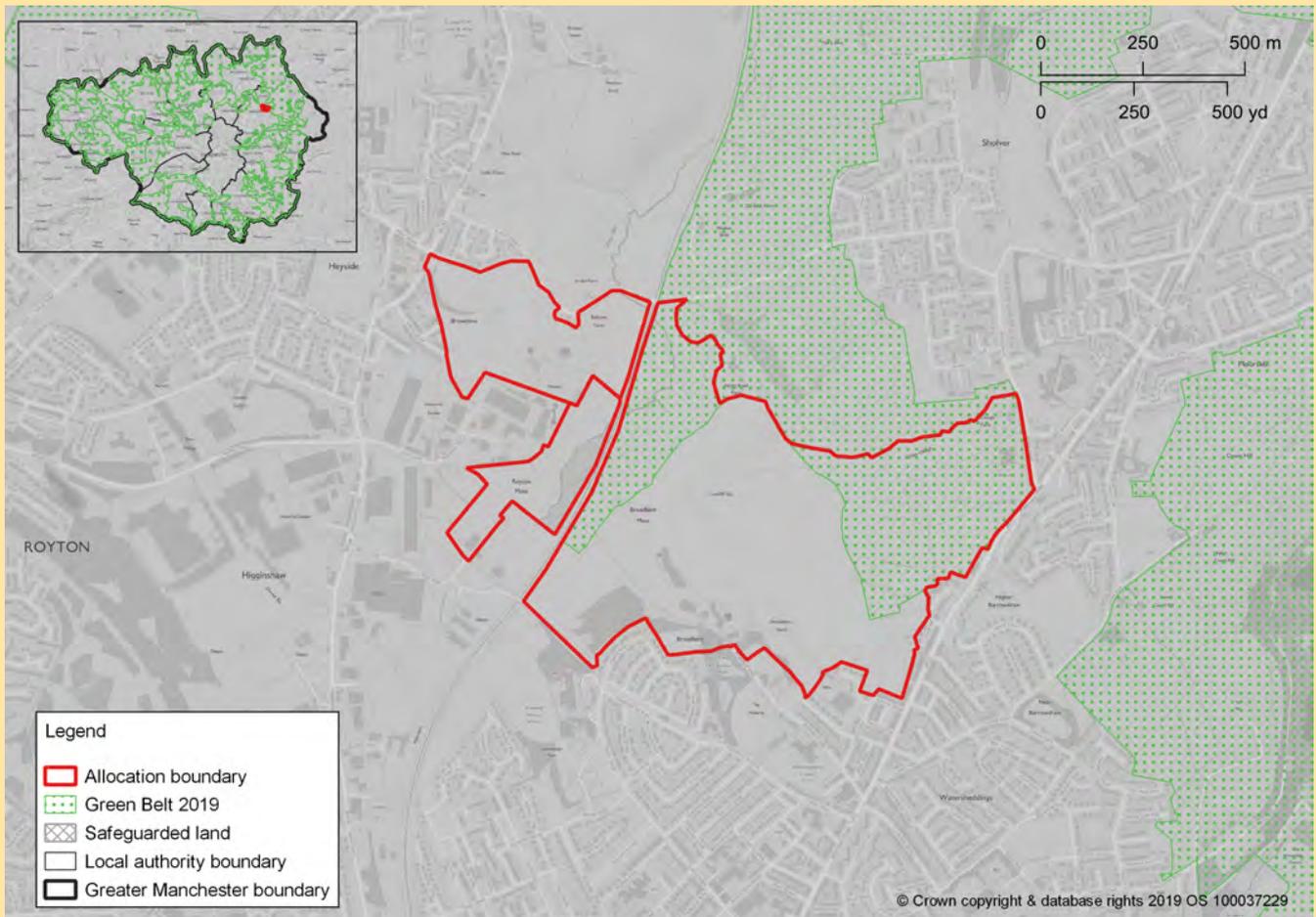
**Do you agree with the proposed policy GM Allocation 14: Beal Valley?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 15

### Broadbent Moss



Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan agreed by the local planning authority;
2. Deliver around 1,450 homes providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing;
3. Make provision for affordable homes in line with local planning policy requirements;
4. Deliver 21,720sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
5. Deliver a new Metrolink stop to serve both this allocation and the Beal Valley allocation, potentially including Park & Ride facilities;

6. Provide new access points to the site off Bullcote Lane. These will link into a new spine road connecting the site with the proposed strategic allocation at Beal Valley and Higginshaw BEA that will be delivered as part of the comprehensive development of the site and which will have secondary roads into the mains areas for development. The spine road will also provide a link to the residential area proposed to the east, crossing over the Metrolink line;
7. Take account of and deliver any other highway improvements, including walking, cycling and bus infrastructure improvements, that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads;
8. Provide a local centre with linkages to the new Metrolink stop and potential Park & Ride facility on the north western part of the site and incorporating higher density apartments;
9. Provide safe and pedestrian/cycle friendly routes to and from the wider strategic allocation and the surrounding residential and employment areas beyond as part of a broader network and integration with existing recreation routes;
10. Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills;
11. Create a new defensible Green Belt boundary around the development parcels identified;
12. Retain and enhance areas of biodiversity within the site, to deliver a clear and measurable net gain in biodiversity;
13. Retain and enhance existing recreational routes and Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
14. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements;
15. Provide for 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;
16. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
17. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting and identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
18. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation;
19. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) within the site to the rear of the residential properties in the southern boundary, so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance;

20. Include provision for a wetland catchment area, in liaison with the Environment Agency and Local Lead Flood Authority, in the northern central part of the site to the south of Cop Road within the Flood Zone 3 area, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs; and
21. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment) where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

- 11.112** The site is currently designated as Land Reserved for Future Development, Other Protected Open Land and Green Belt in the Oldham Local Plan. It is considered available and developable for housing.
- 11.113** The sustainable and accessible location of the site, on the edge of a large area of open land and in a strong housing market, offers the potential to provide a range of high quality housing in an attractive setting. This will enhance the housing offer within the borough and, given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity of around 1,450 new homes.
- 11.114** Development of the site will also provide the opportunity to enhance and extend the existing employment offer at Higginshaw BEA and across the borough which would otherwise have limited opportunity to emerge elsewhere due to the built up nature of the borough.
- 11.115** The site is well located to existing neighbouring residential communities and has the potential for greater connectivity through the new Metrolink stop, which would serve both this site and the Beal Valley site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.116** The proposed spine road through the site provides the opportunity to improve connectivity of the site to Shaw Town Centre, Beal Valley to the north and the wider area. 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, in particular Sholver.
- 11.117** A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt, 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. The area in the northern central part of the site and which falls within Flood Zone 3 also offers an opportunity to develop a wetland catchment area which as well as being an attractive feature of the site will also help to alleviate flooding issues elsewhere along the Beal Valley corridor. Regard should also be had to the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance.
- 11.118** It is anticipated that around 878 homes will be delivered during the plan period. The scale of development proposed means that a proportion of the site capacity may fall outside the plan period of the GMSF.

## Question 94

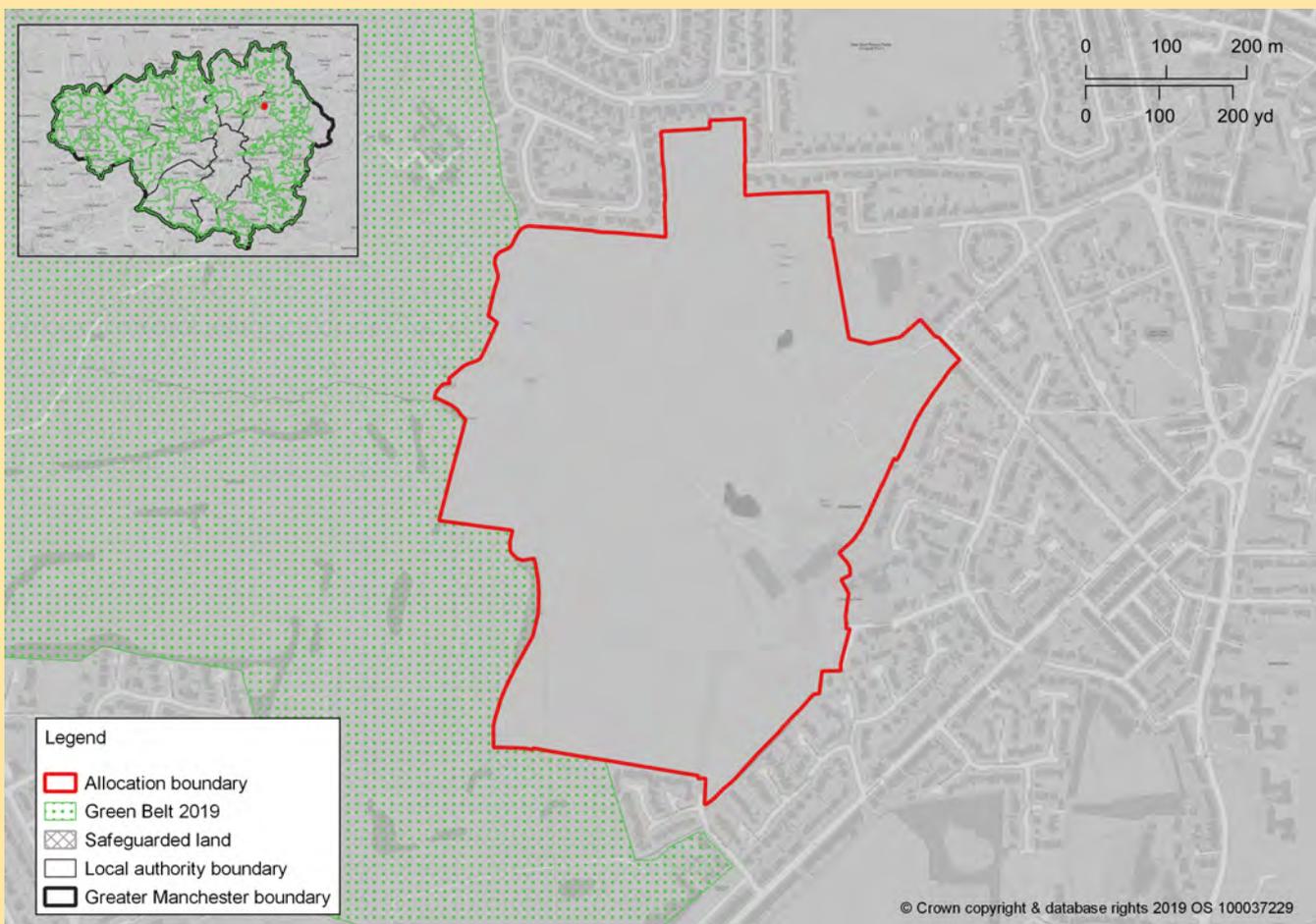
**Do you agree with the proposed policy GM Allocation 15: Broadbent Moss?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 16

### Cowlishaw



Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan agreed by the local planning authority;
2. Deliver around 460 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs, including the delivery of a mix of high quality family housing;

3. Make provision for affordable homes in line with local requirements set out in local planning policy requirements;
4. 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 central part of the site that lies to the north Cowlshaw Farm and Denbigh Drive to the small parcel at the north;
5. Mitigate the impact of the development on the local highway network as required, including by ensuring good public transport access and improving walking and cycling connections to Shaw and Royton town centres;
6. Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas. So as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills;
7. Retain and enhance areas of biodiversity within the site, most notably the existing Cowlshaw Ponds SBI and the area of priority habitat to the rear of Worsley Drive to deliver a clear and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network;
8. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements;
9. Retain and enhance where possible existing recreational routes and Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to encourage active travel and improve linkages and connections to adjoining communities and countryside;
10. Provide for 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;
11. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
12. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals;
13. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
14. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, including mitigation measures. Incorporate sustainable drainage systems within the site adjacent to the boundary with Crocus Drive, in the south western corner and below the area of development south of Denbigh Drive, so as to control the rate of surface water run-off and be integrated as part of the multi-functional green infrastructure network.

- 11.119** The site is currently designated as OPOL in the Oldham Local Plan. Whilst the site does have a level of ecological value that would need to be mitigated against and integrated into the development as part of a complementary multi-functional green infrastructure where appropriate, it is relatively flat and free from topographical constraints and is considered developable for housing.
- 11.120** The sustainable and accessible location of the site, on the edge of a large area of open land and in a successful and attractive neighbourhood, provides the potential to provide a range of high quality housing. This will enhance the housing offer within the borough and given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity for around 460 new homes. The site is well-connected to neighbouring residential communities in Low Crompton, Cowlshaw, Royton and nearby town centres, including Shaw where there is a Metrolink stop.
- 11.121** There are a number of assets of historical significance in the surrounding area, any development would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment.
- 11.122** A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the site as a whole should be prepared as part of the more detailed masterplanning stage. This is to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Any proposal should apply greenfield run off rates and be supported by a maintenance plan. Regard should be had to the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance.

## Question 95

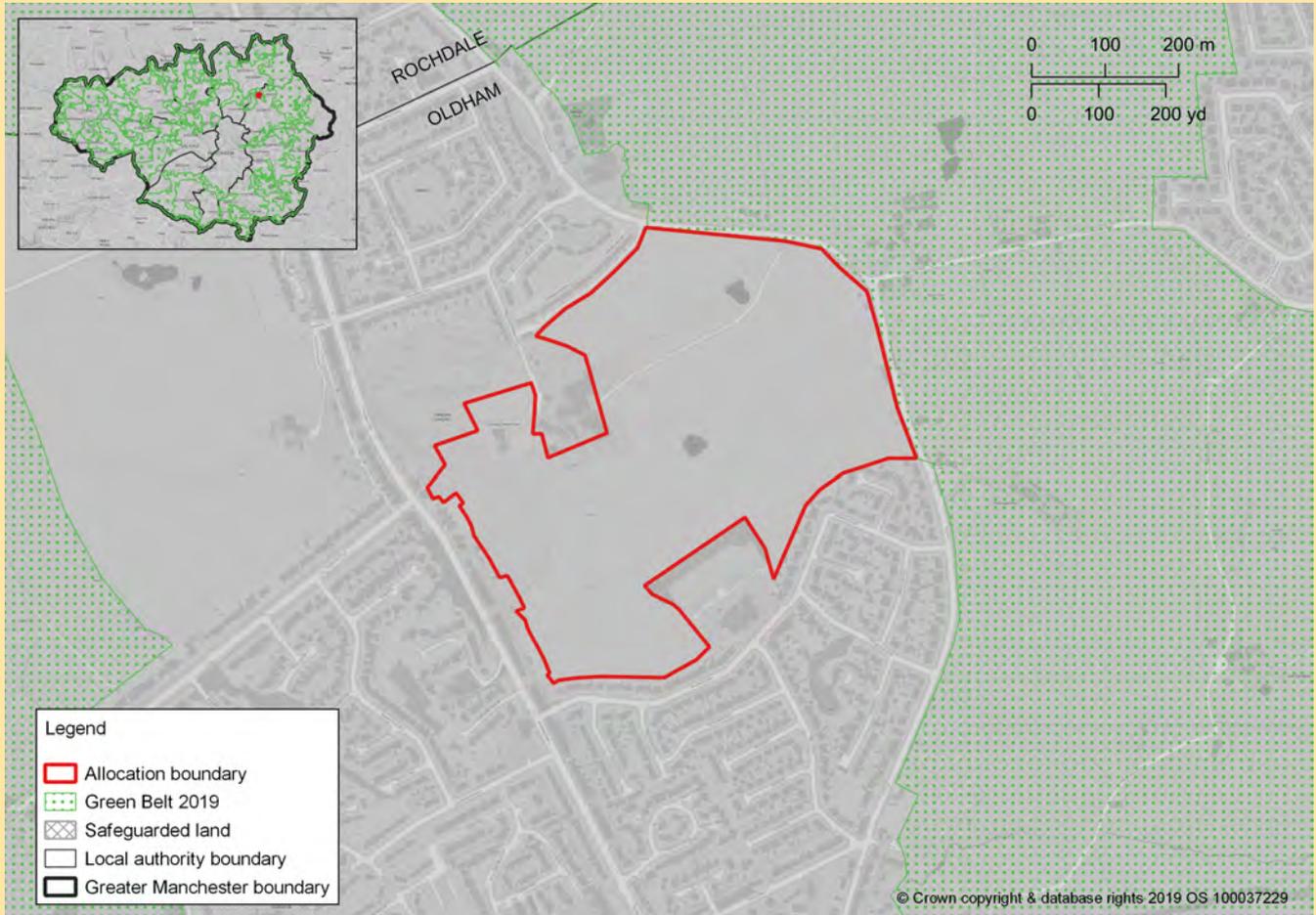
### Do you agree with the proposed policy GM Allocation 16: Cowlshaw

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 17

### Hanging Chadder



Development at this site will be required to:

1. Deliver around 260 homes, providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing;
2. Make provision for affordable homes in line with local planning policy requirements;
3. Provide a new access point off Castleton Road, near to the junction with Garden Terrace, which will provide the spine road into the main development area with secondary roads leading off, and a new access off Rochdale Road to the small parcel north of Grasmere Road. An emergency/controlled secondary access will be required onto Castleton Road and farm access retained;
4. Take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including

- by delivering high-quality walking and cycling infrastructure and contribute to improved public transport facilities such as waiting facilities at bus stops near the site;
5. Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills / Pennine Foothills West;
  6. Retain and enhance areas of biodiversity within the site and most existing water features across the site, to deliver a clear and measurable net gain in biodiversity in line;
  7. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
  8. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements;
  9. Provide for 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;
  10. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
  11. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting and identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
  12. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
  13. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) within the site to the rear of the residential properties in the southern boundary, which should be integrated as part of the multi-functional green infrastructure network.

**11.123** The site is currently designated as Green Belt and is considered developable for housing.

**11.124** The topographical constraints of the site have shaped the developable area.

**11.125** The sustainable and accessible location of the site, on the edge of a rural area and in a strong housing market, provides the potential to provide a range of high quality housing in an attractive place. This will enhance the housing offer within the borough and, given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity for around 260 new homes. The site is well-connected to existing neighbouring residential communities in and around Royton, as well as Low and High Crompton. The site lies approximately 1.6km from Royton Town Centre where there

is a range of retail, community, health and civic facilities. It benefits from proximity to Rochdale Road, where there are good transport links and any scheme would need to enhance these linkages from within the site so as to improve accessibility.

- 11.126** TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the Streets for All corridor studies programme to improve connectivity on Greater Manchester’s Key Route Network. These corridors have been identified on the basis of their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres.
- 11.127** There are issues with regards to surface water to the south of the site and the incorporation of multi-functional SUDs as part of the wider green infrastructure network should address and mitigate any issues in this regard. Regard should be had to the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.

### **Question 96**

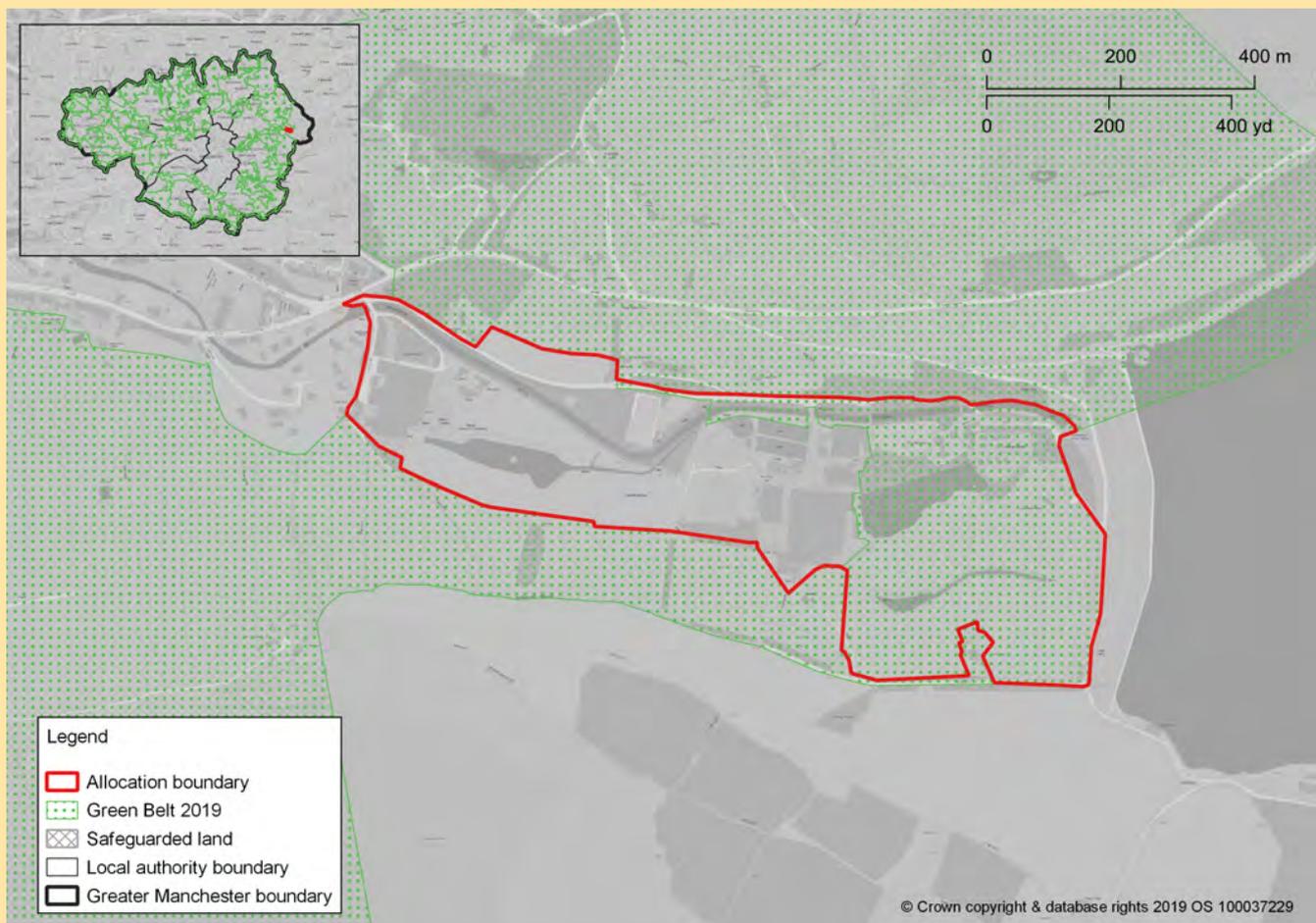
**Do you agree with the proposed policy GM Allocation 17: Hanging Chadder?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 18

### Robert Fletchers



Development at this site will be required to:

1. Deliver a mixed-use area on the site of the former Robert Fletchers Mill that will provide a range of commercial, leisure and retail facilities to support tourism and leisure facilities connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dovestones Reservoir up to around 6,000 sqm;
2. Deliver around 170 homes with a mix of low density family and executive homes and affordable homes of 2 and 3 bedrooms, in line with local planning policy requirements;
3. Provide up to around 2,500 sqm of B1 employment floorspace as an extension to the provision at Waterside Mill, which is to be retained;
4. Deliver a modest expansion of between 10 to 15 holiday lodges to the existing provision, focused around the existing mill pond sensitive to the surrounding countryside and landscape and in line with national policies regarding development in the Green Belt;

5. Make provision for a boutique hotel providing a complementary offer to the holiday lodge accommodation;
6. Make provision for a visitor education centre linking to the Dovestones Reservoir in partnership with the RSPB and United Utilities;
7. Provide a new access point to the site at Manchester Road, with a spine road into the south western part of the site to the rear of Waterside Mill and linking to and enhancing the existing highway network to the redundant paper mill site and Dovestones Reservoir beyond.
8. Take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site;
9. Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dovestones Reservoir, the Peak District National Park and designated conservation areas;
10. Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas;
11. Create a green route, as part of the green infrastructure network, along the river/brook, ensuring that development is set back to allow ecological movement;
12. Be designed so as to minimise the landscape impact having regard to the findings and recommendations of the GM Landscape Character Assessment for the Unenclosed Uplands and Fringes (Dark Peak) – Shore Edge to Dovestones Reservoir Landscape Character Type;
13. Retain and enhance areas of biodiversity within and adjoining the site to deliver a clear and measurable net gain in biodiversity and be designed to relate positively to Chew Brook running through the site, including the protection and enhancement of semi-natural habitats and promotion of their public enjoyment;
14. 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);
15. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements, including the enhancement of the existing playing fields;
16. Provide for 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;
17. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health;

18. Preserve and enhance heritage assets within, and in the vicinity of, the site and their setting. This includes Hey Top Conservation Area and New Barn and Greenfield House at Greenfield Mill listed buildings. It will also identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
19. Identify any assets of archaeological interest and assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
20. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network.

- 11.128** The site includes the redundant Robert Fletchers mill complex, which is brownfield land. Land to the west up to Waterside Mill is greenfield land and has been included within the wider 'Robert Fletchers' site to enable the brownfield land to come forward for development.
- 11.129** It is a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester for complementary tourism and leisure development to enhance visitor and destination offer within the sub-region. The development of the site for leisure and tourism uses will also capture leisure spend in the local economy due to its close proximity to the RSPB reserve Dovestones Reservoir and the Saddleworth villages and create employment opportunities. The tourism and leisure offer should capitalise on, and complement its location in a way that is sensitive to its unique setting.
- 11.130** Due to its proximity to Dovestones Reservoir, the eastern section of the site, proposes a modest expansion to the existing holiday lodge facility and boutique hotel, shall remain within the Green Belt, reflecting its sensitive location and landscape setting. Any development within this area will therefore need to come forward in line with national planning policy on Green Belt.
- 11.131** The site provides the potential to provide a range of high quality family and executive homes in an attractive and desirable rural location. It also provides an opportunity to enhance Oldham's housing offer and contribute to meeting Oldham's housing need. Due to the scenic location of the site, it should be an attractive location for larger and bespoke housing, providing a distinctive offer to the borough's housing market. There is however also a need for affordable homes across the Saddleworth villages as many residents who wish to remain living within the area cannot currently afford to do so. Affordable homes must therefore be provided as part of the wider development of the area, in line with the local planning policy requirements.

- 11.132** 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 so as to improve linkages to and from the site to Dovestones Reservoir, Peak District National park and the wider countryside.
- 11.133** Heritage assets play an important role in the area's local historical and cultural identity and distinctiveness. There are two Grade II listed buildings within the site – Greenfield House at Greenfield Mill and New Barn. Heytop Conservation Area lies just outside of the strategic allocation boundary. There are also a number of locally listed buildings and structures throughout the site. Any development would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment.
- 11.134** Following the line of Chew Brook part of the site falls within Flood Zone 3 as such any development would need to follow the sequential approach and a flood risk assessment would be required to inform any development. A comprehensive drainage strategy for the site as a whole would also 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. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

### Question 97

**Do you agree with the proposed policy GM Allocation 18: Robert Fletchers?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 19

### South of Rosary Road



Development at this site will be required to:

1. Deliver around 60 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs;
2. Make provision for affordable homes, in line with local planning policy requirements;
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads and improve connectivity to the wider community;
4. Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area;

5. Retain and enhance areas of biodiversity within and adjoining the site, most notably the SBI and area of priority habitat to the south of the site, to deliver a clear and measurable net gain in biodiversity;
6. Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
7. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated, in line with local planning policy requirements;
8. Provide for 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;
9. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision; and
10. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals;
11. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
12. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures, (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network.

- 11.135** The site has potential to deliver around 60 new homes within Fitton Hill (which falls within the 10% most deprived neighbourhoods in the country) and Bardsley, thereby contributing to and enhancing the housing mix within the area and adding to the type and range of housing available.
- 11.136** The site does have a level of ecological value within and adjacent to it, which would need to be mitigated and integrated into the development as part of a complementary multi-functional green infrastructure. However, it is relatively free from constraints and is considered developable for housing.
- 11.137** The site is well-connected to existing neighbouring residential communities in Fitton Hill and Bardsley. The development will need to provide for suitable access to the site in liaison with the local highway authority. Potential access points may be Mills Farm Close and Simkin Way.
- 11.138** There are a number of assets of historical significance in close proximity to the proposed strategic allocations. Whilst outside the boundary any development proposal would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment.

**11.139** A flood risk assessment will be required to inform any development, in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance. A comprehensive drainage strategy for the site as a whole should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

### Question 98

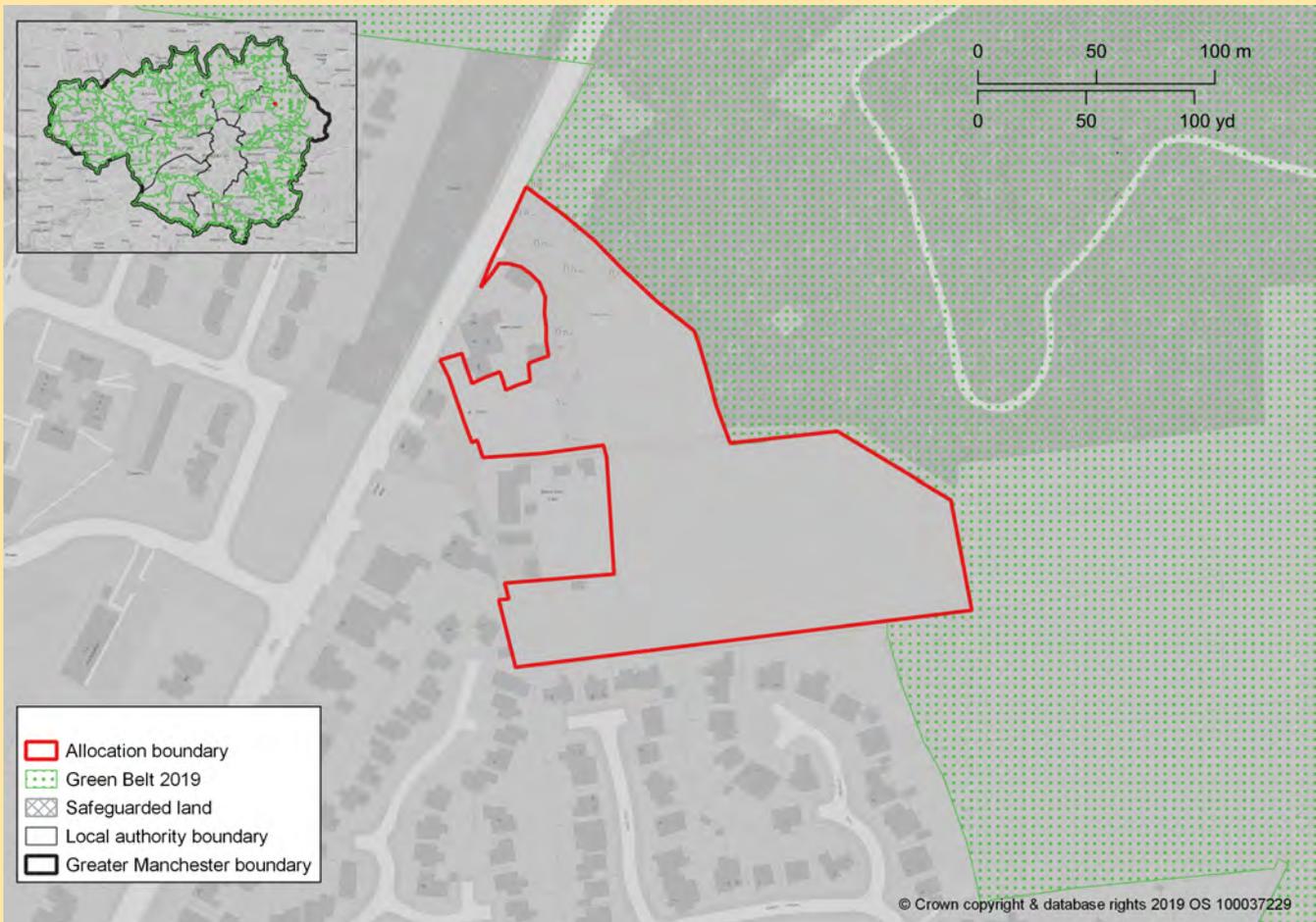
**Do you agree with the proposed policy GM Allocation 19: South of Rosary Road?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 20

#### Spinners Way / Alderney Farm



Development at this site will be required to:

1. Deliver around 50 homes providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs;
2. Make provision for affordable homes in line with local planning policy requirements;
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads and improve connectivity to the wider community;
4. Deliver multi-functional green infrastructure and high quality landscaping within the site, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills;
5. Retain and enhance areas of biodiversity within and adjoining the site, most notably the area of priority habitat to the north east of the site, to deliver a clear and measurable net gain in biodiversity;
6. Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside;
7. Provide for new and/or improvement of existing open space, sport and recreation facilities, commensurate with the demand generated, in line with local planning policy requirements;
8. Provide for 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;
9. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
10. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals;
11. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
12. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network.

**11.140** The site is currently designated Green Belt in the Oldham Local Plan. Whilst the site does have a level of ecological value within and adjacent to it that would need to be mitigated and integrated into the development as part of a complementary multi-functional green infrastructure, it is relatively free from constraints and is considered developable for housing.

- 11.141** The site is located on the edge of the urban area on the approach out to Saddleworth. However, it is also close to an area of Sholver (west of Ripponden Road) which falls within the 10% most deprived neighbourhoods in the country. Development of the site therefore has the potential to provide a range of high quality housing to enhance and diversify the existing housing offer to deliver more inclusive neighbourhoods and meet local needs, in what is an attractive and relatively sustainable and accessible location.
- 11.142** The site is well-connected to existing neighbouring residential communities in Moorside and Sholver. It lies approximately 2.5km to 3km from Hill Stores Centre.
- 11.143** There are a number of assets of historical significance in close proximity to the proposed strategic allocation and, whilst outside their boundary, any development would need to consider the impact on their setting through the completion of a Heritage Impact Assessment.
- 11.144** A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the site as a whole should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

### Question 99

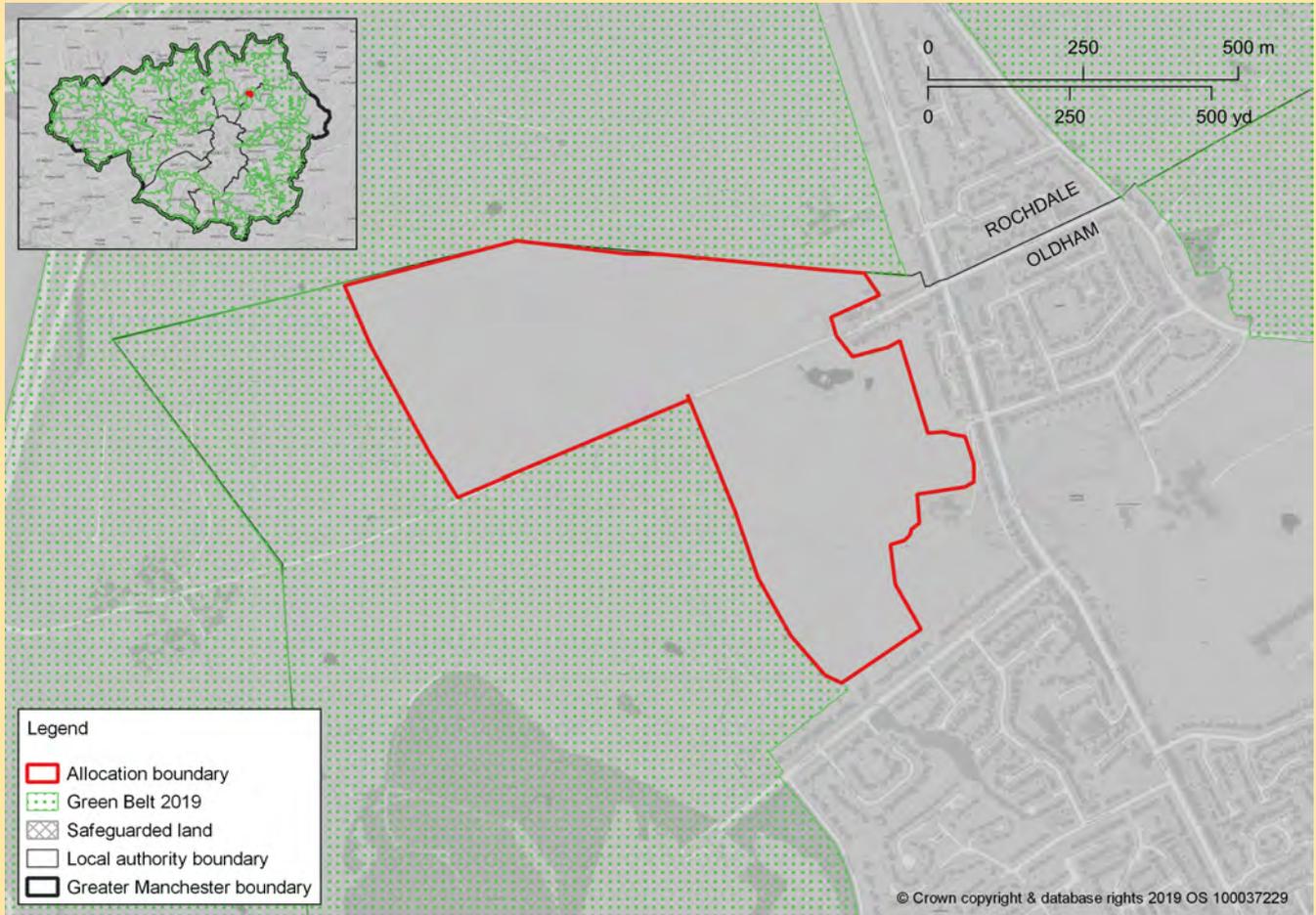
**Do you agree with the proposed policy GM Allocation 20: Spinners Way/Alderney Farm?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 21

### Thornham Old Road



Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan agreed by the local planning authority;
2. Deliver around 600 homes, providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing;
3. Make provision for affordable homes in line with local planning policy requirements;
4. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as 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;
5. Have regard to, and minimise the impact on, the views from Tandle Hill Country Park;

6. Deliver multi-functional green infrastructure and high quality landscaping within the site, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills / Pennine Foothills West;
7. Retain and enhance areas of biodiversity within the site to deliver a clear and measurable net gain in biodiversity;
8. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
9. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements;
10. Provide for 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;
11. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
12. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting and identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
13. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
14. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) which should be integrated as part of the multi-functional green infrastructure network.

**11.145** The site is currently designated as Green Belt and is considered developable for housing.

**11.146** The topographical constraints and proximity of Tandle Hill Country Park will need to inform the development of the site so as to ensure that any development has regard to, and minimises the impact on the park. It is therefore anticipated that up to two thirds of the site may be developable, which has informed the number of homes that may be delivered on the site.

**11.147** The sustainable and accessible location of the site, on the edge of existing housing and in a strong housing market provides the potential to provide a range of high quality housing in an attractive setting. This will enhance the housing offer within the borough and given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity for around 600 homes.

- 11.148** The site is well-connected to existing neighbouring residential communities in and around Royton. The site lies approximately 2km from Royton Town Centre where there is a range of retail, community, health and civic facilities. It benefits from proximity to Rochdale Road where there are good transport links and any scheme would need to enhance these linkages from within the site so as to improve accessibility.
- 11.149** TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the pipeline development work for the Streets for All programme to improve orbital connectivity. These corridors have been identified on the basis of their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres.

### **Question 100**

**Do you agree with the proposed policy GM Allocation 21: Thornham Old Road?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 22

### Woodhouses



Development at these sites will be required to:

1. Deliver around 260 homes, providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing;
2. Make provision for affordable homes in line with local planning policy requirements;
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as 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;
4. Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring

communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Incised Urban Fringe Valleys – Medlock Valley Landscape Character Area;

5. Retain and enhance areas of biodiversity within the site (most notably the existing Brookdale Golf Course and Lord’s Brook Flushes SBIs) and the areas of priority habitats and protected species, to deliver a clear and measurable net gain in biodiversity;
6. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to encourage active travel and improve connections and access to adjoining communities and countryside;
7. Provide for new and/or improvement of existing open space, sport and recreation facilities, commensurate with the demand generated, in line with local planning policy requirements;
8. Provide for 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;
9. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
10. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and its setting, when bringing forward the proposals;
11. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
12. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for each site and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network.

**11.150** The sites are currently designated as Green Belt in the Oldham Local Plan.

**11.151** Whilst the sites do have ecological value that would need to be mitigated and integrated into the development as part of a complementary multi-functional green infrastructure, they are relatively free from topographical constraints and are considered developable.

**11.152** The sites have the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area, adding to the type and range of housing available. The location of the sites, in a strong housing market, provide the potential to provide a range of high quality housing in an attractive and accessible location.

**11.153** Woodhouses Conservation Area is close to the three sites and, whilst outside their boundary, any development would need to consider the impact on its setting through the completion of a Heritage Impact Assessment.

**11.154** A flood risk assessment will be required to inform any development and a comprehensive drainage strategy for the site as a whole should be prepared as part of the more detailed masterplanning stage, in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

### **Question 101**

**Do you agree with the proposed policy GM Allocation 22: Woodhouses?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### **Question 102**

**Do you have any further comments on the overall proposals for Oldham, including the strategic transport interventions?**

## Strategic Allocations in Rochdale

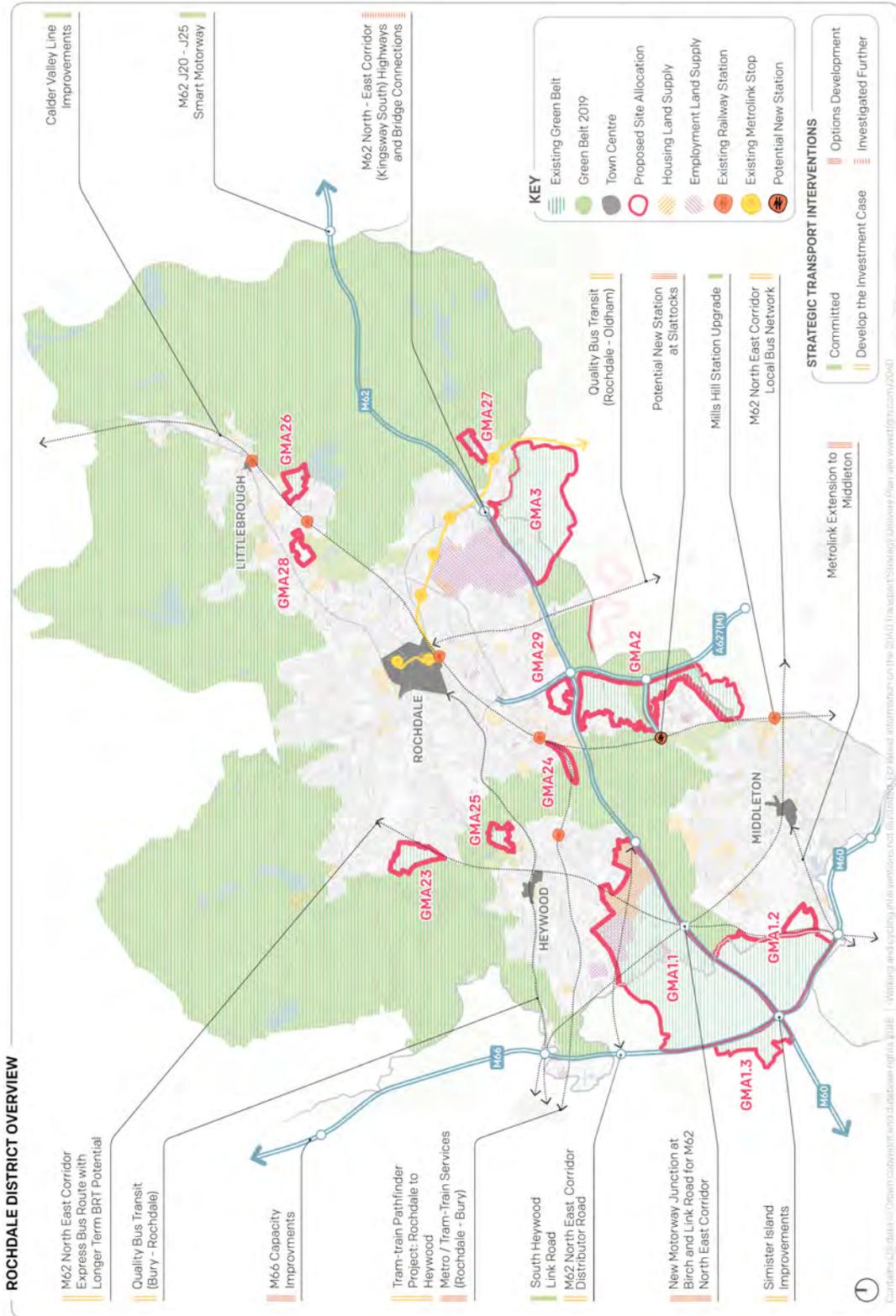
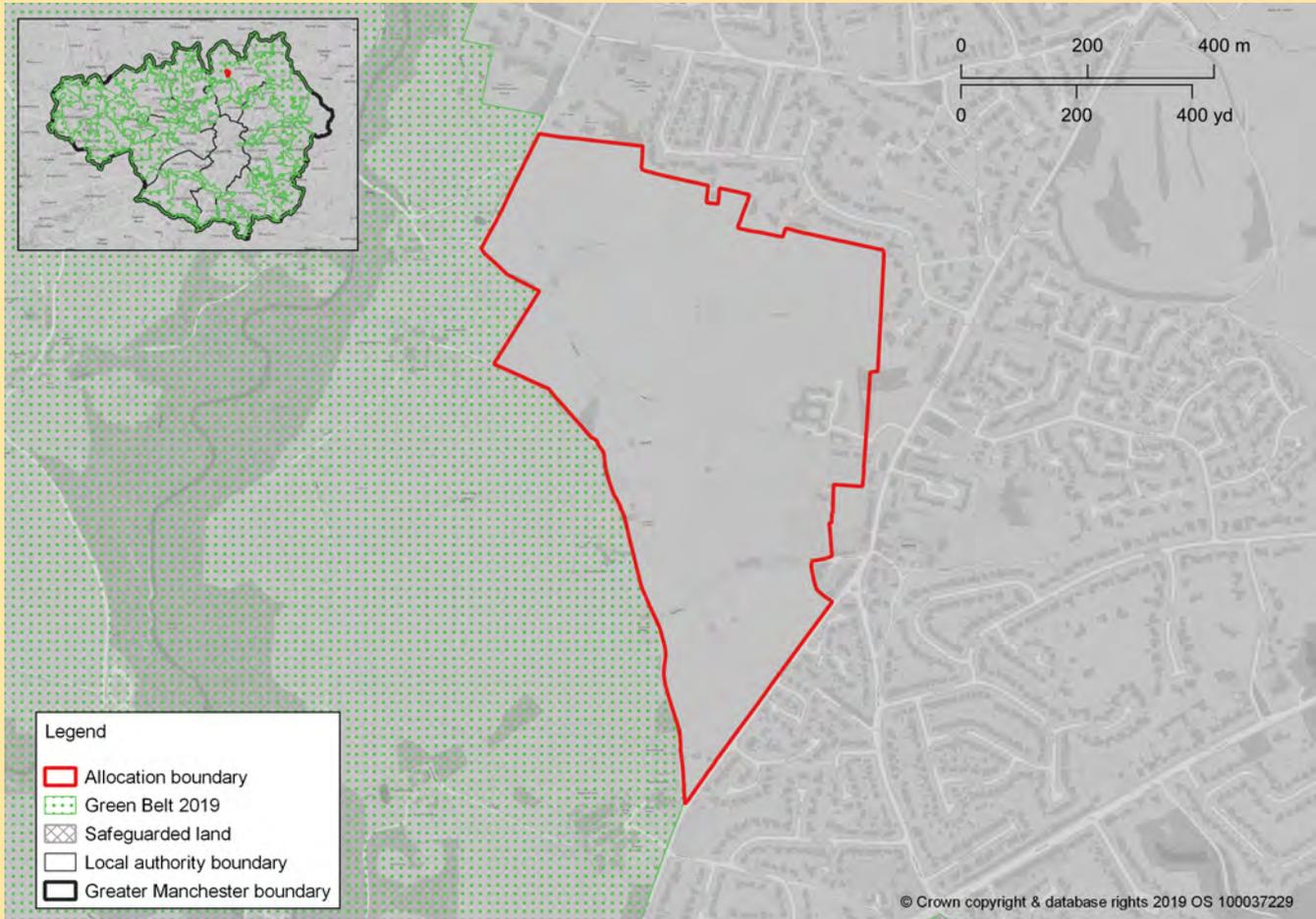


Figure 11.7 Illustrative overview of proposals in Rochdale

## Policy GM Allocation 23

### Bamford / Norden



Development at this site will be required to:

1. Deliver around 450 new homes predominantly in the western and southern parts of the site, with a focus on larger, higher value properties to balance out the current offer within the borough and reflect the grain and density of the surrounding residential areas;
2. Retain and significantly enhance the existing recreational facilities as part of an integrated green infrastructure network on the site. The improvement of the facilities will create a high quality recreational 'hub' serving the local area and the borough as a whole;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. Provide access to the site from suitable points along Norden Road;
5. Support the delivery of improvements to the local highway network, walking and cycling links, and public transport serving the area including contributing to the potential extension of the proposed bus rapid transit services between Heywood and Manchester;

6. 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;
7. Ensure that the design of the scheme preserves or enhances the setting of the listed Bamford Chapel immediately to the south of the site;
8. 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
9. Retain and enhance public rights of way across and around the site.

- 11.155** Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for housing within the area. It is one of the most significant areas of larger, higher value housing within the sub-region and is considered to be a desirable and aspirational place to live. This development offers an excellent opportunity to expand on this area to deliver a type of housing which is in short supply across the borough and the conurbation as a whole. The provision of such housing is important to ensure that a good range of housing is available across Greater Manchester to support economic growth.
- 11.156** The area does contain a number of sporting recreational facilities in the form of playing pitches, a cricket ground and tennis courts. The Council's 2018 Playing Pitch Strategy identified the playing pitches as a key club site supporting clubs with a large number of junior teams. Any proposal should seek to ensure that these pitches and the other sporting facilities are retained and significantly enhanced as part of a high quality, integrated development.
- 11.157** The site currently has good access to a number of local bus services serving Rochdale and Bury town centres. The site is also served by a limited peak time service to Manchester city centre. There is a proposal, linked to the development at Northern Gateway, to provide a bus rapid transit service linking Heywood and Manchester city centre. There is potential to extend some of these services to Norden which could serve this development and the wider western part of the town. This proposal will provide a financial contribution to support the delivery of this route extension.
- 11.158** 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. It is important that any development does not have a negative impact of this natural asset. This could be addressed through a high quality boundary treatment on the western edge of the opportunity area.
- 11.159** As with a lot of areas within the borough there is limited capacity in relation to primary school places. Therefore any proposal would need to address this through a contribution to expand existing schools in the area.
- 11.160** The layout of development will also need to take account of the location of electricity pylons that cross the site. This could be linked to a high quality network of green infrastructure and landscaping within the scheme.

### Question 103

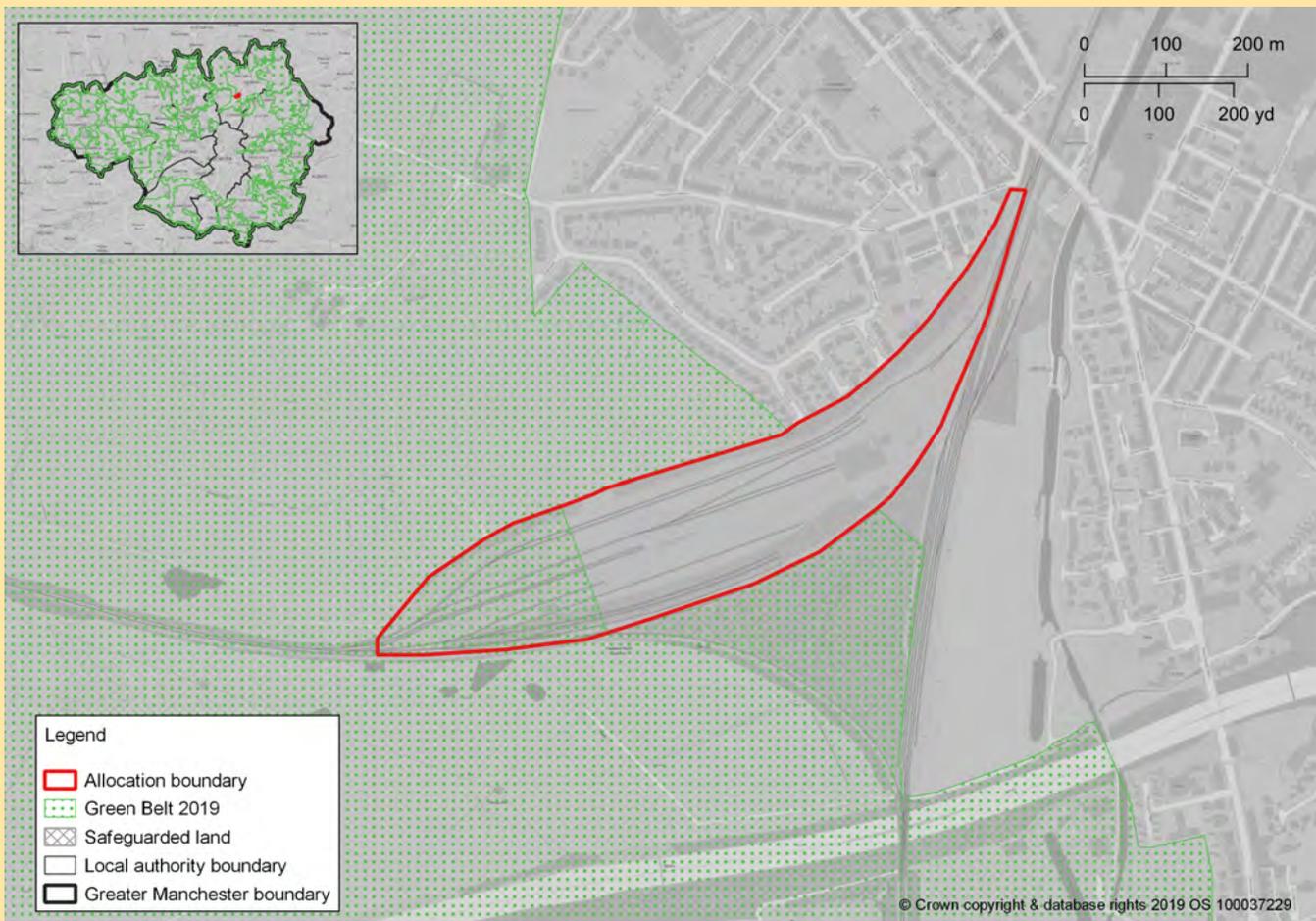
**Do you agree with the proposed policy GM Allocation 23: Bamford/Norden?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 24

#### Castleton Sidings



Development at this site will be required to:

1. Deliver around 125 high quality homes;
2. 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 will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt;

3. The north east of the site will accommodate a temporary rail halt and associated parking to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a tram-train trial project if progressed in this location;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;
6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);
7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood;
8. Incorporate high quality landscaping, multi-functional green infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land; and
9. 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.

**11.161** The site offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable development and is well placed to utilise existing community facilities and social infrastructure.

**11.162** The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. In the longer term, there could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.

**11.163** Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high quality area of open space or an area for nature conservation on the western part of the site. In addition to this, the

proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents.

**11.164** The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the site.

### **Question 104**

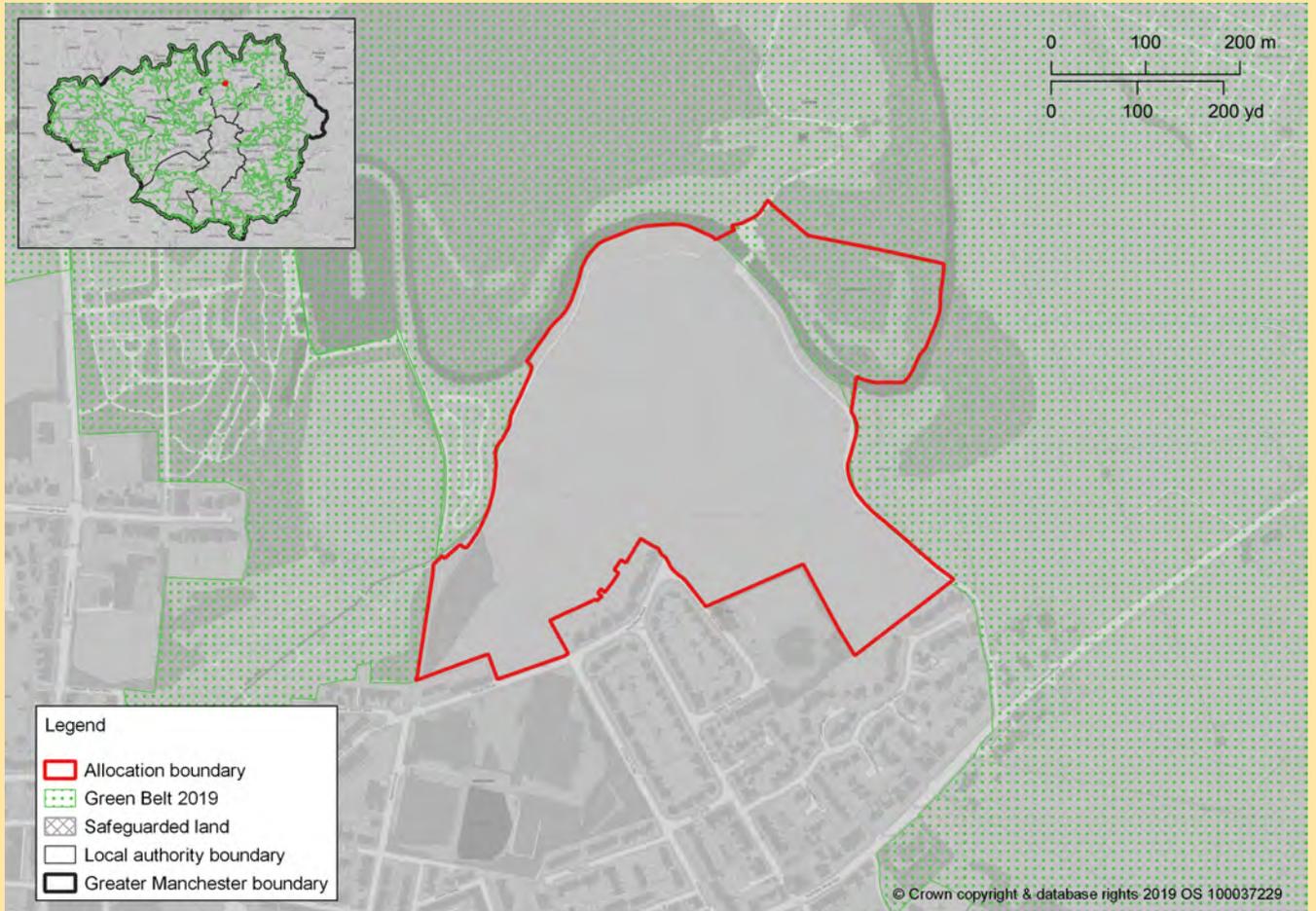
**Do you agree with the proposed policy GM Allocation 24: Castleton Sidings?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 25

### Crimble Mill



Development at this site will be required to:

1. Deliver around 250 new homes within an attractive riverside setting, including the provision of new homes within the converted Grade II\* Listed Crimble Mill;
2. Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. The detailed layout of any scheme should respect the setting of the Listed mill complex and have regard to the adjacent Queens Park, the River Roch and the wider river valley setting;
5. Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street;

6. Any proposal needs to take into account the risk of flooding, particularly in respect of those parts of the site that are identified as being within Flood Zone 3;
7. Retain and enhance existing rights of way and general access through and around the site. This should include:
  1. New and improved access to the adjacent Queens Park;
  2. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and
  3. Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.
8. Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places.

**11.165** The site provides an opportunity to deliver high quality homes in an attractive location which also secures the future of a Grade II\* Listed Building.

**11.166** Crimble Mill dates back to the mid-18th Century as a fulling mill. It is a rare surviving example of a textile mill that illustrates the transition from water to steam power on a rural site. It is likely to be the last, large-scale water powered rural mill to survive in Greater Manchester. The property is on Historic England's Heritage at Risk Register at Category A (Immediate risk of further rapid deterioration or loss of fabric: no solution agreed). The condition is recorded as "Very Bad".

**11.167** The enabling development will be required to demonstrate how it would support the retention and enhancement of the mill complex. This would need to be agreed by the local planning authority prior to commencement of any enabling development with a clear timetable secured via a legal agreement or planning condition as part of any planning permission. The expectation would be that this would be the first phase of any development given the condition of the listed mill building. The design and layout of any scheme should respond to its setting adjacent to the River Roch and have full regard to the Listed mill and its semi-rural surroundings.

**11.168** Parts of the site adjacent to the River Roch are at risk from flooding and this includes part of the mill complex itself. Any proposal would need to demonstrate how it has addressed the issue of flooding within the scheme. Any proposed mitigation would need to consider the effects of the development downstream from the site.

**11.169** The proposal provides an opportunity to deliver a sustainable urban extension to the north east of Heywood whilst safeguarding and preserving the heritage asset. The sustainable attributes of the site would be enhanced by the creation of new and improved pedestrian and cycle access. The site is adjacent to Queen Park which is an award winning Victorian park which includes a range of recreation and leisure facilities. Any proposal should

demonstrate how high quality physical and visual links to the park could be created. The site also has the potential to deliver convenient access to Heywood town centre to the south west of the site as well as destinations further afield via the Roch Valley Way.

- 11.170** The site is adjacent to All Souls C of E Primary School. The development will place significant demand on school places within the area and local schools are already at or near to capacity. Any proposal should therefore provide some land adjacent to the school to allow for future expansion including associated outdoor playing space. This would provide new places in a location convenient for the residents of the new development.

### **Question 105**

**Do you agree with the proposed policy GM Allocation 25: Crimble Mill?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 26

### Land North of Smithy Bridge



Development at this site will be required to:

1. Deliver around 300 new homes to meet needs within the local area and to attract and retain higher income households within Greater Manchester, taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site;
4. Incorporates a design and layout which complements the existing housing to the west of the site and the proposed new housing on the former Akzo Nobel site to the north;
5. Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;

6. Support the delivery of improvements to the local highway network and public transport serving the area;
7. Provide a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area; and
8. Ensure that any development is linked to the provision of replacement visitor car parking to replace the existing spaces lost on the car park at the southern end of the site.

**11.171** This site provides an excellent opportunity to deliver a high quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.

**11.172** The site is within walking distance of both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north.

**11.173** There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.

**11.174** The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. 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. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.

## Question 106

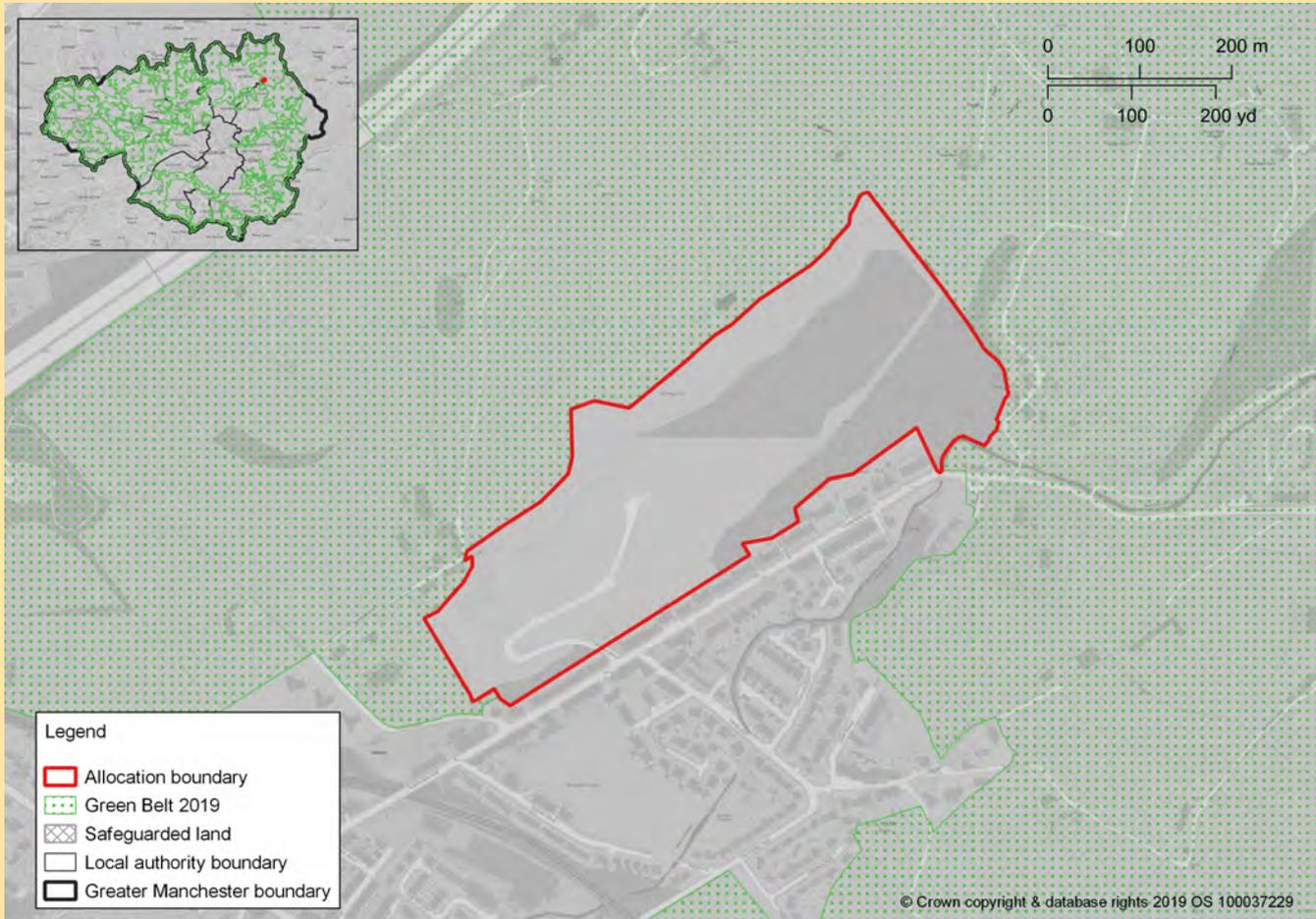
**Do you agree with the proposed policy GM Allocation 26: Land North of Smithy Bridge?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 27

### Newhey Quarry



Development at this site will be required to:

1. Deliver around 250 new homes;
2. Deliver a mix of housing density, with the potential for higher density development in the south west part of the site closest to the village centre and the Metrolink stop. The northern and eastern parts of the site could include larger, higher value housing to diversify housing choice in the local area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. Incorporate the features of the quarry in a way which produces a unique, high quality development, including retaining and incorporating water features, the creation of attractive and interesting open spaces and landscaping;
5. Ensure that the design of the scheme preserves or enhances the setting of the listed St Thomas Church immediately to the west of the site;

6. Provide publicly available car parking to serve the Metrolink stop in Newhey and the residents on Huddersfield Road to alleviate on street parking issues;
7. Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop; and
8. 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.

**11.175** Newhey Quarry has been disused for a number of years but does have existing permission for mineral extraction. This allocation provides an opportunity to deliver a high quality development incorporating a range of house types in an attractive and spectacular setting. The setting of this site will be the key driver in terms of any detailed designs and layout for the site. Given the opportunity that exists to create something exceptional, a ‘traditional’ suburban housing development would not be considered acceptable for this site.

**11.176** The site is in a sustainable location with easy access to the centre of Newhey and the Metrolink stop. Presently the Metrolink stop at Newhey is well used and has no dedicated parking. The development of this site will be required to deliver publicly available car parking. The size, location and design of any parking would need to be agreed between the Council, TfGM and the developer. In addition to parking to serve the Metrolink stop, the development should also provide parking for residents on Huddersfield Road. This would be to deal with existing issues as well as taking account of any impact accessing the development may have on existing on-street parking e.g. to ensure necessary visibility along Huddersfield Road.

**11.177** Given the location of the site and the nature of the surrounding area, it will be important for any layout to incorporate a high quality green infrastructure network and attractive open spaces and maximise opportunities presented by the quarry face. This should reflect and utilise the features within the site to create attractive and usable spaces for new and existing residents. Although the site is generally well screened from a number of points, the impact on the wider landscape should be taken fully into account in terms of the choice of materials and landscaping.

## Question 107

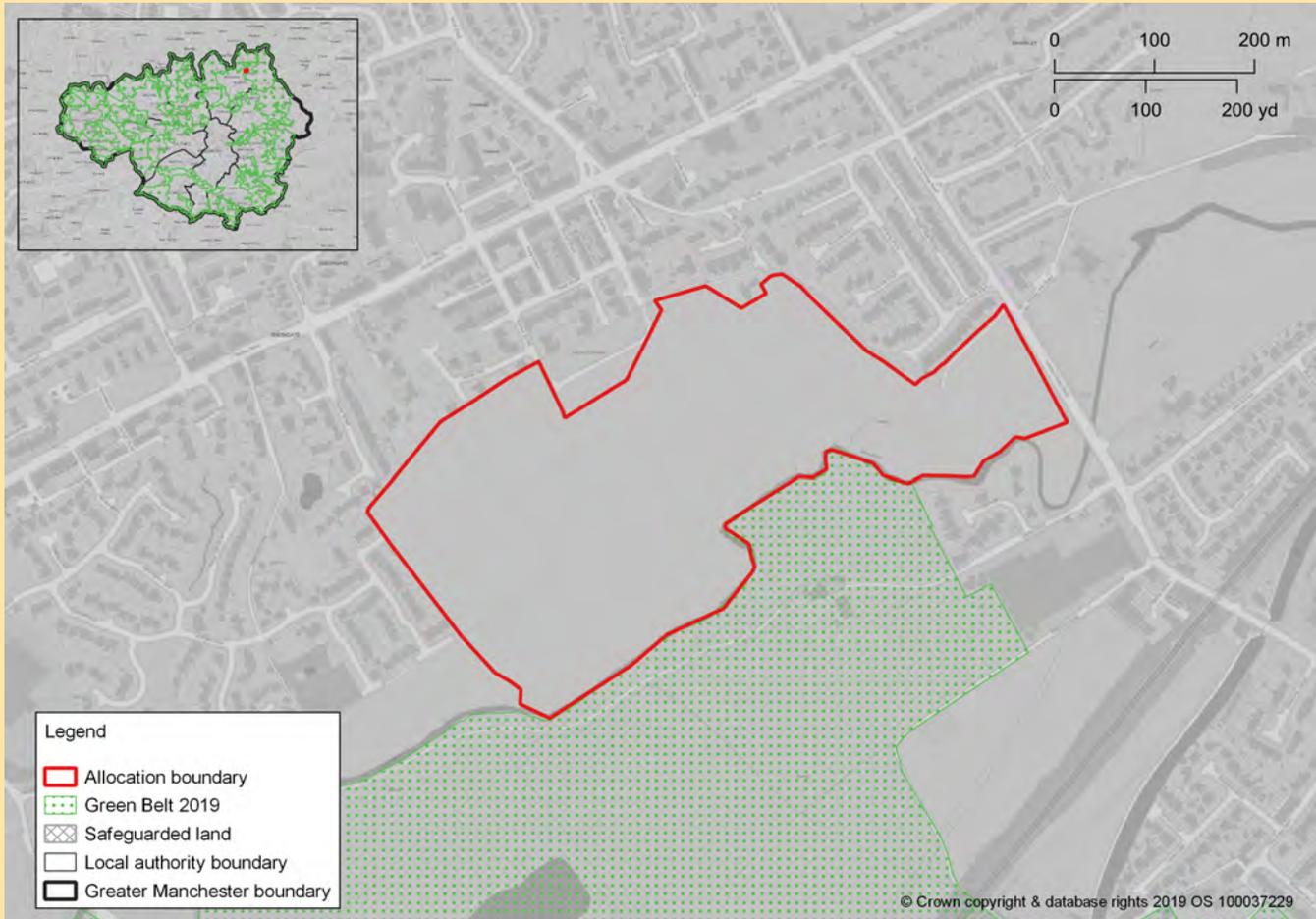
**Do you agree with the proposed policy GM Allocation 27: Newhey Quarry?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 28

### Roch Valley



Development at this site will be required to:

1. Deliver around 210 homes on the northern half of the site adjacent to existing residential areas to be accessed primarily from Smithy Bridge Road to the east;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Safeguard the land between the developed part of the site and the River Roch to enhance 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);
4. Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses and the landscaping along the boundary of the site;
5. Maintain and enhance 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 and the bus corridor on the A58 to the north; and

6. 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.

- 11.178** This site is located within the wider Roch Valley between Rochdale and Littleborough which is outside the current defined urban area but is not within the Green Belt being currently designated as Protected Open Land. This land is adjacent to well established areas of housing and is within an attractive setting. Some development has recently gained planning permission and the opportunity exists for more, relatively small scale, proposals which respect the river valley location and setting.
- 11.179** The area has good access to the A58 bus corridor and there are local services and facilities along this route. The development will need to provide good walking and cycling routes to the Calder Valley Railway line station at Smithy Bridge which offers good access to the regional centre and other areas of GM.
- 11.180** Although none of the land proposed for development would be at risk from flooding the land to the north of the River Roch has been identified by the Environment Agency and the Council as a location where flood water storage capacity should be safeguarded to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. Any development should take account of this proposal and, where possible, include measures that will contribute to the ability of this location to mitigate against flood risk in the wider Roch Valley.
- 11.181** The river valley setting of the site means that the impact of any development must be taken into account in terms of any design and layout. There are some long distance views into the site from across the valley and therefore it is important that the impact of any scheme is minimised as much as possible through the use of appropriate material and high quality landscaping.

## Question 108

**Do you agree with the proposed policy GM Allocation 28: Roch Valley?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 29

### Trows Farm



Development at this site will be required to:

1. Deliver around 360 new homes incorporating a good mix of house types including higher value housing;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Provide access to the site primarily via Cowm Top Lane to the north;
4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;
5. Contribute to public transport accessibility improvements;
6. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green infrastructure;
7. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;

8. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and
9. Provide a new primary school and associated outdoor playing space on site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area.

- 11.182** The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.
- 11.183** Rail journeys into the regional centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be provided as part of the development. The site also has good access to the motorway network.
- 11.184** The topography of the site does not affect its developability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.
- 11.185** There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. Existing schools in this location do not have the capacity to expand further, therefore the new demand created by this development must be met on site.

### Question 109

**Do you agree with the proposed policy GM Allocation 29: Trows Farm?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Question 110

**Do you have any further comments on the overall proposals for Rochdale, including the strategic transport interventions?**

# Strategic Allocations in Salford

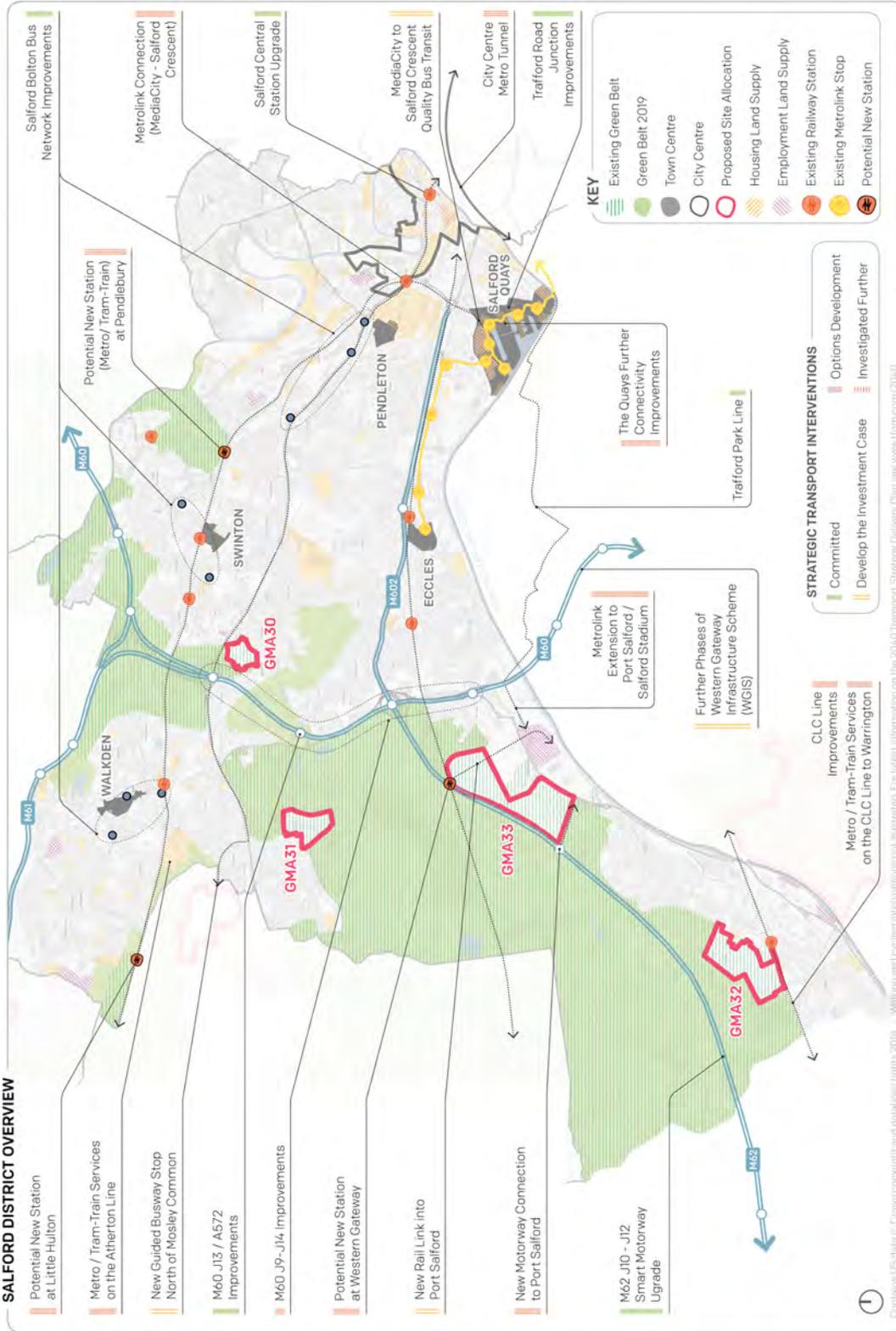


Figure 11.8 Illustrative overview of proposals in Salford

## Policy GM Allocation 30

### Land at Hazelhurst Farm



Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 400 dwellings.

Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been developed with the local community and other stakeholders, and endorsed by the city council;
2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision;
3. Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;

4. Incorporate attractive public rights of way through the site;
5. Ensure that vehicular access to the site does not compromise the quality of existing residential areas;
6. Protect the quality of watercourses through and around the site;
7. Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site;
8. Retain mature woodland, hedgerows, swamp and water bodies as important landscape features within the site, supporting an overall increase in its nature conservation value;
9. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;
10. Incorporate sustainable drainage systems to mitigate the surface water flooding on and near the site;
11. Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements;
12. Provide mitigation to address noise pollution from nearby roads;
13. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and
14. Set aside land to accommodate additional primary school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing.

**11.186** The site benefits from close proximity to stops for the Leigh-Salford-Manchester bus rapid transit service, providing good public transport access to the employment and leisure opportunities in the City Centre. It is important to the sustainable development of the site that it is designed to maximise the use of those services, and this is likely to require some off-site improvements to pedestrian routes to the stops as well as influencing the on-site layout. The landscape features within and around the site are important to the character of the wider area, and their retention will help to differentiate its development and ensure a high quality residential environment. The woods to the west of the site are already designated for their nature conservation importance, and the development should secure further improvements. A desk-based assessment of the site's archaeological interest will be required.

### Question 111

**Do you agree with the proposed policy GM Allocation 30: Land at Hazelhurst Farm?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 31

### East of Boothstown



The area between the existing settlement of Boothstown and the RHS Garden Bridgewater site, between Leigh Road and the Bridgewater Canal, will be developed for around 300 dwellings. The site will be developed at a low density and to an exceptional quality, primarily targeting the top end of the housing market with the intention of attracting and retaining highly skilled workers within Greater Manchester.

Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been developed with the local community and other stakeholders, and endorsed by the city council;
2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision;

3. Retain Alder Wood and the other areas of mature deciduous woodland and protected trees;
4. Take opportunities to enhance the ecological value of Shaw Brook, including naturalising where practicable and retaining significant open land around it, and utilise the brook as a central landscape feature running through the site;
5. Mitigate flood risk and incorporate sustainable drainage systems;
6. Protect the quality of watercourses through and around the site;
7. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;
8. Ensure good quality access by walking and cycling for all residents to services in Boothstown, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south;
9. Secure 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;
10. Include a new neighbourhood equipped area of play;
11. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;
12. Provide an easement for the significant utilities infrastructure running through and near the site;
13. Take its primary access from Occupation Road;
14. Incorporate mitigation to address noise pollution from nearby roads;
15. Retain or replace the existing playing fields;
16. Preserve and enhance the setting of nearby heritage assets; and
17. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

**11.187** This site to the east of Boothstown offers one of a small number of opportunities within Greater Manchester to deliver very high value housing in an extremely attractive environment, benefiting not only from an established premium housing market but also a location immediately next to the new RHS Garden Bridgewater. It is essential that the development of the site fully maximises the opportunities presented by this location, and delivers the highest quality living environment. A lower density of development than would normally be required under Policy GM-H 4 'Density of New Housing' will be acceptable on this site.

**11.188** 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. The priority for any off-site nature conservation enhancements required to deliver a net gain in biodiversity from the development of the site is likely to be the restoration of lowland raised bog and complementary habitats in Chat Moss to the south.

## Question 112

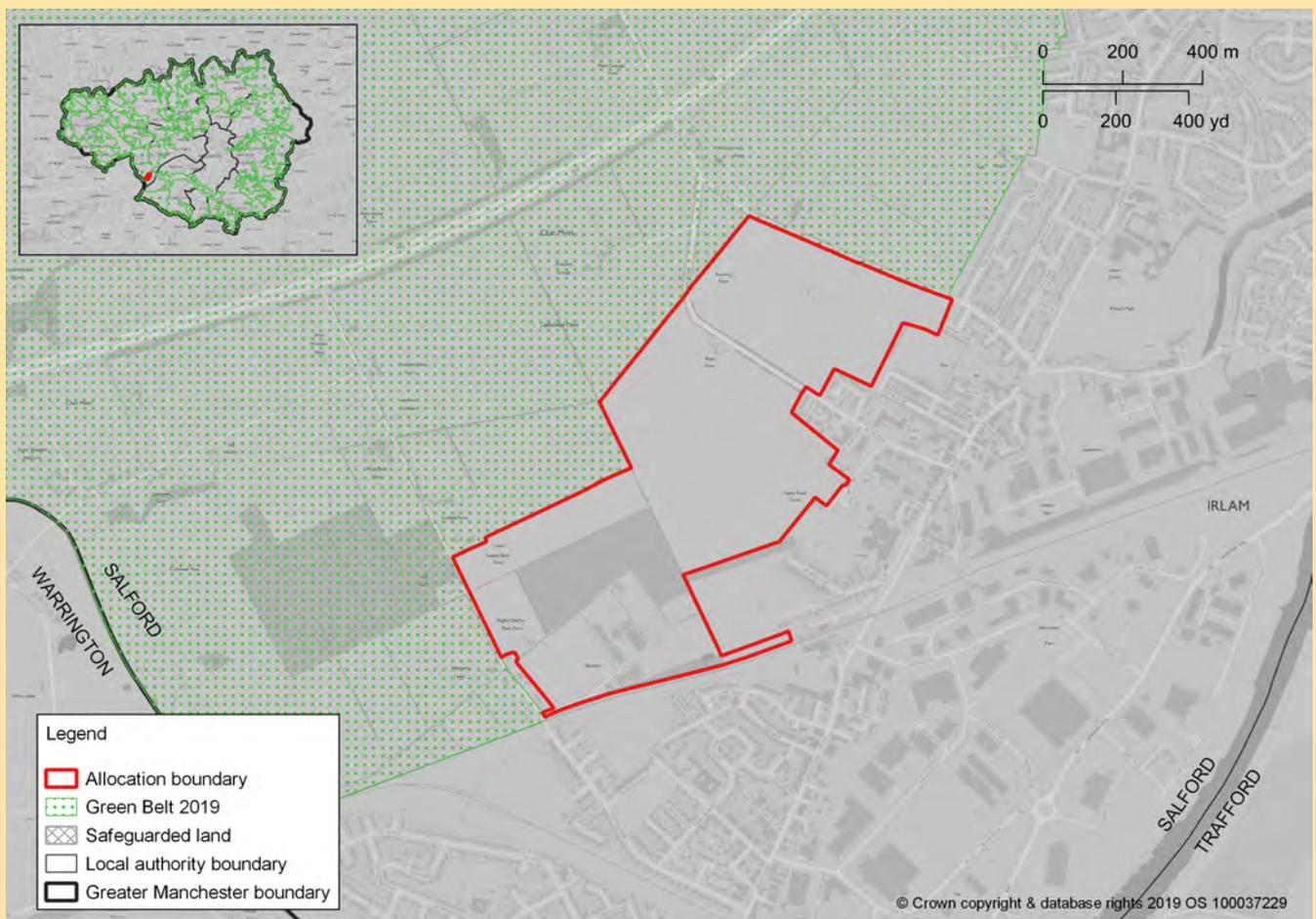
**Do you agree with the proposed policy GM Allocation 31: East of Boothstown?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 32

### North of Irlam Station



Land North of Irlam Station, between New Moss Road and Roscoe Road, will be developed to provide a high quality extension to the Irlam and Cadishead neighbourhood focused around Irlam Station. The site has capacity for around 1,600 dwellings, the delivery of which is likely to extend beyond the plan period.

Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been developed with the local community and other stakeholders, and endorsed by the city council;
2. Provide a broad mix of housing with densities increasing towards the most accessible parts of the site around Irlam Station, and include accommodation specifically targeted at older people;
3. Provide at least 25% of the dwellings, and substantially more if development viability and other funding allows, in the form of affordable housing (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership);
4. Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss;
5. Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station;
6. Ensure that vehicular access to the site does not compromise the quality of existing residential areas;
7. Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows, so as to minimise the visual impact on the wider landscape, maximise biodiversity, mitigate the environmental impacts of development and provide an attractive backdrop to walking and cycling routes;
8. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;
9. Minimise the loss of the carbon storage function of the peat and avoid any adverse impacts on the hydrology of Chat Moss, whilst ensuring that there is no potential for future problems of land stability or subsidence;
10. Protect the quality of watercourses through and around the site;
11. Include a new neighbourhood park including equipped areas for play;
12. Include new allotment plots to meet the local standard;
13. Incorporate appropriate mitigation to address issues of noise generated by the M62 motorway and the rail line;
14. Set aside land to provide additional school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing; and
15. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

**11.189** The site has been identified as being appropriate for development due to its location next to Irlam rail station, with services that provide easy access to the huge range of employment and leisure opportunities in the City Centre and Trafford Park. It also benefits from Northbank Industrial Park just to the south and bus routes to Port Salford and Eccles to the east.

- 11.190** The size and location of the site means that it has the potential to accommodate a range of dwelling types, helping to meet a variety of housing needs. Higher densities will be appropriate in the most accessible parts of the site immediately around Irlam Station, in accordance with Policy GM-H 4 'Density of New Housing', helping to maximise the number of people within easy walking distance of the station.
- 11.191** The additional population will help to support existing shops and services in Irlam and Cadishead, such as the nearby Lower Irlam Local Centre, but the site could potentially accommodate small scale facilities to serve local needs if identified as appropriate through the masterplanning process. It is anticipated that the site's location and the dwelling types provided will be attractive to families with a resulting demand for additional school places which may, at least in part, need to be accommodated within the site.
- 11.192** It will be important that the design and layout of the site effectively integrates development into the existing area and promotes community cohesion. In particular, publicly accessible recreation space, facilities, and routes through the site onto Chat Moss should be positioned so as to be accessible to both new and existing residents.
- 11.193** Most of the site has significant depths of peat across it, which has been degraded due to decades of drainage and agricultural activity. Nevertheless, it still performs an important carbon storage function, and should be retained wherever possible. However, this will have to be balanced against the need to ensure that there is no risk of subsidence for development on the site or for surrounding infrastructure such as the M62 motorway. The priority for any off-site nature conservation enhancements required to deliver a net gain in biodiversity from the development of the site is likely to be the enhancement of New Moss Wood, and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Much of the site is grade 1 agricultural land, but the benefits of delivering additional housing in this accessible location are considered to outweigh the loss of the land's farming potential. Wider ecological surveys, including water vole, brown hare and birds, will be required prior to any development.
- 11.194** The depths of peat heighten the potential for archaeological finds. There will be a need to undertake a detailed archaeological desk-based assessment, including aerial photograph analysis, field walking, historic building assessment, and coring/evaluation trenching of the peatlands, leading to further investigations and recording in advance of and during the construction process.

### Question 113

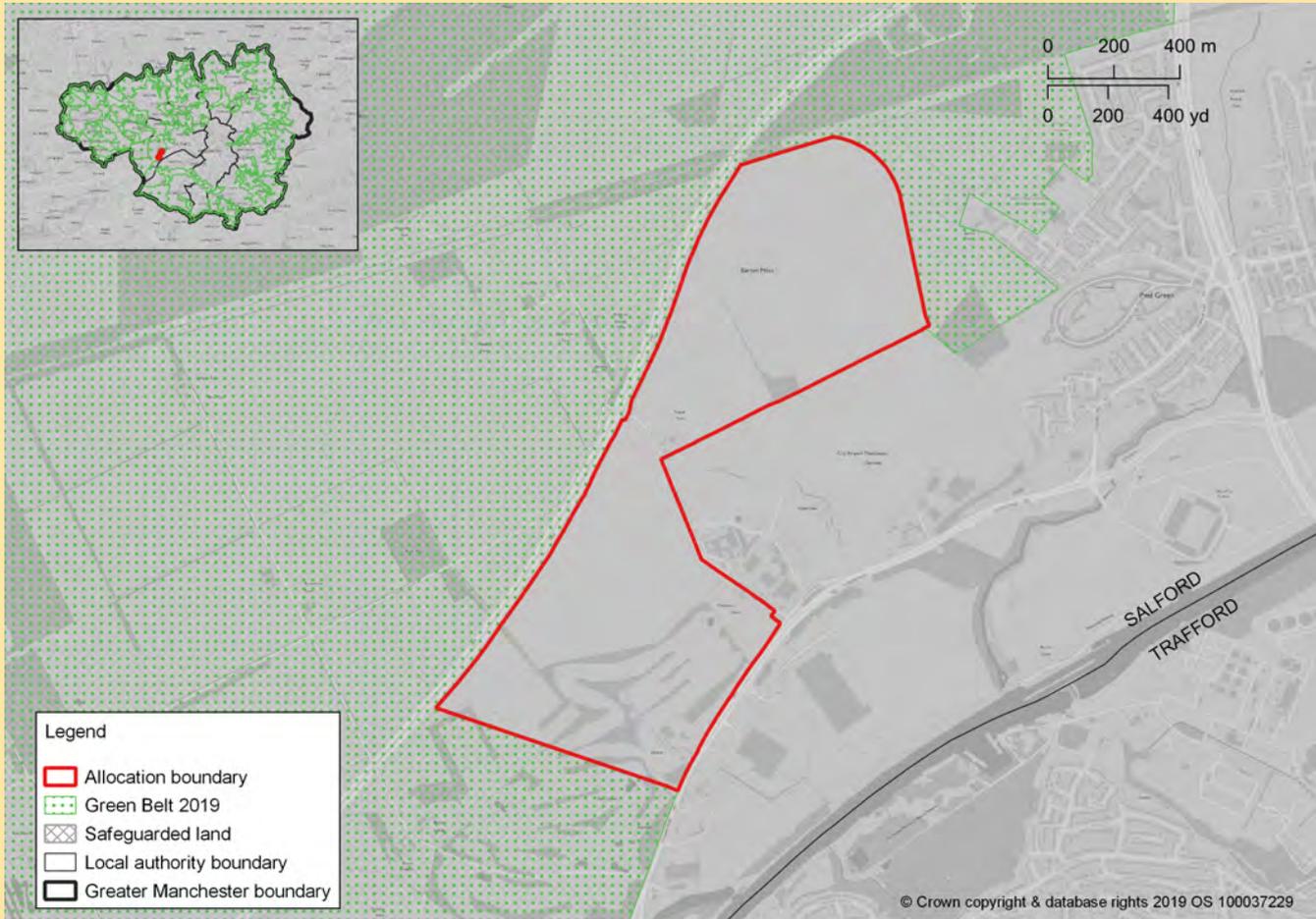
**Do you agree with the proposed policy GM Allocation 32: North of Irlam Station?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 33

### Port Salford Extension



A major expansion of Port Salford accommodating around 320,000 sq m of employment floorspace will be delivered to the north and west of Barton Aerodrome, taking advantage of the new port facilities, rail link and highway improvements that will have been completed as part of the early phases of Port Salford. This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities but also incorporating high quality manufacturing floorspace.

Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been developed with the local community and other stakeholders, and endorsed by the city council;
2. Involve high levels of community engagement, including through frequent liaison meetings convened by the landowner and/or developers;

3. Not be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme to the south of the A57 have been completed and are operational and there is a clear commitment to the ongoing maintenance and full operation of this transport infrastructure;
4. Be designed to form part of an integrated facility with the Port Salford site to the south of the A57 and associated infrastructure, encouraging and enabling all occupiers to utilise the rail and water connections for freight movement;
5. Be served by a single primary vehicular access from the A57 opposite the existing Port Salford access;
6. Deliver highway improvements 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;
7. 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;
8. Maximise links to existing public transport services and support new routes as appropriate, including accommodating a potential extension of the Trafford Park Metrolink line to serve Port Salford;
9. Protect the full functioning and operational safety of Barton Aerodrome;
10. Preserve the significance of surrounding designated and non-designated heritage assets, including by:
  - i. Designing and landscaping the development to minimise any adverse impacts on the setting of Barton Aerodrome and the listed buildings within it; and
  - ii. Compensating for any harm to the historic environment caused by the development, through works to enhance heritage assets at Barton Aerodrome and/or public understanding of them;
11. Provide full compensation for the loss of the golf course;
12. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam), maximise biodiversity and mitigate the environmental impacts of development including noise;
13. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;
14. Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;
15. Mitigate the risk of surface water and groundwater flood risk;
16. 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;
17. Protect the quality of watercourses through and around the site;
18. Provide an appropriate buffer to the Barton Moss Secure Care Centre on Barton Moss Road, to protect the privacy and amenity of residents and staff;

19. Provide mitigation to address noise pollution from nearby roads;
20. Implement an agreed strategy for dealing with its local air quality impacts;
21. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including solar panels on buildings; and
22. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

- 11.195** The combination of excellent water, rail and road access, including direct shipping links to the post-panamax facility at the Port of Liverpool, will make Port Salford one of the most attractive locations in the country for industrial and warehousing development. An initial phase of development to the south of the A57 will provide around 150,000 m<sup>2</sup> of primarily warehousing floorspace in total. Enabling its expansion to the north of the A57 to provide an additional 320,000 m<sup>2</sup> of floorspace will help to significantly boost the competitiveness of Greater Manchester, offering the type of site that can compete with locations internationally for investment. The transport connections mean that the location is particularly attractive for logistics activities, but high quality manufacturing could also be provided in order to diversify the employment and investment opportunities in this part of Greater Manchester. Much of the site is grade 1 agricultural land, but the unique economic opportunity provided by the location is considered to outweigh the loss of the land's farming potential.
- 11.196** One of the key attributes of Port Salford is its potential to remove freight from roads and move it more sustainably by rail and water, and it will be vital that any development of the site takes advantage of this by utilising the infrastructure delivered as part of the permitted scheme. Nevertheless, the expansion of Port Salford will generate significant additional traffic and highway improvements to cater for these demands should be delivered as part of the site's development. The ongoing North West Quadrant Study, commissioned by Highways England, is investigating the options for broader motorway network improvements in this area, and it will be important to coordinate the development of Port Salford with any resulting proposals.
- 11.197** The retention of the Green Belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles. It will be important to make positive use of this Green Belt, including by expanding the facilities at Brookhouse Playing Fields to the east, and there may be opportunities to retain/reconfigure the former golf course to the west of the site. Even with the retention of part of the Green Belt, the scale of the development is likely to have a significant visual impact, and it will be very important for it to be integrated into the landscape as far as possible, particularly through the provision of high quality green infrastructure.
- 11.198** Barton Aerodrome (City Airport and Heliport) to the south of the site is an important facility for Greater Manchester, as well as being a significant heritage asset. The expansion of Port Salford will need to be designed so that it does not adversely impact on its successful functioning, taking into account any safeguarding requirements for flight paths, and ensure

that any harm to the setting of the heritage assets is minimised. In particular, careful consideration will need to be given to the siting and orientation of units, the choice and colour of materials, and the landscaping scheme adopted.

- 11.199** The priority for any off-site nature conservation enhancements required to deliver a net gain in biodiversity from the development of the site is likely to include the enhancement of Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south western and north eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Wider ecological surveys, including water vole, brown hare, great crested newts and birds, will be required prior to any development.
- 11.200** The depths of peat heighten the potential for archaeological finds. There will be a need to undertake a detailed archaeological desk-based assessment, including aerial photograph analysis, field walking, historic building assessment, and coring/evaluation trenching of the peatlands, leading to further investigations and recording in advance of and during the construction process.

#### Question 114

**Do you agree with the proposed policy GM Allocation 33: Port Salford Extension?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

#### Question 115

**Do you have any further comments on the overall proposals for Salford, including the strategic transport interventions?**

# Strategic Allocations in Stockport

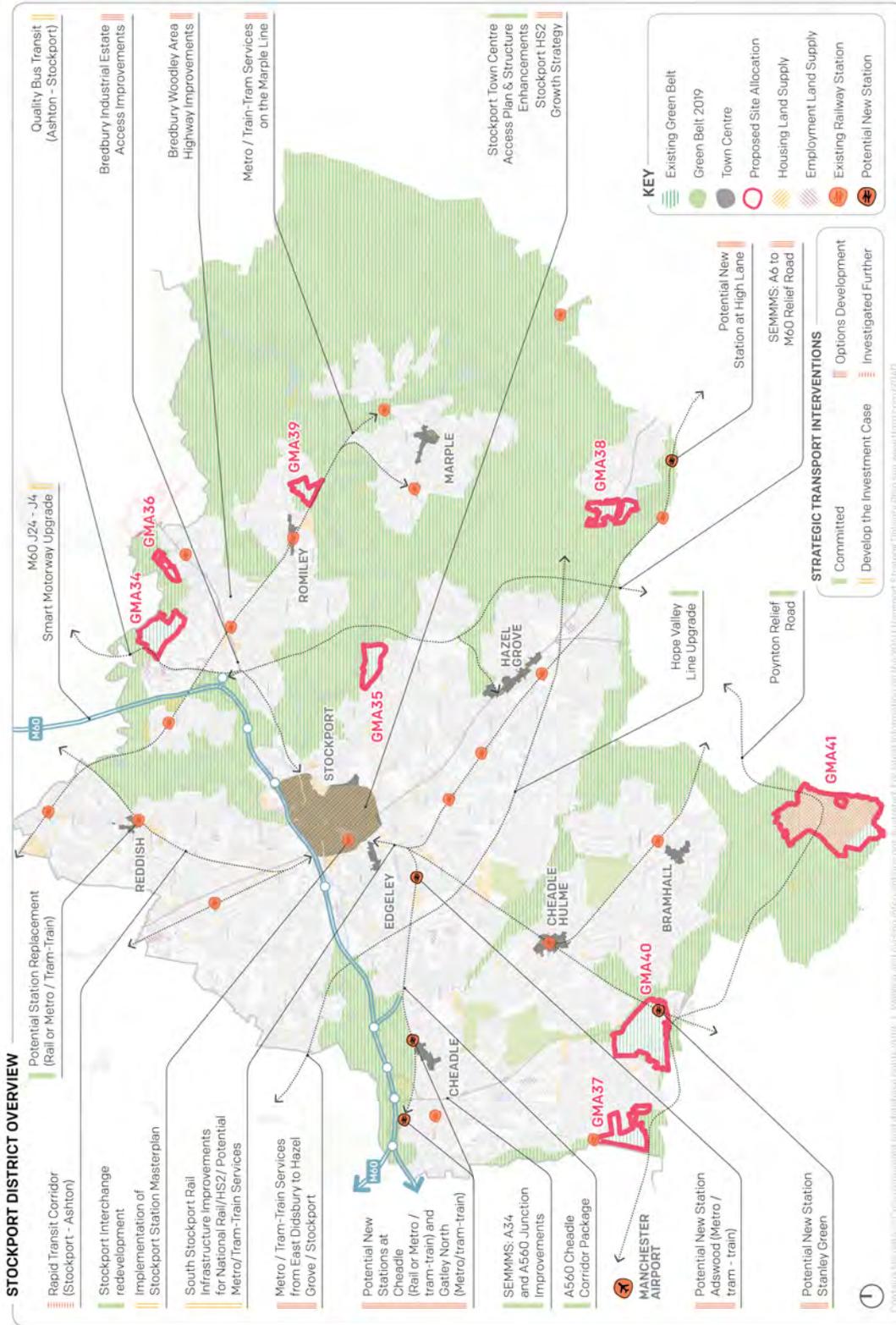
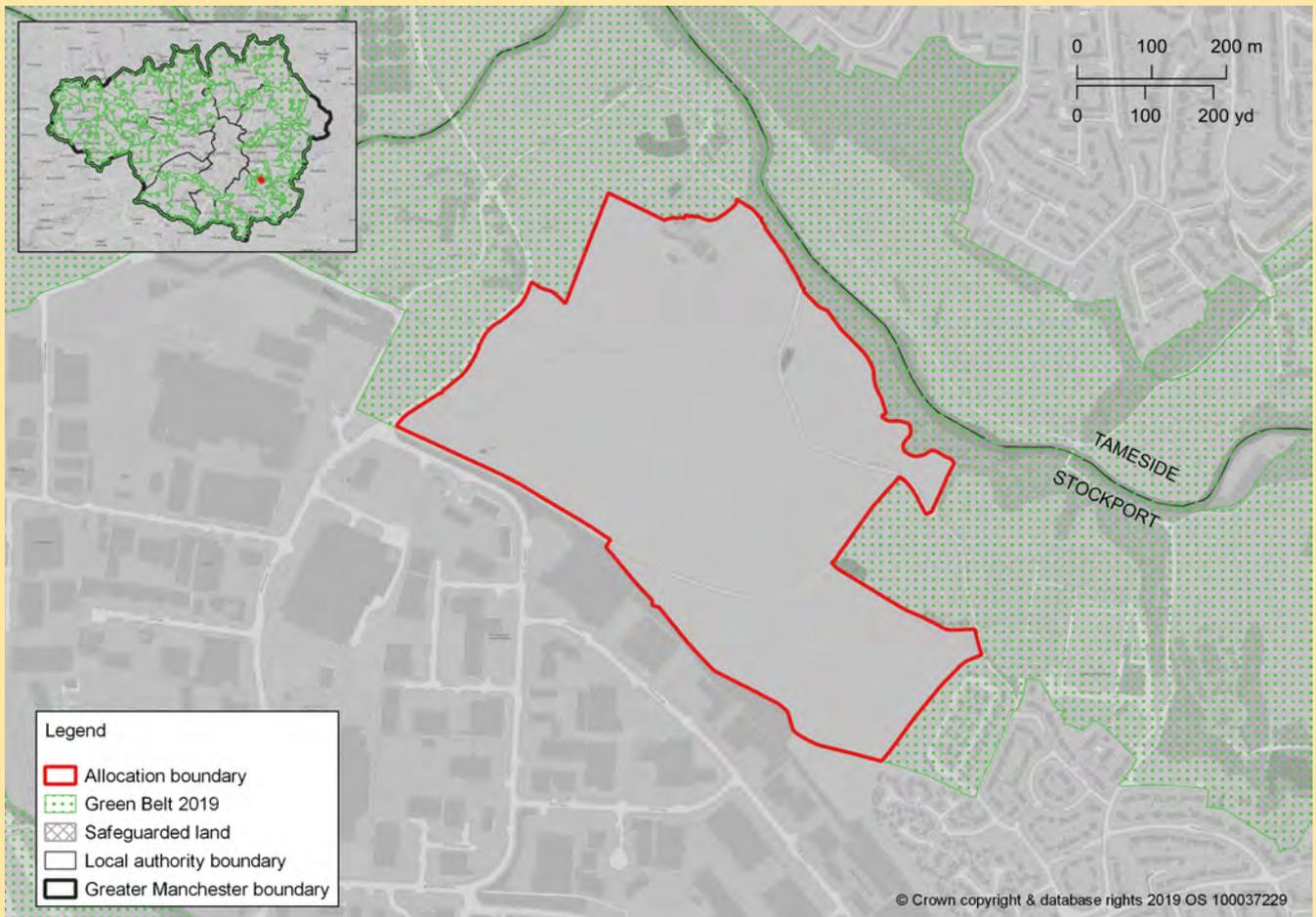


Figure 11.9 Illustrative overview of proposals in Stockport

## Policy GM Allocation 34

### Bredbury Park Extension



Development of the site will be required to:

1. Deliver around 90,000sqm of B2 (Industry) and B8 (Warehouse) floorspace within a range of unit sizes;
2. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
3. Units to be designed and delivered to a high standard to provide suitable accommodation for modern warehousing and manufacturing uses;
4. Suitable, main vehicular access to be provided to Bredbury Parkway;
5. Full mitigation of development traffic impact on the A6017 Ashton Road and at the M60 Junction 25 including increased use of the northbound on slip by HGV traffic;

6. Provision of a full height HGV access to Junction 25 via Ashton Road or permanent restriction of height of entry to the site for HGVs of 4.4m;
7. Provision of high quality pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60;
8. Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village and improved cycling and walking links to adjacent local communities in Stockport and Tameside;
9. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area;
10. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs, along with cycle parking, showers and related storage and drying areas;
11. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
12. Provide native buffer planting alongside major roads and the railway to create screening;
13. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature native hedgerows and trees;
14. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
15. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
16. Ensure views to the Peak District National Park and countryside of Cheshire East are preserved;
17. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
18. Suitable landscaping scheme to be delivered to minimise tree loss and mitigate any unavoidable loss of trees and to provide a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary;
19. Ensure the remediation of the former landfill under part of the site to ensure that the development is safe for future occupants on the site and to avoid any associated environmental and health risks to adjoining areas; and
20. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses.

- 
- 11.201** The land forms an extension to the existing successful employment area, providing an ideal site for the sort of large scale units which market demand indicates are required in Stockport and which no other sites currently offer.
- 11.202** The site is located close to Junction 25 of the M60, providing excellent access to the motorway network.
- 11.203** The site provides natural and defensible boundaries and provides a rare but significant opportunity in Stockport to deliver the type of employment units that are currently lacking in the current local market. The impact on the local area will need to be mitigated by appropriate landscaping.
- 11.204** The site is within the Tame Valley and Brinnington East Landscape Character Area.
- 11.205** There are existing traffic congestion issues around the Stockport Sports Village, to the south-east of the site, caused by the provision of only one access road into and out of the area via Mill Lane onto the A560. This site provides the opportunity to deliver an alternative route to and from the Sport Village, alleviating the significant issues which affect residents in that area.

### **Question 116**

**Do you agree with the proposed policy GM Allocation 34: Bredbury Park Extension?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 35

### Former Offerton High School



The development of this site will be required to:

1. Deliver around 250 homes on the site;
2. Make provision of a minimum of 40% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Provide access points to the site from The Fairway and from Curzon Road, including provision of suitable junction improvements;

5. Provide comprehensive traffic calming on estate roads between the site and Marple Road to mitigate traffic impact;
6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Marple Road;
7. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
10. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
11. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
12. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature native hedgerows and trees;
13. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
14. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within and between the Goyt Valley section of the ecological corridor, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
15. Make an appropriate contribution towards the provision of new community facilities in the Offerton area;
16. To provide additional SEND places in a new building on the site through expansion of an existing school. Provide new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley;
17. Contribute towards the provision of additional school places and health provision generated by the development; and
18. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring

potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

**11.206** The site allocation totals 16.9 hectares and comprises the following four developed areas:

- Dialstone Recreation Centre
- Former Offerton High School, currently closed
- Castle Hill High School (Special Education Needs school)
- Fairway Primary School

**11.207** It is located at the edge of the existing built up area and comprises a significant element of previously-developed land, as well as enjoying good connectivity to the Offerton area. The site is to the south of the Goyt Valley which presents a defensible amended Green Belt boundary

**11.208** The site is within the Goyt Valley Landscape Character Area.

**11.209** This forms part of a wider regeneration strategy in which the site will be brought forward in conjunction with the land at Blackstone Road Open Space as part of an ongoing regeneration strategy for the Offerton area, which will help to deliver a range of leisure and community facilities (including library, health facilities, etc.).

**11.210** The redevelopment of this site and the site at Blackstone Fields provides not only the opportunity to deliver new housing, but will also enable a replacement SEND school and community facilities to be provided.

**11.211** The provision of affordable housing in this area will help to address the significant shortfall of such dwellings in this area of Stockport.

### Question 117

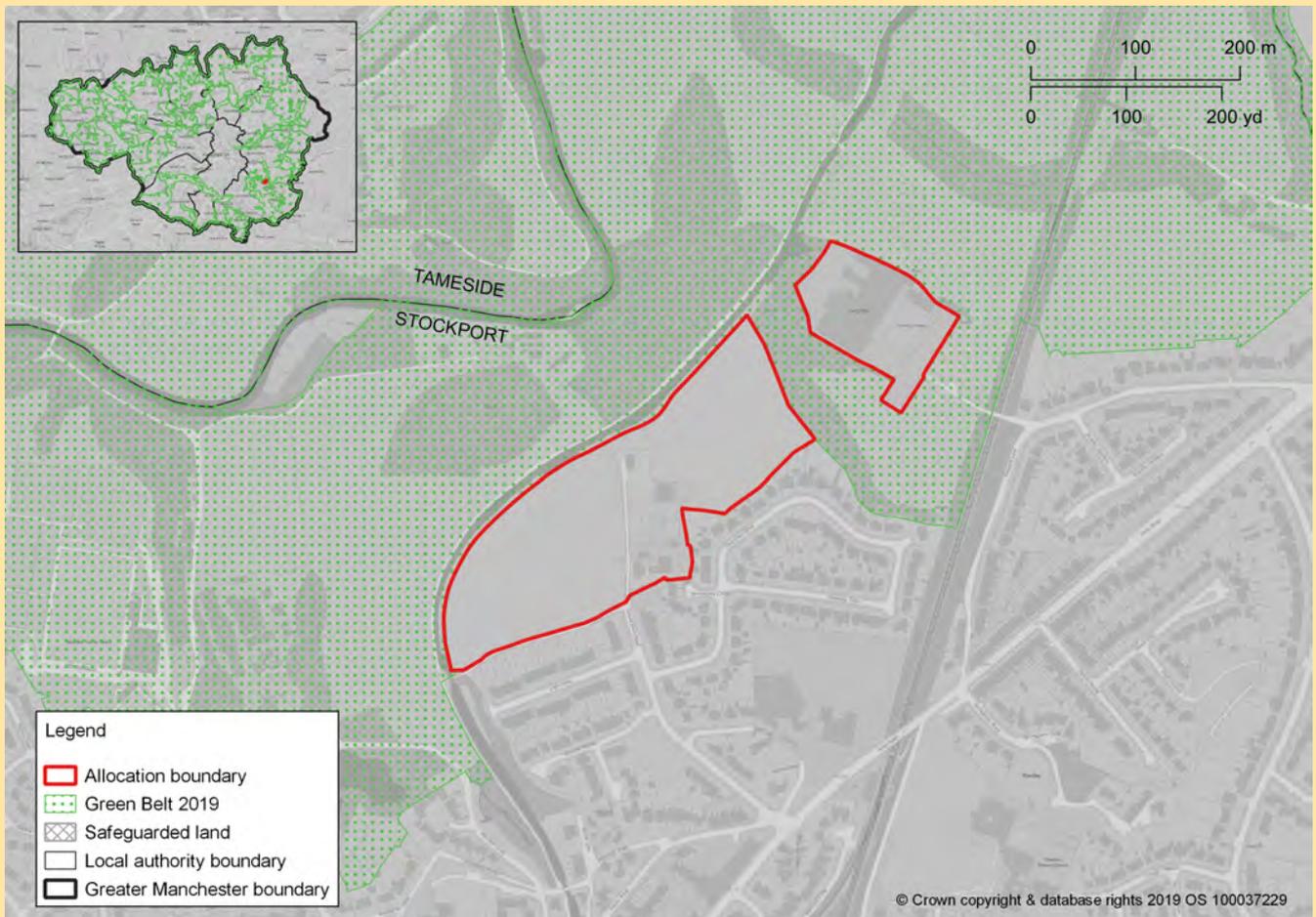
**Do you agree with the proposed policy GM Allocation 35: Former Offerton High School?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 36

### Gravel Bank Road / Unity Mill



Development of this site will be required to:

1. Deliver around 250 homes making provision for a broad mix of housing types, including the provision of apartments within Unity Mill;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials whilst taking account of existing heritage assets;
4. Be preceded by a comprehensive masterplanning exercise agreed by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface

- water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
5. Provide emergency, cycle and pedestrian access onto Gravel Bank Road, Hall Lane and Poleacre lane;
  6. Provide traffic calming on Gravel Bank Road;
  7. Make provision of a road/bridge link for vehicle and pedestrian access between Unity Mill site and Gravel Bank Road site;
  8. Ensure suitable and safe improvements are made to the junction of Gravel Bank Road and Hyde Road;
  9. Ensure the existing bridge connecting to Poleacre Lane provides suitable emergency access to the site;
  10. Make provision for new cycle and footpaths to connect with the existing local network, including links to Woodley Station and across the adjacent canal to the existing towpath and on to Haughton Dale Nature Reserve;
  11. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area;
  12. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
  13. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
  14. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site, whilst maintaining this link for pedestrian and cycle access;
  15. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
  16. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of native mature hedgerows and trees;
  17. Contribute towards the provision of additional school places and health provision generated by the development;
  18. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
  19. Make an appropriate contribution towards the provision of new community facilities in the local area;
  20. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within and between the Tame Valley River Valley section of the ecological corridor, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority

habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity'; and

21. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.
- 11.212 The site provides a suitable opportunity, in a reasonably sustainable location, to redevelop the previously-developed, vacant Unity Mill heritage asset and associated land. In conjunction with that redevelopment, the land to the west of the site is bounded on its remaining sides by features providing a defensible boundary to the Green Belt.
  - 11.213 The site offers the opportunity to deliver a mix of housing types and tenures in a well designed environment that blends into and adds to the vitality of the existing community in the area. There is an opportunity to provide links to existing routes in the area to ensure access is available from the new development and the surrounding area to routes in the countryside and to local facilities.
  - 11.214 The site benefits from close proximity to public transport and community facilities. The railway line and A560 run to the east of the site, and Woodley train station is located approximately 350m to the south. The site lies within 1km of Bredbury Park Industrial Estate and Woodley's Hyde Road local centre, which together offer a range of employment, retail and community facilities to the residential area at Woodley.
  - 11.215 The Peak Forest Canal runs to the west of the site, and forms part of the 'Cheshire Ring', a 97-mile regionally important ring of navigable canals used for recreational boating, walking, cycling and fishing. It is an SBI and together with Former Unity Mill site form part of Peak Forest Canal Conservation Area as well.
  - 11.216 The 'Woodland near Unity Mill' SBI lies to the other side of the canal. The buffer of the SBIs needs to be taken into account in any future development.
  - 11.217 The site sits within the Tame Valley and Brinnington East Landscape Character Area, which creates a strong north-south rural gateway into the Stockport Town Centre.
  - 11.218 A key component of the allocation is that it will enable the retention and conversion of the vacant locally listed Unity Mill into apartments. The building has its own heritage value and its reuse as apartments would make a positive contribution to diversifying the housing market in the area. It also offers the opportunity to make the development of the entire site allocation viable and deliverable.

- 11.219** Access to Unity Mill is currently provided via the Poleacre Lane bridge over the railway line. This can continue to provide emergency access into the site, as well as pedestrian and cycle connectivity. To provide suitable access to the site, a new vehicular link will need to be made between Unity Mill and the eastern part of the site.
- 11.220** The provision of affordable dwellings in this location will help to address the ongoing issue of affordability in Stockport, in particular those areas where local average house prices exceed the borough and conurbation averages.

### **Question 118**

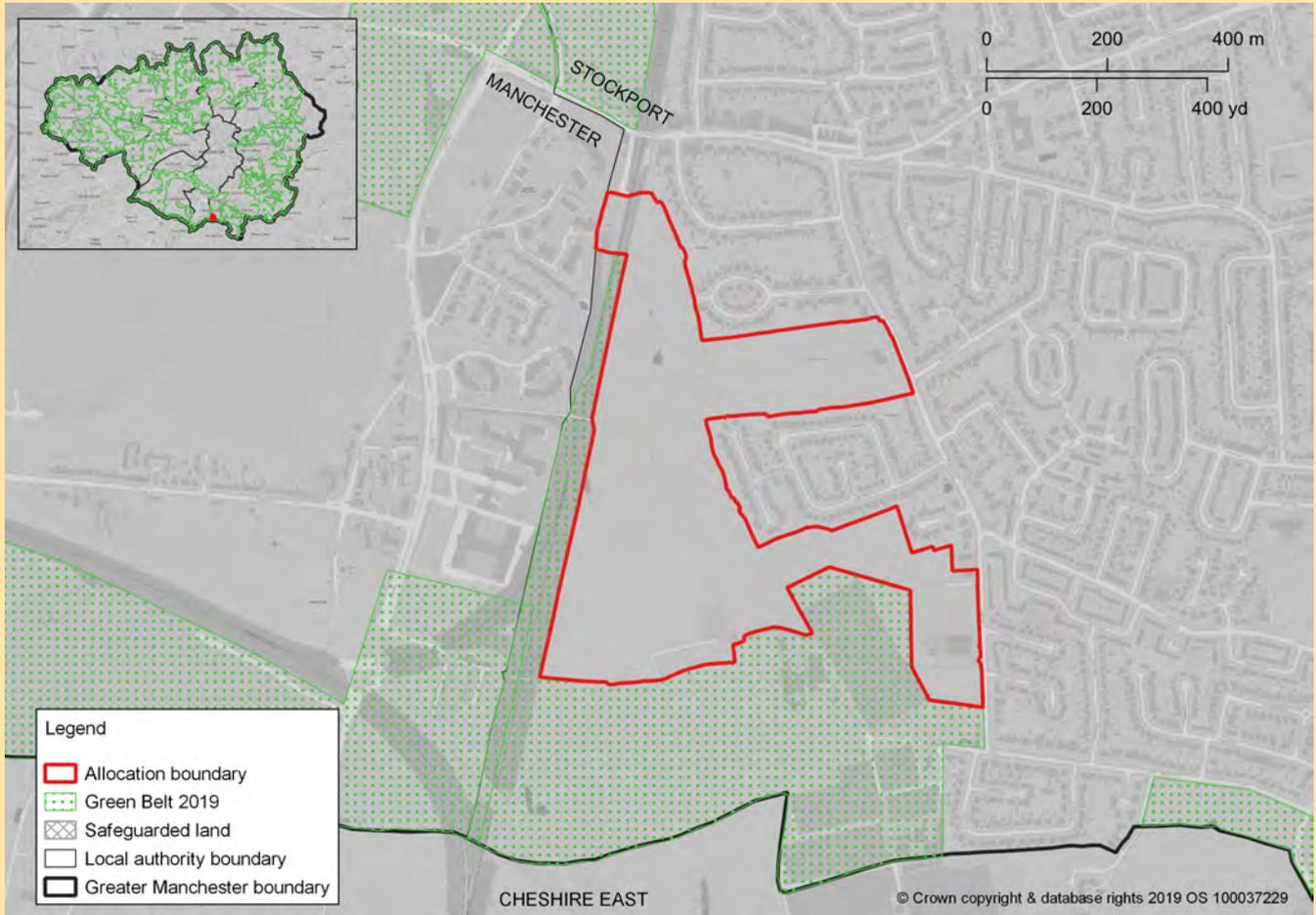
**Do you agree with the proposed policy GM Allocation 36: Gravel Bank Road/Unity Mill?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 37

### Heald Green



Development of the site will be required to:

1. Deliver around 850 homes on the site, with a mix of housing types, and with higher densities towards the north and west of the site, particularly in proximity to the railway station;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;

5. Provide access points to the site from Outwood Road, with emergency access and cycling and walking access provided to the north of the site via Finney Lane;
6. Make provision for appropriate provision and improvements to the station parking at Heald Green;
7. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area;
8. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
9. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
10. Provide buffer planting alongside major roads and the railway to create screening;
11. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature hedgerows and trees;
12. Ensure views to the Peak District National Park and countryside of Cheshire East are preserved;
13. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
14. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
15. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
16. Provide for an improved and/or replacement hall for community uses;
17. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
18. Accommodate and contribute to the delivery of a route to support a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site either segregated from or with priority over other road users;
19. Suitable mitigation measures to be made on all dwellings and other buildings in the development to address the impact of noise pollution resulting from flights to and from Manchester Airport. Development should ensure there will be no adverse effects on the operational integrity or safety of Manchester Airport;

20. Make provision for a new cycle and footpaths to connect with the existing local network (including the Rail Station), within and outwith the site, including the provision of routes out of and into the site from the all directions ensuring integration with existing local area;
21. Contribute towards additional health provision needs generated by the development;
22. Contribute towards the provision of additional school places within the allocation site together with financial contributions for offsite provision to meet needs generated by the development; and
23. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

- 11.221** The site is very well located, close to Heald Green railway station and the large local centre of Heald Green, as well as the significant employment centre at and around Manchester Airport, making this a very accessible site within the Green Belt.
- 11.222** The site is relatively flat and provides the opportunity to deliver higher density residential development around the railway station area.
- 11.223** The site is within the Heald Green Fringe Landscape Character Area.
- 11.224** The railway station links to both the nearby airport and to the regional centre providing good access to significant numbers of jobs for new residents.
- 11.225** The existing local primary schools will need to be expanded to respond to the increasing educational demands in the area. A secondary school may also be needed, and this could be provided onsite, or offsite.
- 11.226** Access into the site for the majority of vehicular traffic will be via Outwood Road and this provides the opportunity to provide improved community facilities within the site.
- 11.227** The site is well connected to Manchester Airport through walking, cycling and rail, and to the wider area via road and rail and these routes should be protected and enhanced. The site's connectivity will further be enhanced by the proposed Bus Rapid Transit (BRT) route through the site, linking the Airport and Hazel Grove via a number of other housing and employment areas.
- 11.228** The site already has standing water at times so it may require SUDS specific design policies in order to address concerns over surface water flooding.

**11.229** The proximity of the site to airport means that the buildings on site will be required to be suitably designed and constructed to minimise the impact of aircraft noise on residents and those using other buildings on site, as well as safeguarding aircraft safety.

**11.230** The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision, which exists within Stockport, particularly in this area.

### Question 119

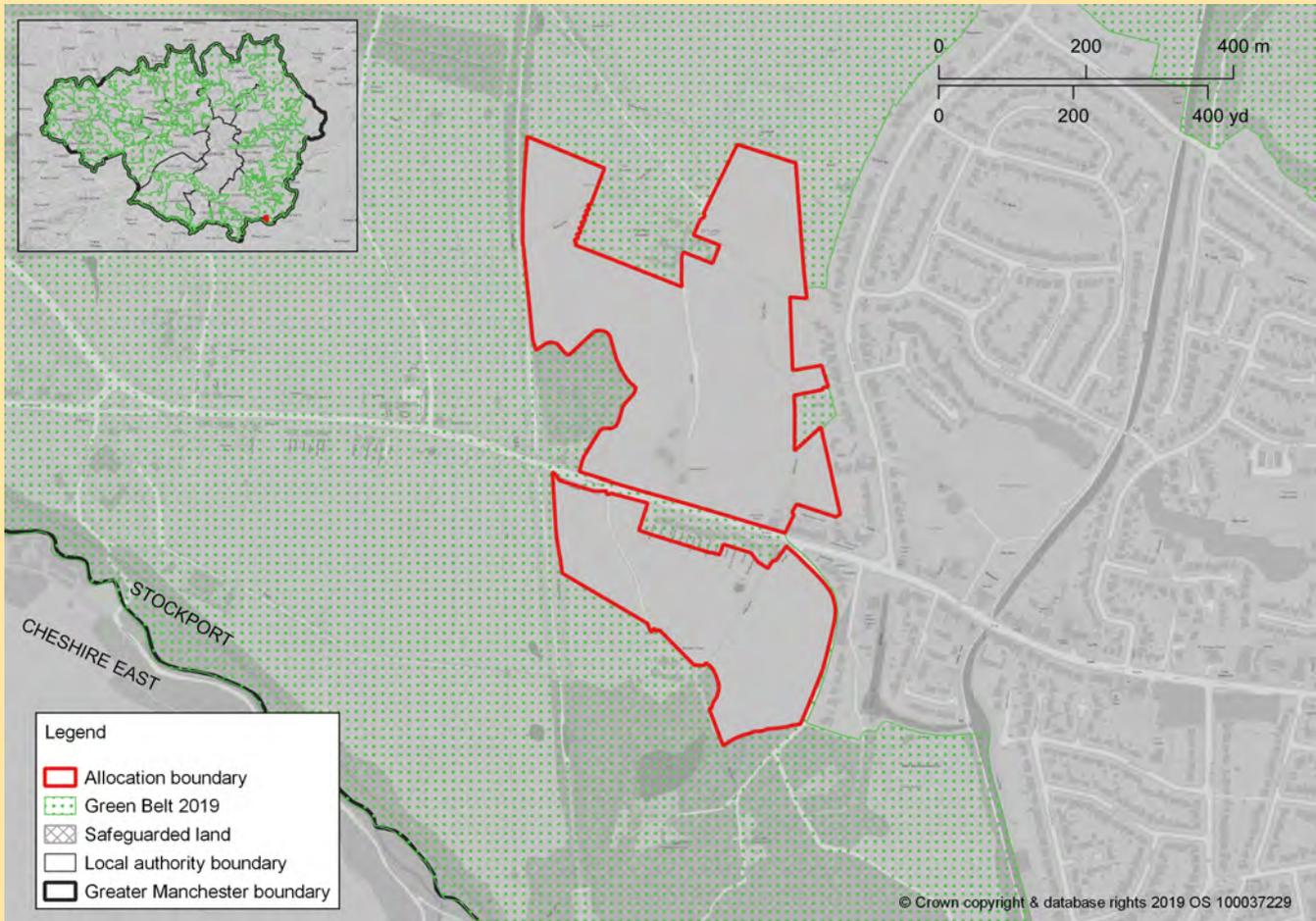
**Do you agree with the proposed policy GM Allocation 37: Heald Green?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 38

#### High Lane



Development of the site will be required to:

1. Deliver around 500 homes on the site;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
5. Provide access points from the A6 to the areas north and south of that road;
6. Make necessary improvements to highway infrastructure to mitigate the impact of the development, facilitate appropriate access to the site and incorporate enhancements to pedestrian and cycle routes in the area and to public transport, including contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies;
7. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
10. Make provision for new cycle and footpaths to connect with the existing local network, including routes to/from the Middlewood Way, ensuring that existing routes within and across the site are retained;
11. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
12. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
13. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature native hedgerows and trees;
14. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
15. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing

landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';

16. Promote and protect important views into Cheshire East including Lyme Park;
17. Contribute towards the provision of additional school places and health provision generated by the development;
18. Make an appropriate contribution towards the provision of new community facilities in the High Lane area; and
19. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

- 11.231 The site is close to the existing centre of High Lane and lies adjacent to that settlement, providing good access to local services.
- 11.232 The site provides a number of defensible boundaries to protect from further encroachment into the Green Belt.
- 11.233 The site is within the Ladybrook Valley and Hazel Grove High Lane Landscape Character Areas.
- 11.234 The lack of provision of housing and care for the elderly in this area can be addressed by delivering housing focussed on that need, alongside the delivery of specific elderly care provision. This can be delivered alongside other market and affordable housing to enable a sustainable mixed-use community to develop.
- 11.235 The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision that exists within Stockport, particularly in this area.

## Question 120

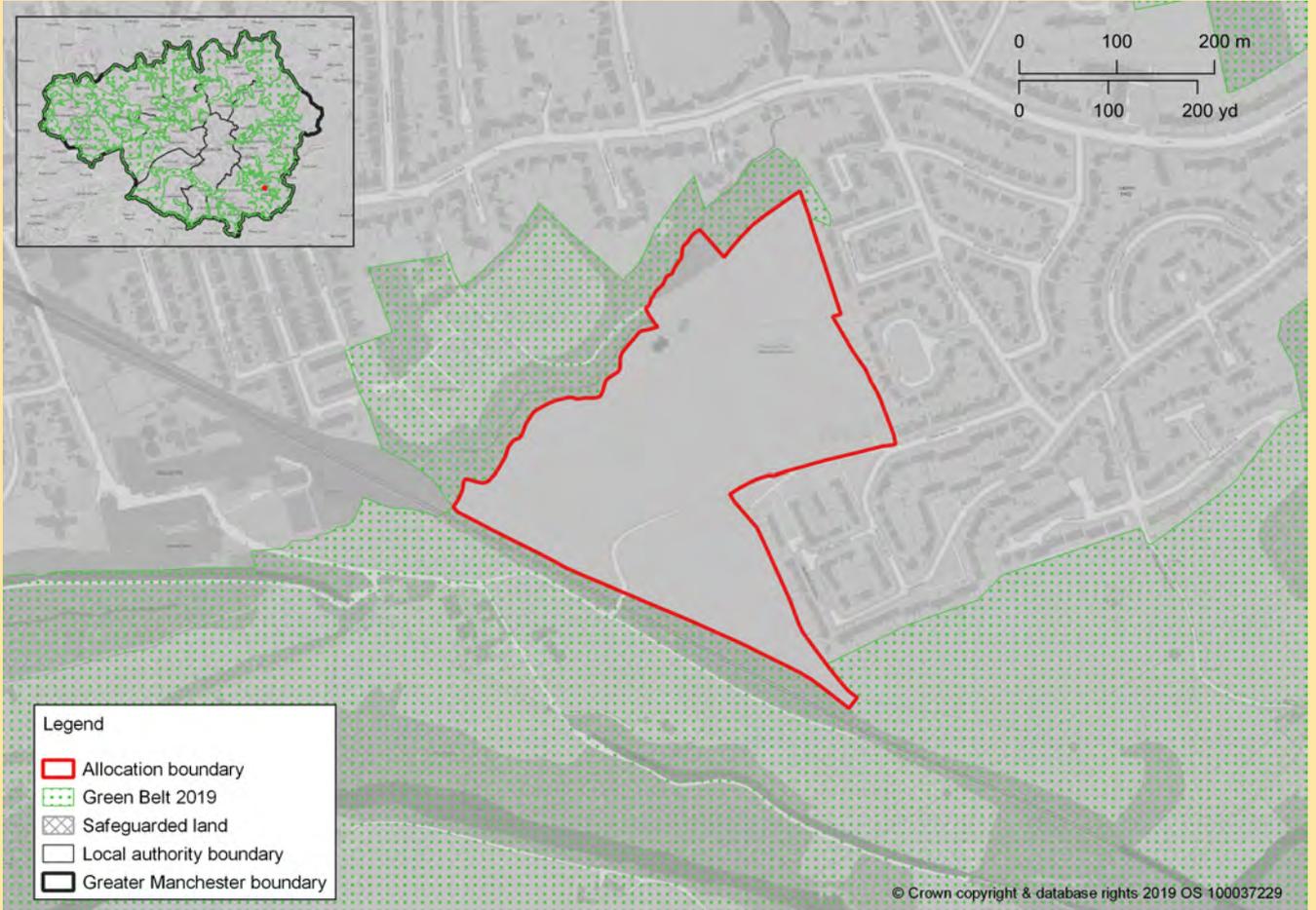
**Do you agree with the proposed policy GM Allocation 38: High Lane?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 39

### Hyde Bank Meadows



Development of this site will be required to

1. Deliver around 250 homes on the site, providing an appropriate mix and range of housing types;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise agreed by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Provide suitable vehicle access to the site from Gotherage Lane;

5. Provide comprehensive traffic calming on the Cherry Tree estate to mitigate additional traffic movement;
6. Provide additional improvement to the Cherry Tree Lane/Compstall Road junction to mitigate additional traffic movement;
7. Provide improved access to public transport on Compstall Road;
8. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Compstall Road;
9. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
10. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
11. Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
12. Improve the existing playing fields within the site through the provision of improved drainage and suitable changing facilities;
13. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
14. Link up habitats to enhance the role of the Goyt valley as a wildlife corridor;
15. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
16. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
17. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature native hedgerows and trees;
18. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
19. Make provision for new cycle and footpaths to connect with the existing local network, including links to Romiley centre, Romiley Station, and to Oakwood Road;
20. Contribute towards the provision of additional school places and health provision generated by the development;
21. Make an appropriate contribution towards the provision of new community facilities in the local area; and
22. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating

the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

- 11.236** The site is located at the edge of Romiley and is well connected to the wider borough and conurbation.
- 11.237** The proposed allocation represents a rounding off of the existing residential area at Cherry Tree, whilst contributing towards meeting Stockport's housing need through delivery of high quality homes.
- 11.238** It is in proximity to Romiley train station and the local centre along Compstall Road lies within some 700m to the west of the site.
- 11.239** The local centre and wider area at Romiley offers a broad range of community facilities and services including retail uses, health and education facilities, food and drink establishments and Romiley Lifecentre, with Life Leisure Romiley slightly further to the west.
- 11.240** The site allocation adjoins a recreation ground to the northwest and Tangshutt open fields to northeast, which functions as a Local Nature Reserve.
- 11.241** The site is within the Goyt Valley Landscape Character Area.
- 11.242** Access from residential areas of Cherry Tree will require sensitive planning. Direct access from areas to the south of the railway is currently provided through the bridge road over the railway. This is not likely to be suitable for heavy vehicle traffic, but may be developed for pedestrian and cycle access as well as emergency access.
- 11.243** The retention and improvement of pedestrian and cycle access into the centre of Romiley, which is to the west of the site, will be important in order to deliver good connections to the main services and other transport links in the area, thus delivering an accessible and sustainable development.
- 11.244** The provision of affordable dwellings in this location will help to address the ongoing issue of affordability in Stockport, in particular those areas where local average house prices exceed the borough and conurbation averages.

## Question 121

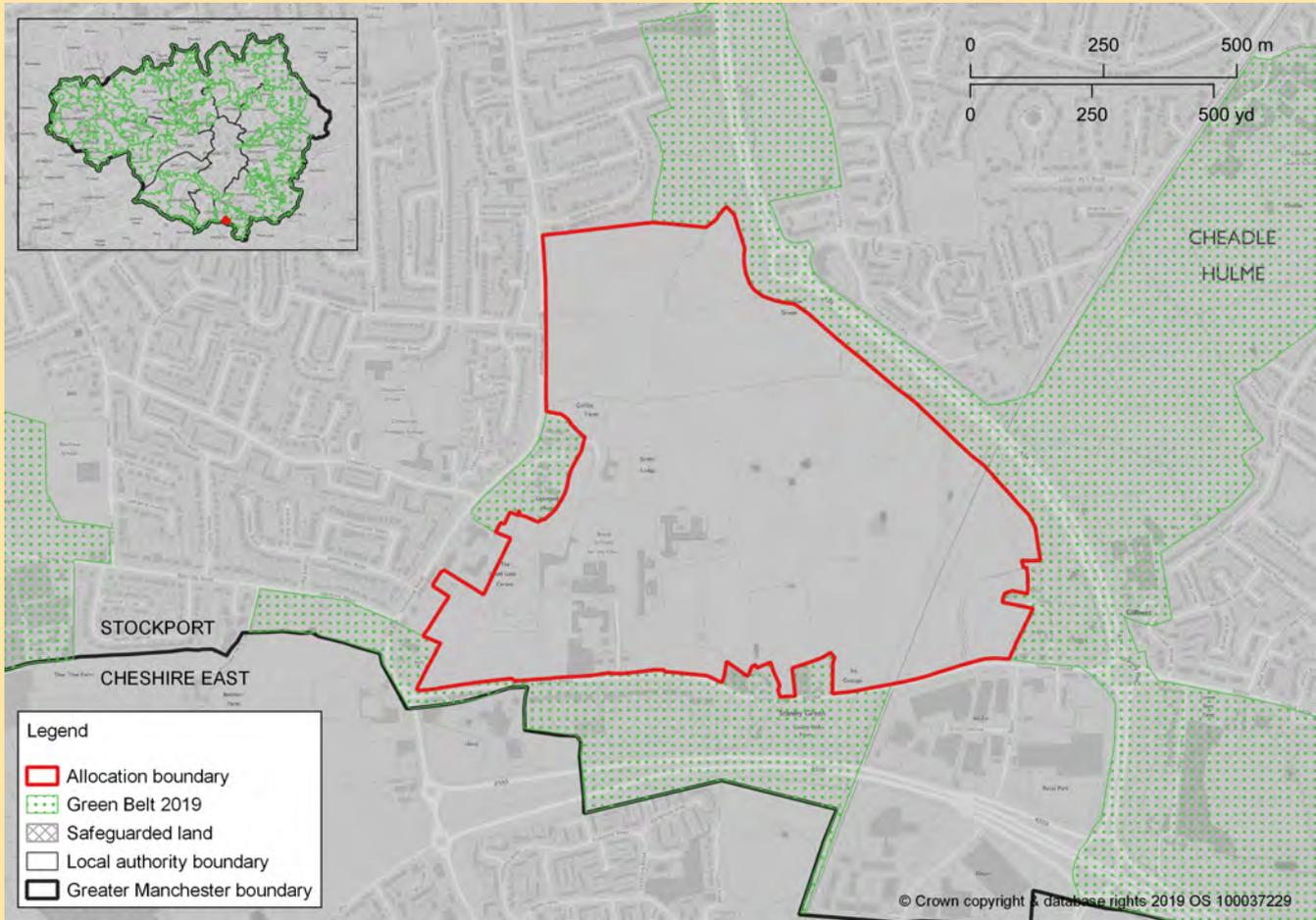
**Do you agree with the proposed policy GM Allocation 39: Hyde Bank Meadows?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 40

### Griffin Farm, Stanley Green



Development of the site will be required to:

1. Deliver around 850 homes on the site, including higher densities around the proposed transport hub on the site;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Maintain sufficient land to ensure the retention and improvement of the existing specialist education facility located at the Seashell Trust site;

5. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
6. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
8. Make provision for new cycle and footpaths to connect with the existing local network;
9. Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site either segregated from or with priority over other road users;
10. Enable the delivery of a new railway station at Stanley Green, to be agreed with Network Rail and other appropriate bodies, and ensure its delivery to serve the future residential development within an early phase as identified by the approved masterplan;
11. Deliver appropriate park and ride provision alongside the development of the new station to function as a transport interchange, between road, rail and bus;
12. Provide access points from a new high standard link between the A34 Eden Point roundabout to the east and to Wilmslow Road to the west. Access also to be provided to the south of the site onto Stanley Road;
13. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area;
14. Before the southern part of the site can be developed replace the current sub-standard railway bridge on Stanley Road;
15. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
16. Retain and, where appropriate, improve native tree coverage to the eastern boundary adjacent to the A34;
17. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
18. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature hedgerows and trees;
19. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
20. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
21. Development should be designed to mitigate the impact of poor air quality to within acceptable limits, taking into account the Air Quality Management Area off the A 34 and any potential future Clean Air Zone. An air quality impact assessment will be required in

accordance with the Institute of Air Quality Management (IAQM). Future development will be expected to adopt mitigation principles as laid out in the IAQM guidance for 'Planning for Air Quality' and Policy GM-S 6 'Clean Air'.

22. Contribute towards the provision of additional school places and health provision generated by the development;
23. Make an appropriate contribution towards the provision of new community facilities in the local area;
24. Deliver a local centre providing retail and other services; and
25. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses.

**11.245** This relatively flat site has good connectivity sitting adjacent to the A34, providing the opportunity to deliver transport solutions to the area by way of a transport hub based around a new railway station.

**11.246** It is acknowledged that the A34 and surrounding roads already suffer from significant levels of congestion and resulting poor air quality. The provision of a new station within the site could help to address this.

**11.247** The provision of a new rail station, combined with a park and ride scheme and the introduction of a bus rapid transit system through the site would encourage fewer people to travel by car along the A34, thus helping to reduce traffic congestion along that route and at junctions associated with it. Local transport modelling will be required to assess the residual impact on the A34 and to identify ways to mitigate this as part of the development.

**11.248** The site is within the Heald Green Fringe Landscape Character Area.

**11.249** The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision that exists within Stockport, particularly in this area.

## Question 122

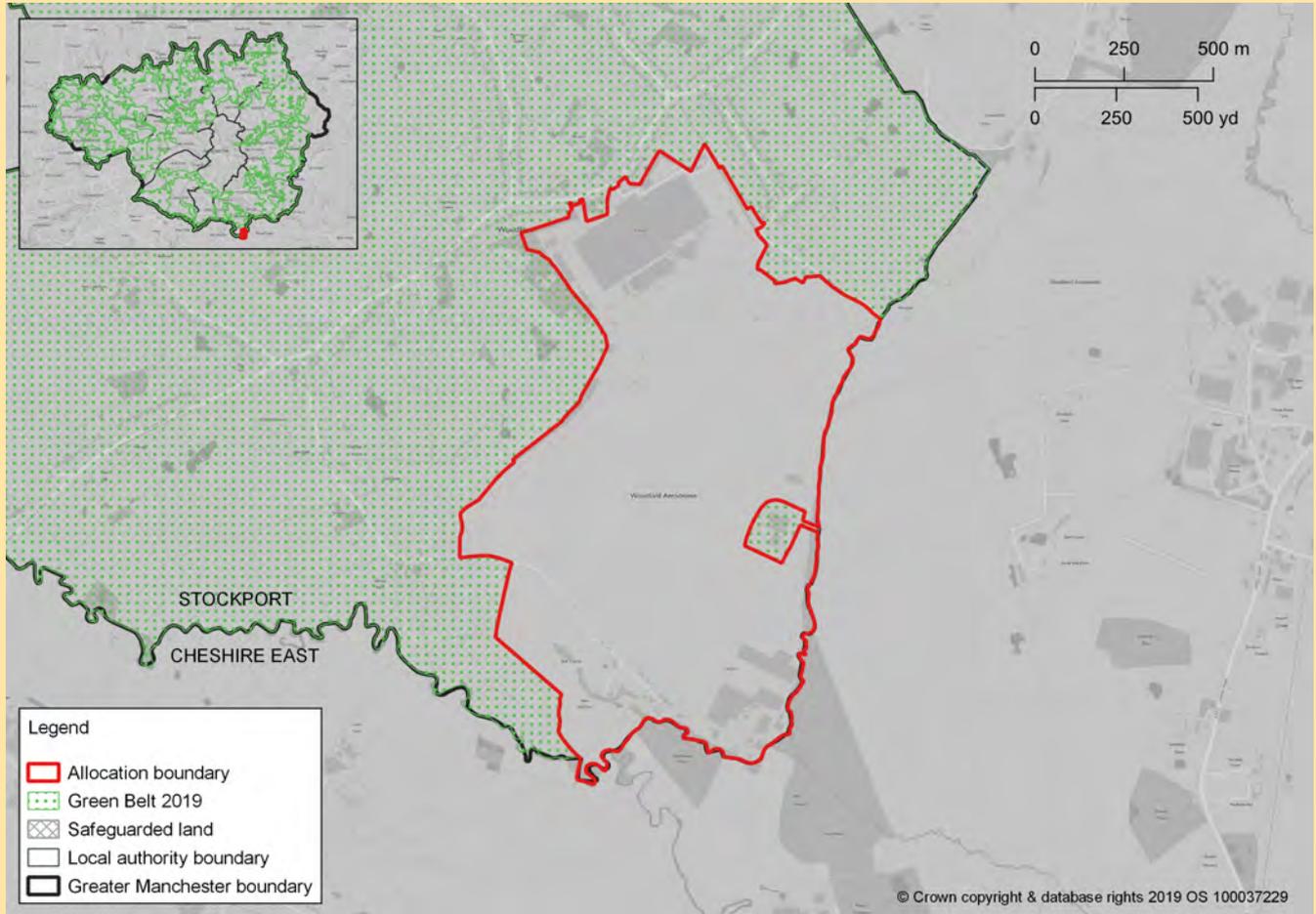
**Do you agree with the proposed policy GM Allocation 40: Stanley Green?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 41

### Woodford Aerodrome



Development of the site will be required to:

1. Deliver around 750 homes on the site in addition to those already consented at the site;
2. Make provision of a minimum of 40% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.

- Travel Plans could include measures such as public transport vouchers and access to car clubs;
5. Make provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network;
  6. Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site either segregated from or with priority over other road users;
  7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
  8. Provide access point to the site from Chester Road and from the existing development at the former aerodrome site;
  9. Enable within the site the provision of a potential access to the site via a new junction from the Poynton Relief Road;
  10. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area;
  11. Provide new community facilities including additional sporting facilities and an improved or replacement community hall;
  12. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
  13. Ensure views are retained of the Peak District National Park to the south-east and east of the site;
  14. Have regard to and protect any heritage assets within and adjacent to the site;
  15. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
  16. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature native hedgerows and trees;
  17. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
  18. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
  19. Avoid siting development on the prominent elevated slopes and ridgeline above the River Dean, which is visible both to and from locally designated landscapes in Cheshire East;
  20. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
  21. Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further one form entry to the new primary school already

proposed to be located on the wider site, together with an appropriate contribution to secondary school provision and health provision generated by the development; and

22. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

- 11.250 The proposed area for removal from the Green Belt includes the land already under development under the existing permission at the former Woodford Aerodrome site. A c. 20Ha site within the proposed allocation is an extension to the existing development, helping to support improved community, health and education facilities. It also provides an opportunity to improve public transport links in the area by means of a bus rapid transit route. The route for the proposed Bus Rapid Transit will provide enhanced connectivity from Hazel Grove to Heald Green and Manchester Airport, linking from the proposed Poynton Relief Road to the east of the site through to Chester Road at the north of the site.
- 11.251 The site is within the Woodford Landscape Character Area.
- 11.252 The provision of affordable housing in this area will help to address the significant shortfall of such dwellings in this area of Stockport.
- 11.253 The development of the Poynton Relief Road provides an opportunity to improve access to the site. However, access to the relief road will require robust testing. In the event that a route in from that direction is considered to be acceptable, contributions will be sought towards its construction.
- 11.254 The site contains habitats classified as high ecological value according the Natural Environment survey completed for the emerging Woodford Neighbourhood plan, this is due to the abundance of habitat and species defined in section 41 of the NERC Act within the site.

### Question 123

**Do you agree with the proposed policy GM Allocation 41: Woodford Aerodrome?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## **Question 124**

**Do you have any further comments on the overall proposals for Stockport, including the strategic transport interventions?**

## Strategic Allocations in Tameside

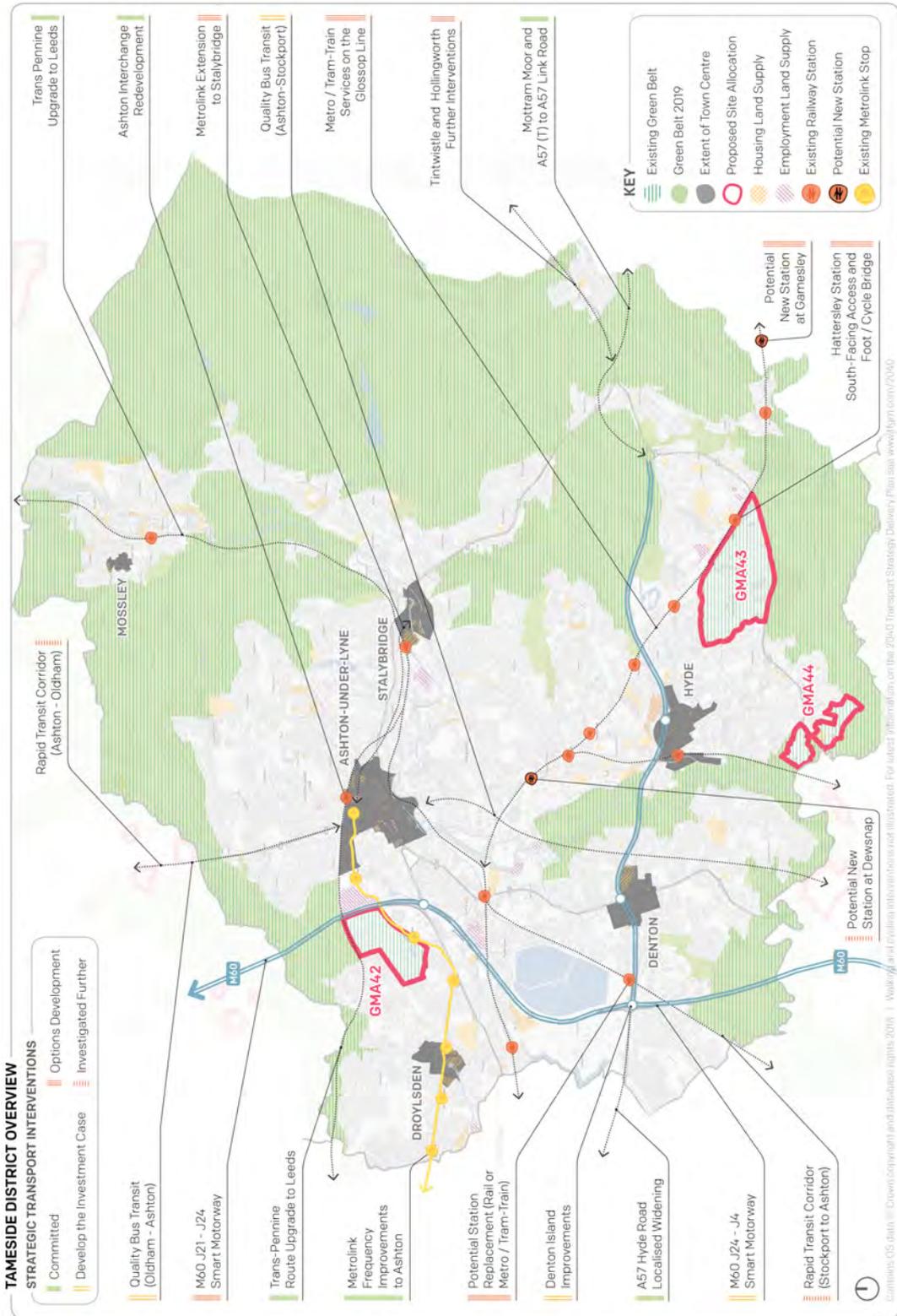
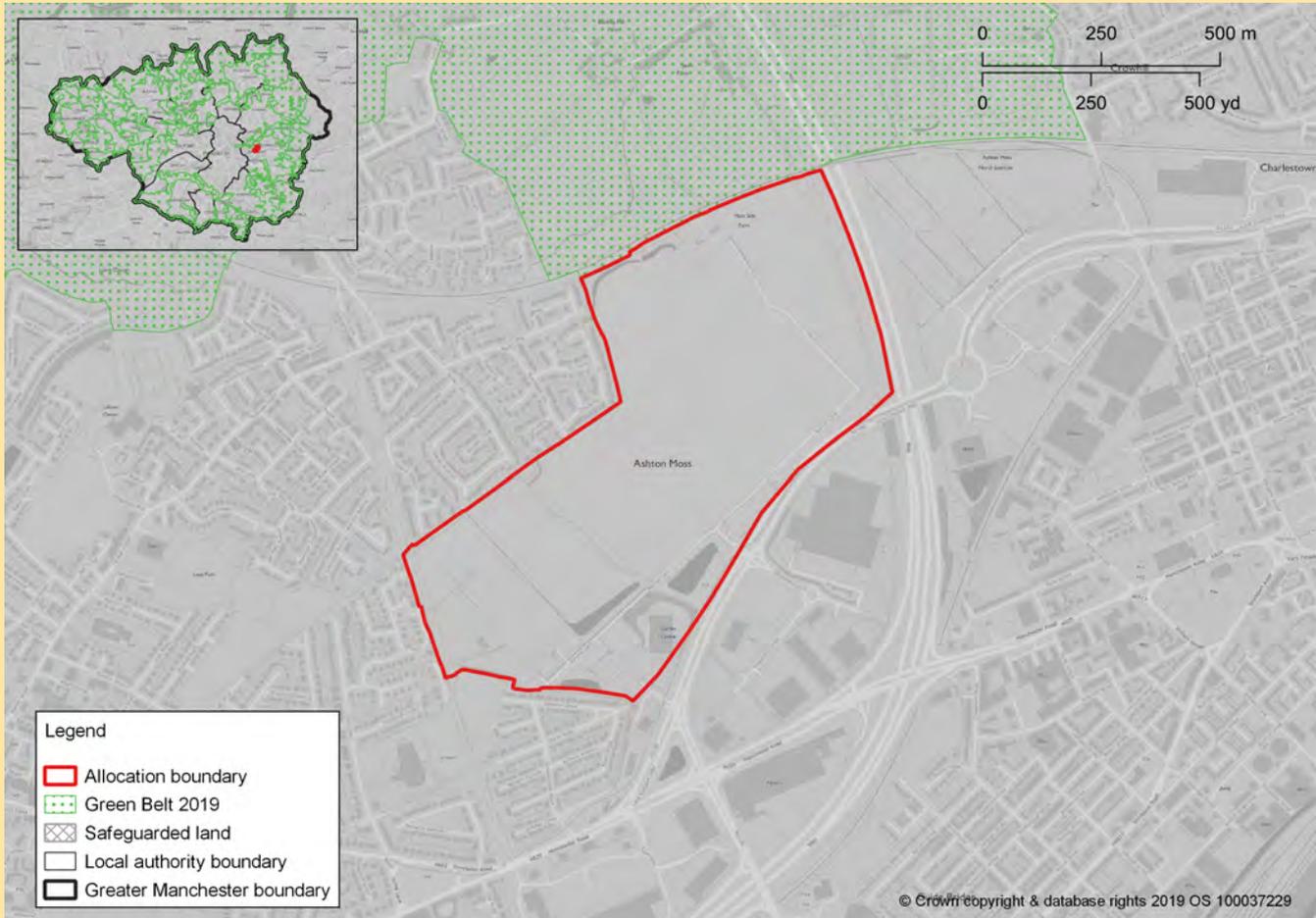


Figure 11.10 Illustrative overview of proposals in Tameside

## Policy GM Allocation 42

### Ashton Moss West



Development of this site will be required to:

1. Deliver around 175,000 square metres of employment floorspace, primarily within the B1b, B1c and B2 use classes;
2. Undertake a comprehensive masterplanning exercise, informed by a detailed earthworks and remediation strategy and other supporting technical documents, which establishes a clear phasing strategy with an integrated approach to infrastructure to support the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points;
3. Create sensitive and well-designed landscape buffers where the new development adjoins the boundary to existing dwellings and ensure the interface between the new development and gardens are sensitively designed during the masterplanning of the site;

4. Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk in line with Policy GM-S 2 'Carbon and Energy', Policy GM-S 4 'Resilience' and Policy GM-S 5 'Flood Risk and the Water Environment';
  5. Provide appropriate developer contributions towards transport and other infrastructure;
  6. Create employment opportunities for local people both through the construction phase and upon completion. Developers will be expected to agree targets for the employment of people living within the local area;
  7. Provide access to the site from the A6140 Lord Sheldon Way, including key road junctions and off-site highway improvements;
  8. Seek biodiversity net gain in accordance with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
  9. Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and
  10. Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.
- 11.255** Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 175,000 square metres of high quality employment floorspace. This should primarily fall within the B1b, B1c and B2 use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors within Greater Manchester: life sciences; health technologies, advanced manufacturing, materials science/fabrication and modular construction.
- 11.256** Development of the site has the potential to create both training and job opportunities for local residents during the construction phase and upon completion. The proximity of this site to areas of high deprivation in Ashton-under-Lyne and Droylsden will create opportunities to address the income and employment domains of deprivation.
- 11.257** The site's semi-rural setting on the moss, proximity to existing employment, leisure and retail opportunities, excellent transport connections and green infrastructure set the framework for a logical sustainable extension to the existing Ashton Moss employment area.

- 11.258** One of the principle barriers to development on Ashton Moss West is the volume of placed material present and other geotechnical considerations. Contamination testing, gas monitoring and extensive ground investigation and analysis will be required in order to produce a detailed earthworks assessment and remediation strategy prior to development taking place.
- 11.259** In order to deliver a high quality development it will be important to have a clear and comprehensive masterplan along with an integrated approach to delivering infrastructure, including high speed broadband connectivity through fibre to the premises (FTTP) and electric car charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.
- 11.260** Architectural design solutions should deliver innovative and creative development that is resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. produce more energy than is consumed).
- 11.261** Existing drainage ponds together with sustainable drainage systems should be integrated throughout the new development in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'. This aims to deliver greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.
- 11.262** The development will be linked via safe walking and cycling routes and public open spaces. Priority will be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network.
- 11.263** Although the site is in a sustainable and accessible location, being served by public transport and convenient access to junction 23 of the M60 new access into the site off the A6140 Lord Sheldon Way, together with the existing and proposed pedestrian and cycle network, will be necessary.

## Question 125

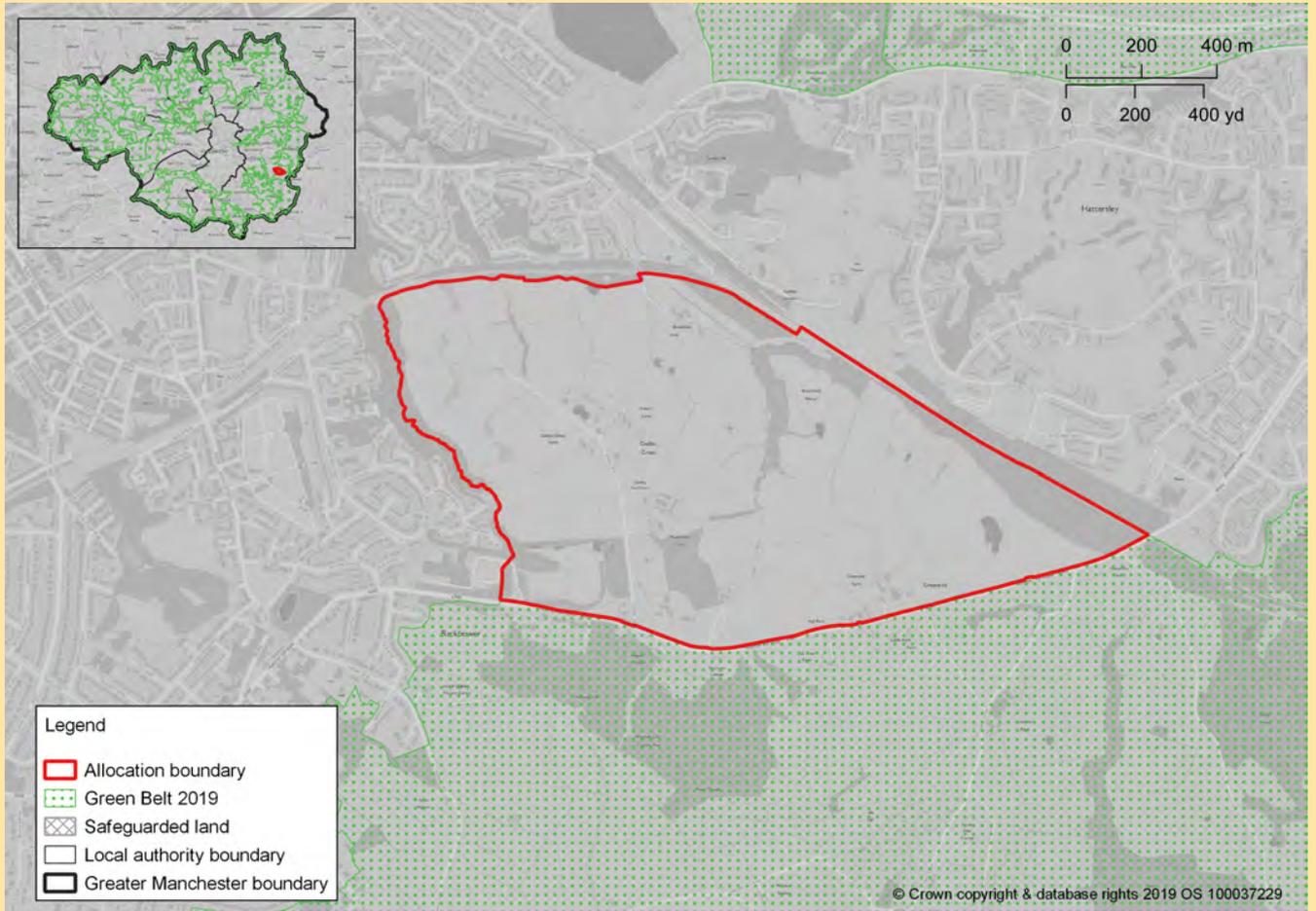
### Do you agree with the proposed policy GM Allocation 42: Ashton Moss West?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 43

### Godley Green Garden Village



In order to deliver an innovative, creative, resilient and inclusive place there is an aspiration to:

1. Design and layout Godley Green to reflect Garden Village principles through a visionary design code, high quality public realm, green infrastructure and landscape, incorporating sustainable drainage systems;
2. Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;
3. Undertake a comprehensive masterplanning exercise, establishing a clear phasing strategy with an integrated approach to infrastructure that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points;

4. Construct around 2,350 new homes across a range of types and tenures including: apartments, starter homes, extra care provision through to larger family homes in accordance with Tameside Council's most up to date housing needs assessment;
5. Deliver homes through a variety of methods, for example: custom and self-build and private developers;
6. Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk in accordance with Policy GM-S 2 'Carbon and Energy', Policy GM-S 4 'Resilience' and Policy GM-S 5 'Flood Risk and the Water Environment';
7. Deliver higher density residential development and flexible workspace around Hattersley Train Station;
8. Ensure the interface between existing dwellings and gardens, particularly those along Green Lane and Mottram Old Road, are sensitively designed during the masterplanning of the site;
9. Establish two villages each served by a local hub offering a range of community and retail facilities and exploit the cultural and leisure opportunities presented;
10. Provide appropriate developer contributions towards education, health, transport and other infrastructure;
11. Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station and appropriate contributions to any offsite transport improvements;
12. Seek biodiversity net gain in accordance with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
13. Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses;
14. Make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and
15. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park.

- 11.264** Godley Green is entirely situated within the Green Belt and presents an opportunity for the ambitious vision of delivering a new settlement in the south of the borough. It lies adjacent to the residential neighbourhoods of Godley and Hattersley and represents the unique prospect of delivering a new, sustainable, large-scale settlement enshrining garden village principles<sup>(128)</sup>.
- 11.265** Due to the scale of the proposed development it will be important to have a clear and comprehensive masterplan, strong design code and phasing strategy along with an integrated approach to delivering infrastructure, including high speed broadband connectivity through fibre to the premises (FTTP) and electric car charging infrastructure, either by providing charging points or through installing appropriate ducting.
- 11.266** Following Building for Life principles, currently Building for Life 12<sup>(129)</sup>, as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development of the Garden Village as an attractive, functional and sustainable settlement with the aim of achieving Built for Life 'Outstanding' accreditation.
- 11.267** In order to ensure climate change resilience development should use zero-carbon and energy-positive technology, i.e. the aim is to produce more energy than the development consumes.
- 11.268** Sustainable drainage systems should be integrated throughout the new development in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'. This aims to deliver greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.
- 11.269** Not only will 2,350 new homes assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, but there is potential to deliver innovative and creative development that is energy efficient and resilient to climate change.
- 11.270** 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 they should be affordable to those on lower and middle incomes seeking this type of opportunity.
- 11.271** Friendly neighbourhoods will be linked via a network of safe walking and cycling routes and public open spaces, all of which will respect and integrate into the surrounding landscape. Priority will be given to cycle and pedestrian routes that provide direct access to the railway stations at Hattersley and Godley.
- 11.272** Godley Brook, which runs south-north through the centre of the site, will effectively divide Godley Green into two villages. Each village will have a local hub offering a range of community and retail facilities in which residents can meet most of their day-to-day needs.

128 TCPA Garden Village principles - <https://www.tcpa.org.uk/understanding-garden-villages>

129 Building for Life 12 - [https://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012\\_0.pdf](https://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012_0.pdf)

It is not envisaged that convenience retail floor space will exceed 500 sqm gross external area within each local hub. There is the potential opportunity for developing a hotel and elderly care facility which would take advantage of the co-location with the proposed retail and community facilities and the proximity to the railway station.

- 11.273** Flexible workspace will be delivered close to Hattersley Train Station providing on site employment opportunities for residents. With the proximity of two railway stations, motorway connectivity and active travel network, it is envisaged that a wide range of employment opportunities located around Hyde, Tameside and across the city region will be accessible to Garden Village residents. FFTP will also enable opportunities for home working as a sustainable alternative to traditional commuting.
- 11.274** As such Godley Green is considered to be a developable site in a suitable location with the potential to deliver a discrete new sustainable settlement.
- 11.275** Although the site is within a sustainable and accessible location, being well served by public transport and within convenient access to the Glossop rail line and the major highway network; new access and linkages into the site off the A560 Mottram Old Road together with the existing and proposed pedestrian and cycle network will be necessary.

## Question 126

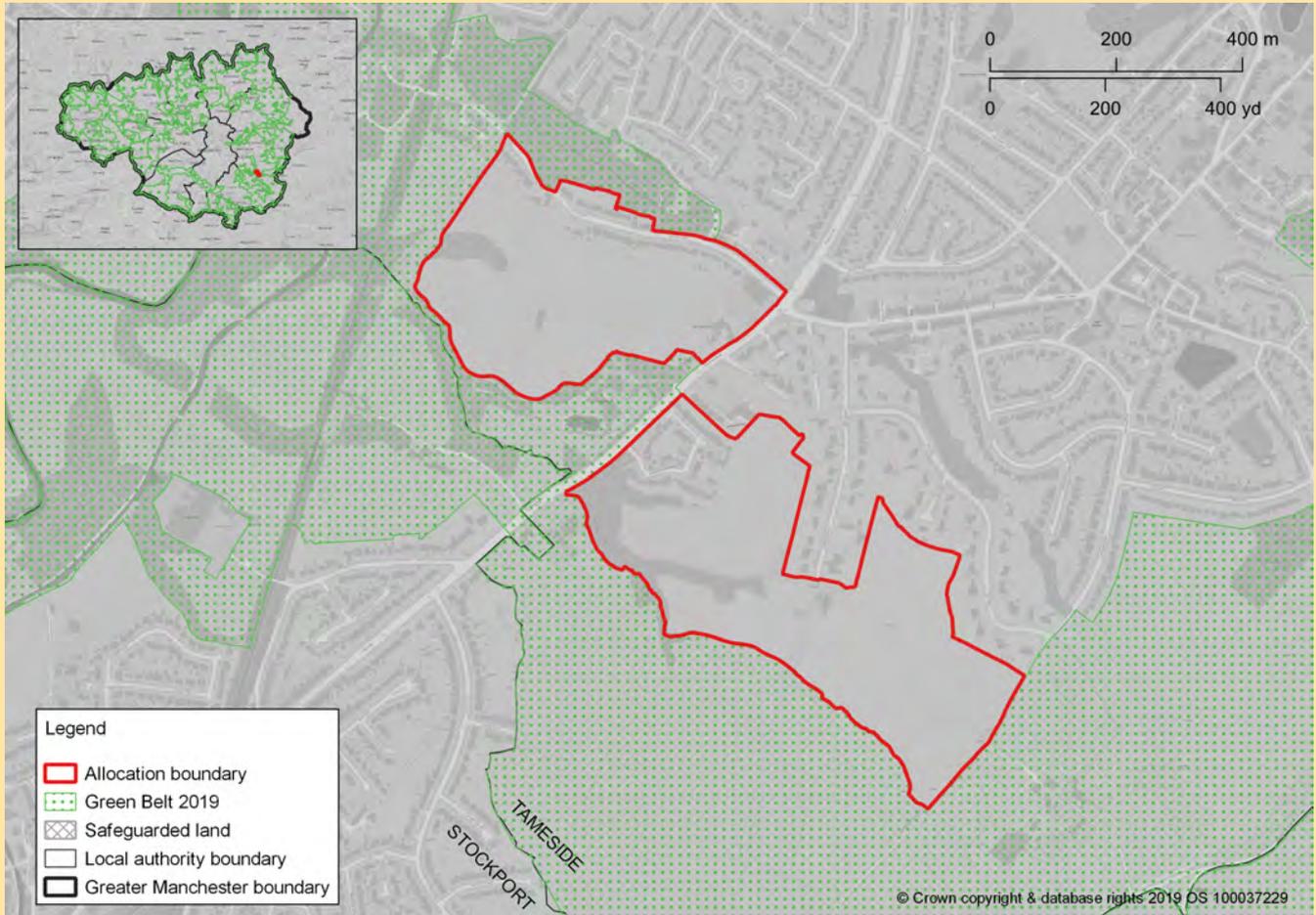
**Do you agree with the proposed policy GM Allocation 43: Godley Green Garden Village?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 44

### South of Hyde



Development of this site will be required to:

1. Promote a design and layout that reflects garden village principles through a visionary design code, high quality public realm, green infrastructure and landscape, incorporating sustainable drainage systems;
2. Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;
3. Undertake a comprehensive masterplanning exercise, establishing a clear phasing strategy with an integrated approach infrastructure to support the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points;

4. Amend the Green Belt and establish a defensible boundary by means of design and layout of the scheme at the masterplanning stage;
5. Deliver homes through a variety of methods, for example: custom and self-build and private developers;
6. Create sensitive and well-designed landscape buffers where the new development adjoins the countryside and ensure the interface between existing dwellings and gardens are sensitively designed during the masterplanning of the site;
7. Construct around 440 new homes across a range of types and tenures including: apartments, starter homes, extra care provision through to larger family homes in accordance with Tameside Council's most up to date housing needs assessment;
8. Support the full restoration of the Grade II\* Listed Apethorn Farm complex. Following a Heritage Impact Assessment this will take place within the early phase of development;
9. Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk in line with Policy GM-S 2 'Carbon and Energy', Policy GM-S 4 'Resilience' and Policy GM-S 5 'Flood Risk and the Water Environment';
10. Provide appropriate developer contributions towards education, health, transport and other infrastructure;
11. Provide access to each site from the A560 Stockport Road, including key road junctions and off-site highway improvements;
12. Seek biodiversity net gain in accordance with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
13. Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses;
14. Make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and
15. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park.

- 
- 11.276** The two sites south of Hyde represent an opportunity to deliver housing in advance of the larger more complex sites contained in the GMSF due to their smaller scale. The sites semi-rural setting, together with an existing network of green infrastructure set the framework for an attractive, high quality and accessible neighbourhood and a logical sustainable extension to the popular suburb of Gee Cross.
- 11.277** It will be important to have a clear and comprehensive masterplan, strong design code and phasing strategy along with an integrated approach to delivering infrastructure, including high speed broadband connectivity through fibre to the premises (FTTP) and electric car charging infrastructure, either by providing charging points or through installing appropriate ducting.
- 11.278** Building for Life 12 as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development alongside Garden Village principles as an attractive, functional and sustainable settlement with the aim of achieving Built for Life 'Outstanding' accreditation.
- 11.279** In order to ensure climate change resilience development should use zero-carbon and energy-positive technology, i.e. the aim is to produce more energy than they consume.
- 11.280** Sustainable drainage systems should be integrated throughout the new development in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'. This aims to deliver greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.
- 11.281** Not only will 440 new homes assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, but there is potential to deliver innovative and creative development that is energy efficient and resilient to climate change.
- 11.282** Older persons housing and plots for custom and self-build will also feature as elements of the housing mix and they should be affordable to those on lower and middle incomes seeking this type of opportunity.
- 11.283** Apethorn Farm complex is a Grade II\* listed heritage asset which is currently on Historic England's At Risk register. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications. It is expected that full restoration of the farm complex will be identified in the first phase of development set out in the masterplan.
- 11.284** Friendly neighbourhoods will be linked via safe walking and cycling routes and public open spaces, all of which will respect and integrate into the surrounding landscape. Priority will be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre.

- 11.285** Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport (and Manchester Airport), with convenient access to the Marple rail line at Woodley and the major highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.
- 11.286** Rail capacity uplift is envisaged as part of franchise initiatives and Transport for Greater Manchester is committed to working with Network Rail to deliver network wide improvements. In the longer term TfGM will explore the option of delivering a Metrolink/tram-train service on the Marple line with the potential to deliver greatly increased capacity later in the plan period. Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby railway stations will be critical in improving a move away from private car use.
- 11.287** Open space and recreation areas comprise an essential element of Garden Village principles, contributing to the creation of healthy and active communities. Active Design principles should be incorporated as far as possible in the masterplanning of the site in order to embed active lifestyle behaviour.
- 11.288** It is also important that landscape and ecological features such as Pole Bank SBI together with the array of watercourses and other green infrastructure of habitat and biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the sites in order to maintain their conservation status.

### Question 127

**Do you agree with the proposed policy GM Allocation 44: South of Hyde?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Question 128

**Do you have any further comments on the overall proposals for Tameside, including the strategic transport interventions?**

## Strategic Allocations in Trafford

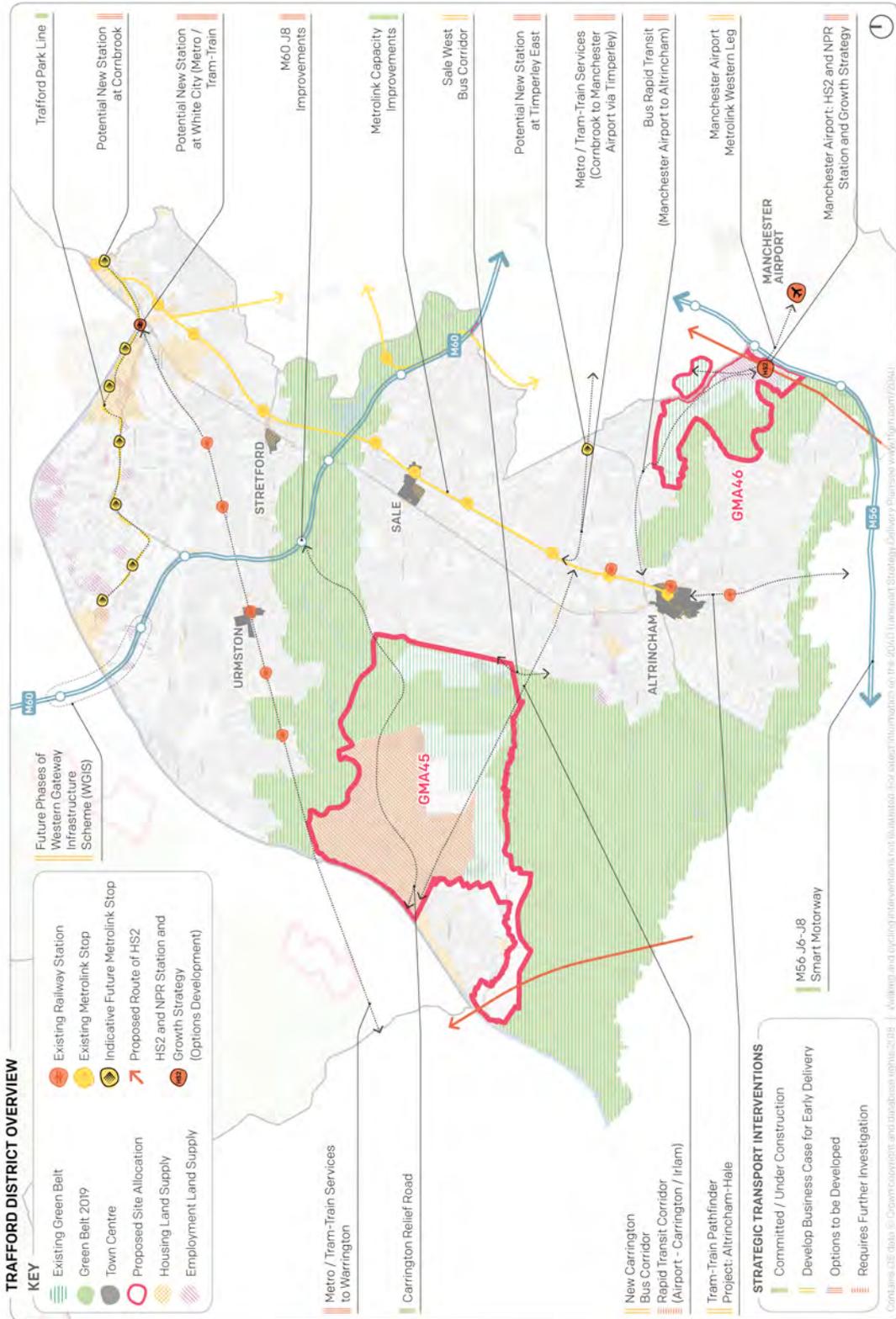
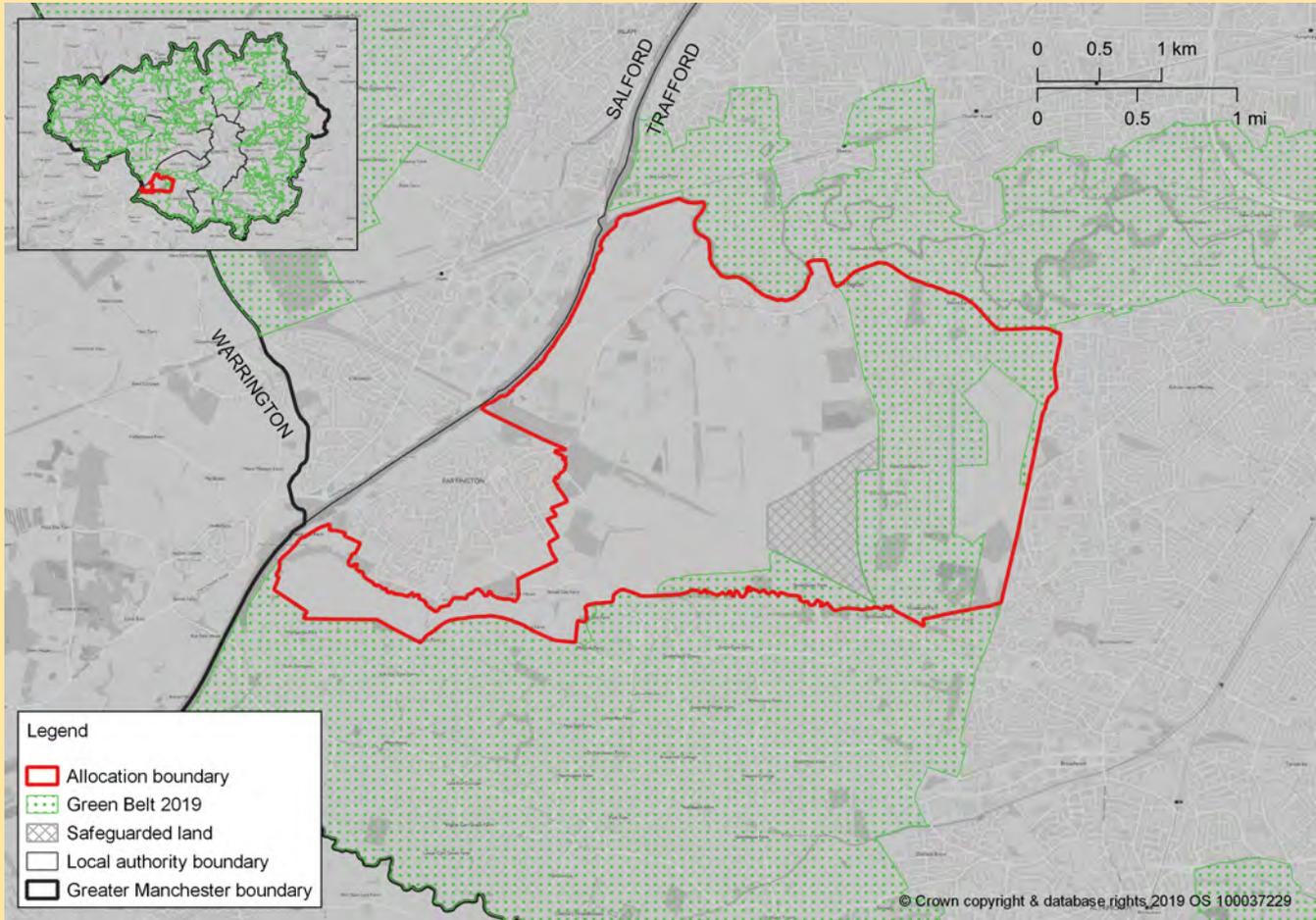


Figure 11.11 Illustrative overview of proposals in Trafford

## Policy GM Allocation 45

### New Carrington



Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority;
2. Deliver around 6,100 high quality residential units within the plan period at Carrington / Partington and Sale West, incorporating a broad mix of housing types and tenures creating distinctive neighbourhoods with a clear sense of place;
3. Deliver development at an average density of 35 dph across the site. A slightly higher density of 40 dph will be achieved on the land adjacent to Sale West to reflect the existing urban area. Higher density development (approximately 55dph) will be appropriate close to the local centre;
4. Provide a minimum of 30% affordable housing;

5. Ensure new development is sensitively integrated with existing residential areas;
6. Deliver a minimum of 410,000 sqm (gross) of employment opportunities for industry and warehousing within the plan period;
7. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
8. Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes;
9. Utilise the route of the disused railway through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area and contributing to improved east/west linkages;
10. Deliver a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyles;
11. Provide a new local centre with convenience shopping facilities at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
12. Provide community infrastructure including education and health facilities to support the new community;
13. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of urban design;
14. Provide a significant green corridor through the site which remains in the Green Belt to provide an area of enhanced and accessible green infrastructure;
15. Provide publically accessible green spaces within the development areas which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space;
16. Enhance and improve the role of existing green infrastructure, including woodland;
17. Minimise the loss of landscape features such as the rides, hedgerows and tree belts and enhance these landscape features to create defensible Green Belt boundaries;
18. Achieve enhancements to the delivery of ecosystem services such as the creation of semi-natural wetland within the site commensurate with the identified high potential of the area to deliver such enhancements;

19. Protect, enhance and minimise adverse effects on environmental assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI) and local Sites of Biological Importance (SBIs) both within and adjacent to the allocation;
20. Deliver a clear and measurable net gain in biodiversity and make appropriate provision for long-term management of habitats and geological features;
21. Protect and enhance the habitats and corridors along Sinderland Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive;
22. Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy;
23. Protect and enhance heritage assets and their setting within and close to the site, including the Grade II\* listed Church of St George; and identify any assets of archaeological interest; and
24. Incorporate appropriate noise mitigation particularly along major transport corridors, including HS2, and in relation to existing and new employment use

### **Safeguarded land**

The land identified on the allocation map is safeguarded for future development beyond the plan period. Development on this land will only be permitted where it can be clearly demonstrated that the land is required to meet an identified housing land supply shortfall.

- 11.289** The New Carrington site will deliver a minimum of 6,100 homes in the plan period and up to 10,000 new homes in total. The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Some apartments will be appropriate across the site, particularly adjacent to transport hubs as well as the local centre where a slightly higher density will be expected. Affordable housing will be delivered across all parts of the site at a minimum of 30%. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.
- 11.290** For the residential development, a detailed phasing plan will be required which recognises the distinct communities of Carrington, Partington and Sale West and the different market areas they serve. Considering the scale of the New Carrington site it is expected that multiple sites will deliver alongside each other, catering for the distinct market areas across the site. The Phasing Plan should be guided by the delivery of transport, green and social infrastructure, to ensure the sustainable growth of the New Carrington community.

- 11.291** Employment development 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 COMAH zone constraints. Development of the employment land will extend well beyond the plan period with the potential to deliver approximately 410,000 sqm in plan period and up to 900,000 sqm of employment floorspace in total.
- 11.292** The development has the potential to reduce the isolation of existing communities at Carrington, Partington and Sale West and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.
- 11.293** Significant infrastructure investment will be required to serve the New Carrington site, in terms of both highways improvements and public transport. Transport modelling will be required to understand the impact of the development and to identify solutions. The main access point to the site from the strategic road network is Junction 8 of the M60, it is therefore important that measures to reduce traffic congestion and improve access have a particular focus on this junction.
- 11.294** New link roads will also need to be provided through the site linking to the surrounding road network.
- 11.295** Improvements to the public transport network and active travel links are central to the success of the New Carrington allocation. The development should have regard to the 2040 Transport Strategy, providing improved links to the regional 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 disused rail route. These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.
- 11.296** A new local centre will be a hub for community infrastructure and will service the needs of the new community. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the Partington Local Centre. The site will be an attractive location for families, and it is anticipated that this will generate an additional demand for school places. Some of this additional need could be accommodated in existing schools in Partington helping to ensure their sustainability in the long terms, however considering the scale of development at New Carrington, there will also be a need for additional school place to be accommodated within the site, particularly at primary level.
- 11.297** The development will require the removal of some land from the Green Belt; however a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting the Sinderland Brook to the Mersey Valley in the north.

- 11.298** The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site, including the land at Broadoak Farm and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will also contribute to the green setting of the Sale West extension.
- 11.299** Where green spaces remain in the allocation area that is to be removed from the Green Belt there is a need to provide the highest level of protection. Therefore, where these sites are deemed to be of sufficient local community value, it may be appropriate to designate sites through the Local Plan as Local Green Space.
- 11.300** Parts of the proposed Carrington allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area particularly suitable for restoration to important wetland habitats. Much of the wetland area is within the identified Green Belt gap and will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition the conservation of organic soils will help to reduce carbon emissions.
- 11.301** 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, the development should seek opportunities to improve this to ‘good’.
- 11.302** A Heritage Impact Assessment will determine any potential harm and opportunities for enhancement of the listed buildings and their setting within the allocation.
- 11.303** The land identified on the allocation map safeguarded for development beyond the plan period. This land has been removed from the Green Belt but will not be developed unless there is a clear housing land supply shortfall. National guidelines state that when defining new Green Belt boundaries consideration should be given to longer-term development needs and that Green Belt boundaries should endure beyond the plan period.

## Question 129

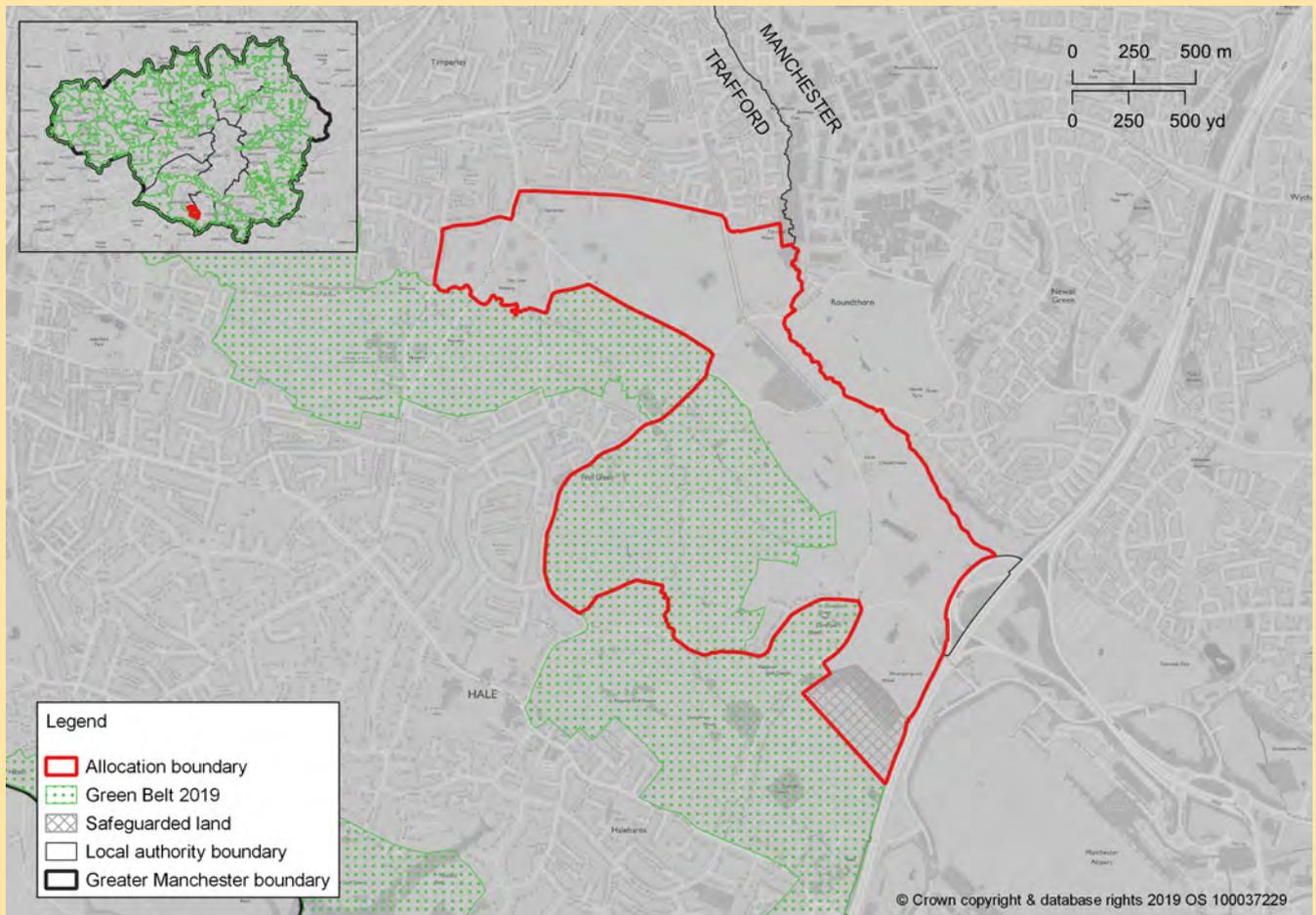
**Do you agree with the proposed policy GM Allocation 45: Carrington?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 46

### Timperley Wedge



Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority;
2. Deliver around 2,400 high quality residential units incorporating a broad mix of housing types and tenures creating a distinctive neighbourhood with a clear sense of place;
3. Deliver development at an average density of 35 dph to the north of the allocation area, reflecting the existing urban area. Higher density development at an average of 70 dph will be appropriate close to the local centre, Davenport Green Metrolink Stop and the HS2 Manchester Airport station;
4. Provide a minimum of 30% affordable housing throughout the site;

5. Ensure new development is sensitively integrated with the existing residential areas;
6. Deliver a minimum of 60,000sqm of employment land within the plan period to provide high quality office space to support the expansion of Manchester Airport and University Hospital South Manchester;
7. Phase development to align with the delivery of key infrastructure ensuring sustainable growth at this location;
8. Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s);
9. Deliver a new spine road through the site to provide access and improve east west connections between Altrincham and Manchester Airport;
10. Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport;
11. Contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport;
12. Deliver a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles;
13. Provide a new local centre with convenience shopping facilities close to the Metrolink Western Leg extension and Davenport Green stop;
14. Provide community infrastructure including education and health facilities to support the new community;
15. Provide a significant area of enhanced and accessible green infrastructure within the area of the allocation to remain in the Green Belt;
16. Provide new accessible green spaces for recreation use, within the development areas, which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space;
17. Protect enhance and minimise adverse effects on environmental assets including SBIs and ancient woodland both within and adjacent to the allocation and enhance landscape features to create defensible Green Belt boundaries;
18. Deliver a clear and measurable net gain in biodiversity and make appropriate provision for long-term management of habitats and geological features;
19. Increase and enhance the level of sports and recreation facilities to meet the future needs of the existing and new local community;

20. 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 proposed under the EU Water Framework Directive;
21. Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy;
22. Protect and enhance heritage assets and their settings within the allocation, particularly listed structures including Davenport Green Farmhouse, Hall and Barn; and
23. Incorporate appropriate noise mitigation particularly along the M56 motorway, the Metrolink and HS2 corridors.

### **Safeguarded land**

The land identified to the south of the HS2 station, although removed from the Green Belt, is protected from development unless it can be demonstrated that proposals for development on the land directly contribute to the Greater Manchester HS2 Growth Strategy. Prior to the delivery of HS2, Green Belt policies will continue to apply.

- 11.304 The northern areas of the development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, the proposed HS2 station and the employment area. The site is expected to deliver affordable housing across all parts of the site at a minimum of 30%. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.
- 11.305 There are a number of existing pockets of residential development across the site each containing locally distinctive design features, new development should therefore be designed so that it is sensitively integrated into these areas.
- 11.306 Employment development will be located in the south eastern area of the site at Davenport Green. This land is already allocated for high quality office use. Delivery of this land is constrained by the construction of HS2 and it is therefore anticipated that this will come forward late in the plan period, following the completion of HS2 and the build-out will extend beyond the GMSF plan period.
- 11.307 It is expected that multiple residential sites will deliver alongside each other throughout the plan period, with the phasing guided by the delivery of significant new infrastructure.
- 11.308 The delivery of new transport infrastructure is integral to the success of the Timperley Wedge allocation. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and in Manchester. This will benefit both existing and new residents providing

improved access to jobs and services. The road network currently consists of country lanes which are unable to support the proposed development; a new spine road will therefore provide increased capacity and link to the surrounding road network. The spine road and a route for cycling and bus rapid transit will also be a key sustainable transport corridor through the site and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area, a key priority of the 2040 Transport Strategy.

- 11.309** The network of existing lanes and paths through the allocation will be enhanced to promote them as cycling and walking routes. These, together with new routes, will provide sustainable links through the allocation and to adjoining communities.
- 11.310** A new local centre close to the new Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate an additional demand for school places, the majority of which will need to be accommodated within the site.
- 11.311** The development will involve the removal of an area from the Green Belt; however a considerable area of Green Belt in the allocation area will remain to the west of Timperley Brook and Clay Lane. This area will also maintain the separation of Timperley and Hale, as well as enhance green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and protecting large SBI areas.
- 11.312** Where green spaces remain in the allocation area that is to be removed from the Green Belt there is a need to provide the highest level of protection. Therefore, where these sites are deemed to be of sufficient local community value, it may be appropriate to designate sites through the Local Plan as Local Green Space.
- 11.313** Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. These will contribute to the green setting of development.
- 11.314** The allocation contains areas of sports pitches along Ridgeway Road and Clay Lane that provide facilities for the local community. As part of the development proposals, it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.
- 11.315** Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brook's currently have a rating of 'moderate' under the EU Water Framework Directive, the development should seek opportunities to improve this to 'good'.
- 11.316** A Heritage Impact Assessment will determine any potential harm and opportunities for enhancement of the listed buildings and their setting within the allocation. A detailed archaeological desk-based assessment will also be required in advance of and during the construction process.

**11.317** Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and HS2 are not seen to be bad neighbours to development.

**11.318 HS2 Growth Area**

**11.319** The southern area of the allocations adjacent to the proposed HS2 station will be removed from the Green Belt to enable the delivery of the wider Greater Manchester HS2 Growth Strategy only. Protection from any other development is required until such time as HS2 is built to ensure that GMs aspirations associated with this significant infrastructure are not compromised.

**11.320** National guidelines state that when defining new Green Belt boundaries consideration should be given to longer-term development needs and that Green Belt boundaries should endure beyond the plan period. The area around the Manchester Airport HS2 Station is therefore removed from the Green Belt, but is not available for development until after the delivery of HS2.

**11.321** The HS2 Growth Strategy sets out ambitious development proposals and this area will contribute to these proposals, taking advantage of this strategically important and well-connected location.

**Question 130**

**Do you agree with the proposed policy GM Allocation 46: Timperley Wedge?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

**Question 131**

**Do you have any further comments on the overall proposals for Trafford, including the strategic transport interventions?**

## Strategic Allocations in Wigan

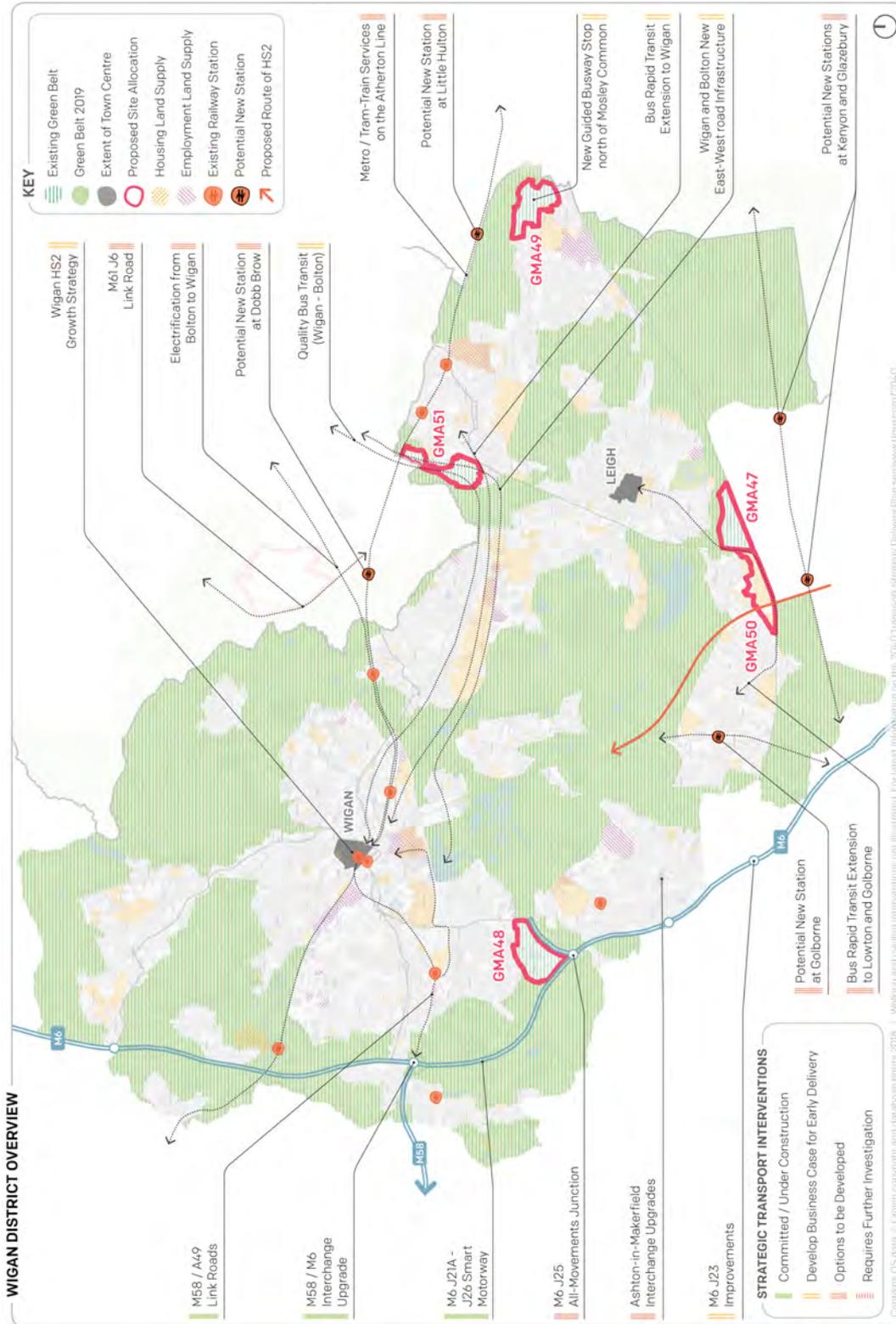
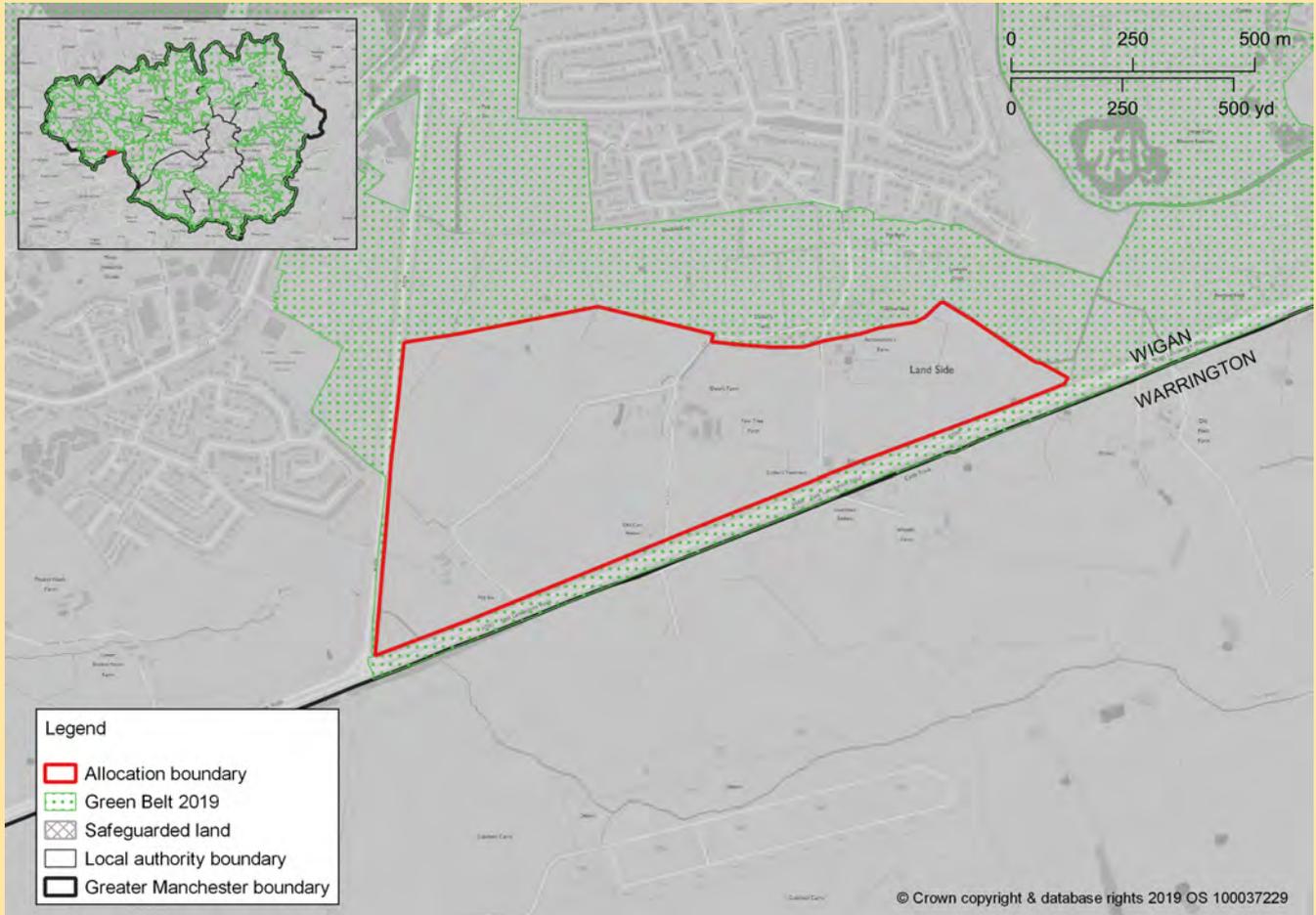


Figure 11.12 Illustrative overview of proposals in Wigan

## Policy GM Allocation 47

### Land South of Pennington



Development of this site will be required to:

1. Provide for around 160,000 sqm of employment development, with integrated landscape design and planting;
2. Be principally served from a new junction on the A579 Atherleigh Way, at a location which will also serve the adjacent site at Pocket Nook on the opposite side of the A579;
3. Explore opportunities to extend Leigh Guided Busway to serve the site;
4. Provide an effective green infrastructure and wildlife corridor on the land remaining in the Green Belt to the north of the site;

5. Ensure that the employment uses are highly accessible by walking and cycling from nearby residential areas including Pennington and Lowton, and to bus services on the surrounding road network;
6. Ensure that ground water resources are not jeopardised through the construction process or uses thereafter;
7. Provide easements for the gas pipeline running through the site; and
8. Incorporate the Grade II Listed Yew Tree Farmhouse appropriately into the development.

**11.322** This site has all the attributes to deliver a significant employment development of regional importance, notably scale, location, connectivity and visibility.

**11.323** The A580 is the main non-motorway route into Greater Manchester from the west connecting Manchester to Liverpool and points north and south via the M6. As such it is a major infrastructure asset for economic development and a strategic opportunity for Greater Manchester. The site offers a highly attractive employment site with a long frontage to the A580, around 3 miles from the M6 and with good access to the M60. It also offers a large frontage to the A579, which is a key north-south route through Wigan Borough, which could ultimately connect to the M61 on delivery of new road infrastructure via the West of Gibfield site allocation and development land in Bolton. The site therefore boasts both excellent connectivity to the strategic road network and also high visibility and prominence on a key route.

**11.324** The site is also close to other successful employment areas, which demonstrates the attractiveness of this area to the market, and offers a large and regular shape which will enable the delivery of large scale manufacturing and logistics development, which are key sectors.

**11.325** The area offers an opportunity to diversify the employment offer in Wigan in a strategically important location, supporting economic growth and helping to deliver a more competitive north of Greater Manchester.

**11.326** The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. This new junction will also serve the adjacent employment site at Pocket Nook so it must be located in an appropriate location to serve both sites. The new junction will therefore be delivered in phases as part of the development of these two strategic sites.

- 11.327** There is an opportunity to extend existing Leigh Guided Busway services into this site via the existing residential area in Pennington to the north, and potentially beyond into Lowton and Golborne. This would significantly enhance public transport accessibility to the site for a wide pool of labour. Alternatively, busway services could be extended along the A580 to the south with pedestrian links to the site.
- 11.328** The Green Belt retained to the north of the site is required to maintain a Green Belt gap between Leigh and Lowton. It is also important for retaining a wildlife corridor from the subsidence flashes at Pennington through to Wigan to the north and the mosslands to the south. The gap should be enhanced as a green infrastructure and wildlife corridor. Suitable measures will need to be incorporated into the design of the new road access, and the East Lancashire Road itself, to enable wildlife to cross.

### Question 132

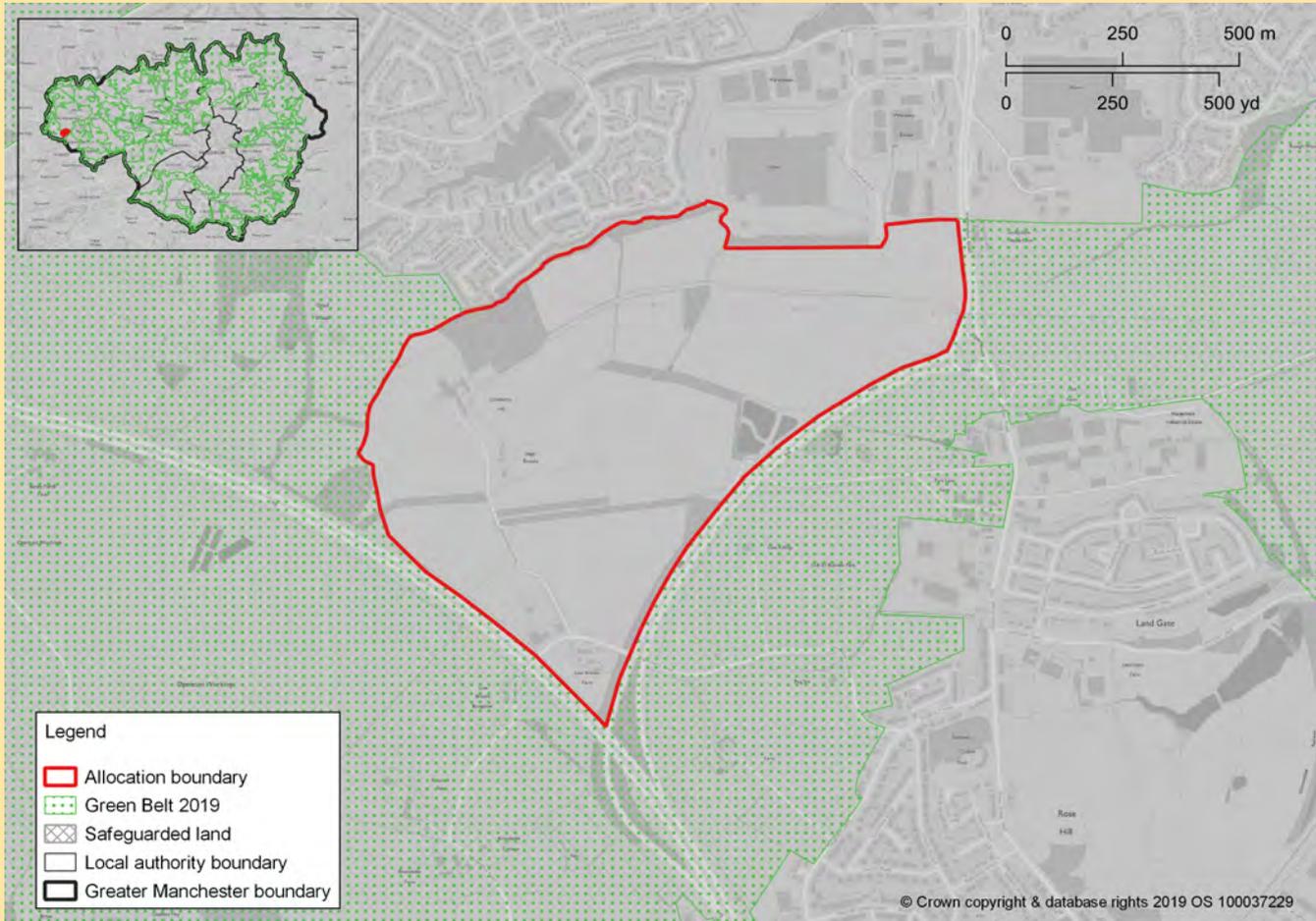
**Do you agree with the proposed policy GM Allocation 47: Land South of Pennington?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 48

### M6, Junction 25



Development of this site will be required to:

1. Provide a high quality location for around 140,000 sqm of B2 and B8 employment floorspace, with integrated landscape design and planting;
2. Incorporate a robust green infrastructure corridor between the proposed employment development and residential development at Winstanley;
3. Provide good quality road access from the M6 motorway and the A49, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;
4. Enable the provision of an internal road connection with Wheatlea Industrial Estate;

5. Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49;
6. Provide easements for the significant utilities infrastructure running through the site; and
7. Allow for the provision of an all-ways junction at Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.

- 11.329** The M6 Junction 25 site presents a major opportunity to provide a high quality location for substantial employment development in the M6 corridor.
- 11.330** The M6 is a major business asset. It is the UK's most important strategic route for freight movement between the north and south of the country, and Wigan is the only district in Greater Manchester which has direct access to it. The site is large, relatively unconstrained, directly accessible to the motorway and has a long visible frontage along it. These attributes make the site highly attractive to the market, including key growth sectors such as logistics and advanced manufacturing which are growing rapidly in the North West, primarily due to its strong global connections including Manchester Airport and the new deep water port at Liverpool 2.
- 11.331** There is a significant demand and requirement for large scale logistics development within the M6 Corridor. Yet, despite its strategic location, Wigan currently does not have the sites to attract this demand. This site has the scale, prominence and motorway connectivity to satisfy this demand.
- 11.332** Junction 25 is the main gateway into Wigan from the south and an all-ways junction would enhance the economic profile of the borough whilst taking full advantage of its strategic location, which will have sub-regional benefits. The site also has the potential to provide a connection to the adjacent established Wheatlea Industrial Estate, so that it also has improved access to the M6.
- 11.333** The site will provide a robust green infrastructure corridor between the employment uses and residential development to the north at Winstanley. In addition to safeguarding residential amenity, this will open up the site for wider public access, and 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. A safe crossing of the A49 Warrington road will need to be provided.

### Question 133

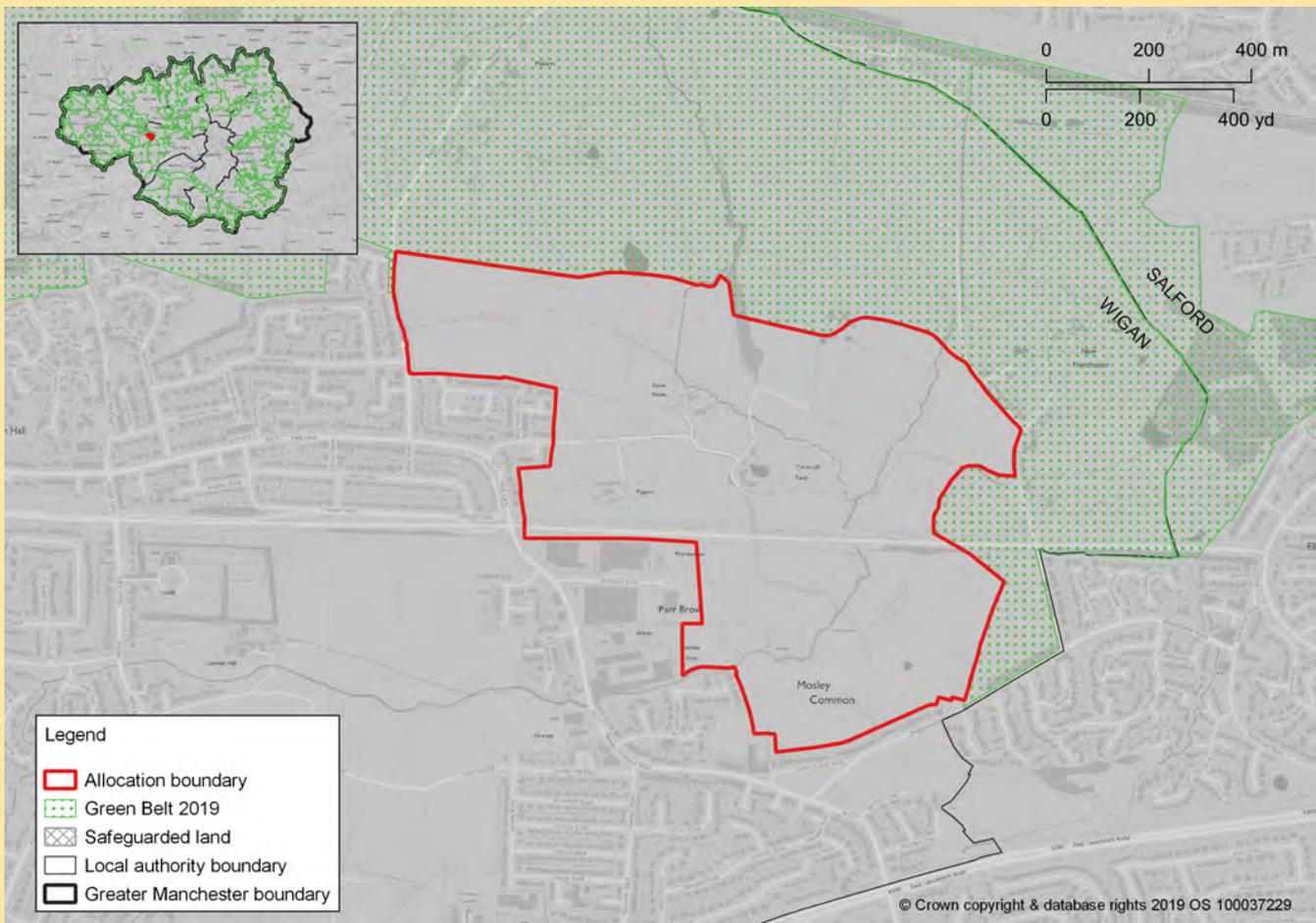
**Do you agree with the proposed policy GM Allocation 48: M6, Junction 25?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Policy GM Allocation 49

#### North of Mosley Common



Development of this site will be required to:

1. Provide for around 1,200 new homes with higher densities close to existing and new bus stops on the guided busway;

2. Provide an additional stop on the guided busway, subject to an assessment with Transport for Greater Manchester, and contribute to increasing capacity on the busway as necessary;
3. Ensure that good quality road access is provided into the site;
4. Deliver necessary highway capacity improvements at the junction of the A577 and the A580 to mitigate the impact of the development.
5. Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;
6. Provide new education and health facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development;
7. Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity;
8. Provide a robust landscaped boundary with open countryside in the Green Belt to the north; and
9. Provide necessary easements for the gas pipeline that crosses the western part of the site.

**11.334** Mosley Common and Tyldesley are located close to Salford and Manchester and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.

**11.335** This site significantly benefits from the Leigh Guided Busway which crosses the site providing direct and sustainable rapid public transport access to employment, leisure and retail services within Manchester City Centre and other places along its route. The busway opened in April 2016 and has strong patronage, with extra services added in 2017 to meet demand. There is an opportunity to create a new stop within the site to serve the development and increase the frequency of the service. Higher residential densities are appropriate and could be achieved close to any new stops and also the existing stop on Sale Lane to the west of the site.

**11.336** The site is also well connected to the highway network with direct access to the A577 to the west and a short distance to the A580 to the south, which is the main non-motorway route between Manchester and Liverpool. However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction.

- 11.337** Walkden railway station is located within 2km to the northeast of the site and a number of bus routes, in addition to the guided services, connect the site to the wider area. Both Walkden Town Centre in Salford and Tyldesley local centre are within 2km of the site and provide a range of retail and community facilities. These services will benefit the development and complement associated community facilities provided on the site.
- 11.338** The site forms a logical eastern extension to Tyldesley and maintains a substantial Green Belt gap with Walkden to the north east. It is a relatively flat and unconstrained site with capacity for around 1,200 homes in a sustainable location.

### **Question 134**

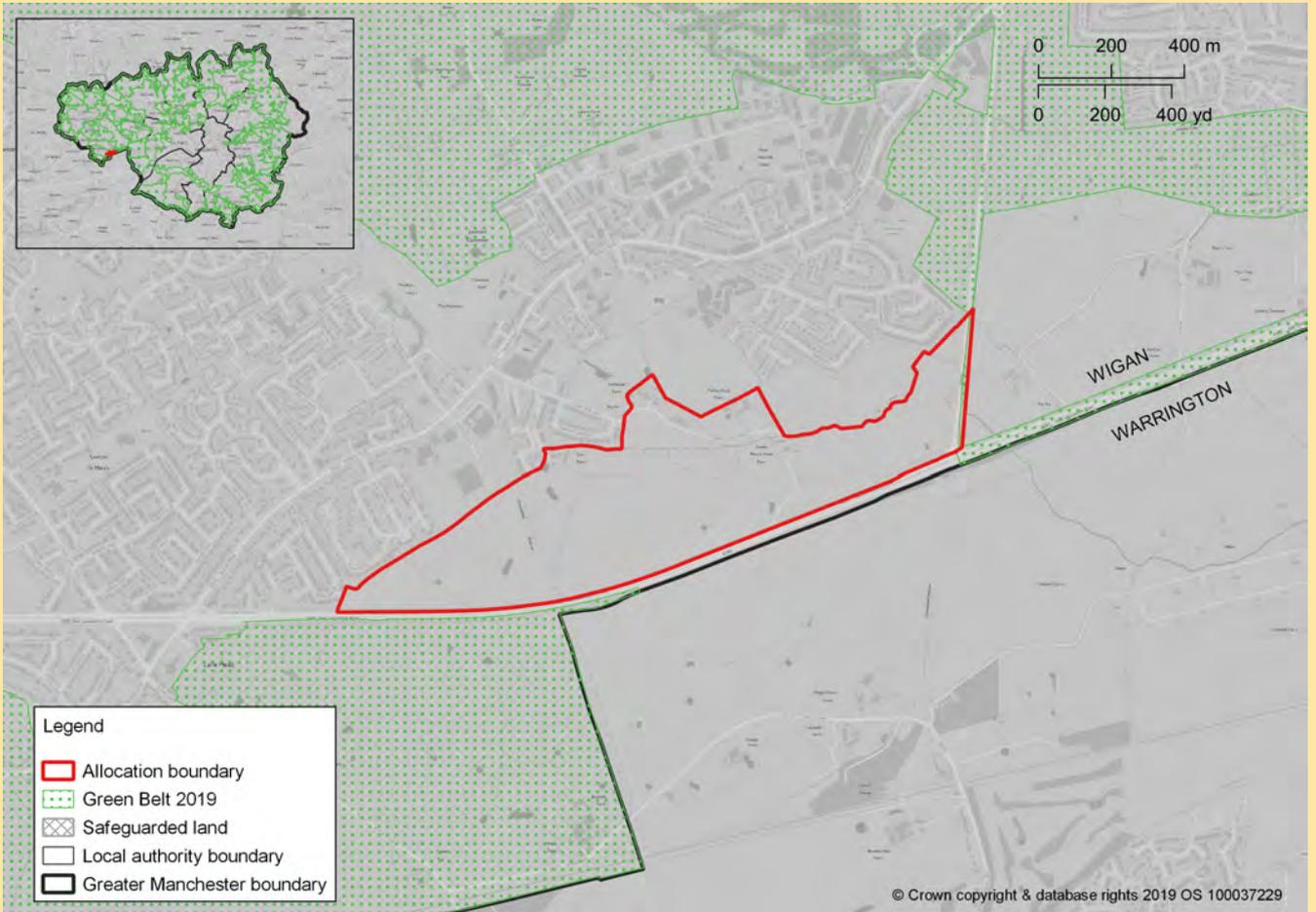
**Do you agree with the proposed policy GM Allocation 49: North of Mosley Common?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 50

### Pocket Nook



Development of this site will be required to:

1. Provide for around 600 homes; including around 75 homes to the west of the proposed HS2 route on land accessed from Rowan Avenue;
2. Provide for around 15,000 sq m of employment floorspace on land to the west of the proposed HS2 route accessed from Newton Road;
3. Deliver a new road through the site from Atherleigh Way to Newton Road, including a new bridge over the HS2 rail line, which can accommodate buses;
4. Be principally served from a new junction on the A579 Atherleigh Way, at a location which will also serve the adjacent site at South of Pennington on the opposite side of the A579;

5. Safeguard a north-south corridor towards the west of the site allocation for the construction of High Speed 2 Rail; and
6. Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter.

- 11.339** Within the East Lancashire Road Corridor, the Pocket Nook strategic area provides an opportunity for a substantial housing and employment development. The principle of development on this site is established in the adopted Wigan Local Plan Core Strategy, which identifies the site within a broad location for new development.
- 11.340** Lowton is a popular residential area with excellent road connections into both the Manchester and Liverpool City Regions via the A580 and also close proximity to the M6.
- 11.341** The site is remote from rail stations and the Leigh Guided Busway. However, there is an opportunity to extend busway services to this site via the adjacent South of Pennington site allocation. This would significantly enhance sustainable travel opportunities in the Lowton and Golborne area for employment and other services in Leigh and the Regional Centre, consequently reducing car dependency in this area.
- 11.342** The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site. HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing.
- 11.343** The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. This new junction will also serve the adjacent employment site at South of Pennington so it must be located in an appropriate location to serve both sites. The new junction will therefore be delivered in phases as part of the development of these two strategic sites.
- 11.344** The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west, and 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. The road will serve both new housing and employment development and will be able to accommodate bus services.
- 11.345** Proposed employment development to the west of the proposed HS2 route will effectively replace the employment floorspace lost following the demolition of businesses at Enterprise Way, and provides an opportunity for their relocation.
- 11.346** A small parcel of residential development on the western edge of the site is accessible from Rowan Avenue.

## Question 135

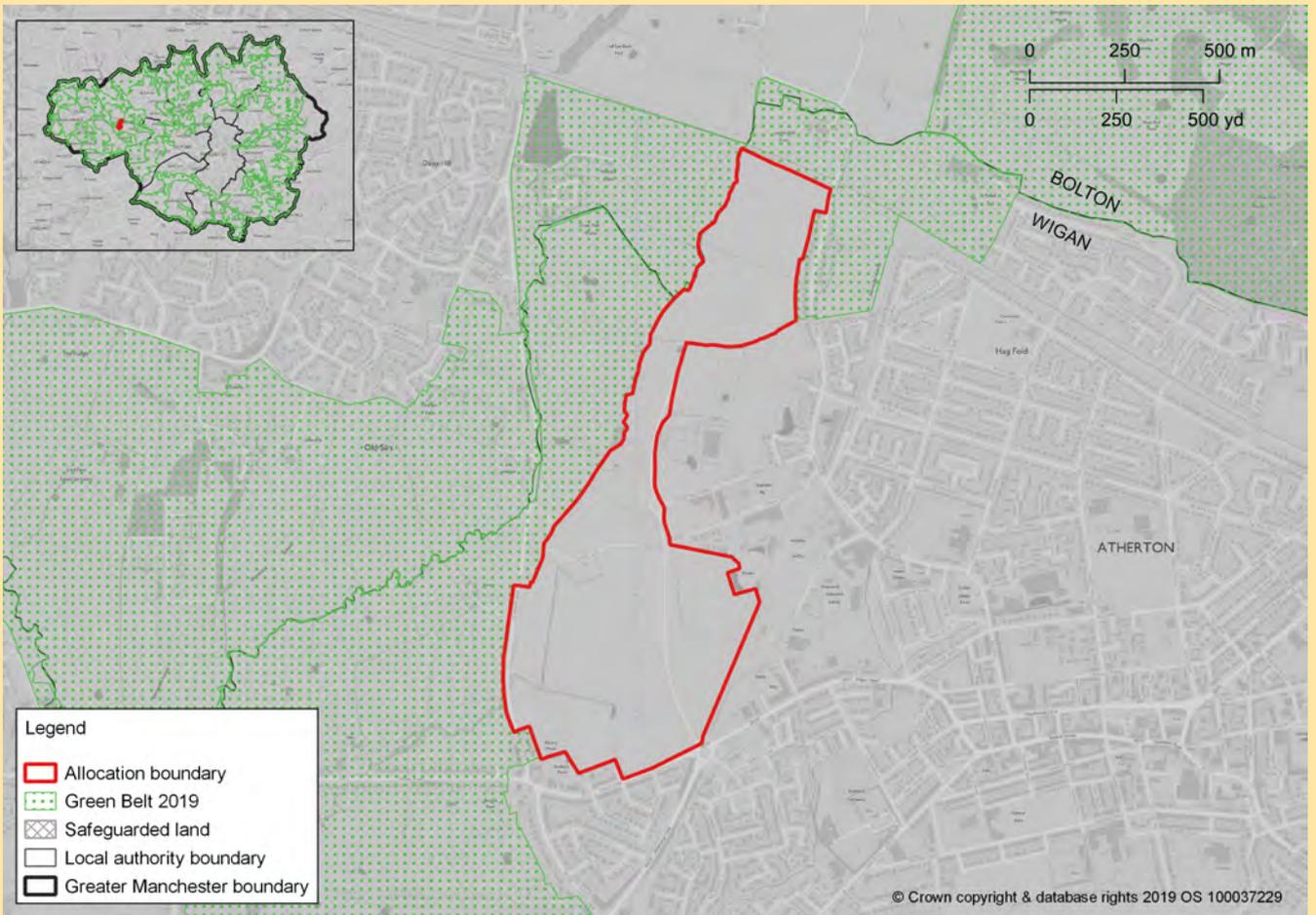
**Do you agree with the proposed policy GM Allocation 50: Pocket Nook?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Policy GM Allocation 51

### West of Gibfield



Development of this site will be required to:

1. Deliver around 700 new homes;

2. Provide a location for around 45,500 sqm of B1, B2 and/or B8 employment floorspace in the south east of the allocation, as a logical extension to the existing Gibfield Park Industrial Area, served primarily from Gibfield Park Way;
3. Extend Gibfield Park Way northwards to the railway and contribute effectively to a new road bridge across the railway to provide access, via the proposed Westhoughton Bypass in Bolton, to the A6 and M61;
4. Provide a new high quality, landscaped gateway into Wigan Borough from the north;
5. Provide a substantive accessible green infrastructure corridor and country park from Wigan Road (Small Brook) in the south across Schofield Lane to the Atherton railway line in the north, east of Daisy Hill, on land remaining in the Green Belt, and ensure ongoing arrangement for maintenance;
6. Make appropriate provision within that green infrastructure for Great Crested Newts sufficient to mitigate the development;
7. Ensure good access for pedestrians and cyclists to Daisy Hill and Hag Fold railway stations and to local bus services;
8. Actively support the delivery of strategic improvements to service provision from Daisy Hill station;
9. Provide easements for the significant utilities infrastructure running through the site; and
10. Safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.

**11.347** The West of Gibfield strategic area provides an opportunity for a substantial housing and employment development, including new green infrastructure serving Atherton and Daisy Hill, Westhoughton.

**11.348** The M61 corridor is a strategic opportunity for Greater Manchester but while Atherton, Hindley and Leigh are close to the M61, existing routes to the motorway are constrained and not conducive to attracting economic development. A new link road from Gibfield Park Way to Junction 5 of the M61, via the Chequerbent junction on the A6, will be transformative for the area. This development is required to extend Gibfield Park Way as far north as the railway and provide for a connection thereafter to a new road within Bolton district to the A6 and M61, including the delivery of a new bridge across the railway.

**11.349** 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. Improvements of this kind are incorporated within the agreement for the Northern franchise that commenced in 2016.

Tram-train service provision may be appropriate. This development is required to ensure good access to Daisy Hill and Hag Fold stations for pedestrians and cyclists and contribute appropriately to service improvements.

- 11.350** 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.

### **Question 136**

**Do you agree with the proposed policy GM Allocation 51: West of Gibfield?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### **Question 137**

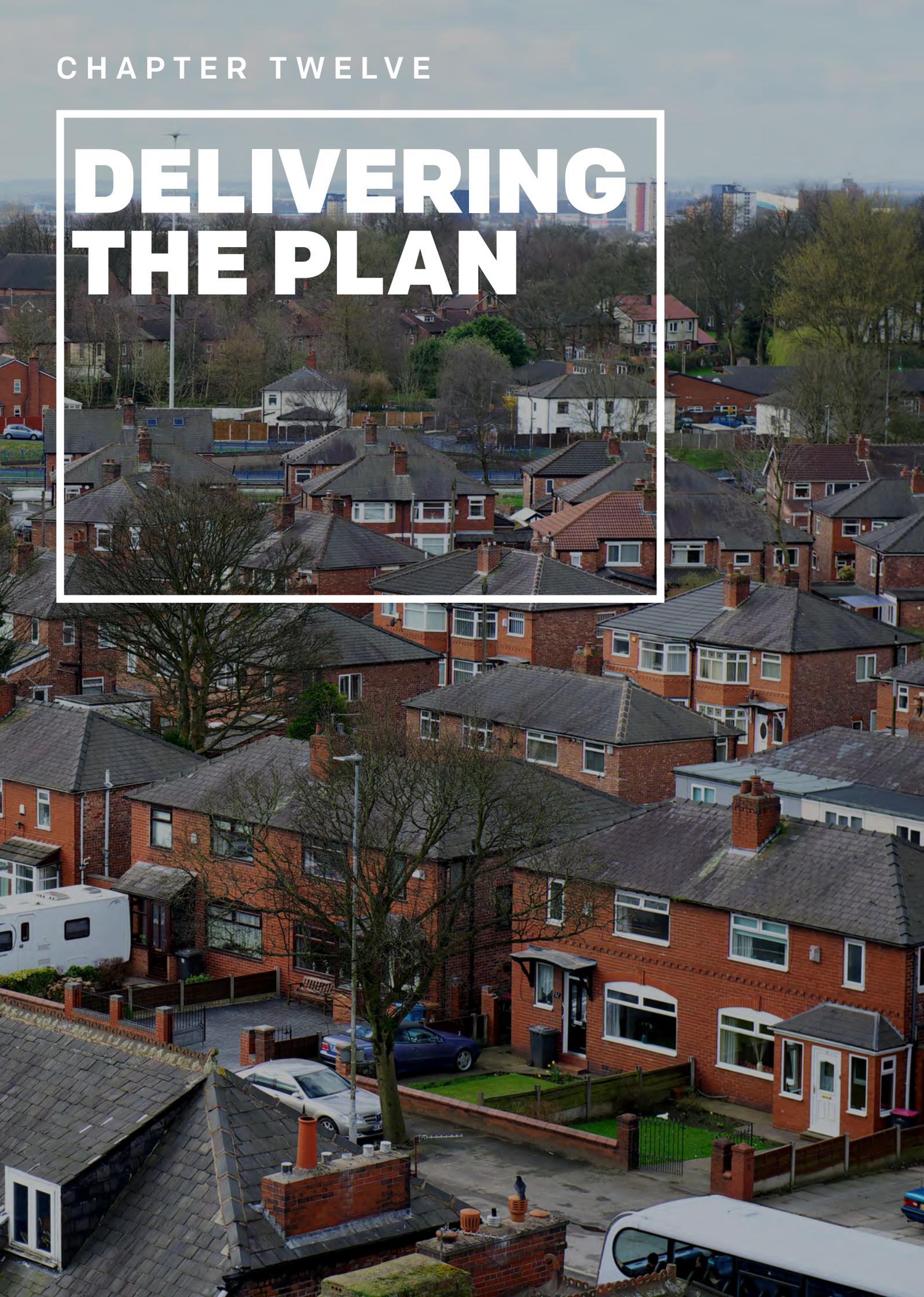
**Do you have any further comments on the overall proposals for Wigan, including the strategic transport interventions?**

### **Question 138**

**Do you have any further comments on the proposed allocations?**

## CHAPTER TWELVE

# DELIVERING THE PLAN



## 12 Delivering the Plan

- 12.1** The Greater Manchester Strategy (GMS) sets out a clear vision for Greater Manchester. The GMSF has a vital role in delivering this vision but many of the necessary actions lie outside its scope and will be taken forward through other Greater Manchester strategies, plans and programmes. Delivering these ambitions is a challenge but our history demonstrates that we are able to rise to this challenge. The level of growth proposed will require substantial amounts of investment from both the public and the private sector. It is therefore important that the GMSF is supported by sources of funding and delivery mechanisms that are both timely and appropriate.
- 12.2** There are a number of adopted or emerging Greater Manchester strategies and plans which relate to different infrastructure provision or influence the policy direction within the GMSF, for instance the Infrastructure Strategy, Housing Strategy, Transport Strategy, Estates Strategy, Health and Social Care Strategic Plan, 5 year Environment Plan and the Natural Capital Investment Plan. Please see each of these strategies for their own methods of delivery.

### Implementation

- 12.3** In implementing the policies and proposals within the GMSF, the Mayor, GMCA and Local Authorities will all have important roles, and should make best of all appropriate delivery mechanisms available, including:
- Working in partnership with other delivery agencies and organisations such as Homes England, the Environment Agency, Sport England, Highways England, Transport for Greater Manchester and utilities companies to ensure that essential infrastructure is provided.
  - Working in partnership with landowners, developers and other private sector organisations to secure deliverable development proposals and investment.
  - Establishing Mayoral Development Corporations, and preparation of Local Plans, Local Development Orders, Supplementary Planning Documents, Masterplans and other frameworks to provide context and support for site and area-specific delivery.
  - Support for Neighbourhood Planning and other local and community-led initiatives.
  - Application of the Development Management process and other relevant regulatory functions.
  - Use of compulsory purchase powers to assist with site assembly.
  - Proactive use of publically owned land holdings to assist in land assembly and the delivery of development.
  - Use of Government grants, other sources of funding and prudential borrowing.
  - Use of Section 106 agreements to secure affordable housing and other types of planning obligations.

- Use of tariff-based systems such as the Strategic Infrastructure Tariff and Community Infrastructure Levy for infrastructure delivery, where appropriate and in with the most current statutory regulations.
- Use of other sources of funding such as the lottery fund and other initiatives as they arise.

**12.4** We will work in a collaborative approach with the ten Greater Manchester boroughs, infrastructure providers, national government, regulators and others involved in infrastructure planning and funding, to ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this Framework.

## Policy GM-D 1

### Infrastructure Implementation

To make this happen we will:

1. Promote collaboration and synchronisation of investment plans between ourselves and the main infrastructure providers: Clinical Commissioning Groups, the NHS, Highways England, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers;
2. Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to ensure that future investment plans are consistent with the GMSF;
3. Establish a new long-term funding mechanism for transport infrastructure to ensure timely delivery and capture of developer contributions;
4. Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;
5. Require applicants to prepare an infrastructure phasing and delivery strategy for strategic sites, and major 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;
6. 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, from first occupation until development completion. As a minimum, applicants should identify and plan for:
  - 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;

- Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;
  - Reasonable gas and water supply, considering the need to conserve natural resources;
  - The provision of multiple-ducting to support full fibre digital connections from different providers;
  - 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
  - Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to facilitate appropriate improvements which may require the provision of space within new developments for on-site infrastructure, or contributions towards.
7. Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and
  8. 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.

**12.5** We have strong links with the various infrastructure providers that service the conurbation, including United Utilities, Environment Agency, Electricity North West, Cadent (gas) digital/telecommunication providers. The continuation of this co-operative working relationship is key to ensuring delivery of this policy. Developers, landowners and building occupants also have a role to play in demand management, early engagement with utility providers and co-operative working to avoid disruption.

### Question 139

**Do you agree with the proposed policy on Infrastructure Implementation?**

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

### Infrastructure Strategy

**12.6** The quality, distribution and resilience of infrastructure will be an important factor in determining whether the GMS and consequently the GMSF, is successfully implemented and delivered. Infrastructure is essential to support the delivery of the vision and objectives of the GMSF.

- 12.7** The capacity of the utility network to accommodate increased demand is considered generally robust. However, population, economic growth and changes in technology will increase demand, both for new and for existing infrastructure. Combined with a backlog of capital investment, historically low levels of investment compared to other countries and continually growing and changing expectations for infrastructure requirements over the next thirty years will be substantial. This is why we are working with the Government through the the Local Industrial Strategy to ensure that the right powers and funding are in place to ensure the timely deliver of the right infrastructure in the right place at the right time.
- 12.8** An Infrastructure Framework for Greater Manchester has been produced. This is a precursor to the development of the Greater Manchester Infrastructure Strategy. It frames the key issues and priorities which the Infrastructure Strategy should seek to address and sets out:
- The key trends affecting Greater Manchester's Infrastructure to 2040
  - How these trends will affect each infrastructure network
  - The eleven challenges that will have to be overcome through a series responses
- 12.9** The Greater Manchester Strategic Infrastructure Board includes representatives from United Utilities, Electricity North West, Cadent, Environment Agency, Transport for Greater Manchester as well as GMCA officers and Chief Resilience Officer. This year the Strategic Infrastructure Board will consider and respond to the issues and challenges raised by the Infrastructure Framework, it will advise the GMCA and Local Enterprise partnership on how best to move the challenges forward from the framework into a 2040 Infrastructure Strategy and then drive forward and monitor its implementation.

## Delivering New Infrastructure

- 12.10** To achieve Greater Manchester's ambitions, investment in transport infrastructure is required, as is the need to invest in enabling infrastructure, such as social infrastructure, green infrastructure, water, waste water, energy and digital connectivity.
- 12.11** The "Greater Manchester Transport Strategy 2040" describes our ambitions for transport in more detail GMCA (2017) Greater Manchester Transport Strategy 2040. It outlines how significant investment in sustainable modes of transport, in particular, will be essential to achieving this more sustainable vision for the future. The Strategy is supported by a five-year Delivery Plan, updated annually, to set out the immediate and longer term programme for transport interventions needed to support sustainable growth. The delivery of the Greater Manchester Cycling and Walking Infrastructure Proposal, sets out a vision for Greater Manchester to become the first city region in the UK to have a fully joined up walking and cycling network<sup>(130)</sup>. To support the delivery of the proposal, a broad range of improvement measures will be required, varying from route to route, including the provision of easy crossing points, innovative approaches to junction design, and the creation of fully segregated cycleways. The availability of future funding, particularly from central government, will be a

<sup>130</sup> Mayor of Greater Manchester, Greater Manchester Combined Authority and Transport for Greater Manchester (2018): Greater Manchester's cycling and walking infrastructure proposal

key determinant of the extent to which the necessary improvements to our connectivity and transport infrastructure can be achieved. New development will also have a significant role in supporting the delivery of new and improved transport infrastructure and services.

- 12.12** There is a growing need for social infrastructure across Greater Manchester, in particular to support education and health provision. Central government provides the majority of the capital funding through the basic need grant and Department for Education (DfE) free school programme to create school places and to carry out capital maintenance and repair work to existing school buildings, supplemented by capital contributions from individual local authorities. Since 2013, Public Health has been the responsibility of local authorities, which allows for a more joined-up approach to the delivery of public health policies and facilities. In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets. As part of this, a key aim is to better integrate health and social care services including wider community health services. Local Authorities work with Clinical Commissioning Groups and NHS England to determine what investment is required by monitoring housing and population growth. Contributions secured through Section 106 agreements can be used to support the provision of new social infrastructure facilities, particularly in Strategic Allocations where there is limited existing infrastructure.
- 12.13** The city's green infrastructure provides a wide range of benefits and services that generate significant economic value in a cost-effective way. However, provision of green infrastructure has traditionally been the responsibility of public authorities and various public or third-sector land-management bodies. In an attempt to address the problem of not properly valuing the services and benefits of green infrastructure, the Government has committed to including natural capital accounts in the UK Environmental Accounts by 2020. This re-framing of our understanding of the economic value of green infrastructure should mean that developers are more willing to integrate green infrastructure into developments rather than considering the provision of green space as simply a condition of planning. A Natural Capital Investment Plan for Greater Manchester is being prepared which will promote investment and delivery of opportunities to protect and enhance our natural capital. This Plan will help to ensure that the economic benefits of green infrastructure can be understood alongside other key indicators of economic performance.
- 12.14** Investment in energy, fresh water and waste water infrastructure is usually funded by providers through user charges to the consumer and connections charges to developers. Spend on new assets and operating costs are agreed through negotiations between the provider and regulator. These plans are then set out at the beginning of the regulatory price-control period in the provider's business plan. Capital expenditure is funded through user charges, so utilities companies typically borrow to fund the upfront costs of investment. The scale of growth in some parts of Greater Manchester may require significant capital investment in water and energy infrastructure, so investment ahead of demand will be required to ensure the utilities are available when sites are developed. The GMCA is working with providers to ensure the investment is secured to support development at the right time.

- 12.15** New digital connectivity infrastructure is typically paid for upfront through finance or private equity investment backed by user charges and connections charges to developers. In general, decisions on where to invest in infrastructure are determined on a demand-led basis. The fast changing nature of digital technology and increasing dependence on faster broadband means that investment ahead of demand should be supported. The GMCA is working with providers to ensure the investment is secured to support development at the right time.
- 12.16** A key way to support the implementation and delivery of the GMSF is through the introduction of an Implementation and Delivery Plan. This Plan will set out a range of infrastructure projects and actions for the GMCA, partner organisations and delivery agencies. For each project, information about responsible delivery bodies, a timescale for delivery and a degree of certainty/commitment will be provided. The Implementation and Delivery Plan will be prepared in draft form to accompany public consultation on the next stage of GMSF, and will be published to support the adoption of GMSF. It will be prepared as a separate document to the GMSF, and once in place, will be reviewed and updated on a regular basis, as part of the ongoing monitoring and management of the delivery of the GMSF.

## Funding

- 12.17** There is a significant gap between the public-sector funding required to deliver and support Greater Manchester's growth, and the amount currently committed to fund it. In some areas of the city region, major development projects are not being progressed because of the uncertainty around funding. Developments will need to deliver, or help to enable the delivery of, infrastructure required to support sustainable communities, through planning conditions, and developer contributions secured in a variety of ways. These methods include: Section 106 planning obligations, the Community Infrastructure Levy, agreements made under Section 278 of the Highways Act 1990 (as amended), or the potential introduction of a Strategic Infrastructure Tariff.
- 12.18** Planning obligations made under Section 106 of the Town and Country Planning Act 1990 (as amended), are a mechanism used to make development acceptable in planning terms through securing the provision of affordable housing or the delivery of infrastructure, or requiring development to be used in a particular way. Planning obligations must be used in accordance with national guidance and legislation, and are subject to statutory and policy tests to ensure that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. A local planning authority should set out policies which indicate the level of contributions required. Site-specific legal contracts taking account of these policies are then made on a site by site basis, securing financial sums to pay for infrastructure provision, or through 'in-kind' contributions. Examples of in-kind contributions include: provision of land to accommodate new facilities provided by other organisations, construction and fit-out of new facilities, or provision of 'shell and core' space at peppercorn rent; however any direct delivery must not contravene state aid or public procurement rules.

- 12.19** The Community Infrastructure Levy (CIL) is a locally-determined, non-negotiable, pounds-per-square metre development charge designed to help finance the delivery of infrastructure, and was introduced as a mechanism by the Government in April 2010. In contrast to Section 106, which should developer contributions for infrastructure to mitigate a specific development, CIL is intended to address the cumulative impact of developments across an area. Variations in charging rates are permitted between areas within the planning authority, as well as by different types of development, which must be set out in a published charging schedule. Local authorities are able to determine their CIL charges according to local considerations, although these are subject to two rounds of public consultation and review by an Independent Examiner. Across Greater Manchester, although most Local Authorities have initiated work on introducing a CIL, only one Local Authority has progressed work sufficiently to implement a CIL charging schedule, adopted in Trafford in July 2014.
- 12.20** The Ministry of Housing, Communities and Local Government (MHCLG) released a consultation document in March 2018 MHCLG: Supporting housing delivery through developer contributions - Reforming developer contributions to affordable housing and infrastructure. This consultation looked at proposed reforms to the system of developer contributions, covering the following areas: the Community Infrastructure Levy, Section 106 Planning Obligations, Strategic Infrastructure Tariffs and Technical Clarifications to Regulations. In this, the Government proposed to allow combined authorities and joint committees, where they have strategic planning powers, to introduce a Strategic Infrastructure Tariff (SIT). A SIT will operate in the same way as the London Mayoral CIL, including with the same exemptions and reliefs as set out in the CIL Regulations (2010) (as amended). It will operate alongside any localised form of developer contribution e.g. CIL and section 106 and contribute to the funding of strategic, large-scale infrastructure projects that cross administrative boundaries. The introduction of a SIT should encourage cross boundary planning to support the delivery of strategic infrastructure, and increasing the flexibility of the developer contribution system. No legislation has been introduced that will currently allow this to happen in Greater Manchester.
- 12.21** Greater Manchester boroughs have a range of locally based priorities to be fulfilled through developer contributions. Some boroughs have supplementary planning documents setting out these priorities and the likely scale of contributions that different types of development are likely to require. As required by Planning Practice Guidance, an Infrastructure Funding Statement will be prepared by each Local Authority on an annual basis. This will demonstrate the delivery of infrastructure over the next five years, setting out the anticipated funding from developer contributions, and how these contributions are intended to be prioritised and spent by each Local Authority.

## Policy GM-D 2

### Developer Contributions

We will require developments to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, legal contracts, CIL and SIT (or any subsequently adopted planning gain regime).

Applicants should take account of policies in development plans and other relevant document 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.

Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.

### Question 140

#### Do you agree with the proposed policy on Developer Contributions?

*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

What is the reason for your answer?

## Monitoring

- 12.22** To be effective plans need to be kept up-to-date and monitored. This plan is based on a number of projections, forecasts and research available at this point in time. While these provide a sound basis for the plan's overall strategy and policies, it is important to understand that circumstances can change and that the plan is flexible to this change. It is therefore important to establish indicators that can be robustly monitored, to gain an understanding of any significant changes that could give rise to reconsideration of the content of the strategy or policies and to update the associated evidence base where required. This approach is at the heart of the plan-monitor-manage process and will be developed during 2019 to reflect this consultation, the Integrated Assessment and to inform the final draft plan.



**APPENDICES**

TO THE  
LANCASHIRE FUSILIERS  
FOR  
THEIR  
DEEDS AND SACRIFICES  
FOR  
KING AND COUNTRY

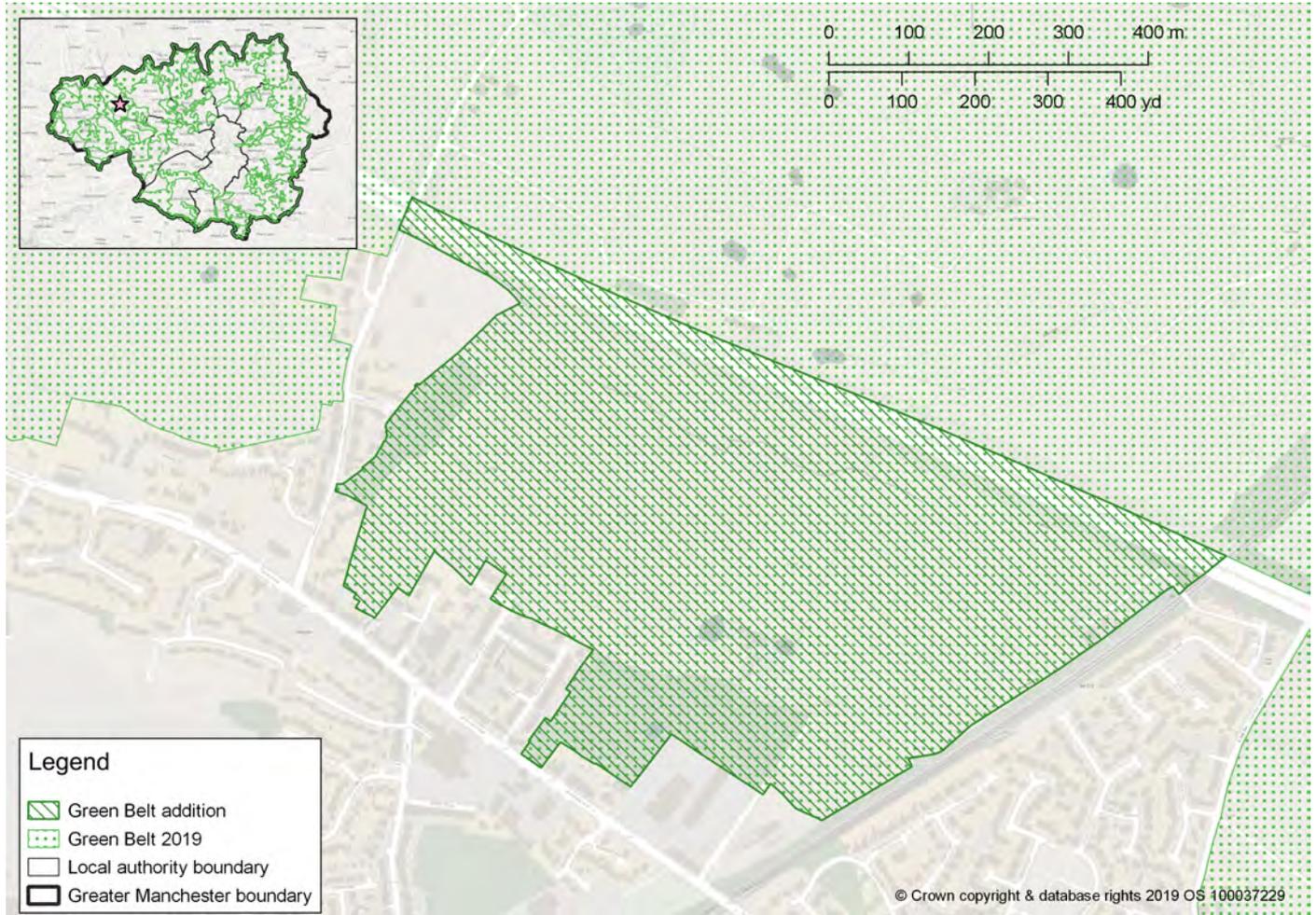
1801  
1802  
1803  
1804  
1805  
1806  
1807  
1808  
1809  
1810  
1811  
1812  
1813  
1814  
1815  
1816  
1817  
1818  
1819  
1820  
1821  
1822  
1823  
1824  
1825  
1826  
1827  
1828  
1829  
1830  
1831  
1832  
1833  
1834  
1835  
1836  
1837  
1838  
1839  
1840  
1841  
1842  
1843  
1844  
1845  
1846  
1847  
1848  
1849  
1850  
1851  
1852  
1853  
1854  
1855  
1856  
1857  
1858  
1859  
1860  
1861  
1862  
1863  
1864  
1865  
1866  
1867  
1868  
1869  
1870  
1871  
1872  
1873  
1874  
1875  
1876  
1877  
1878  
1879  
1880  
1881  
1882  
1883  
1884  
1885  
1886  
1887  
1888  
1889  
1890  
1891  
1892  
1893  
1894  
1895  
1896  
1897  
1898  
1899  
1900  
1901  
1902  
1903  
1904  
1905  
1906  
1907  
1908  
1909  
1910  
1911  
1912  
1913  
1914  
1915  
1916  
1917  
1918  
1919  
1920  
1921  
1922  
1923  
1924  
1925  
1926  
1927  
1928  
1929  
1930  
1931  
1932  
1933  
1934  
1935  
1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944  
1945  
1946  
1947  
1948  
1949  
1950  
1951  
1952  
1953  
1954  
1955  
1956  
1957  
1958  
1959  
1960  
1961  
1962  
1963  
1964  
1965  
1966  
1967  
1968  
1969  
1970  
1971  
1972  
1973  
1974  
1975  
1976  
1977  
1978  
1979  
1980  
1981  
1982  
1983  
1984  
1985  
1986  
1987  
1988  
1989  
1990  
1991  
1992  
1993  
1994  
1995  
1996  
1997  
1998  
1999  
2000  
2001  
2002  
2003  
2004  
2005  
2006  
2007  
2008  
2009  
2010  
2011  
2012  
2013  
2014  
2015  
2016  
2017  
2018  
2019  
2020  
2021  
2022  
2023  
2024  
2025

AND ALL FORMERS AND JOINT  
IN SUBSEQUENT CAMPAIGNS

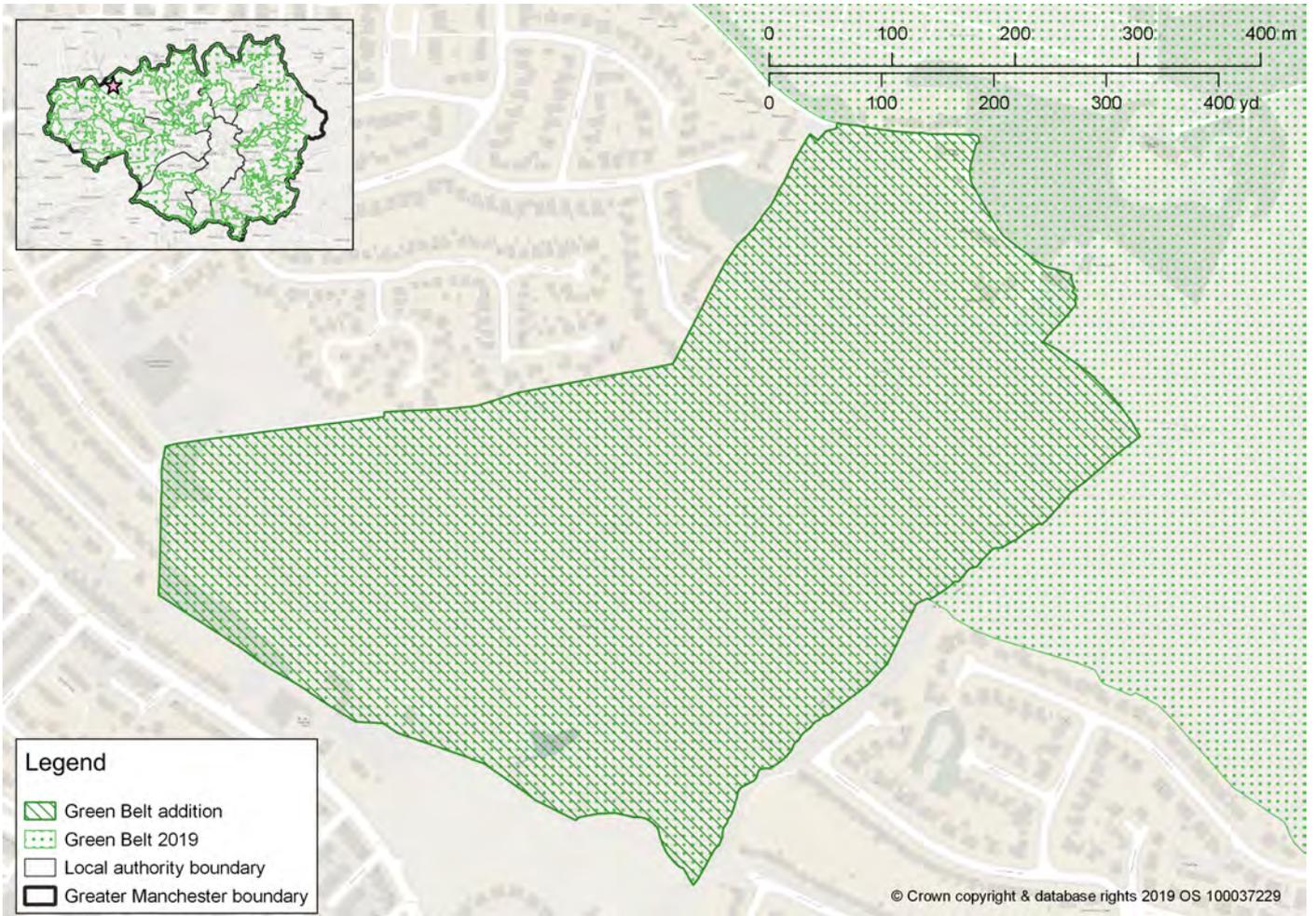
# Appendix A Additions to the Greater Manchester Green Belt

## Additions to the Green Belt in Bolton

### Ditchers Farm

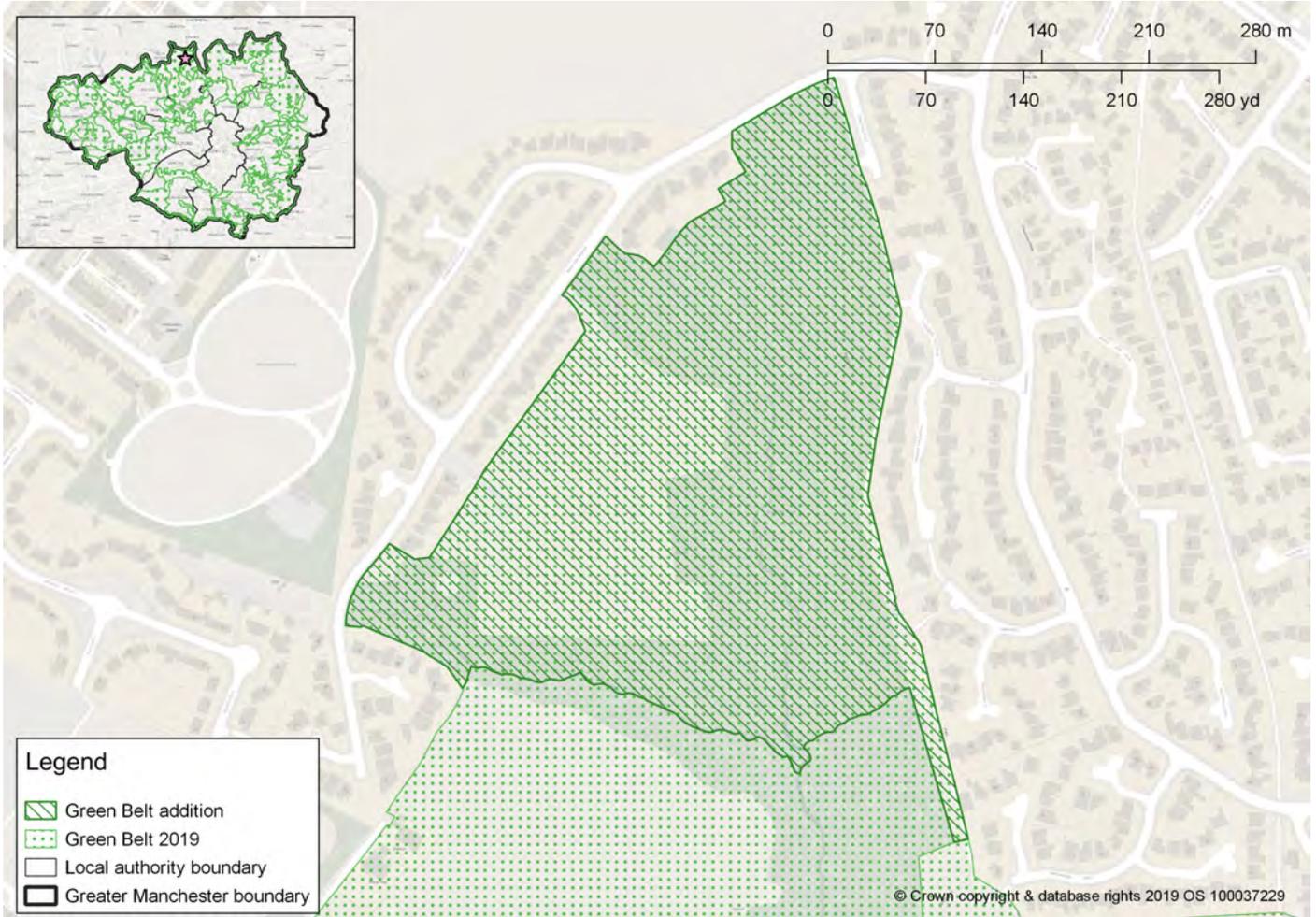


## Horwich Golf Club / Knowles Farm

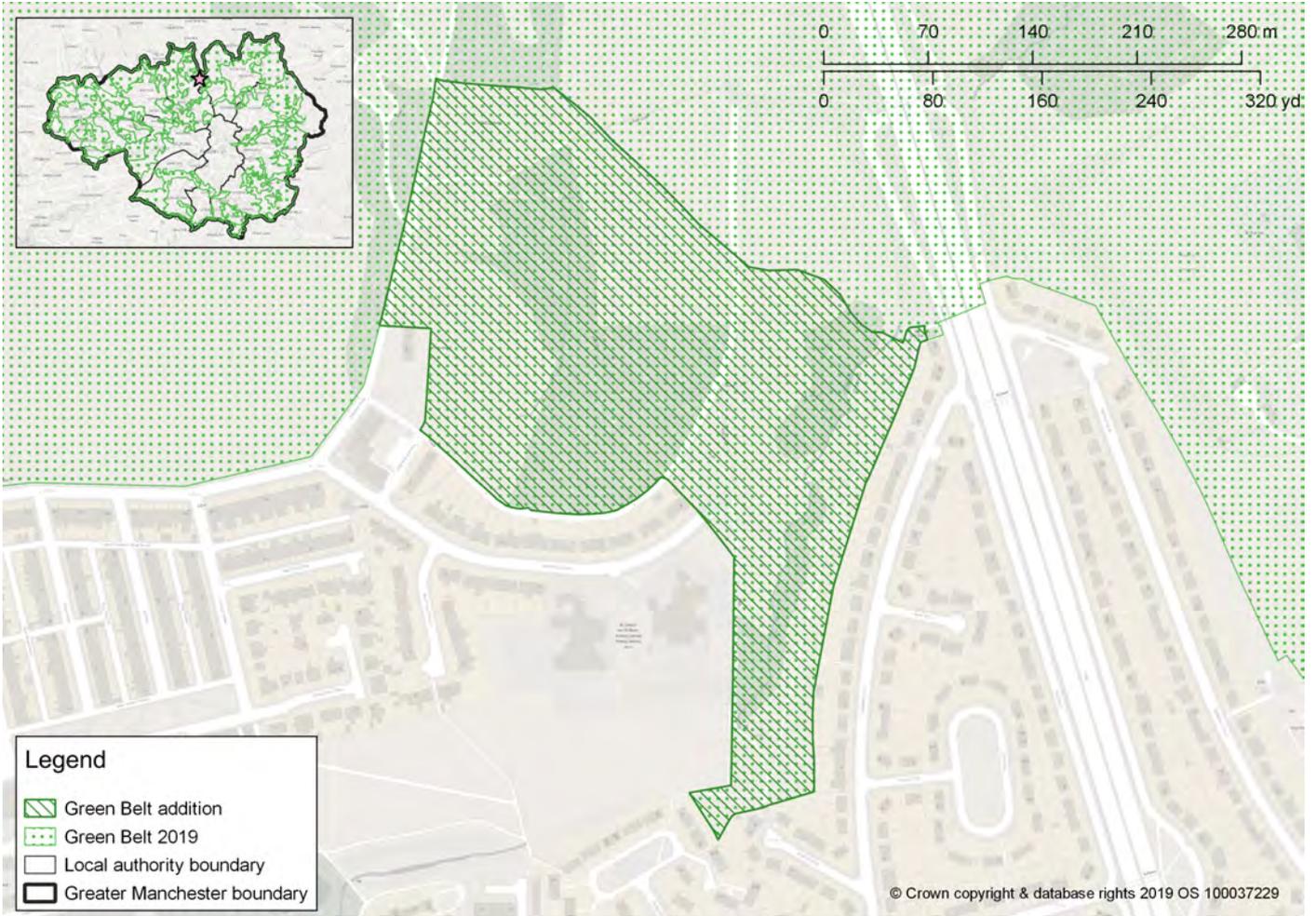


## Additions to the Green Belt in Bury

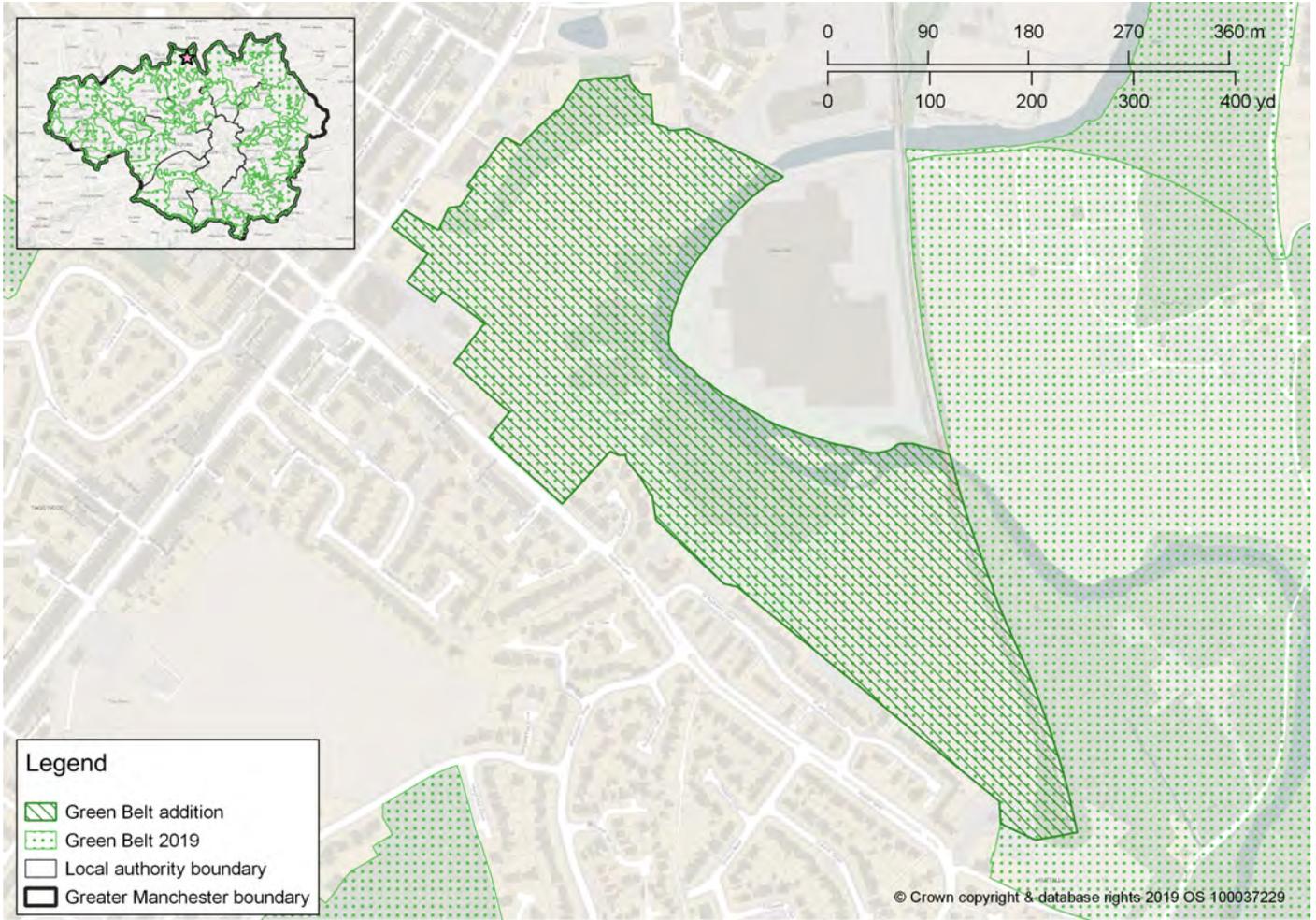
### Broad Hey Wood North



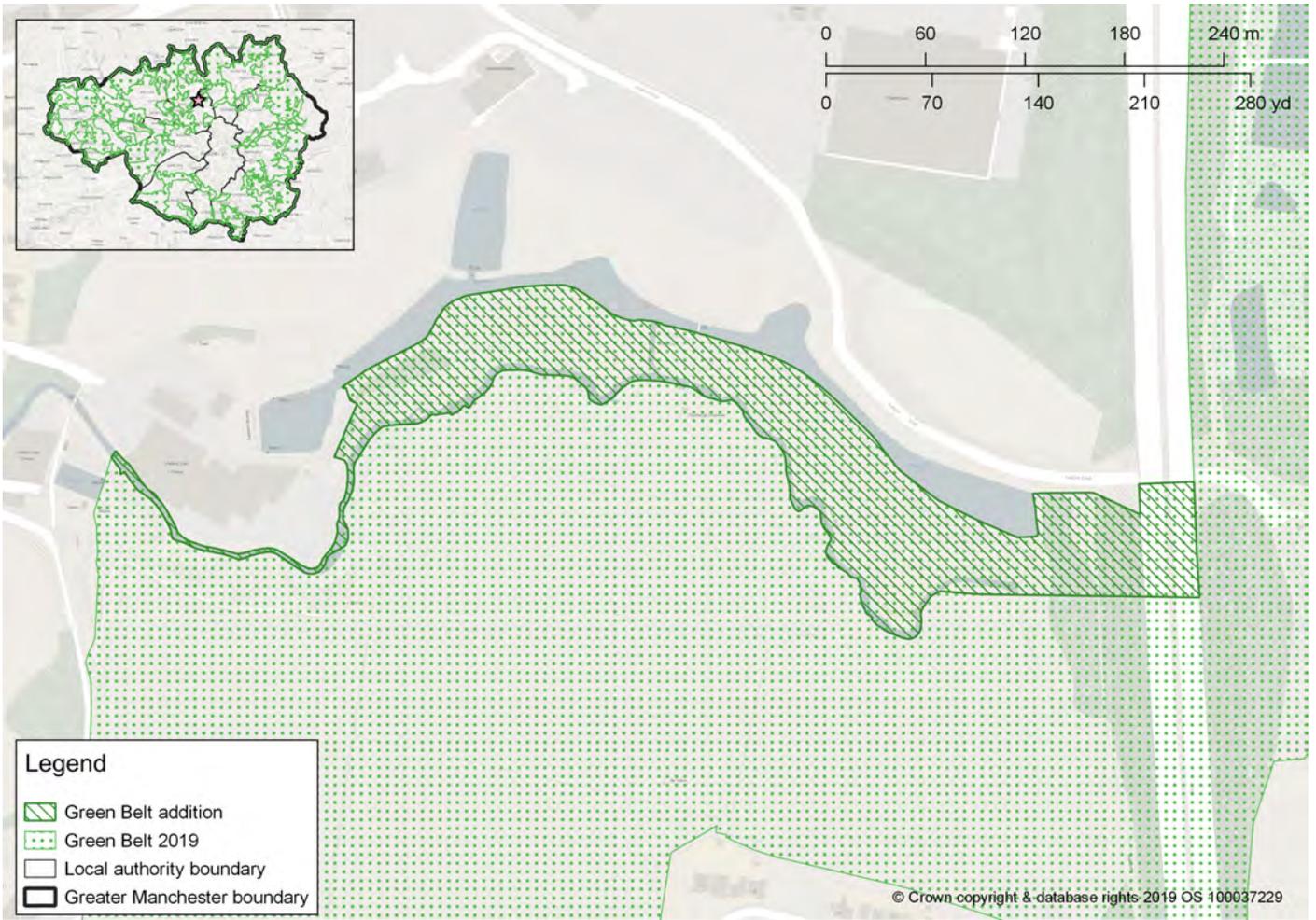
# Chesham



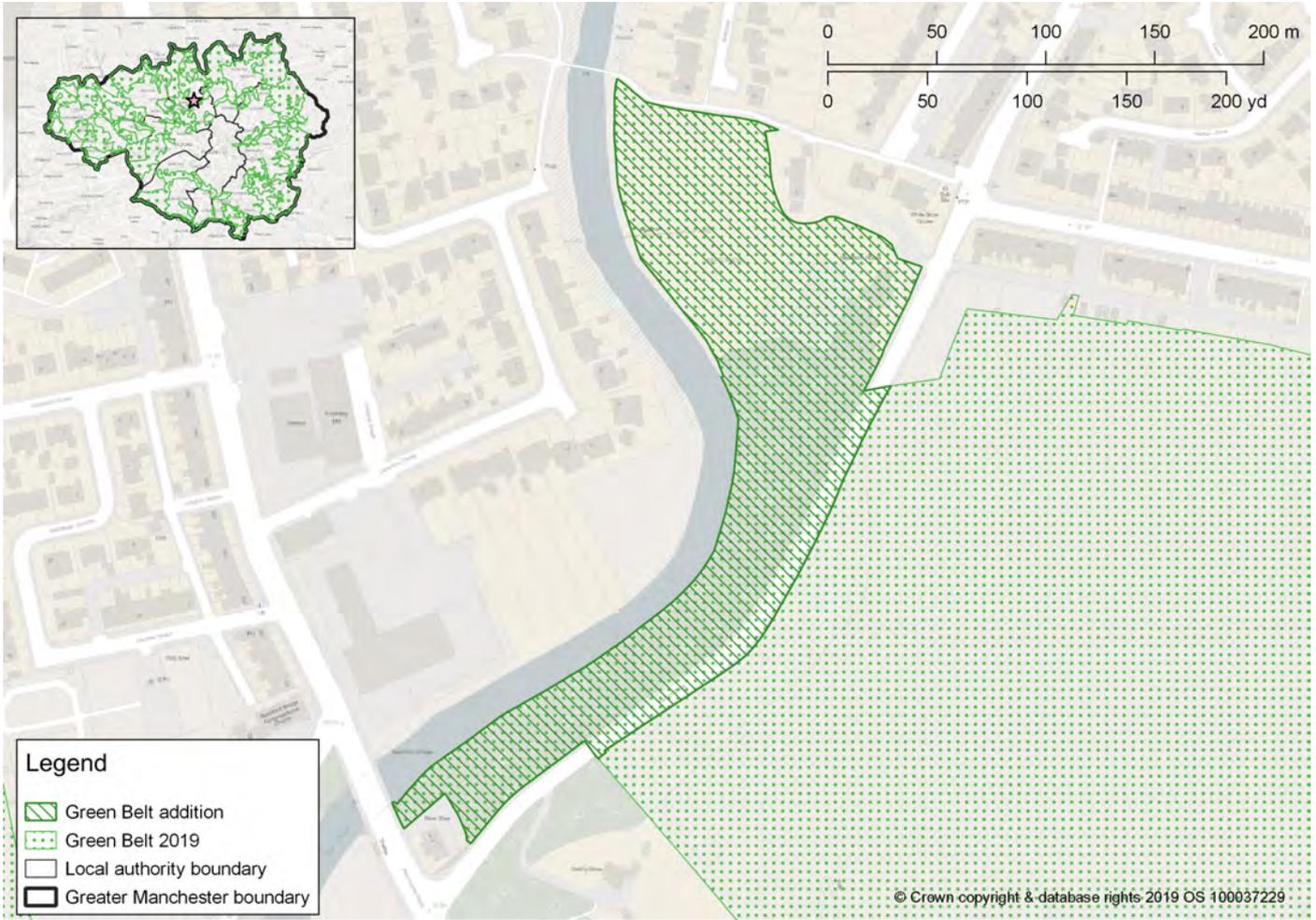
## Crow Lumb Wood



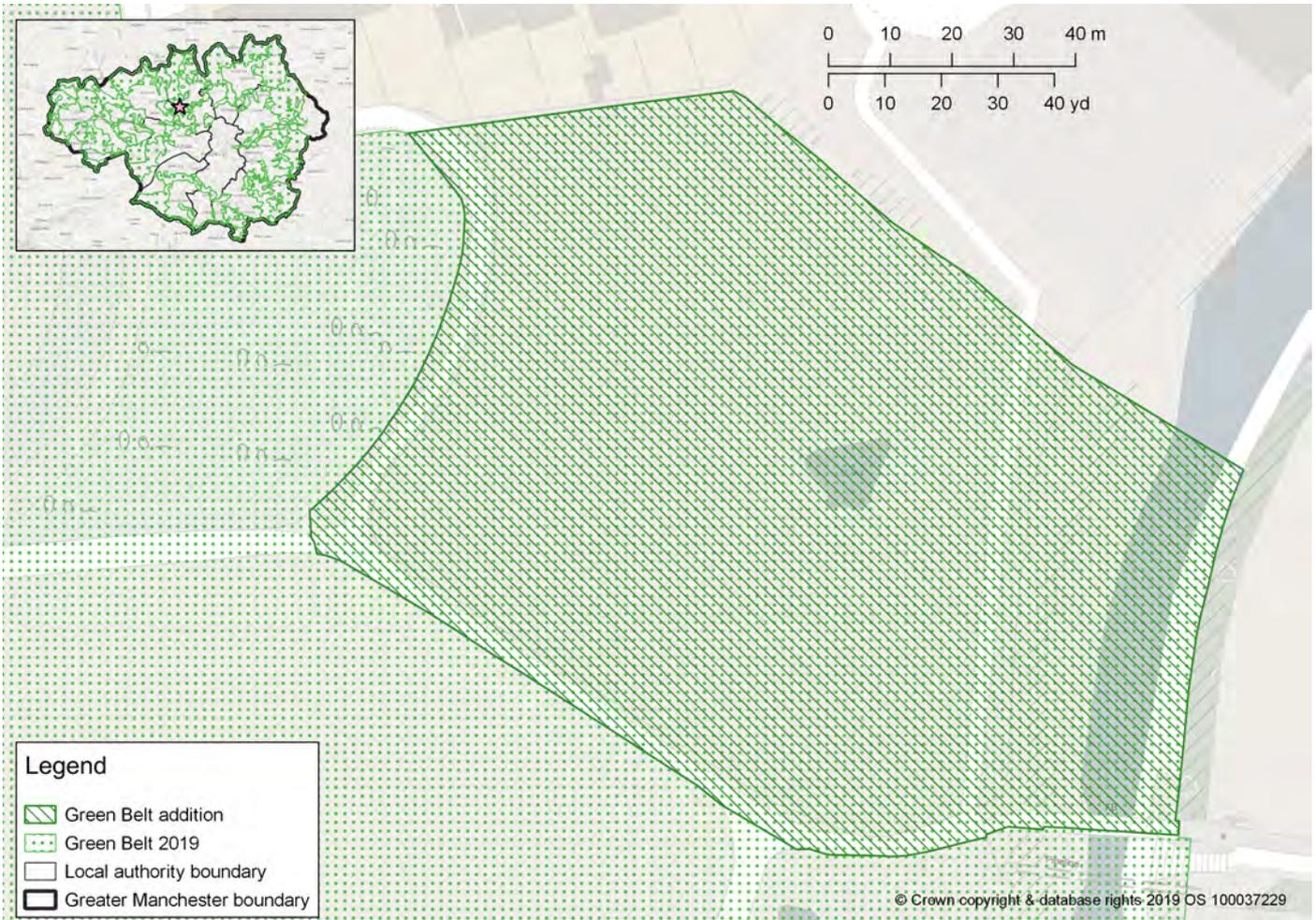
## Hollins Brook



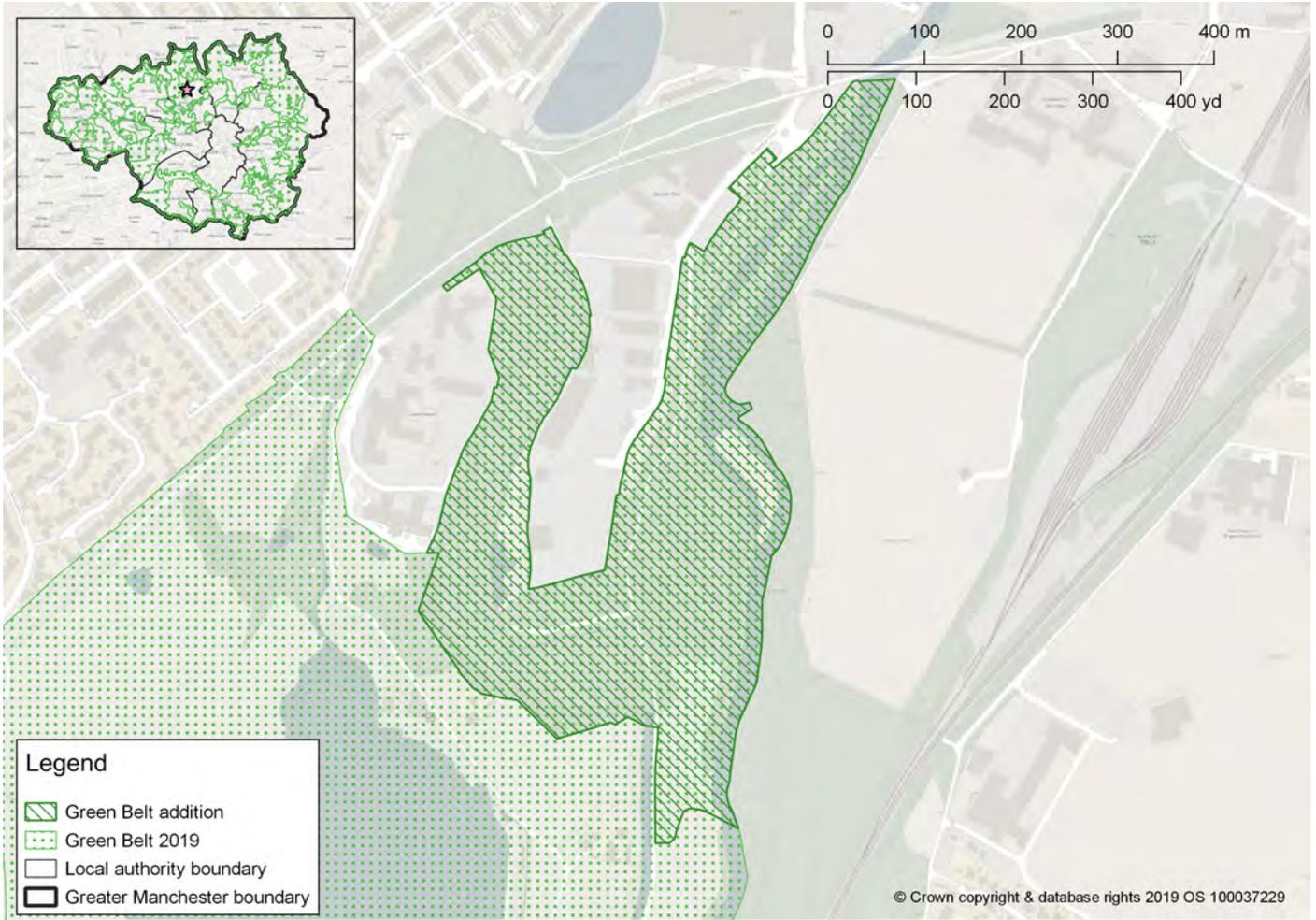
## Hollins Brow



## Hollybank Street, Radcliffe



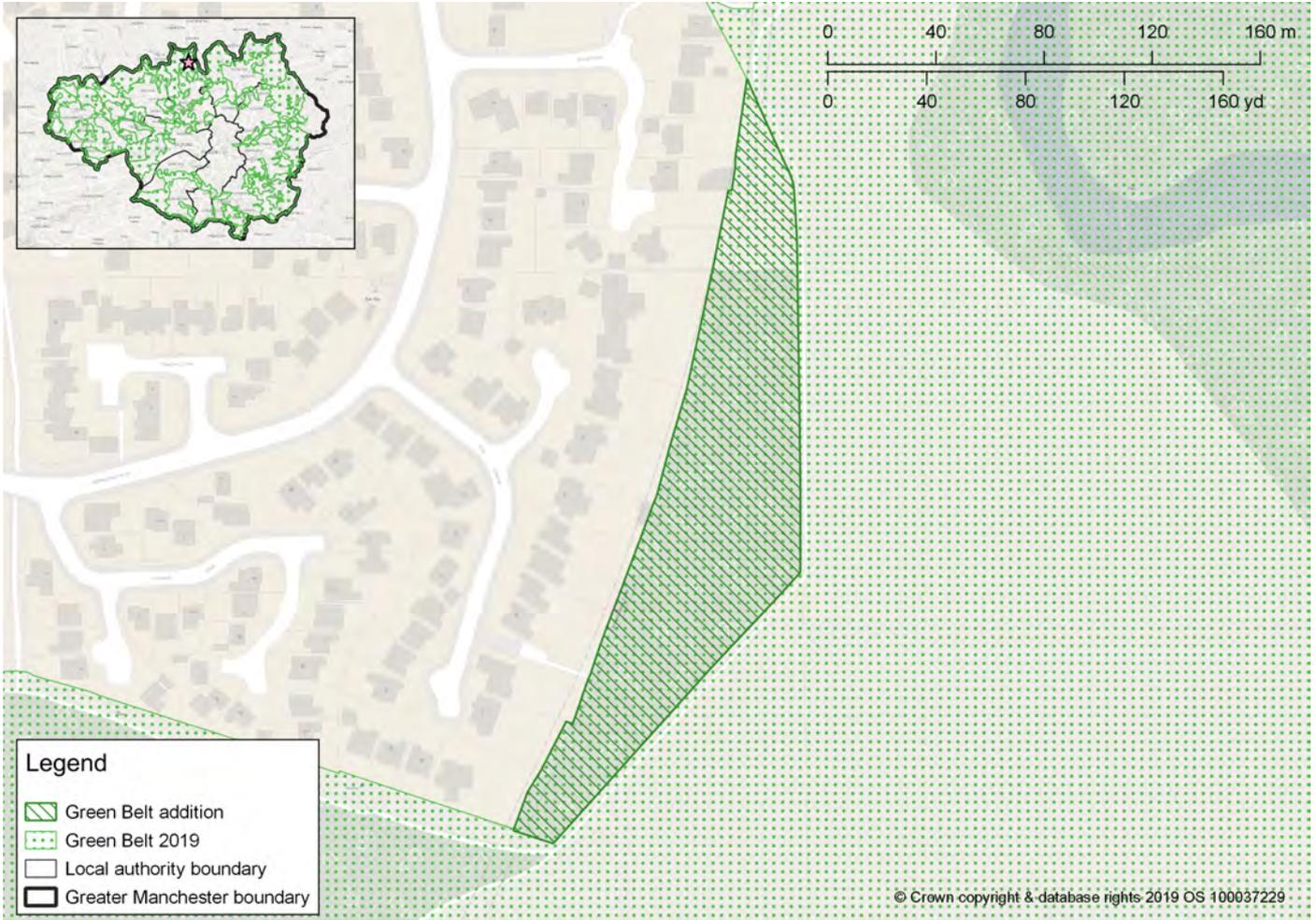
## Lower Hinds



## North of Nuttall Park



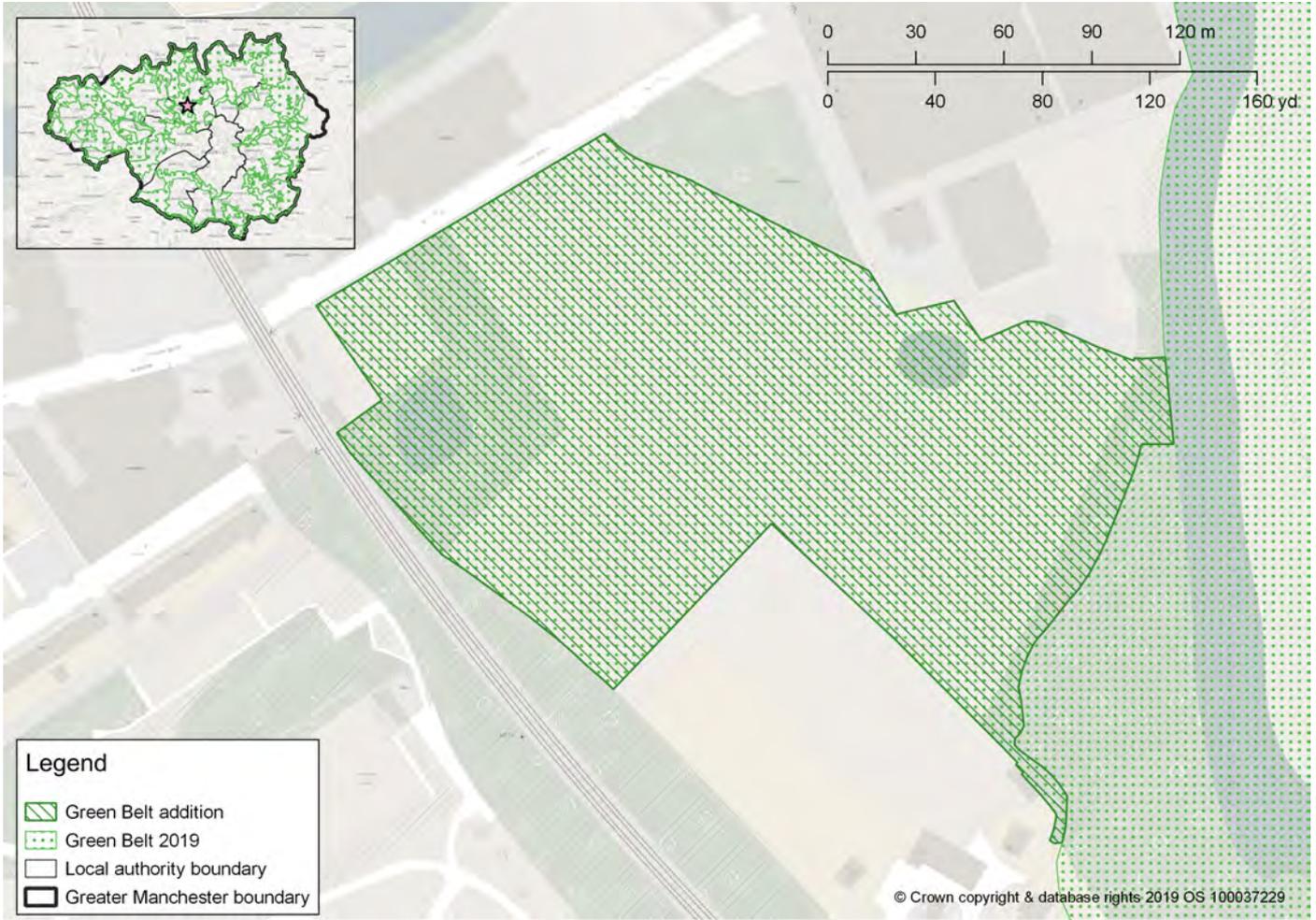
## Nuttall East



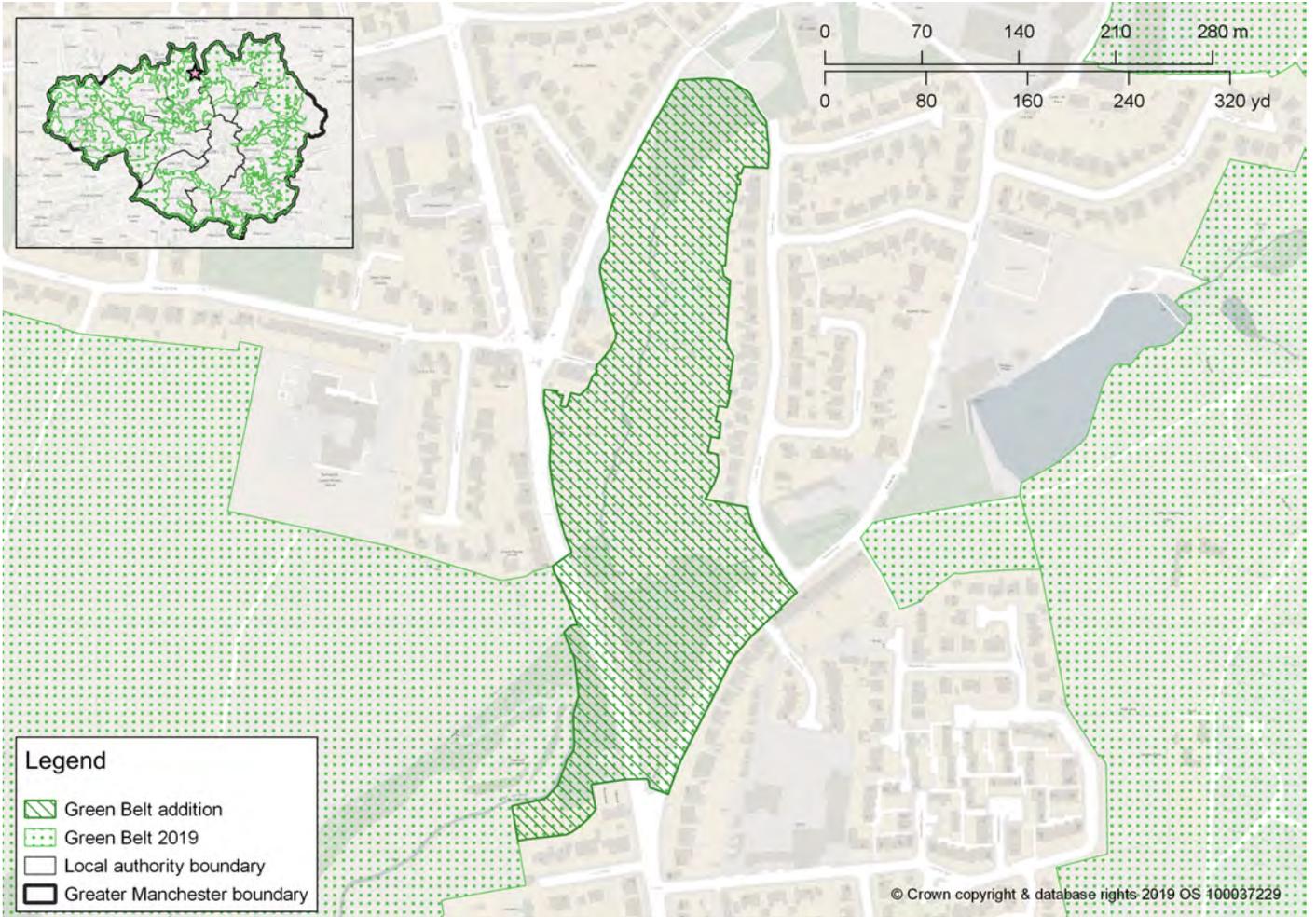
## Nuttall West



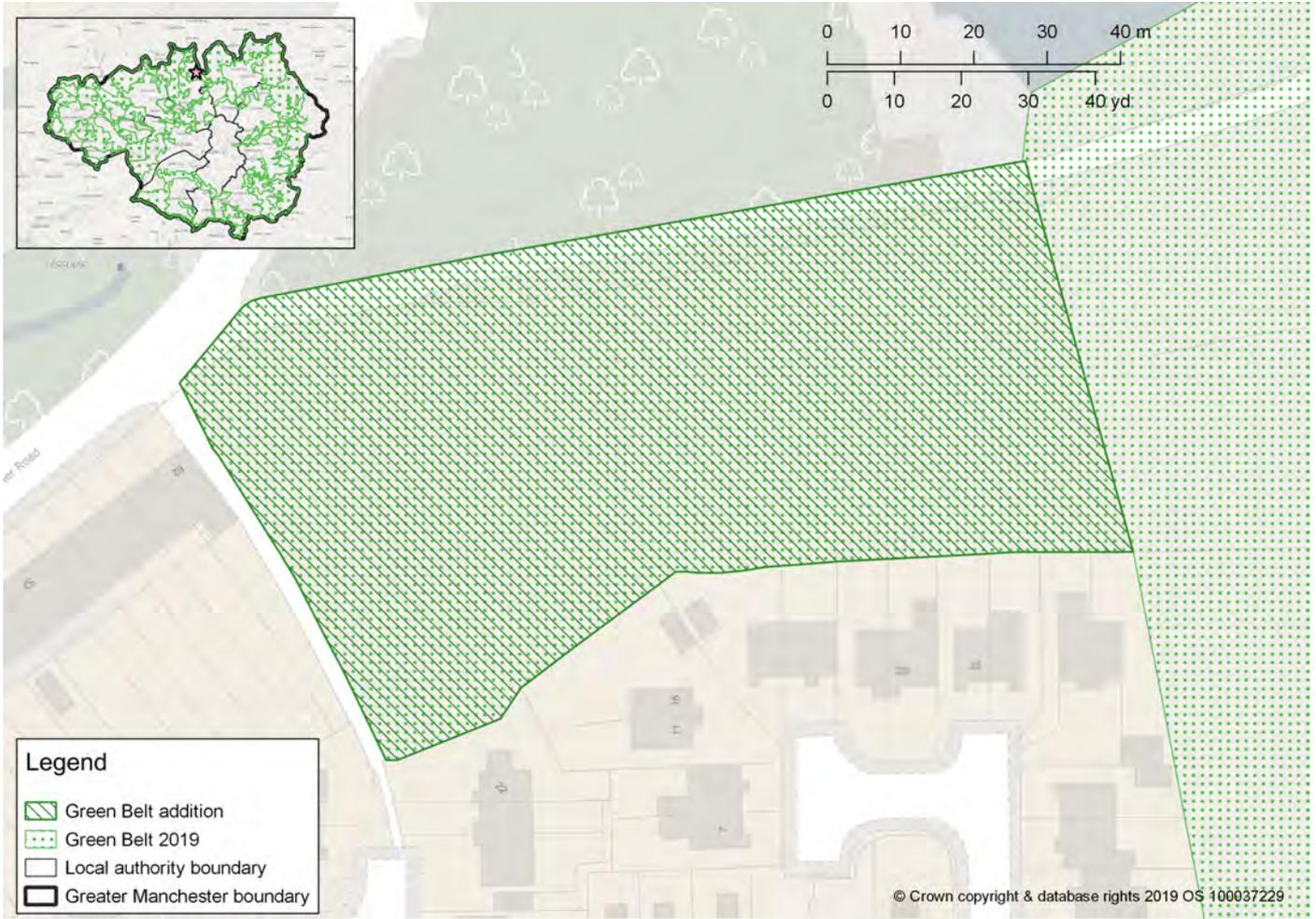
## Off New Road, Radcliffe



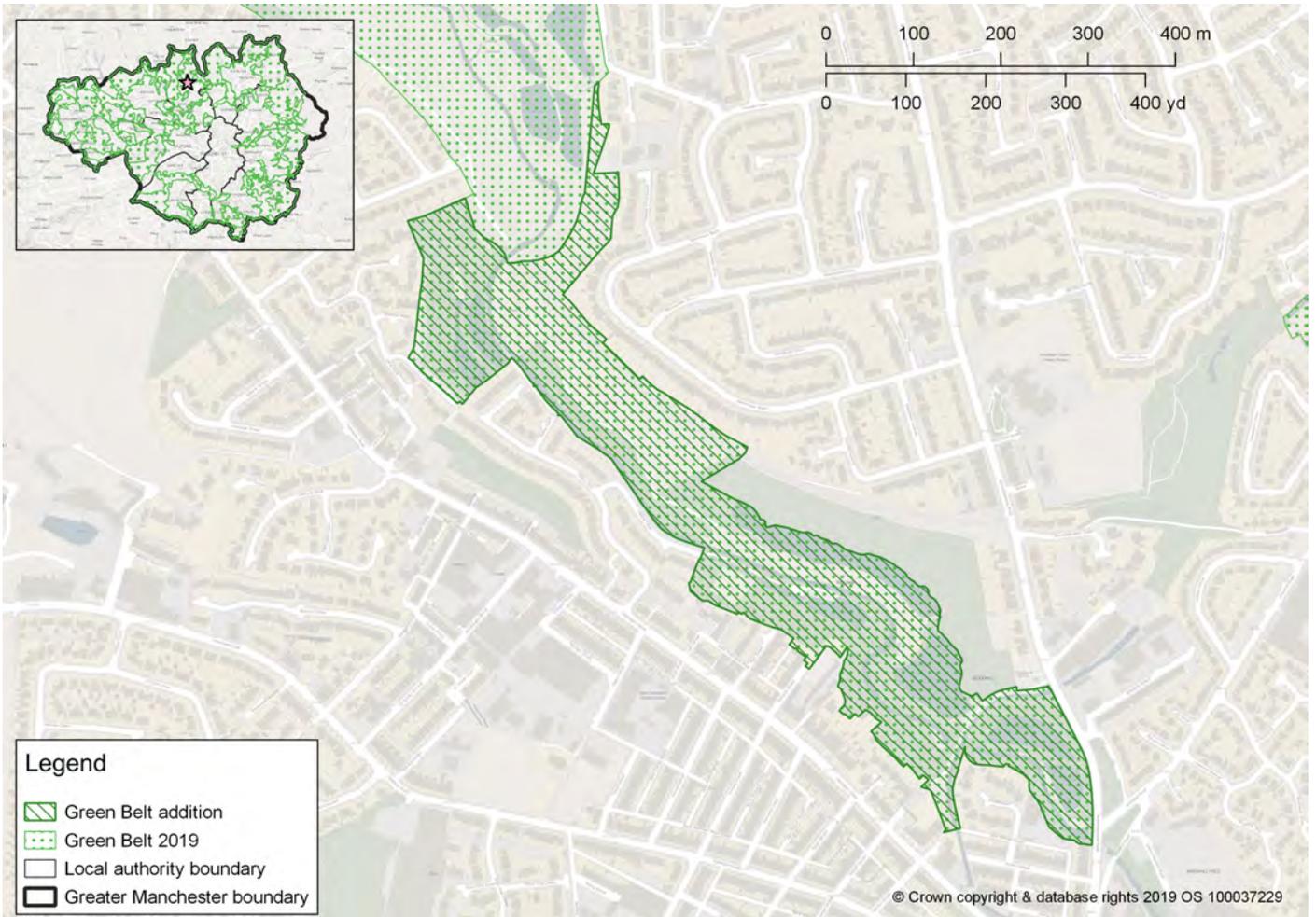
## Pigs Lea Brook 1



## Pigs Lea Brook 2

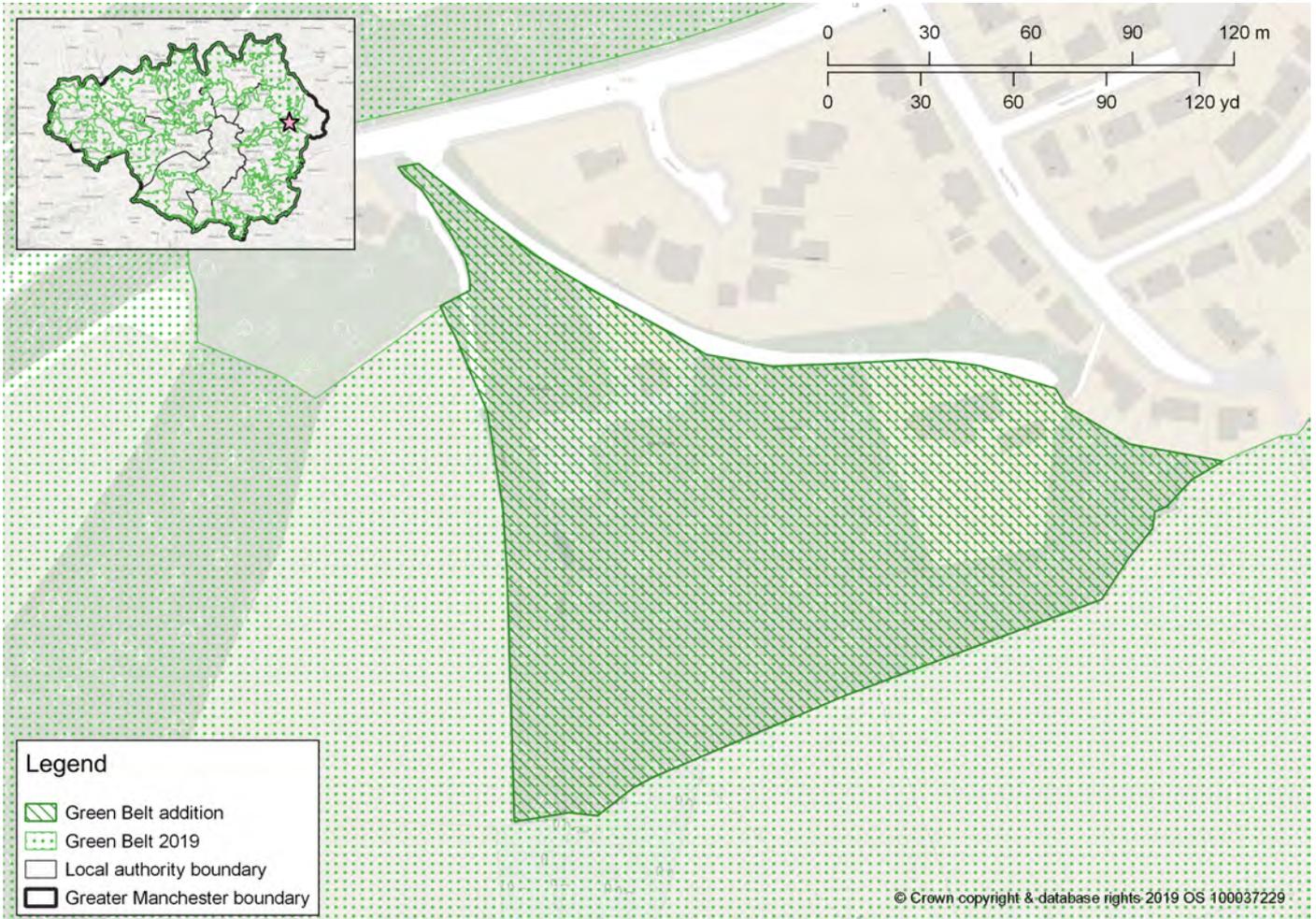


## Woolfold

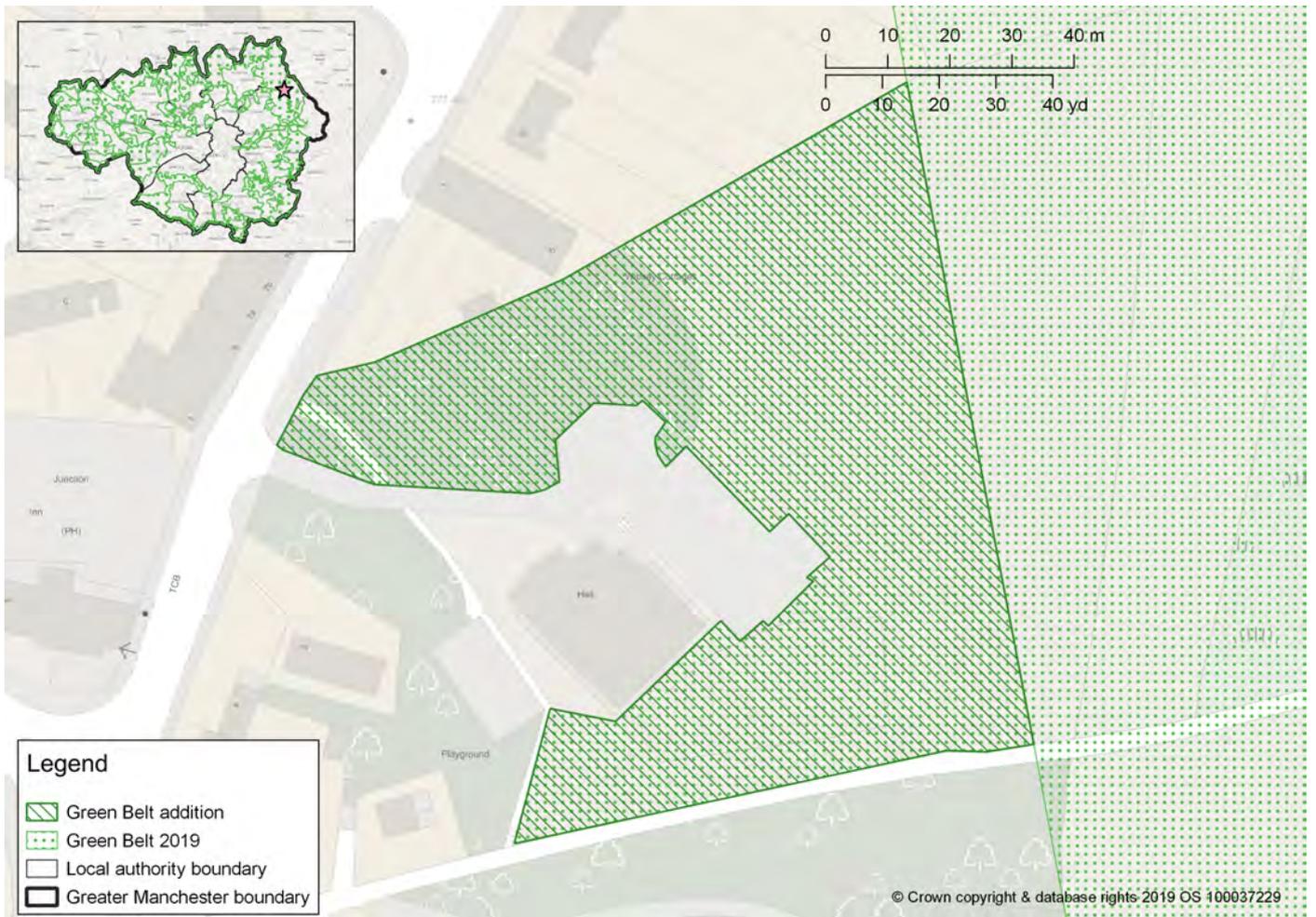


## Additions to the Green Belt in Oldham

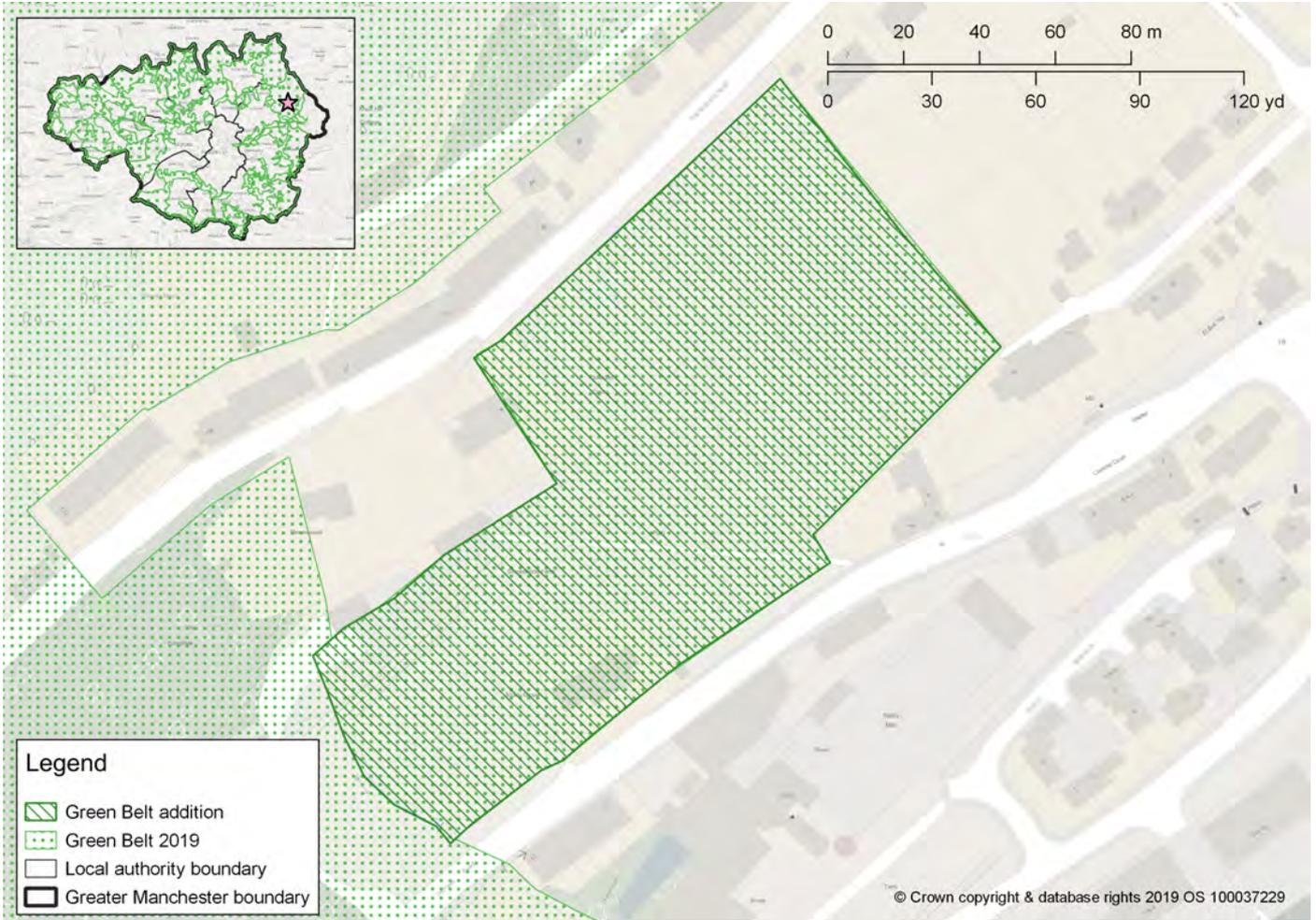
### Dacres



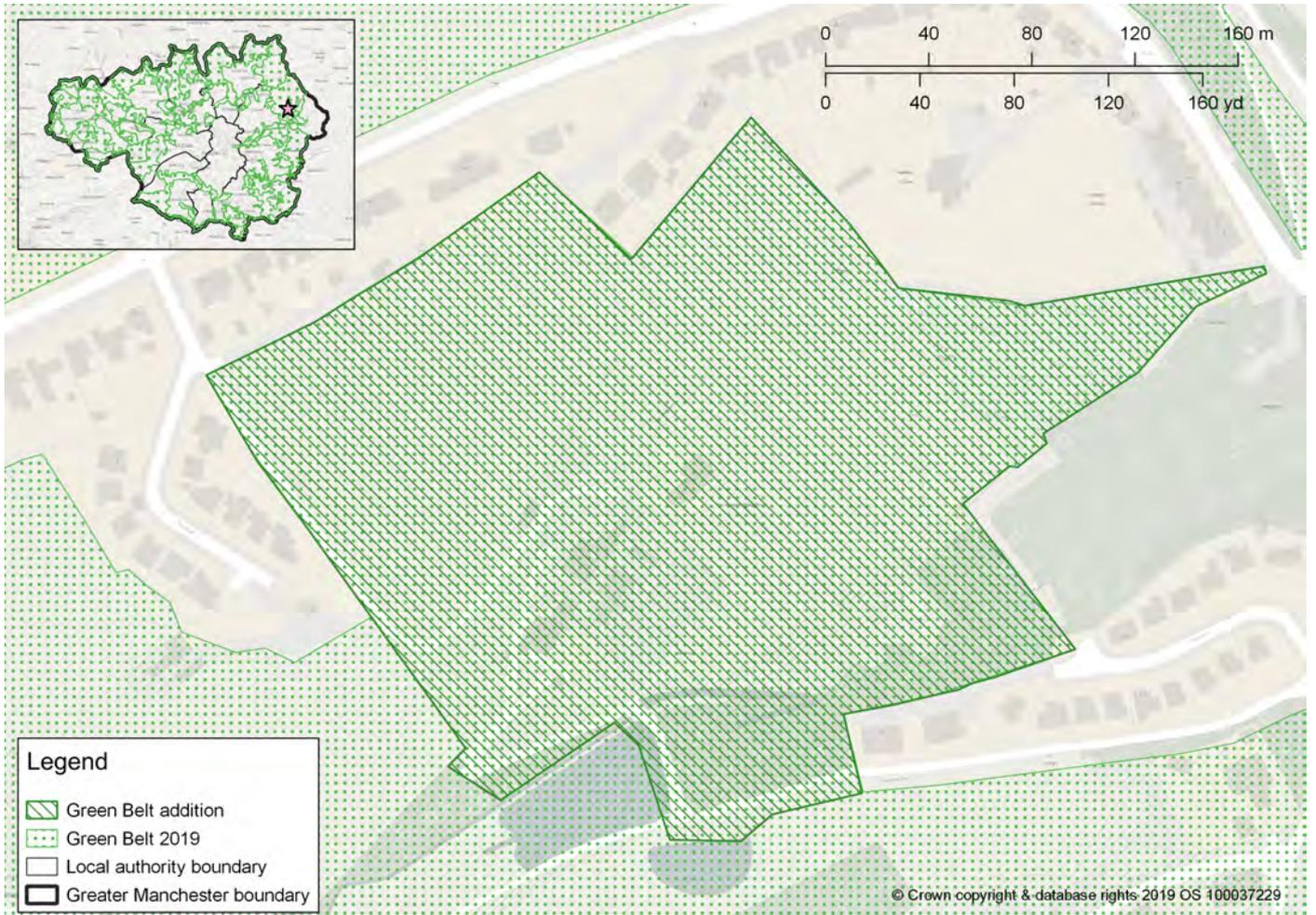
## Land behind Denshaw Village Hall



## Stoneswood

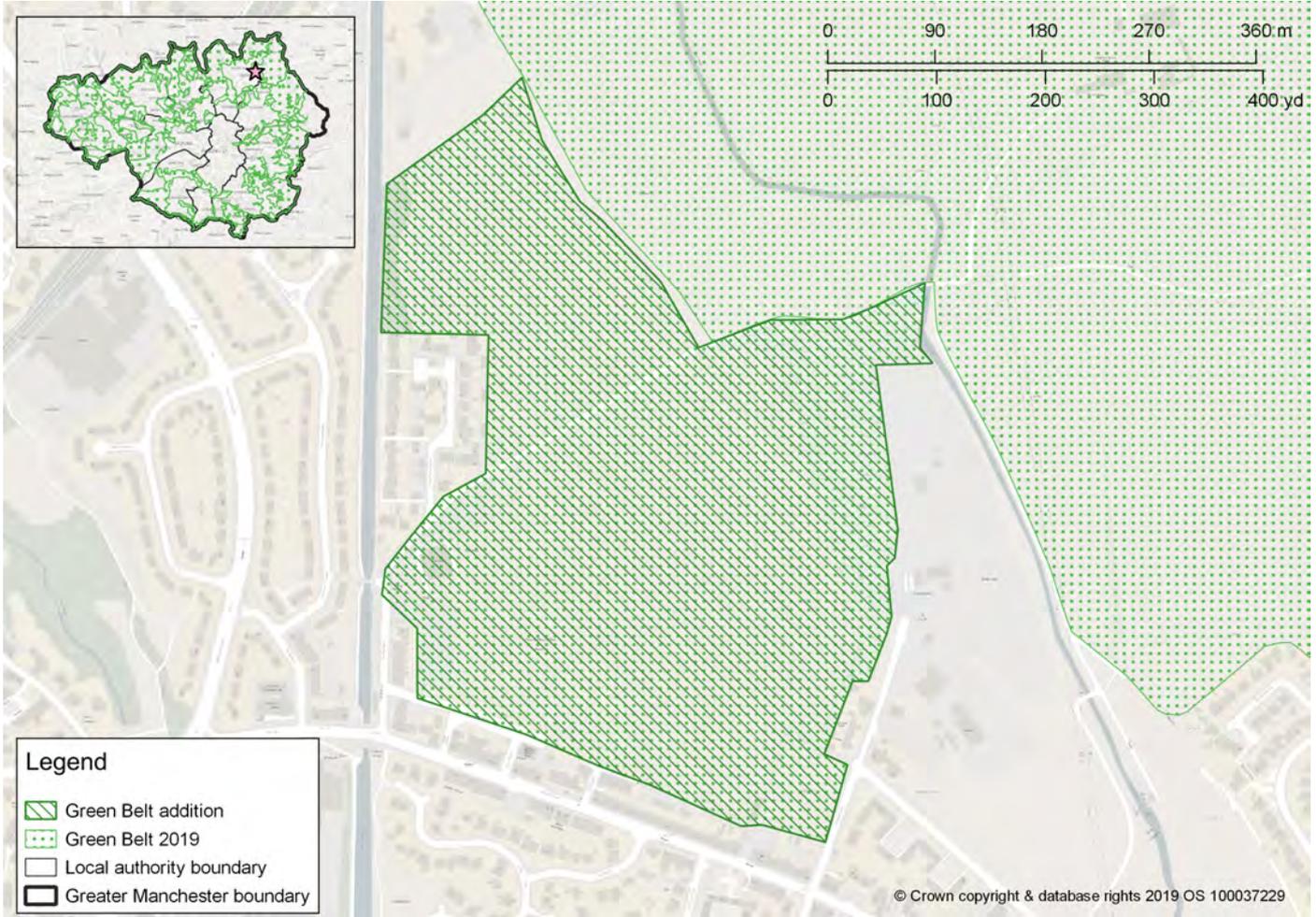


## Wall Hill

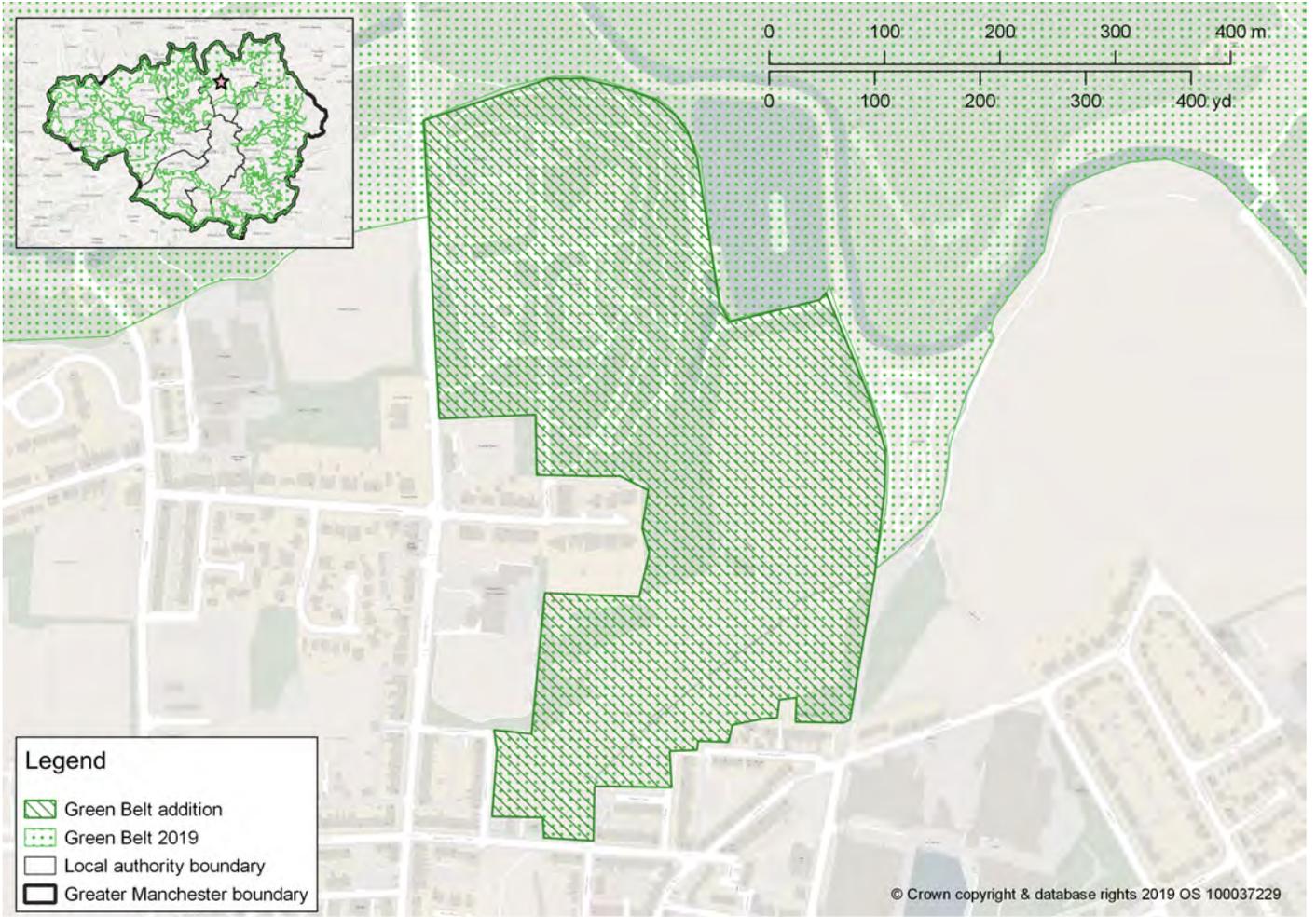


## Additions to the Green Belt in Rochdale

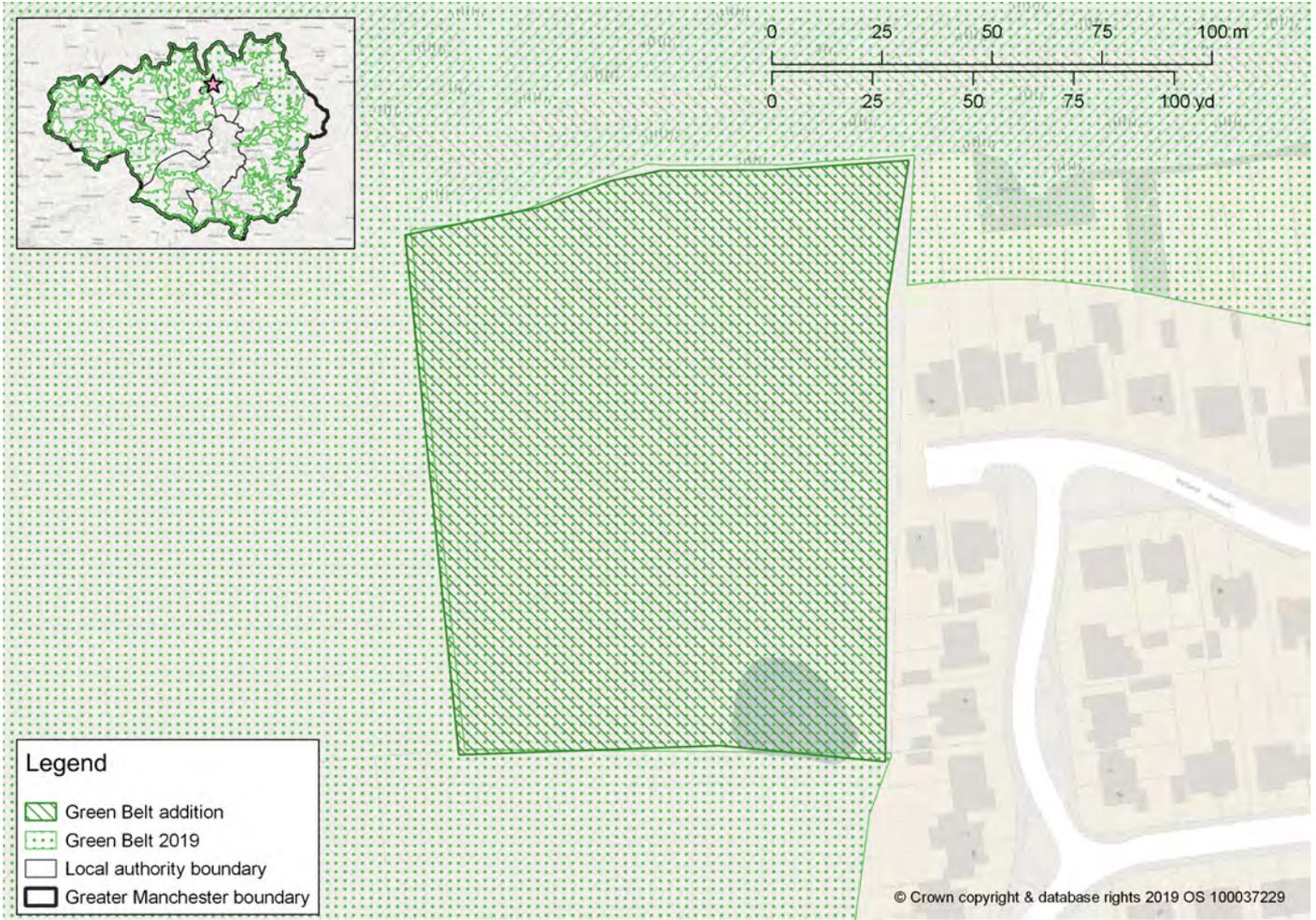
### Land at Firgrove Playing Fields, Rochdale



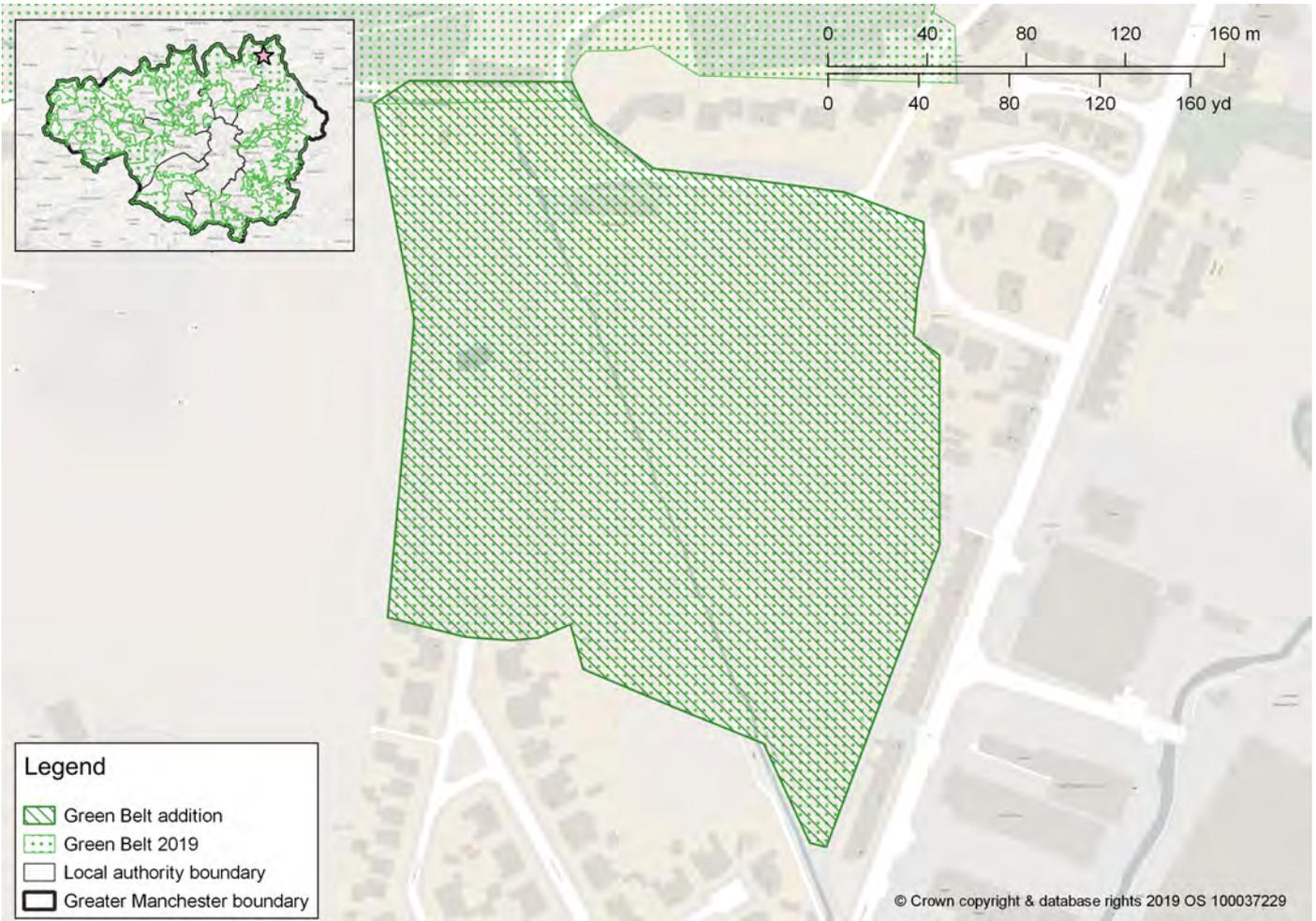
## Land at Queens Park, Heywood



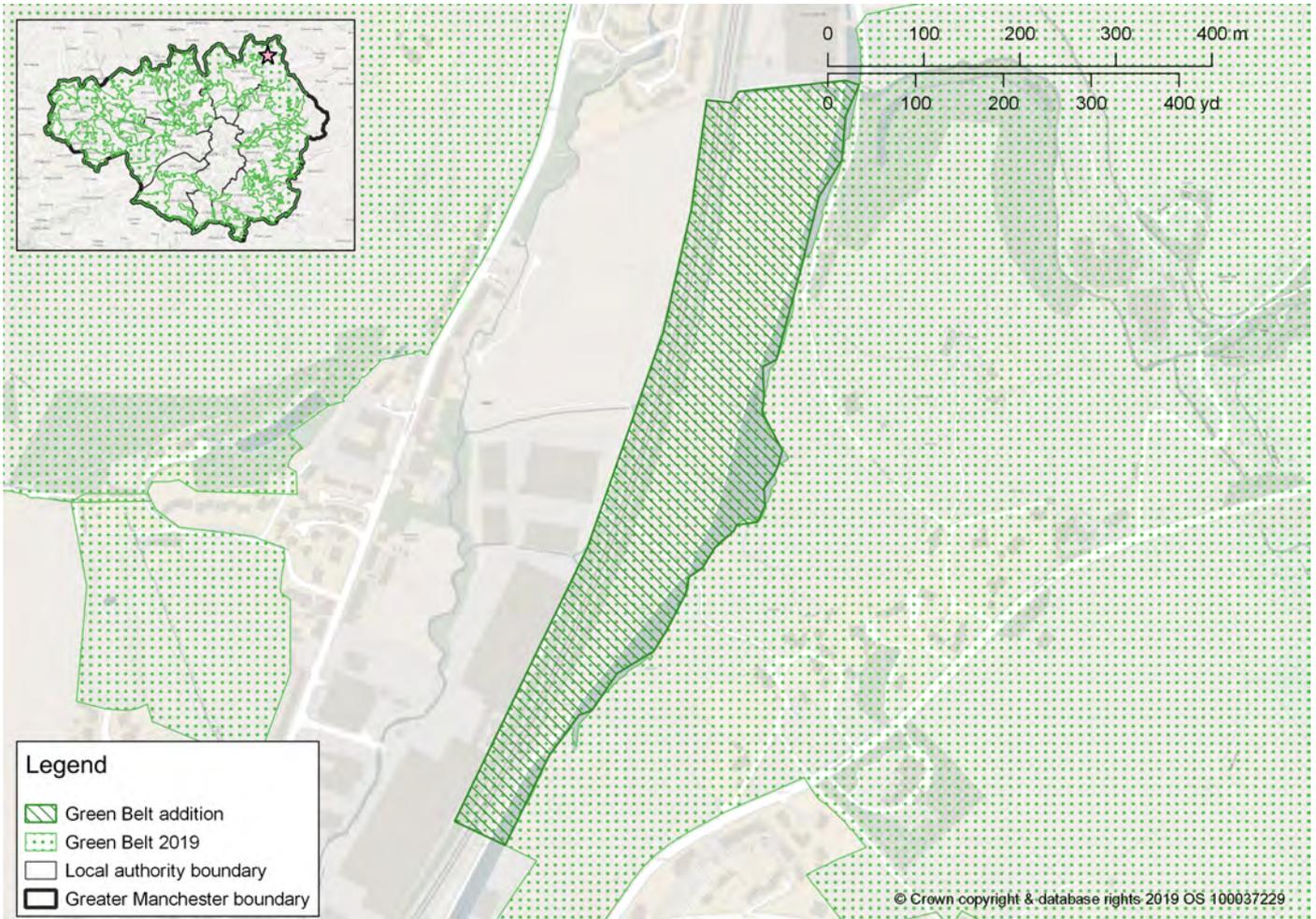
## Land at Summit, Heywood



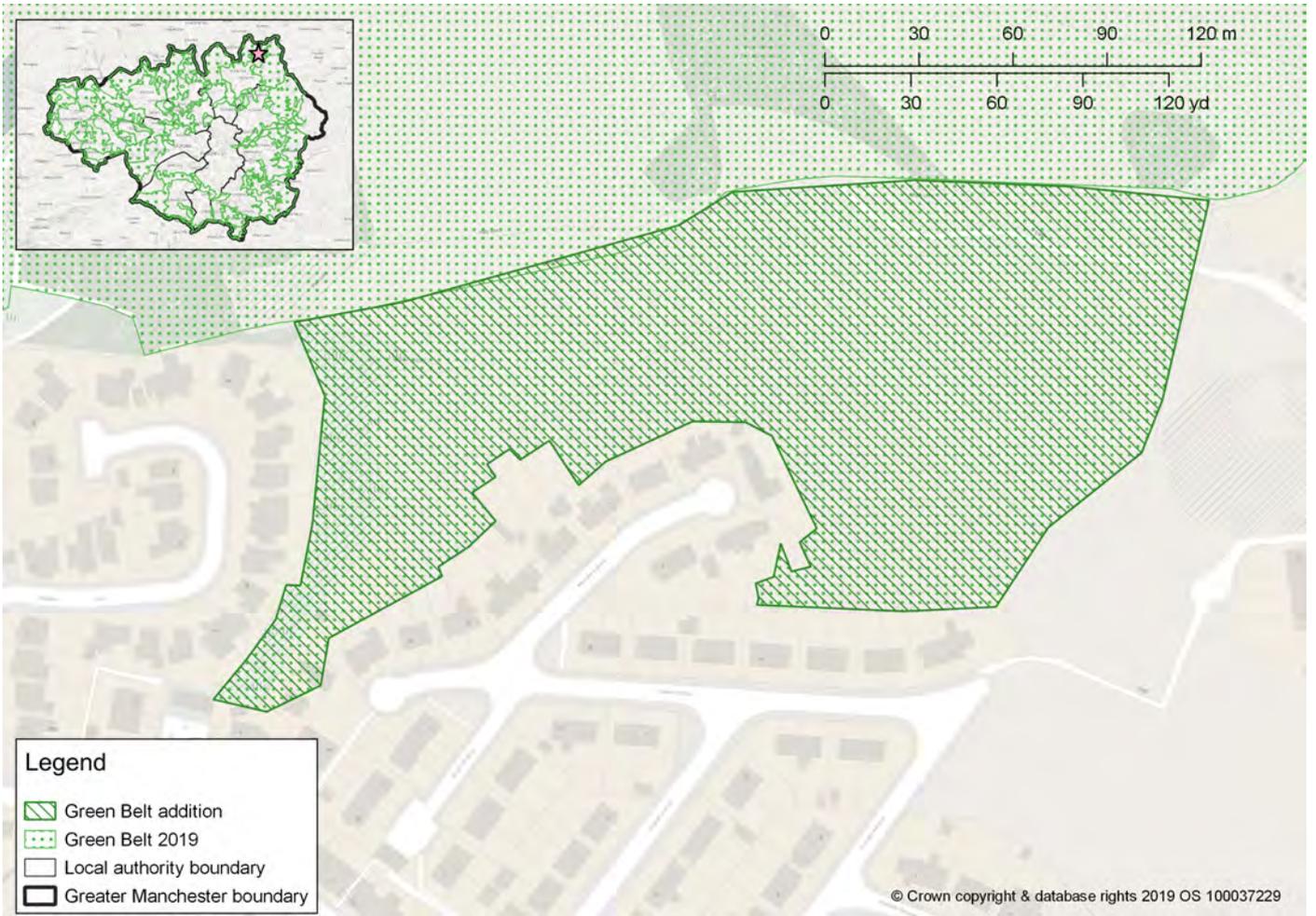
## Land at Townhouse Brook, Littleborough



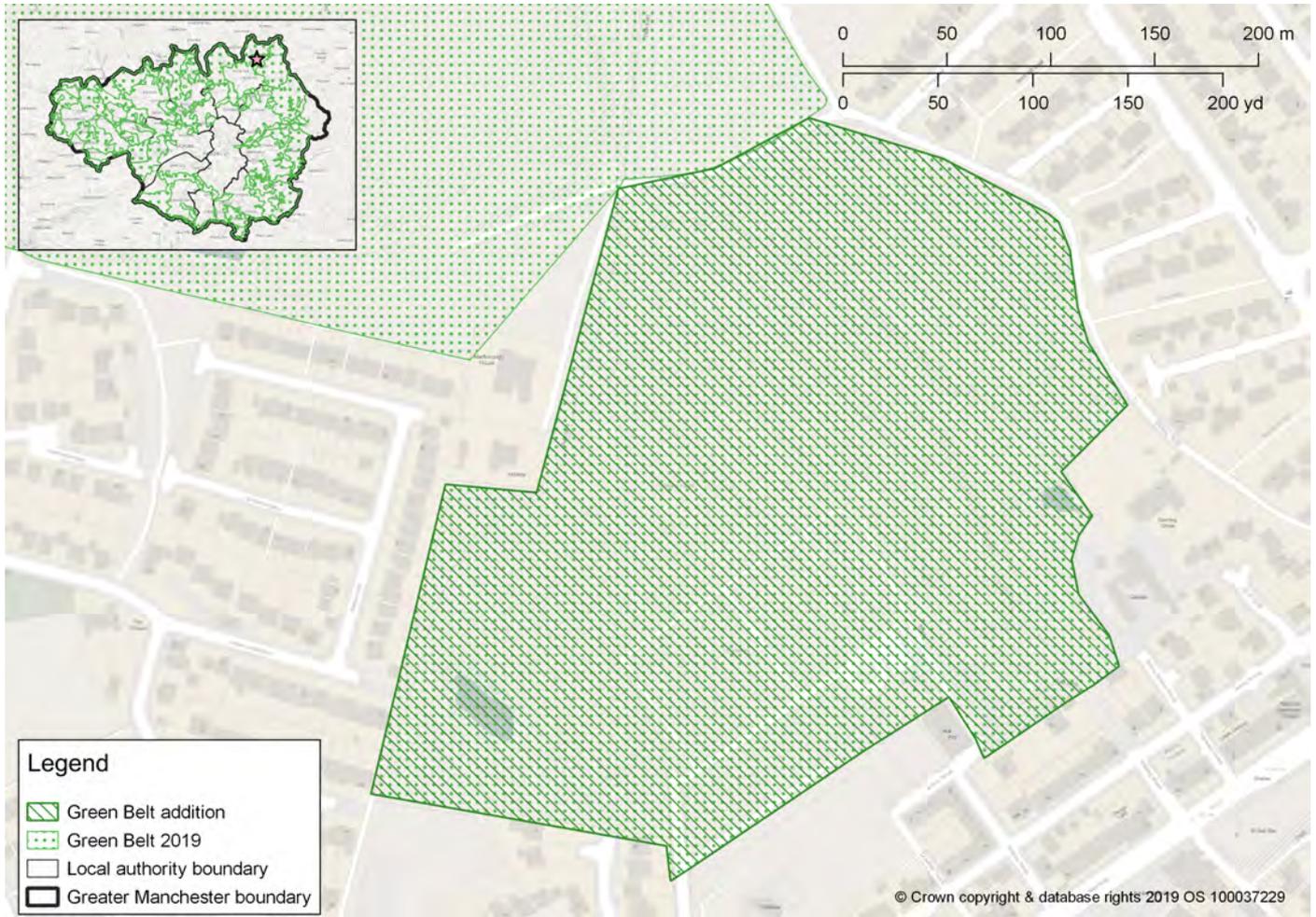
## Land between railway line and Rochdale Canal, Littleborough



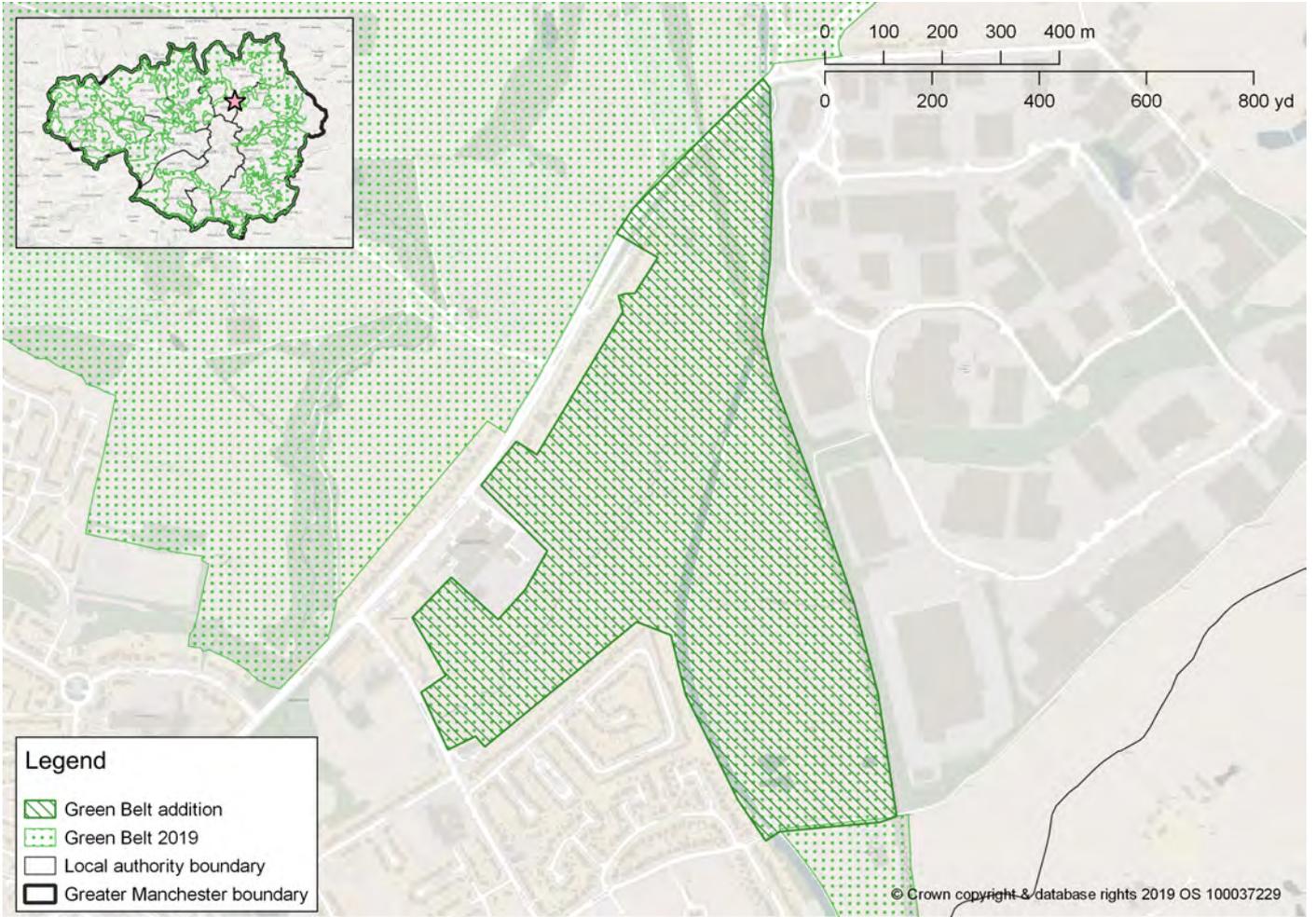
## Land north of Shore, Littleborough



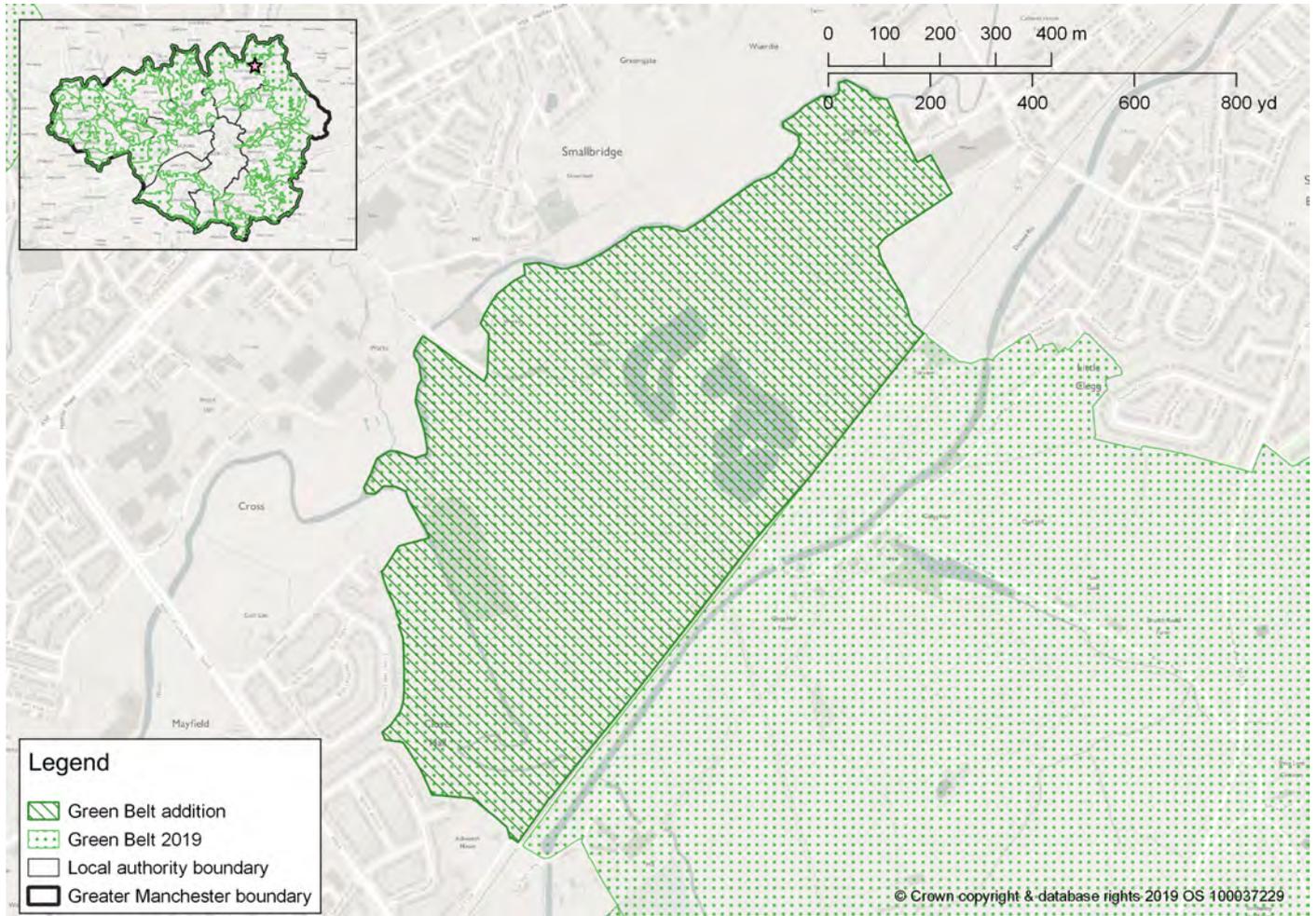
## Land north of St Andrew's Church, Dearnley



## Land to west of Stakehill Business Park

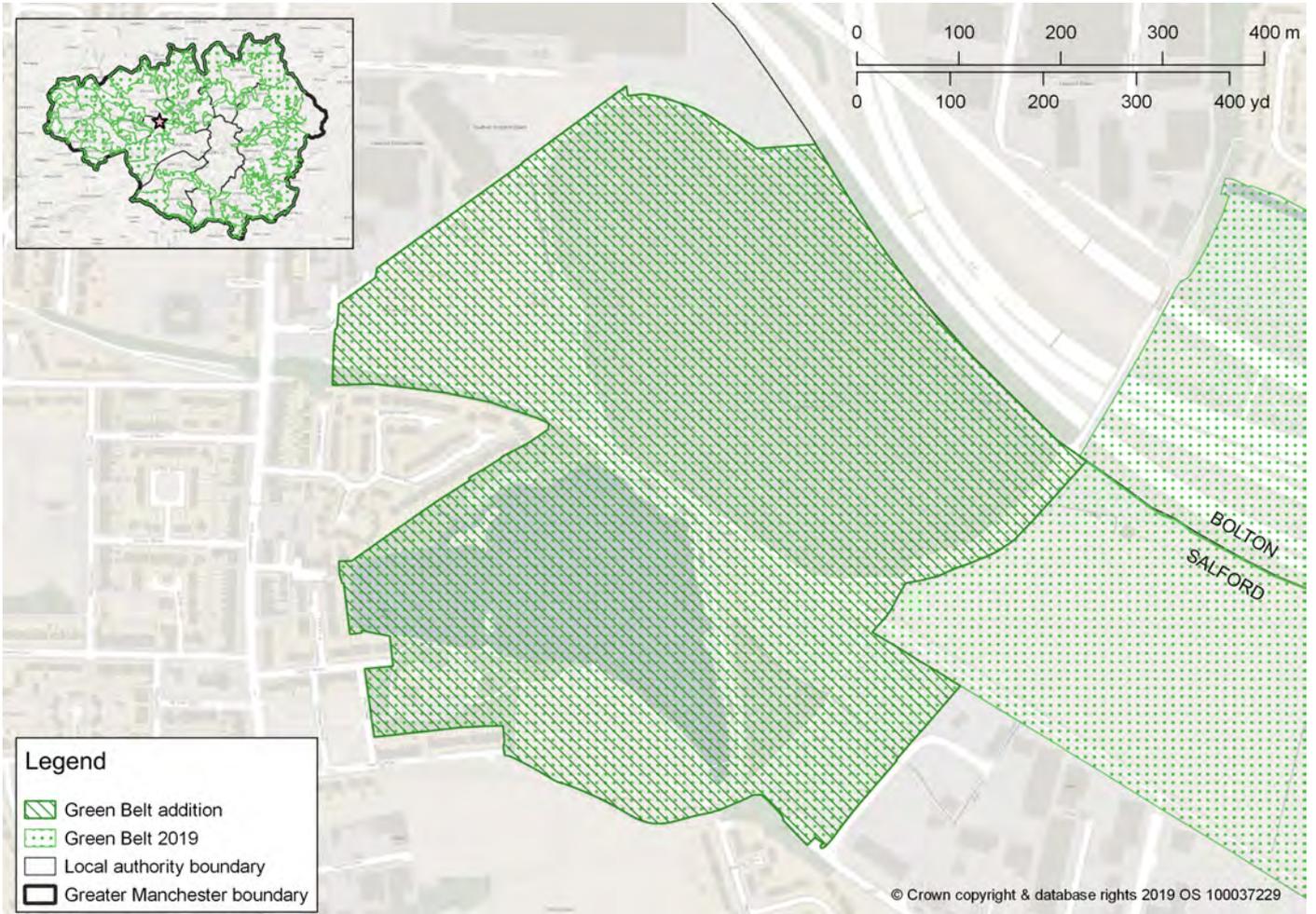


## Land within Roch Valley, Smallbridge

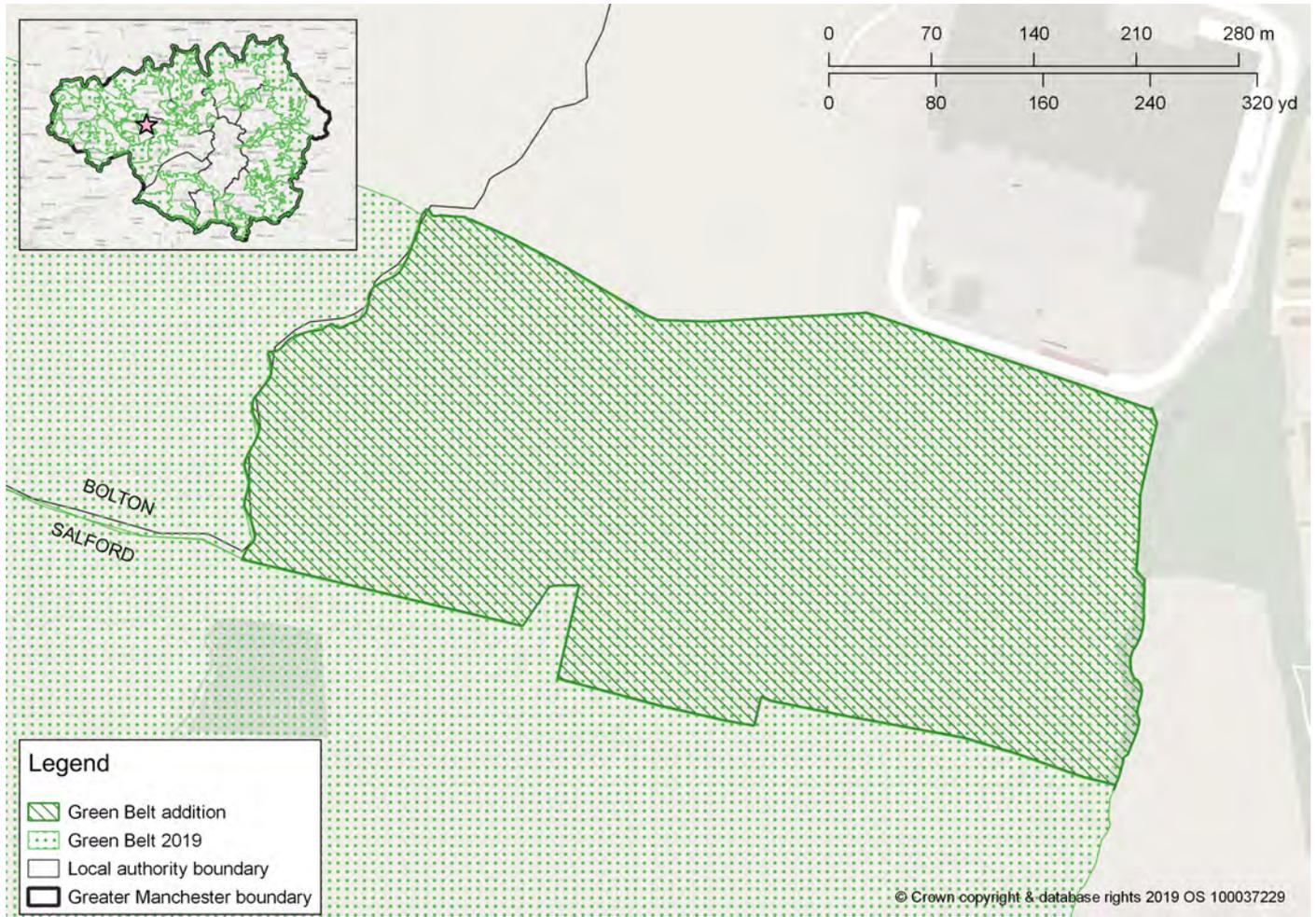


## Additions to the Green Belt in Salford

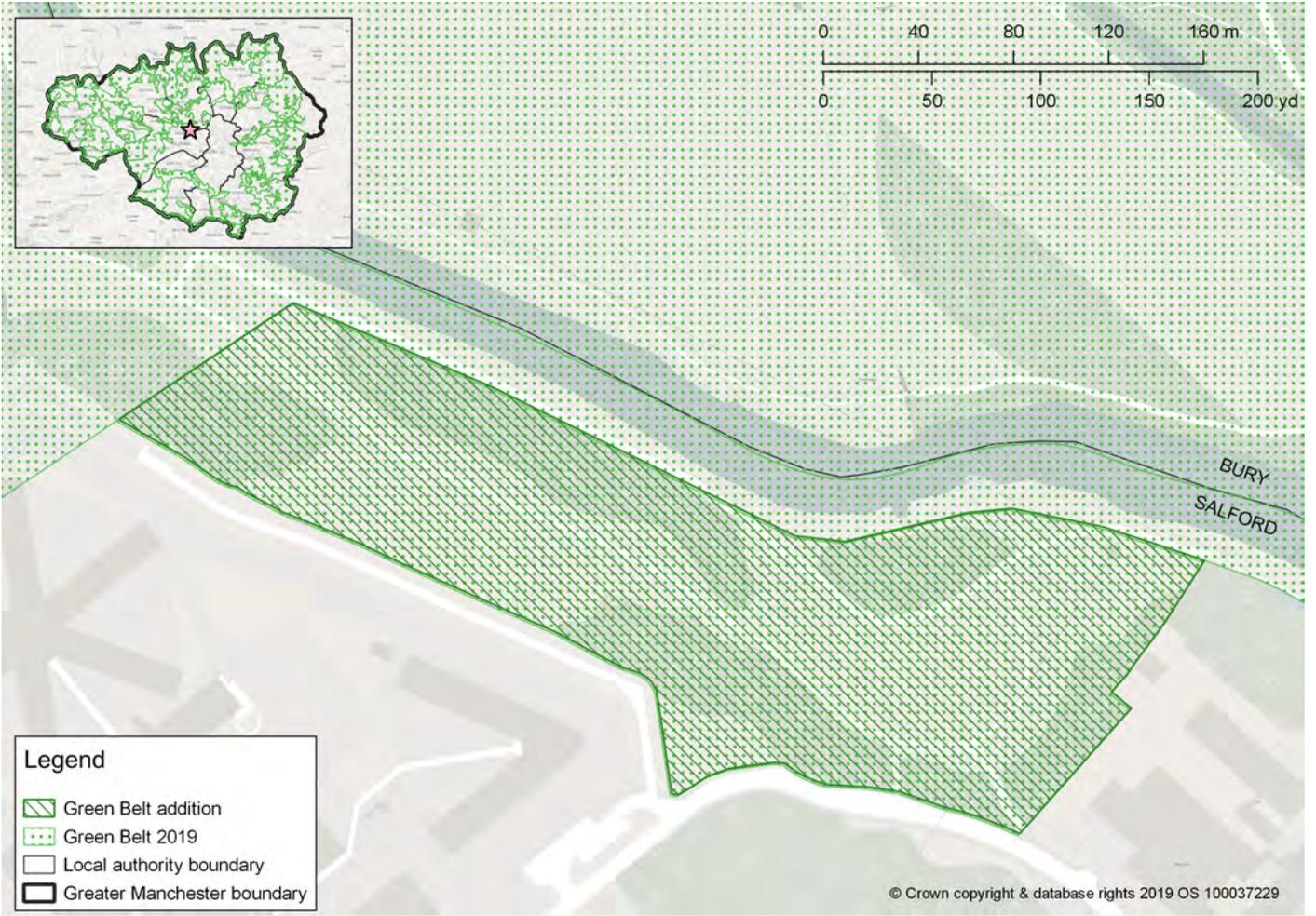
### Blackleach Country Park



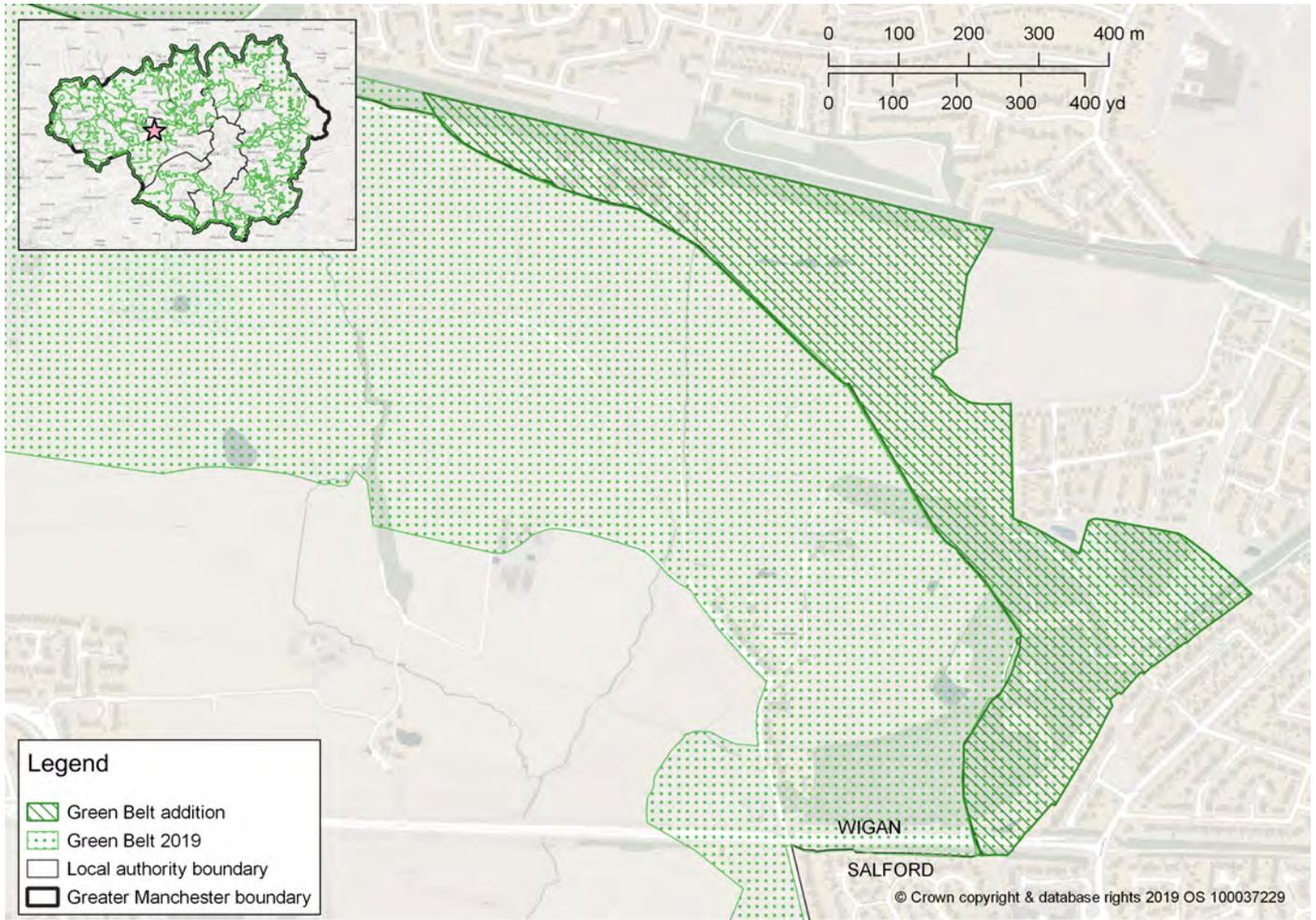
## Cutacre Country Park



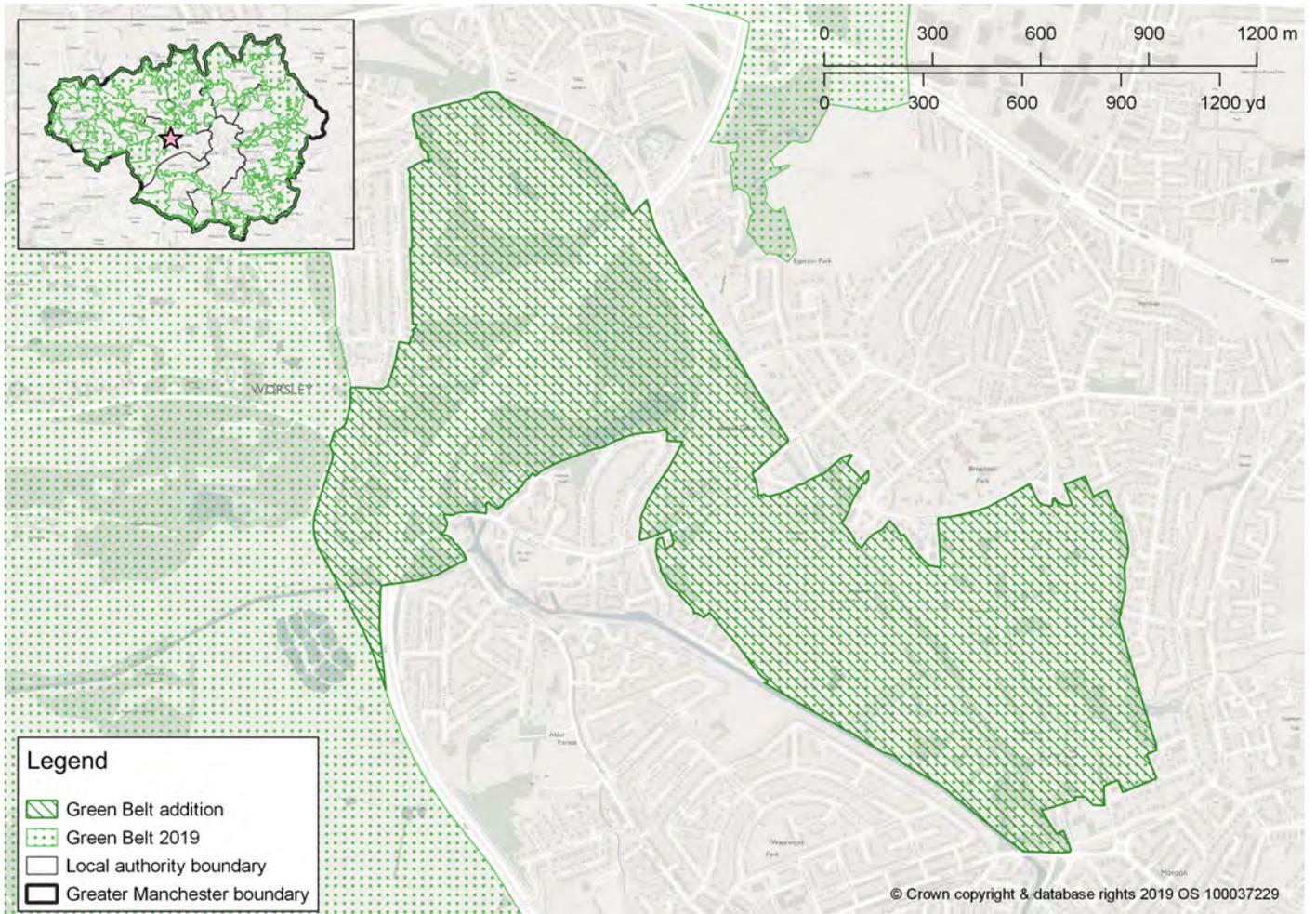
## Land to the north east of Forest Bank Prison



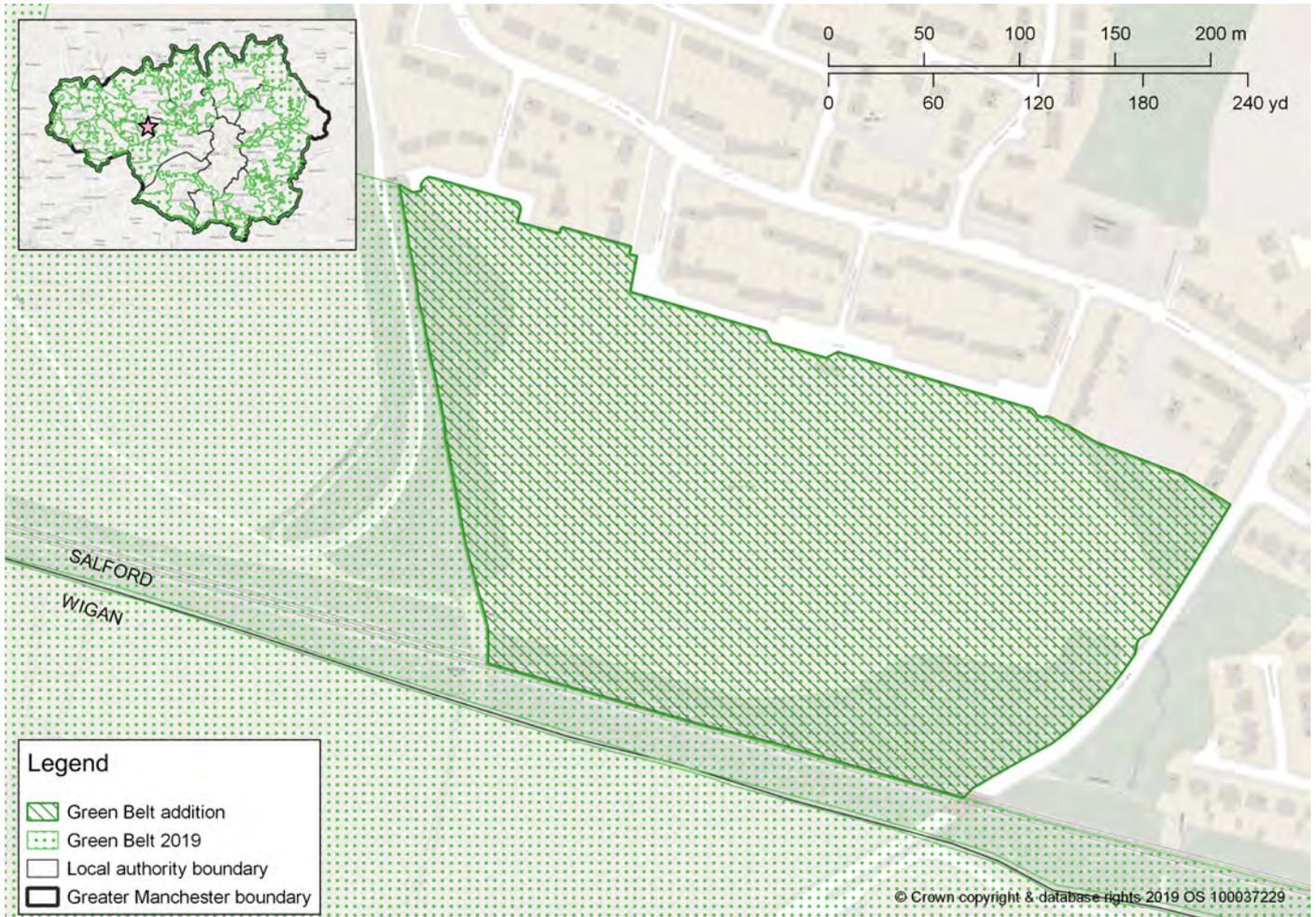
## Land west of Burgess Farm



## West Salford Greenway



## Wharton Playing Fields

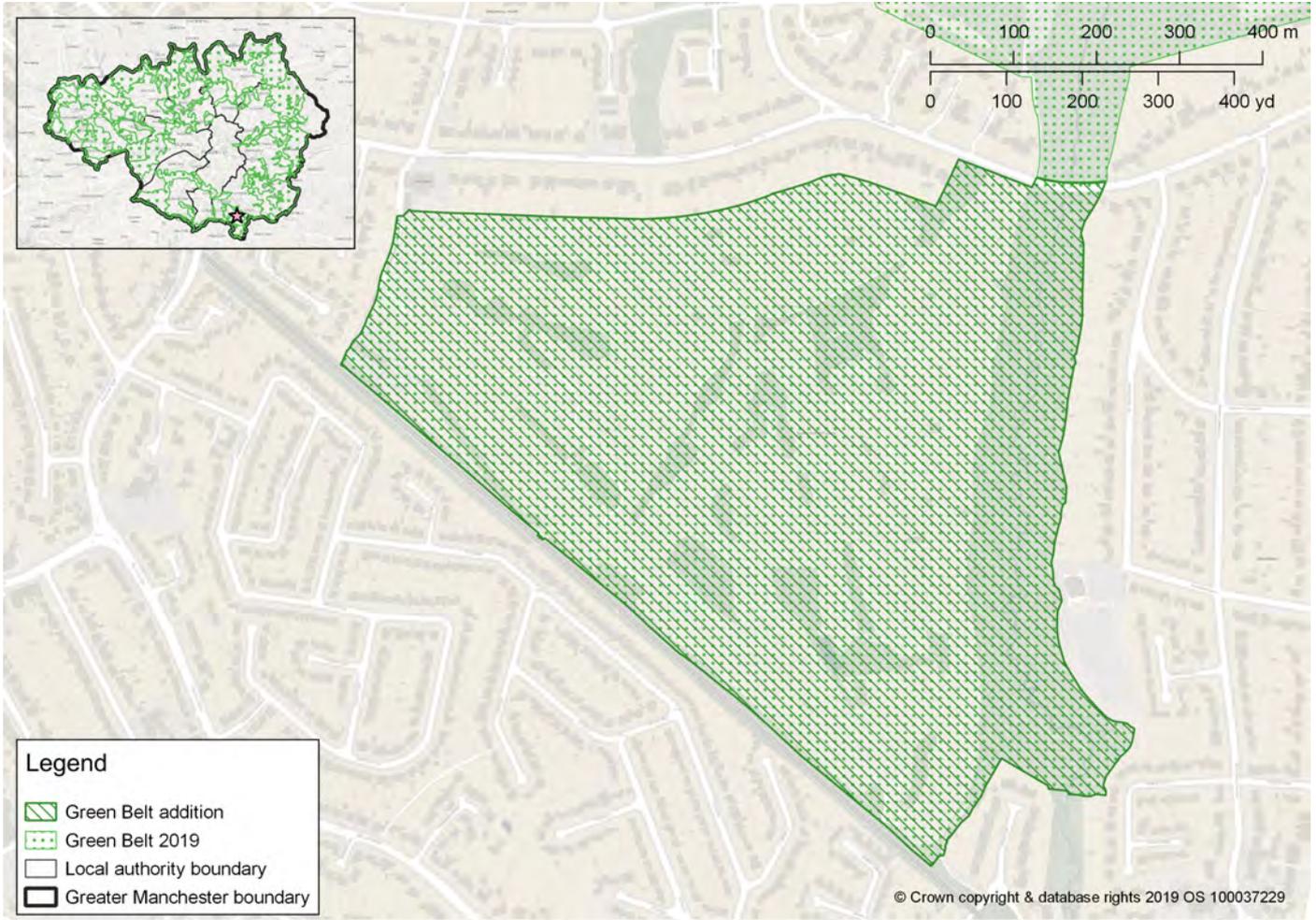


## Additions to the Green Belt in Stockport

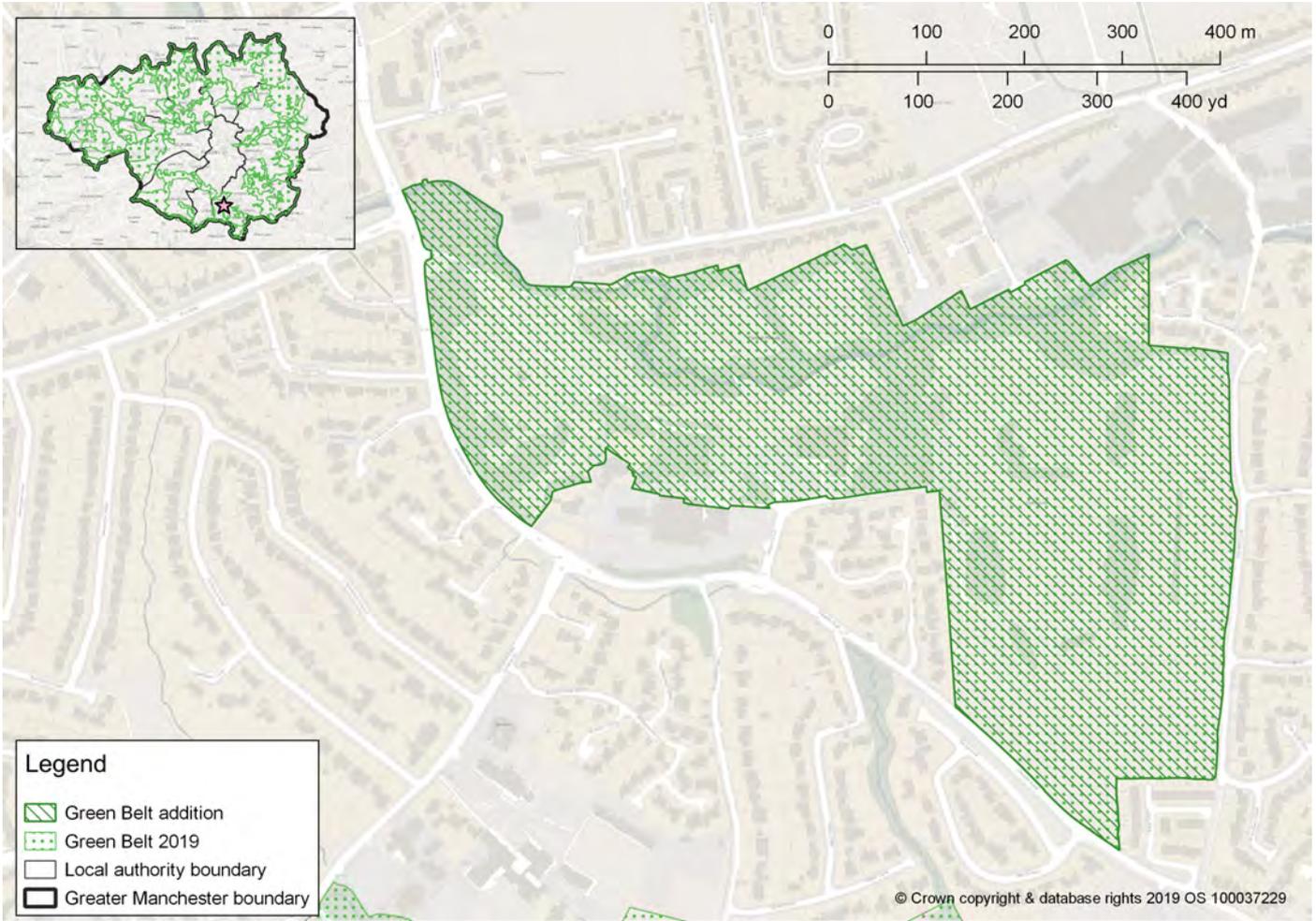
### Adswood



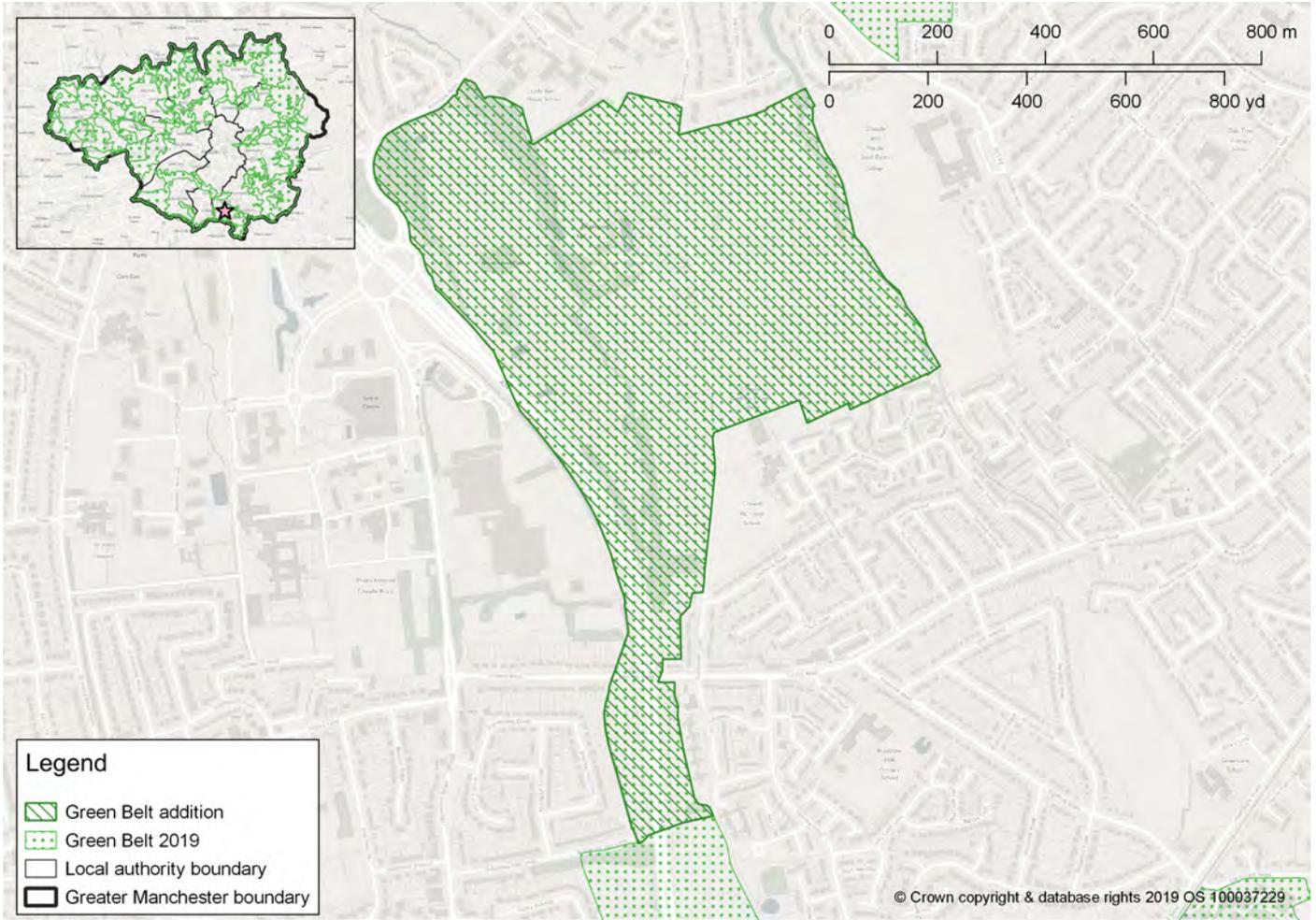
## Bramhall Park Golf Course



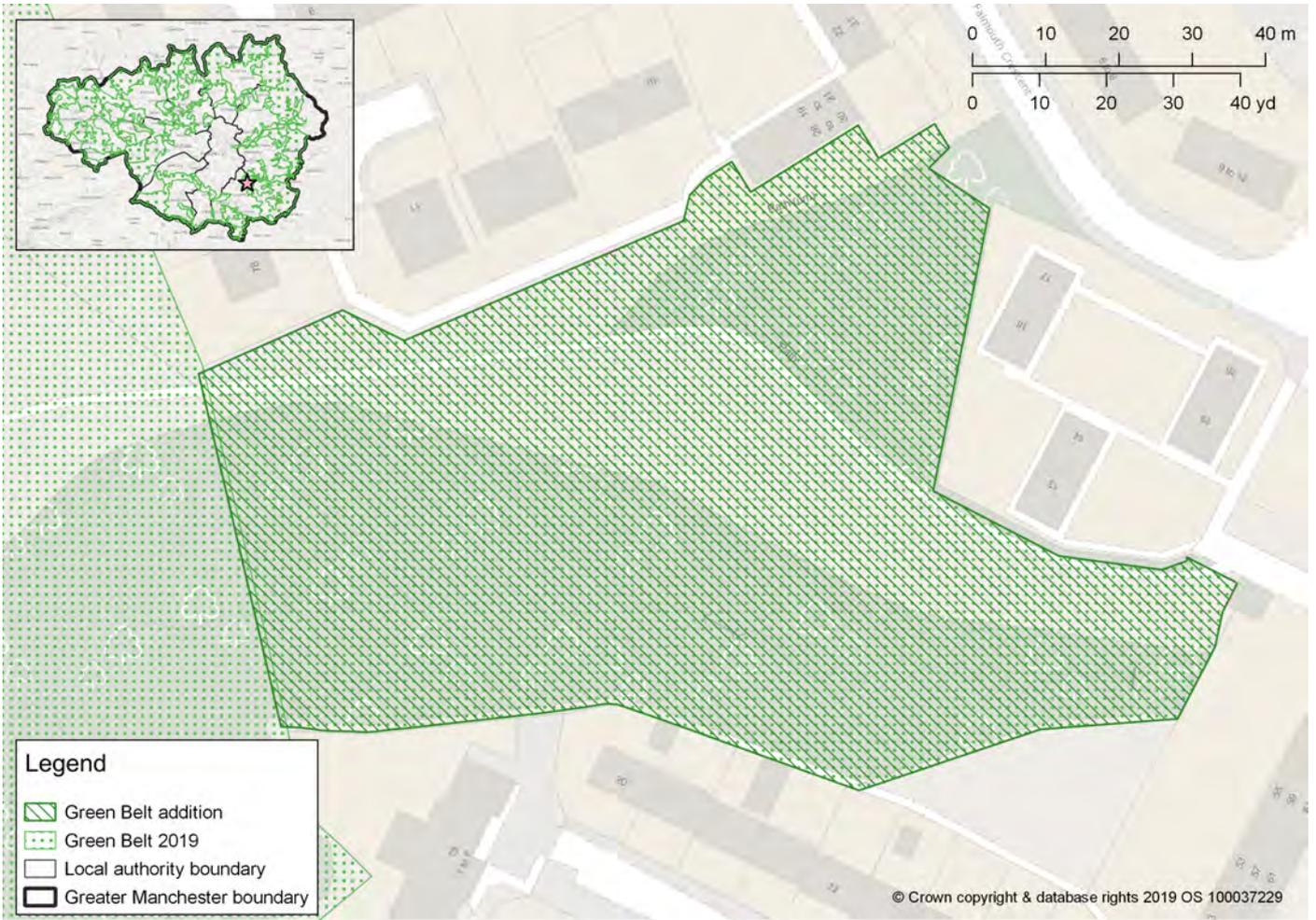
## Brookfield Park/Cheadle Golf Course



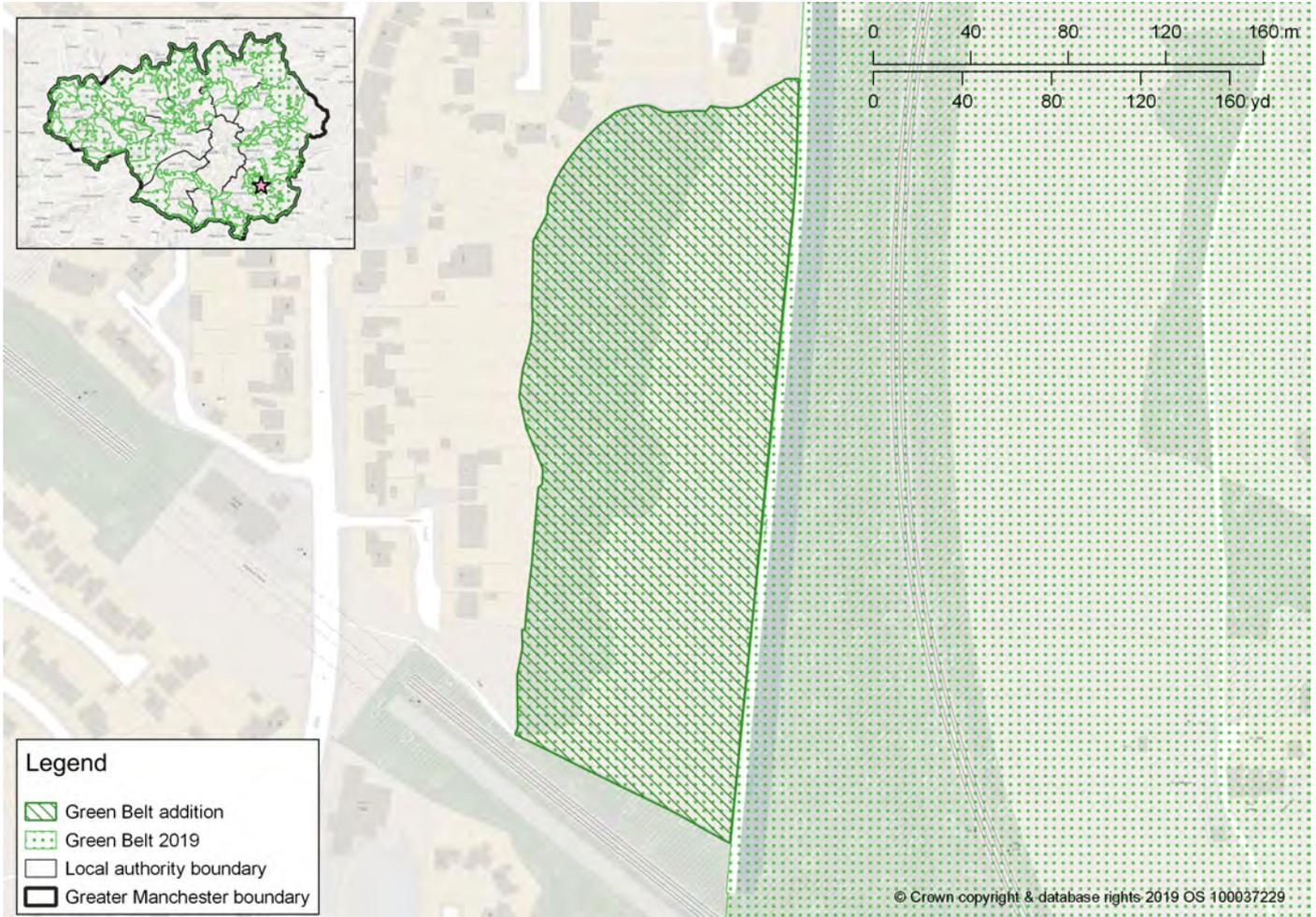
## Bruntwood Park and Adjacent Green Chain



### South of Dartmouth Crescent, Brinnington

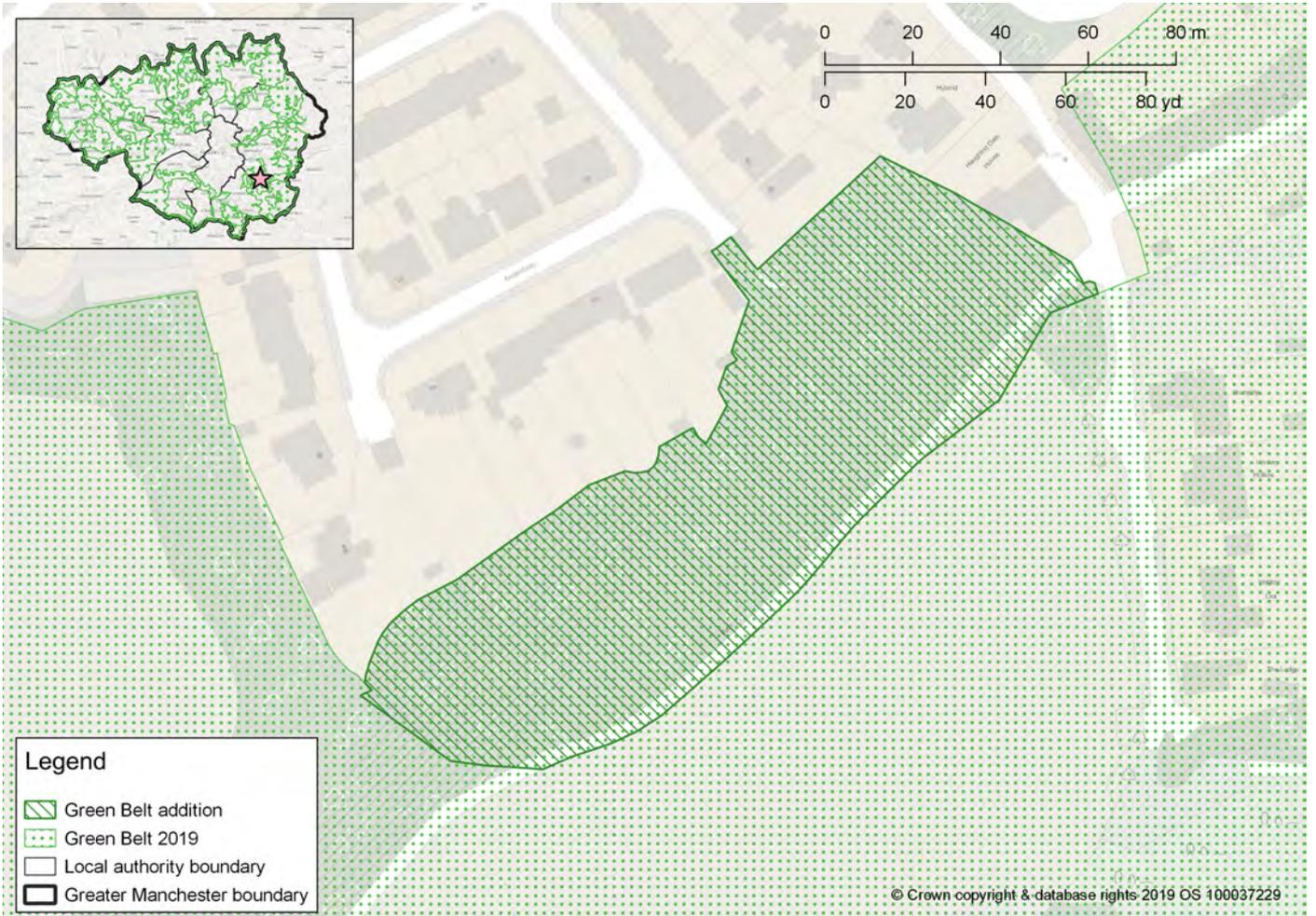


## Star Field, Romiley

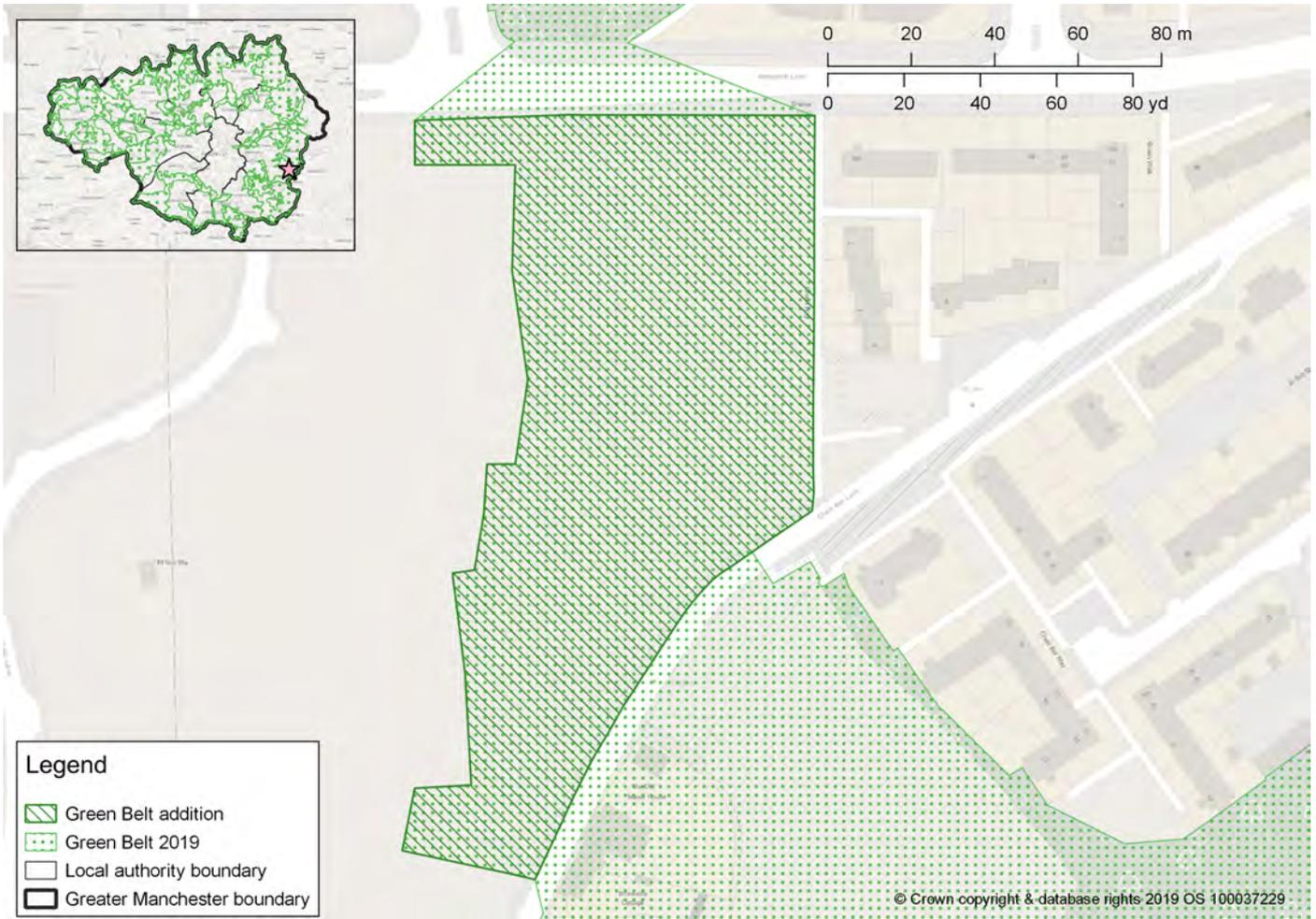


## Additions to the Green Belt in Tameside

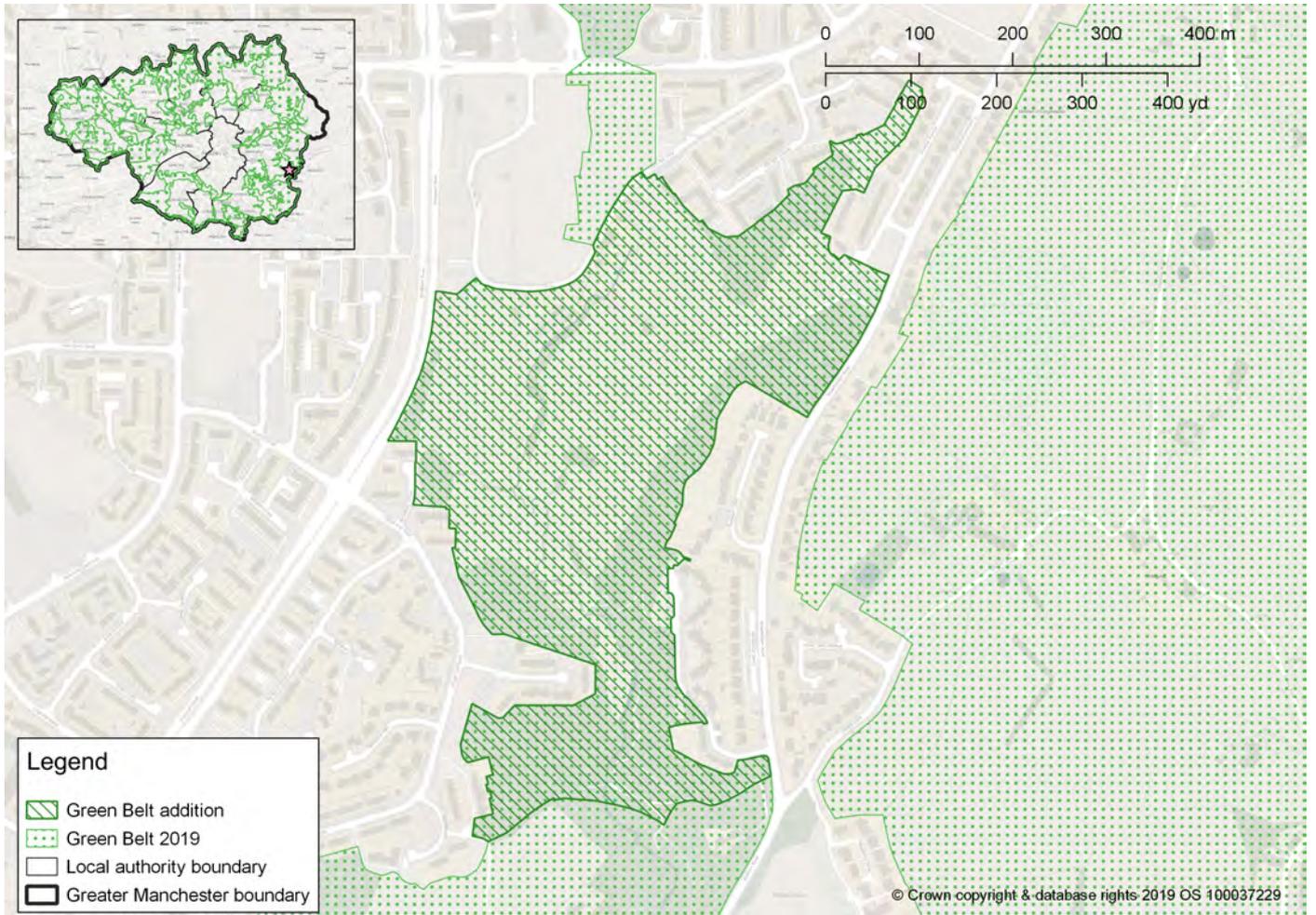
### Ardenfield, Houghton Green, Denton



## Ashworth Lane, Mottram



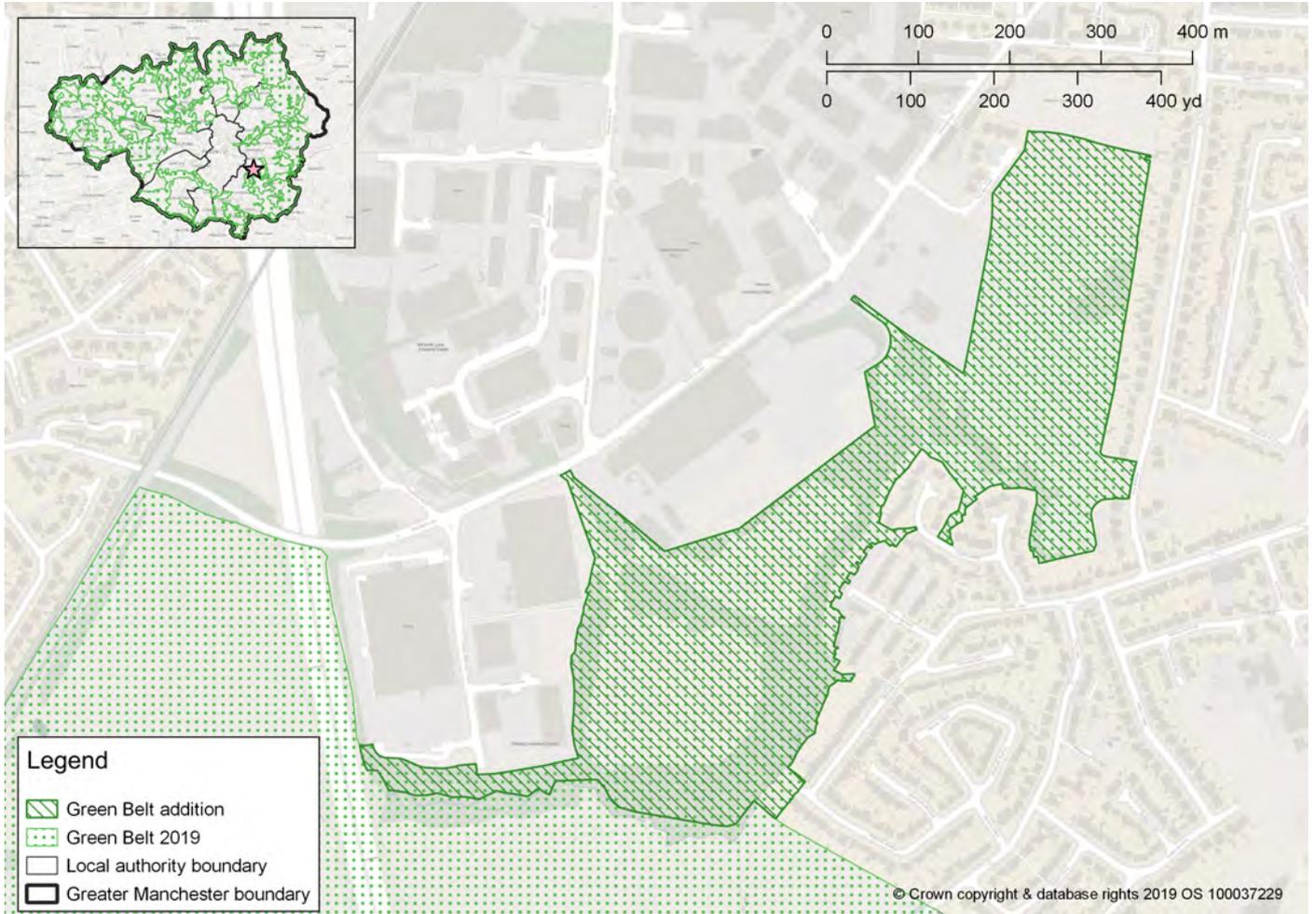
## Broadbottom Road, Broadbottom



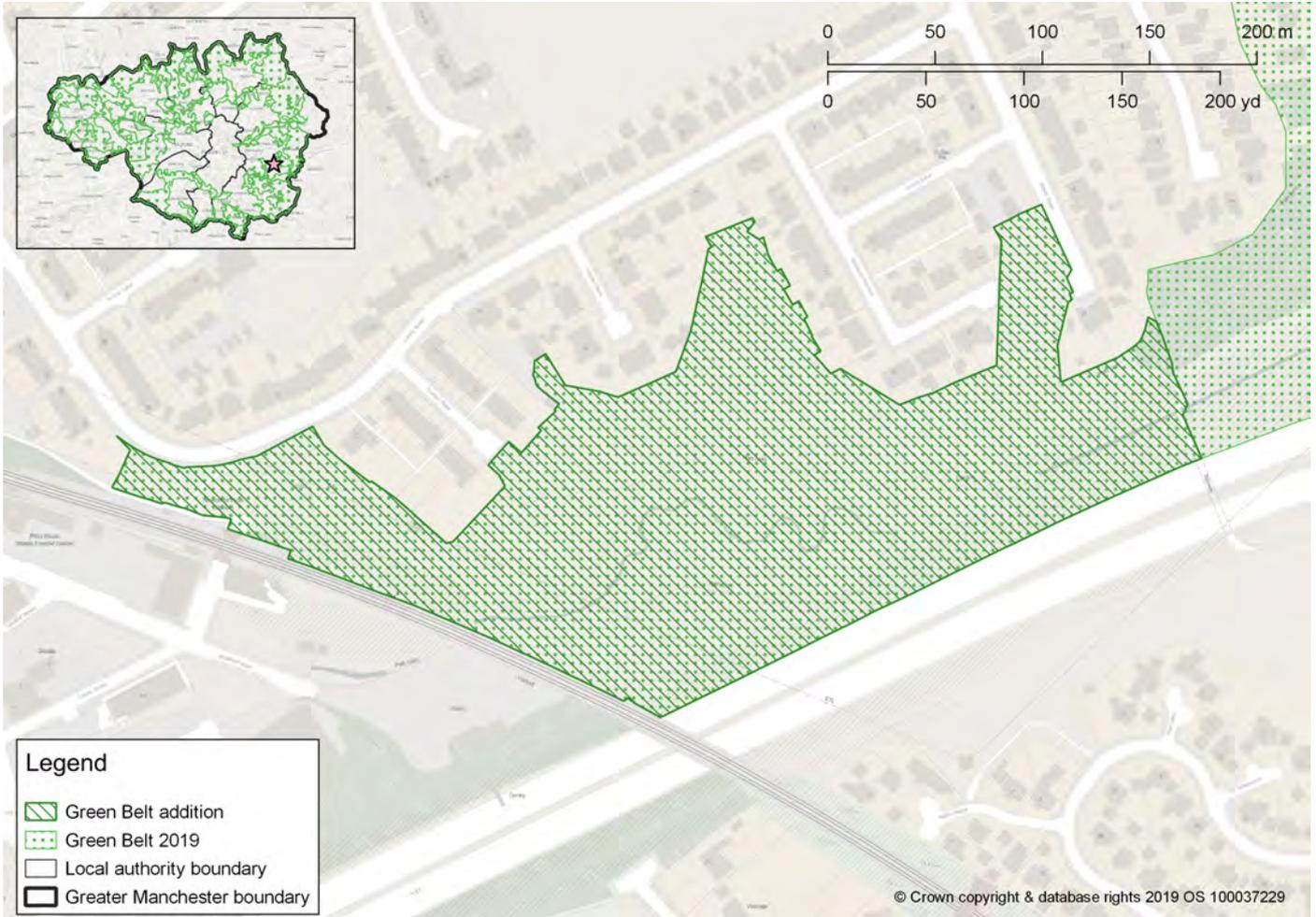
## Cemetery Road, Denton



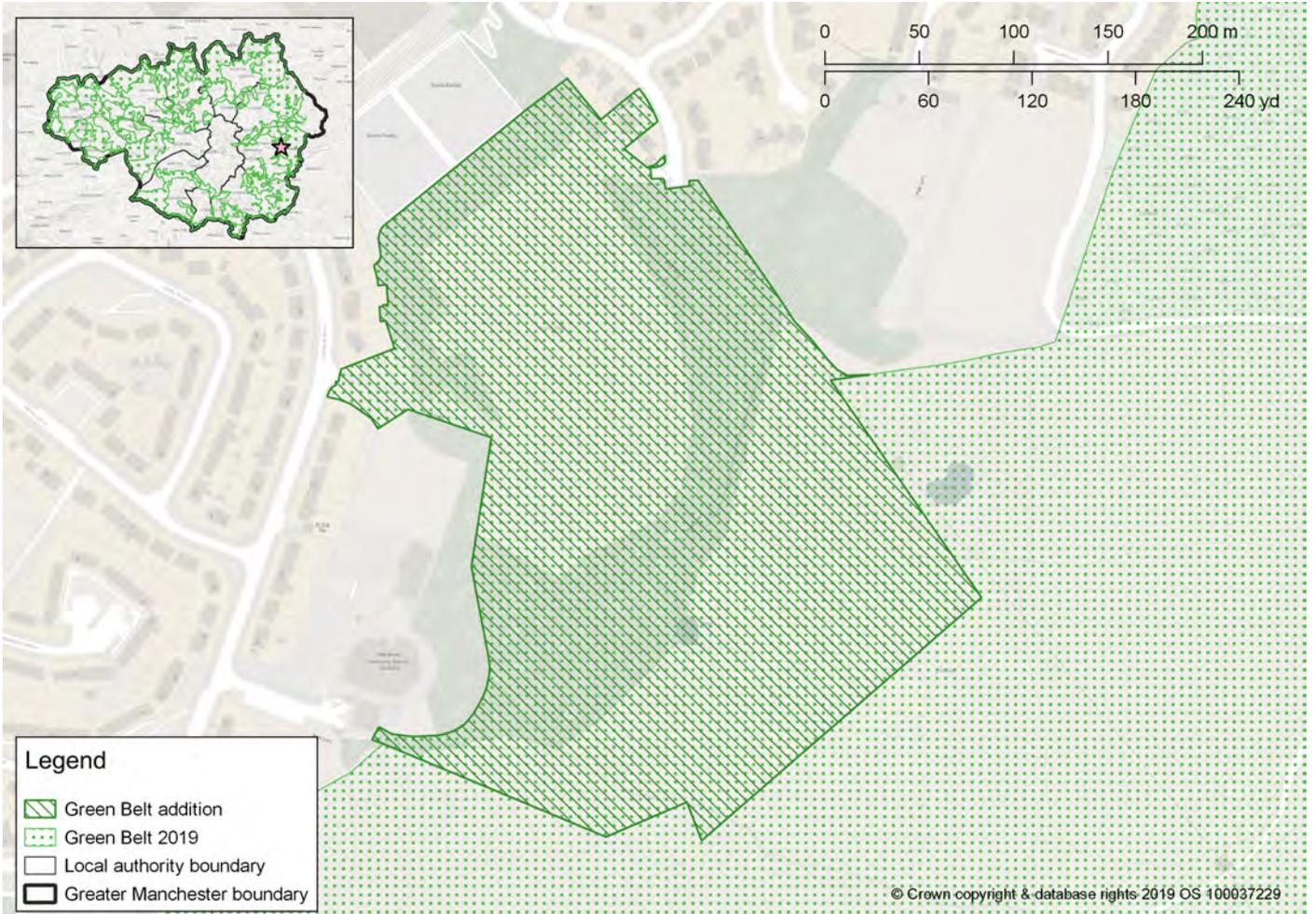
## City Avenue, Denton



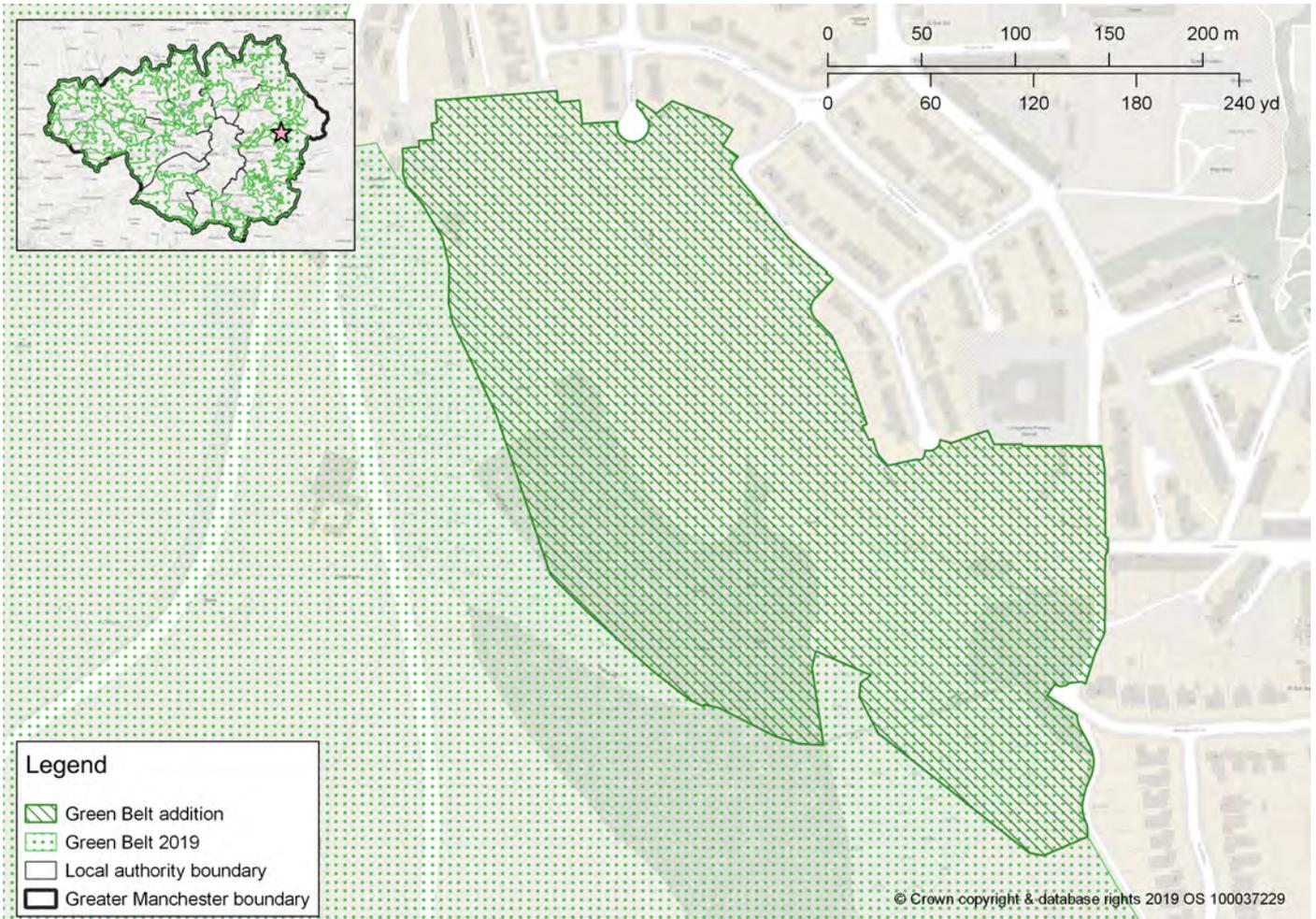
## Danby Road, Hyde



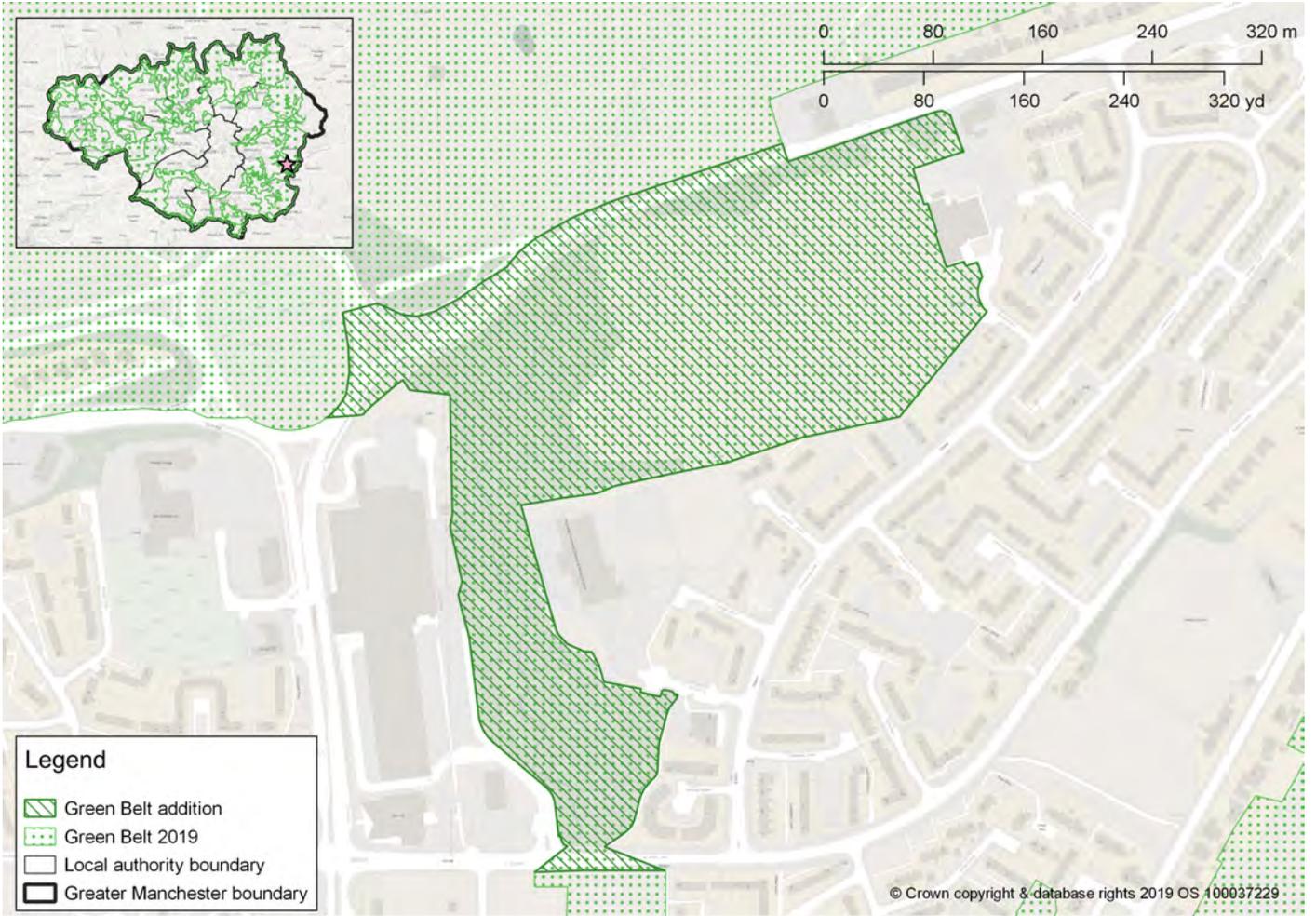
## Demesne Drive, Copley, Stalybridge



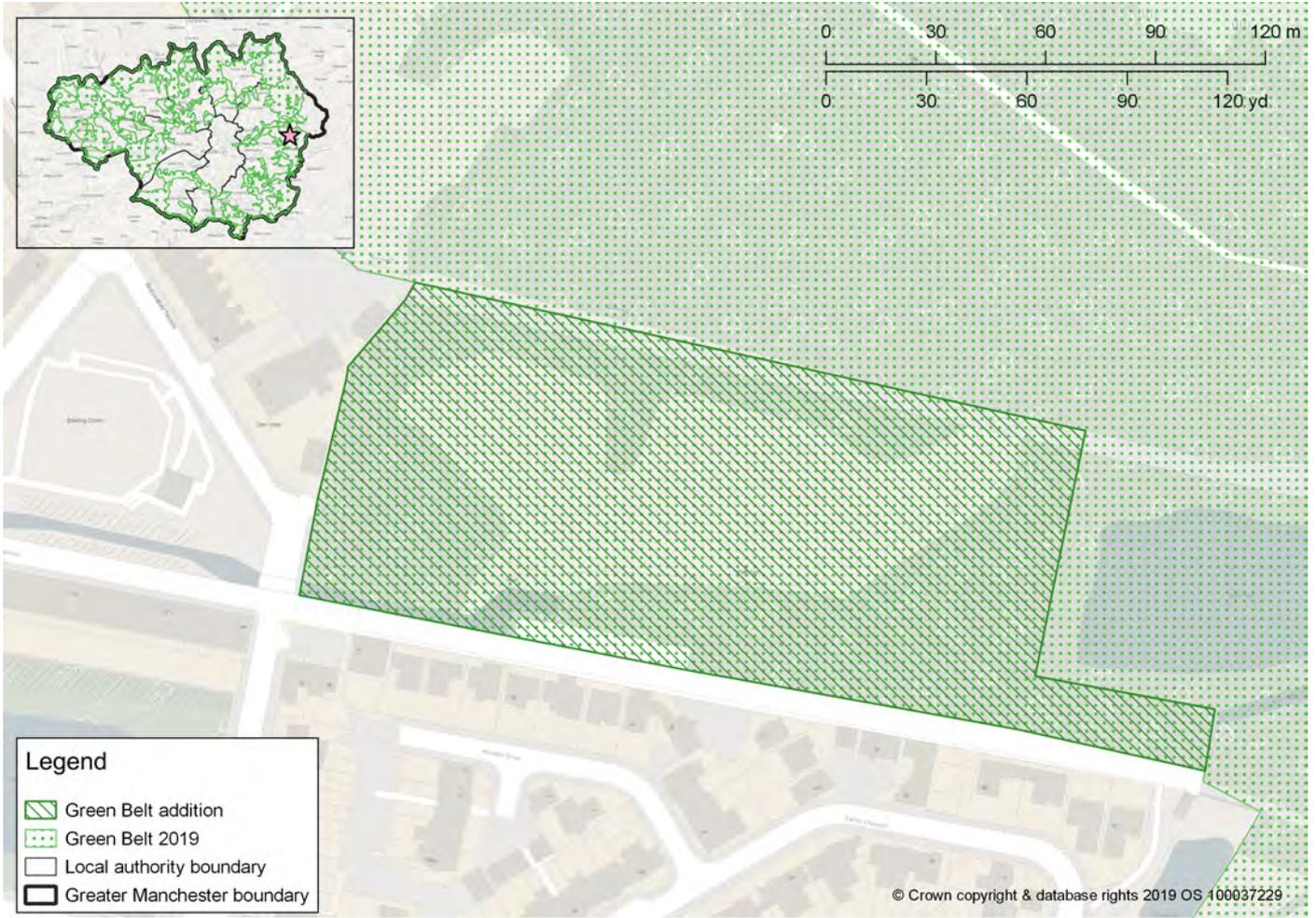
## Fox Platt, Mosley



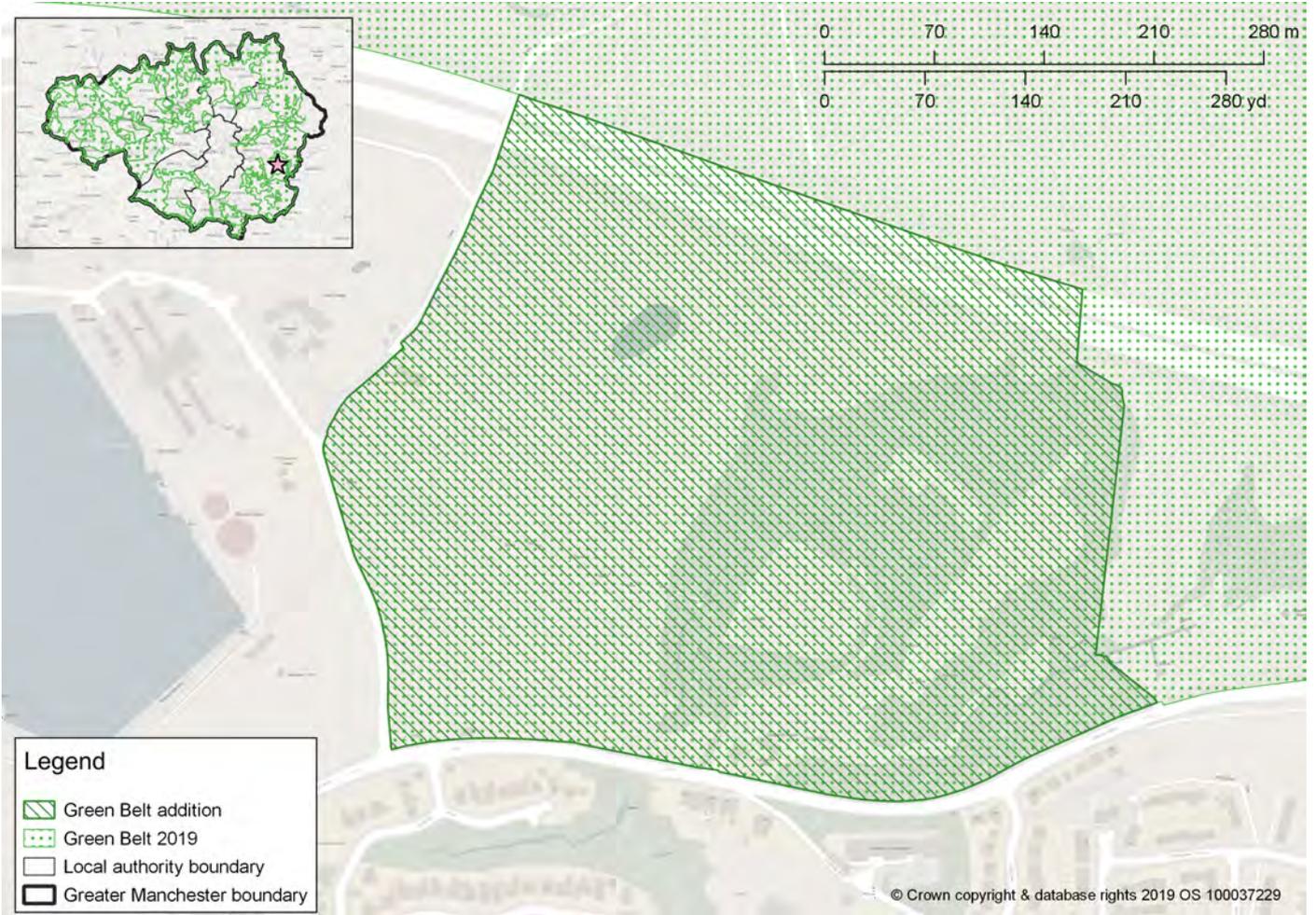
## Hyde Road, Mottram



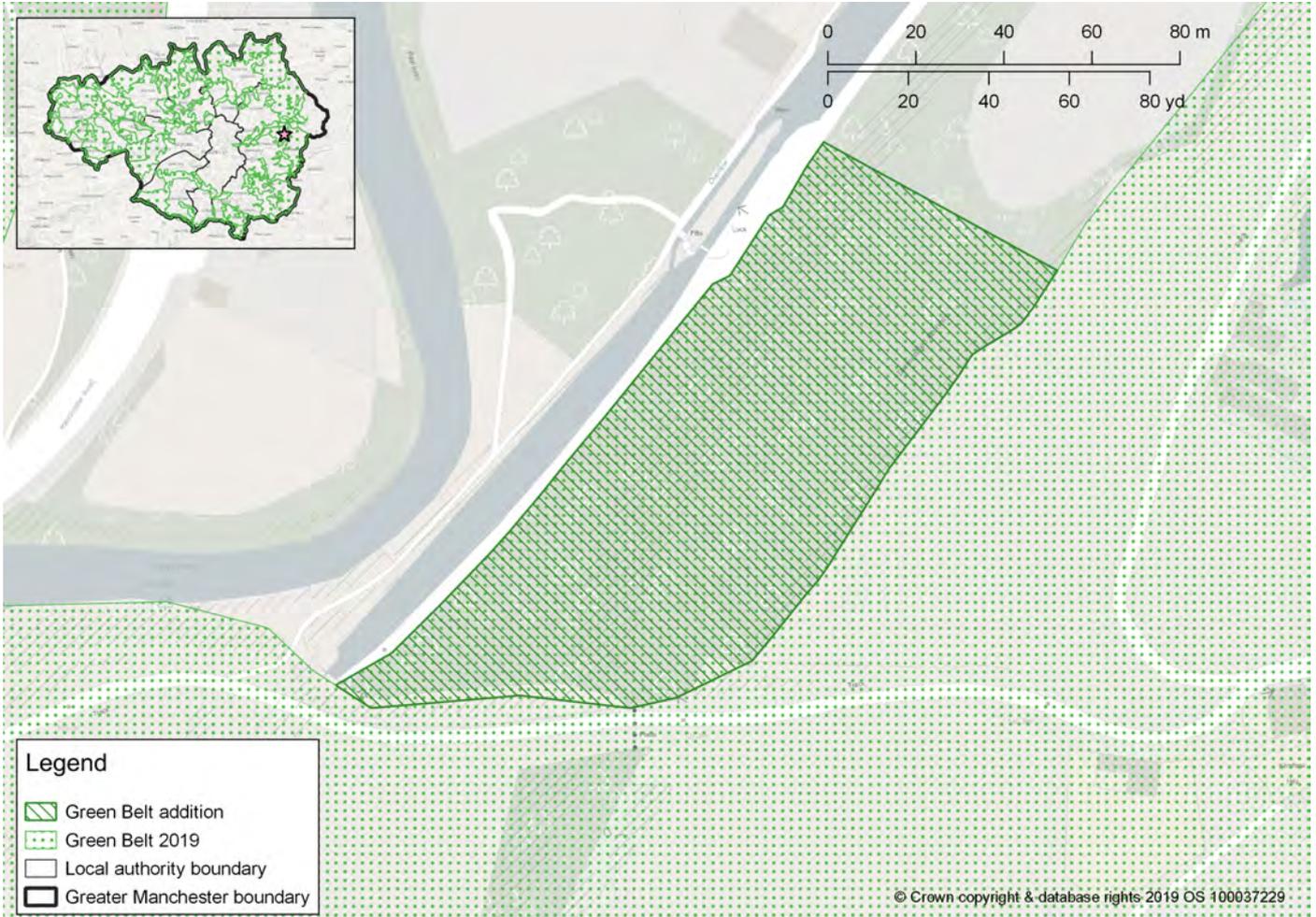
## Long Row, Carrbrook, Stalybridge



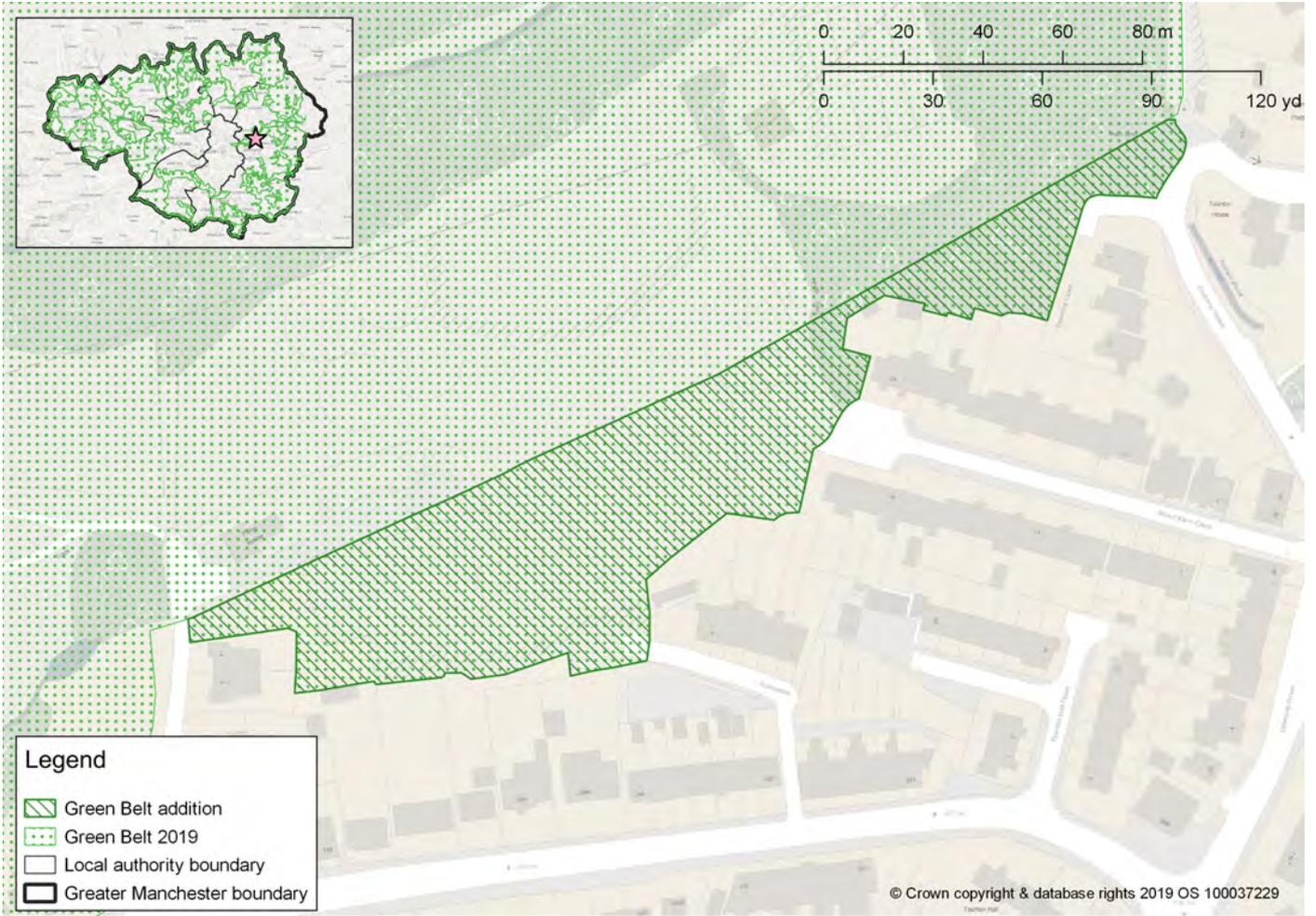
## Longlands House, Mottram Road, Hyde



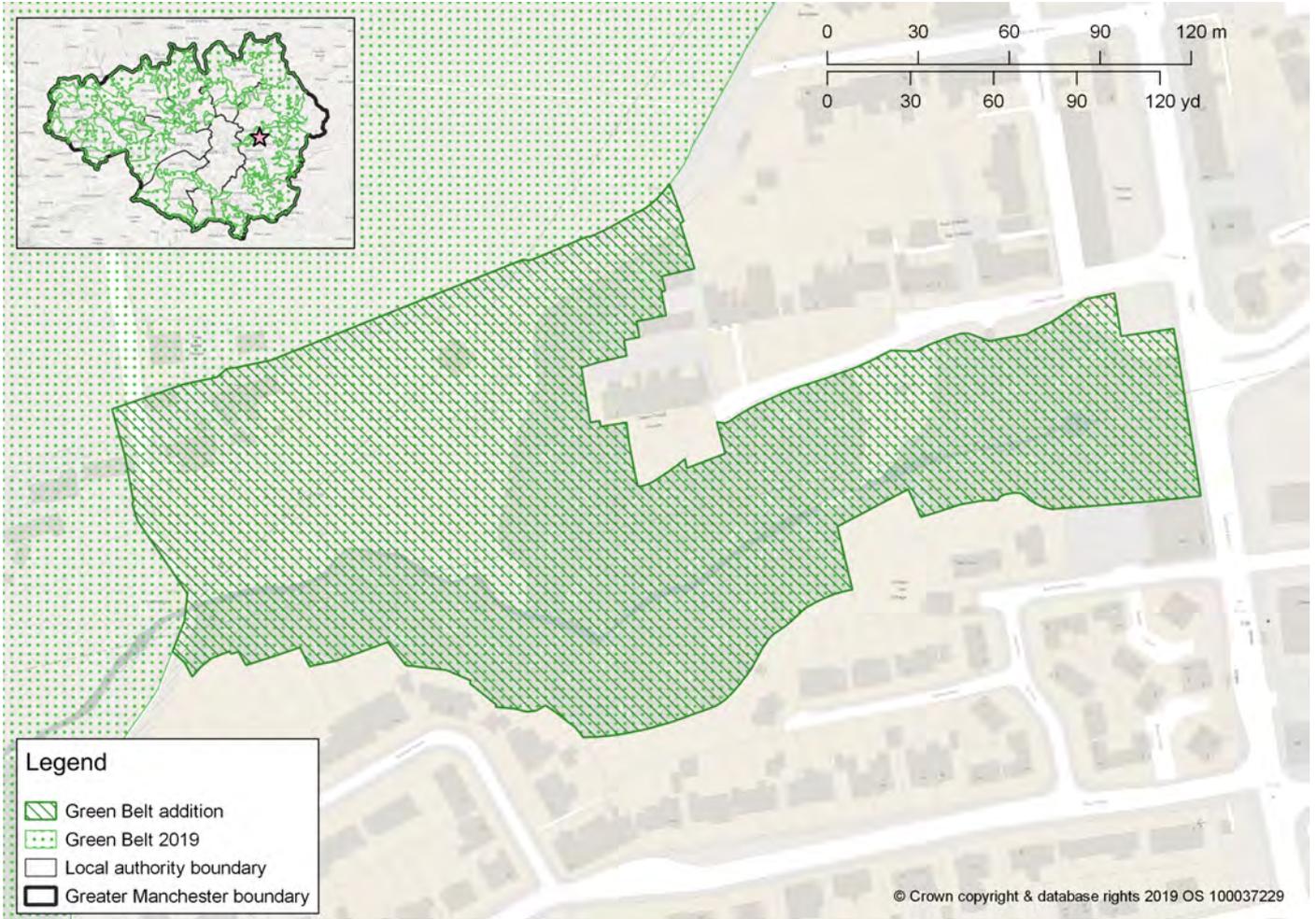
## Manchester Road, Mossley



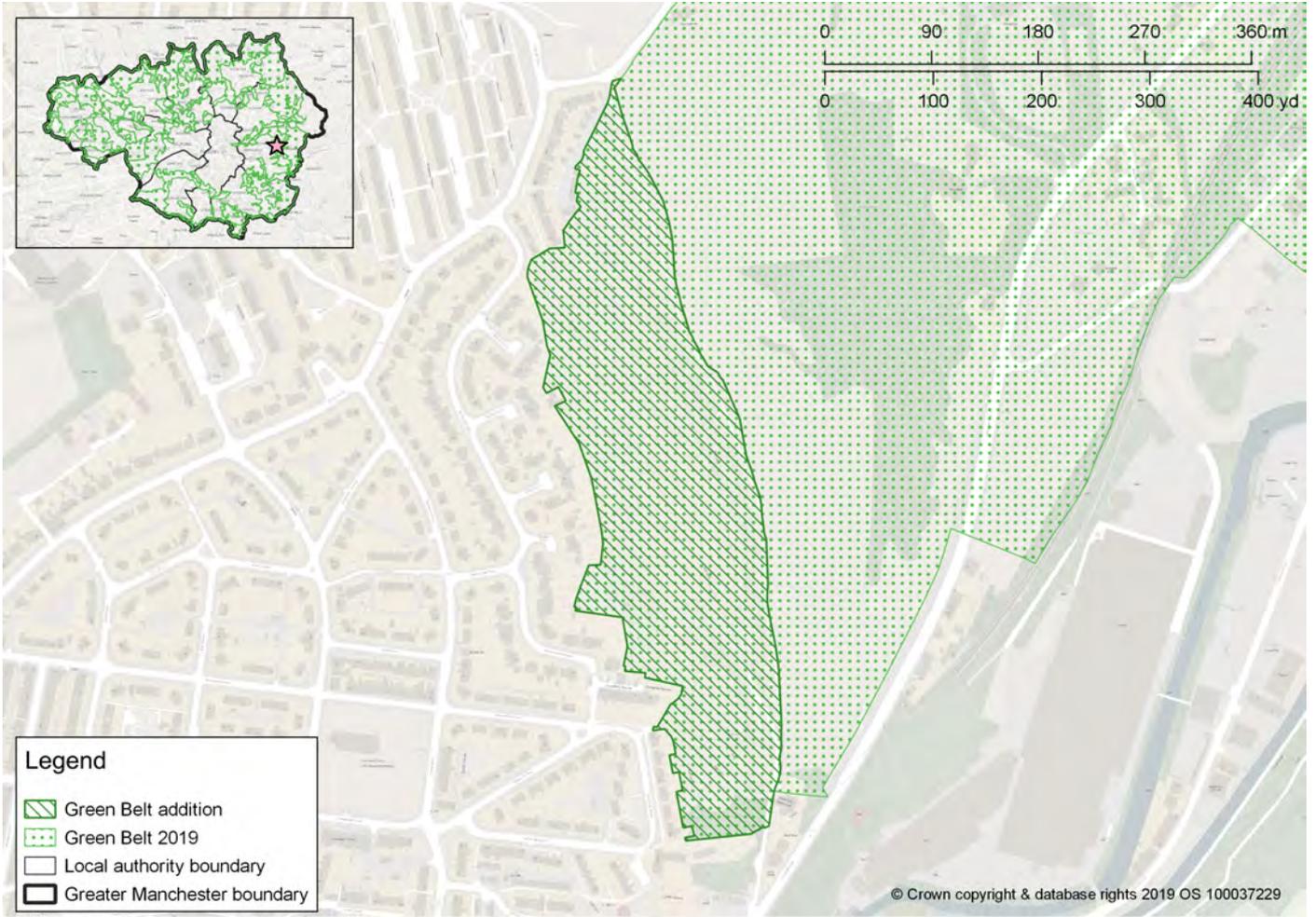
## Manor Farm Close, Waterloo, Ashton-under-Lyne



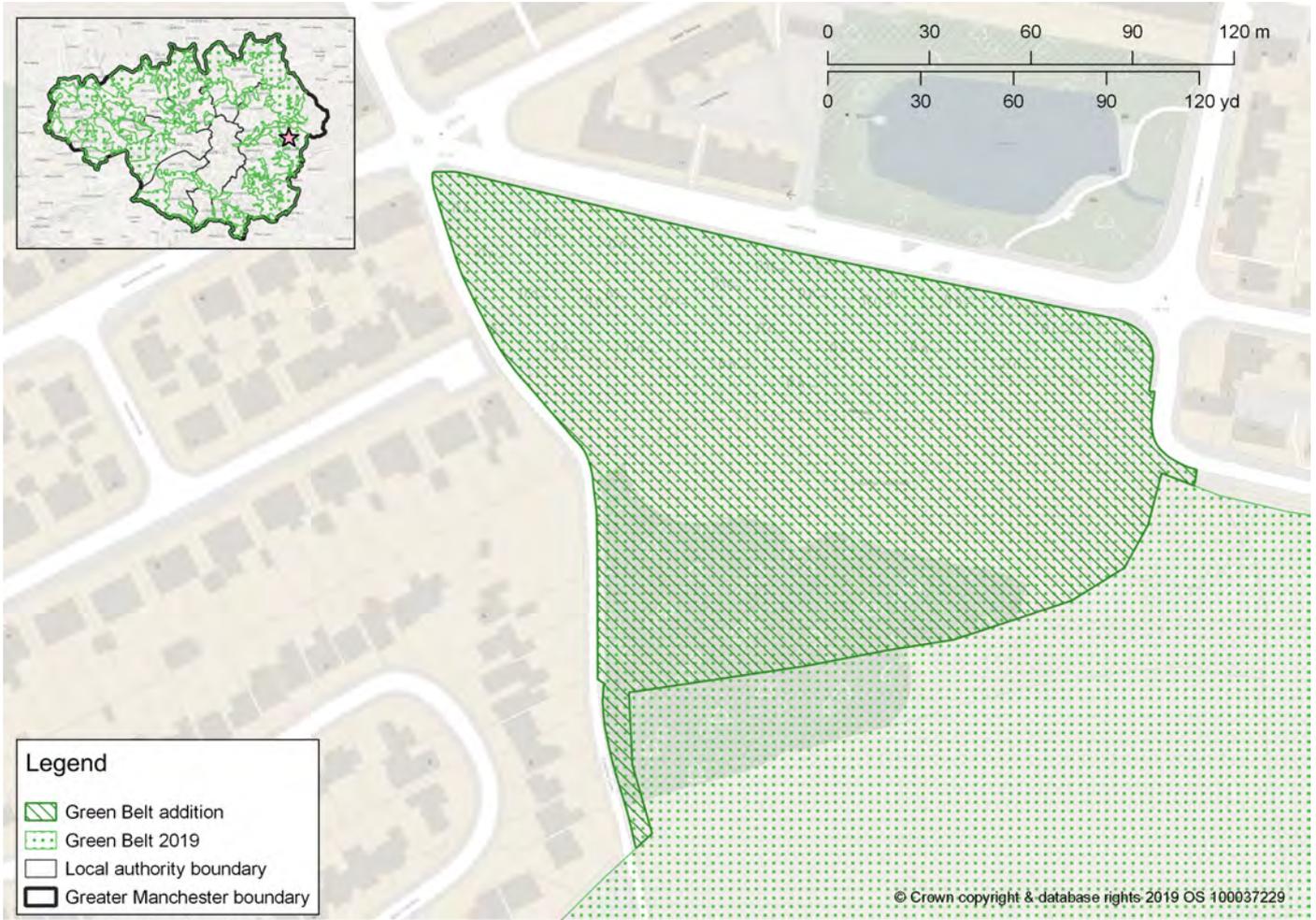
## Oaken Clough, Waterloo, Ashton-under-Lyne



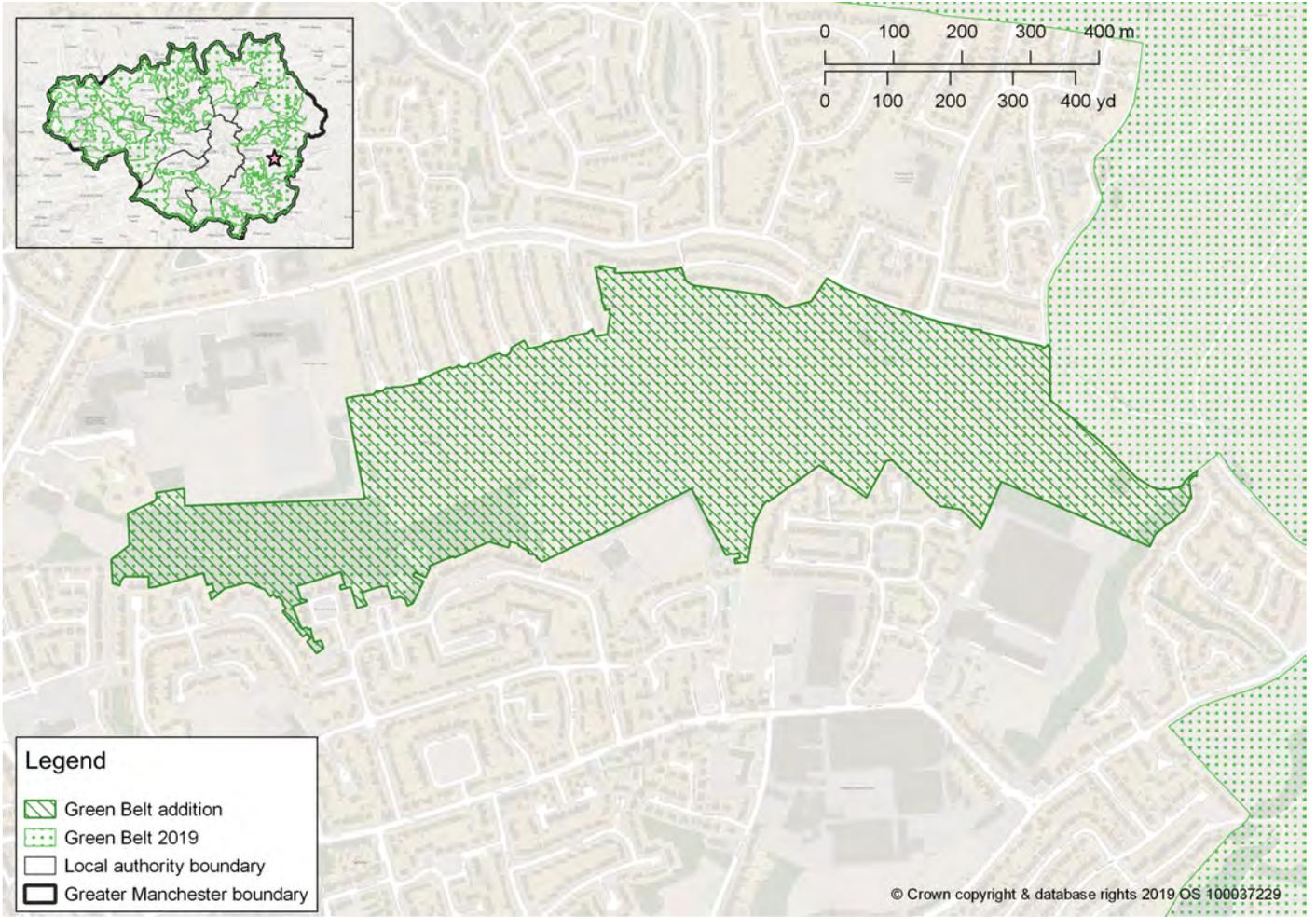
## Ridge Hill Lane, Ridge Hill, Stalybridge



### South View, Carrbrook, Stalybridge

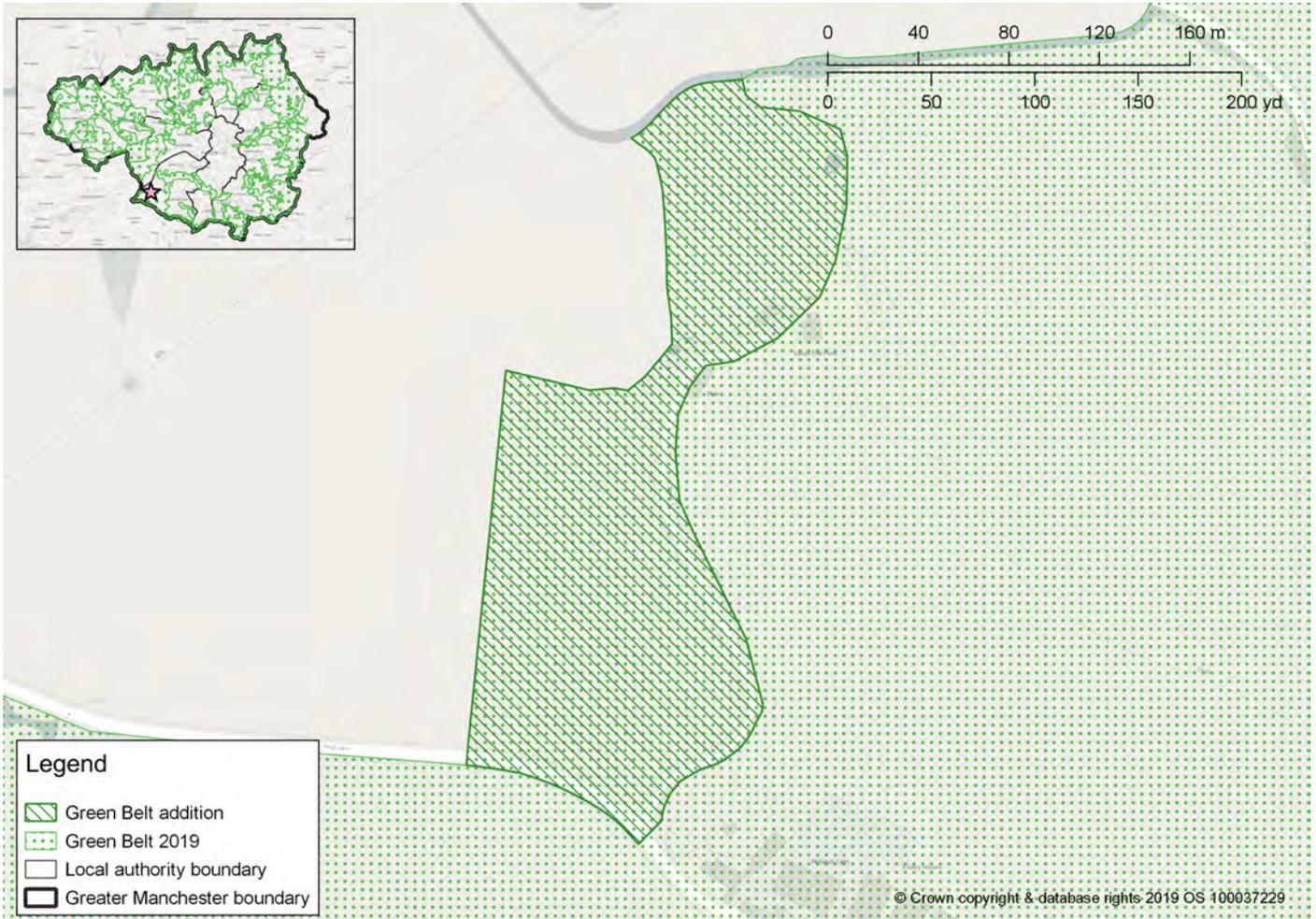


## Yew Tree Lane, Dukenfield



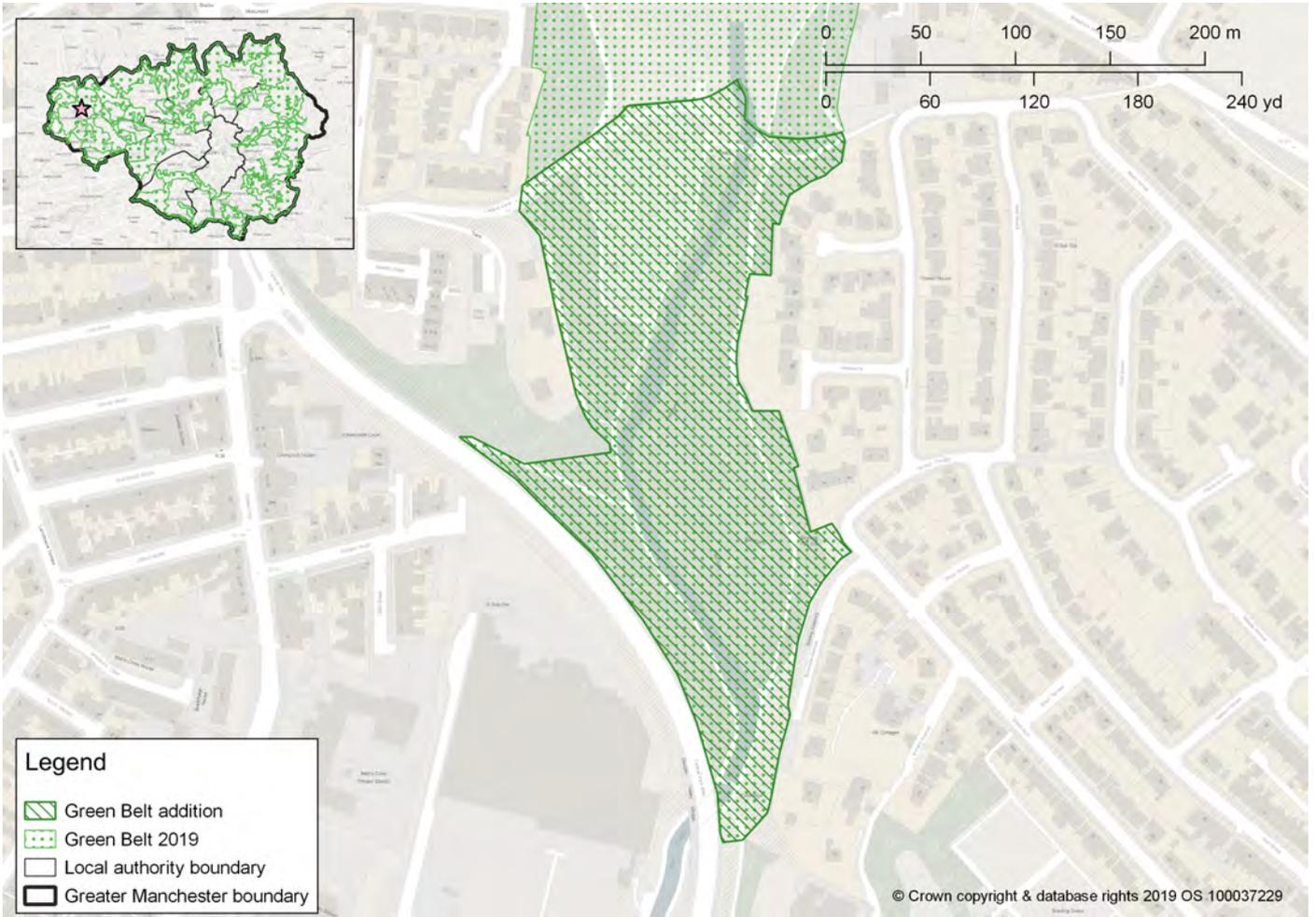
## Additions to the Green Belt in Trafford

### Land south of Partington



## Additions to the Green Belt in Wigan

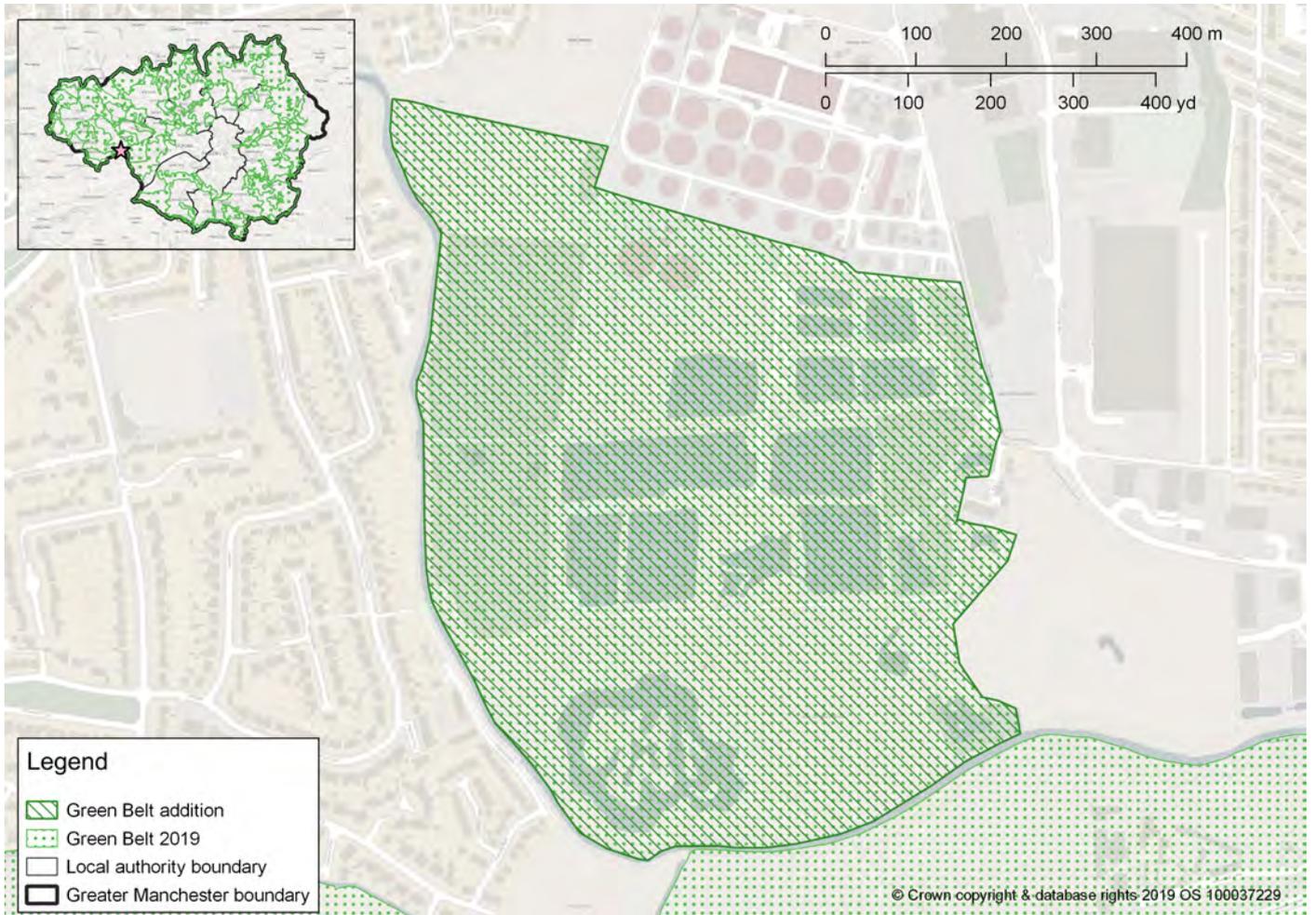
### Coppull Lane, Wigan



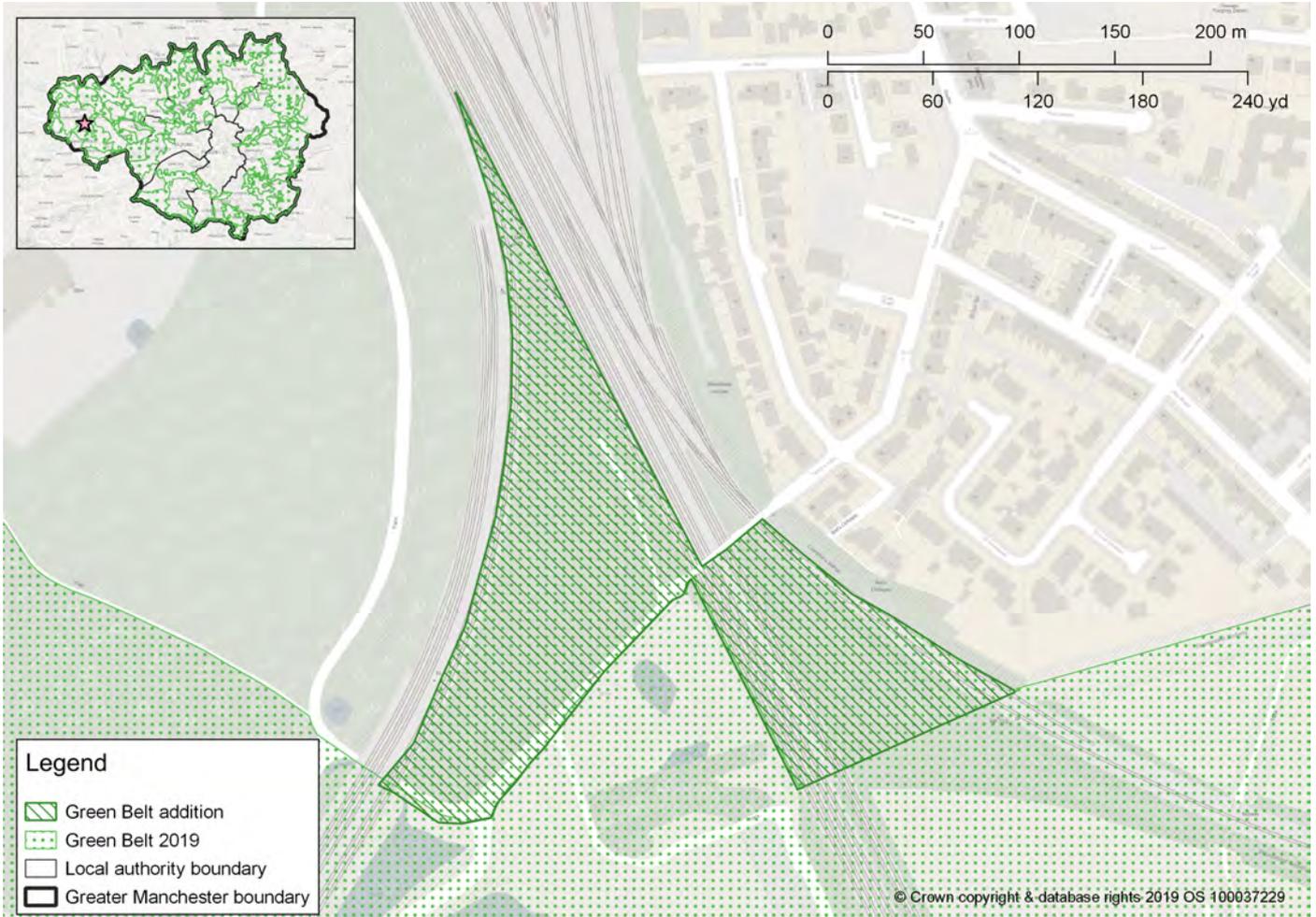
### Crow Orchard Road, Standish



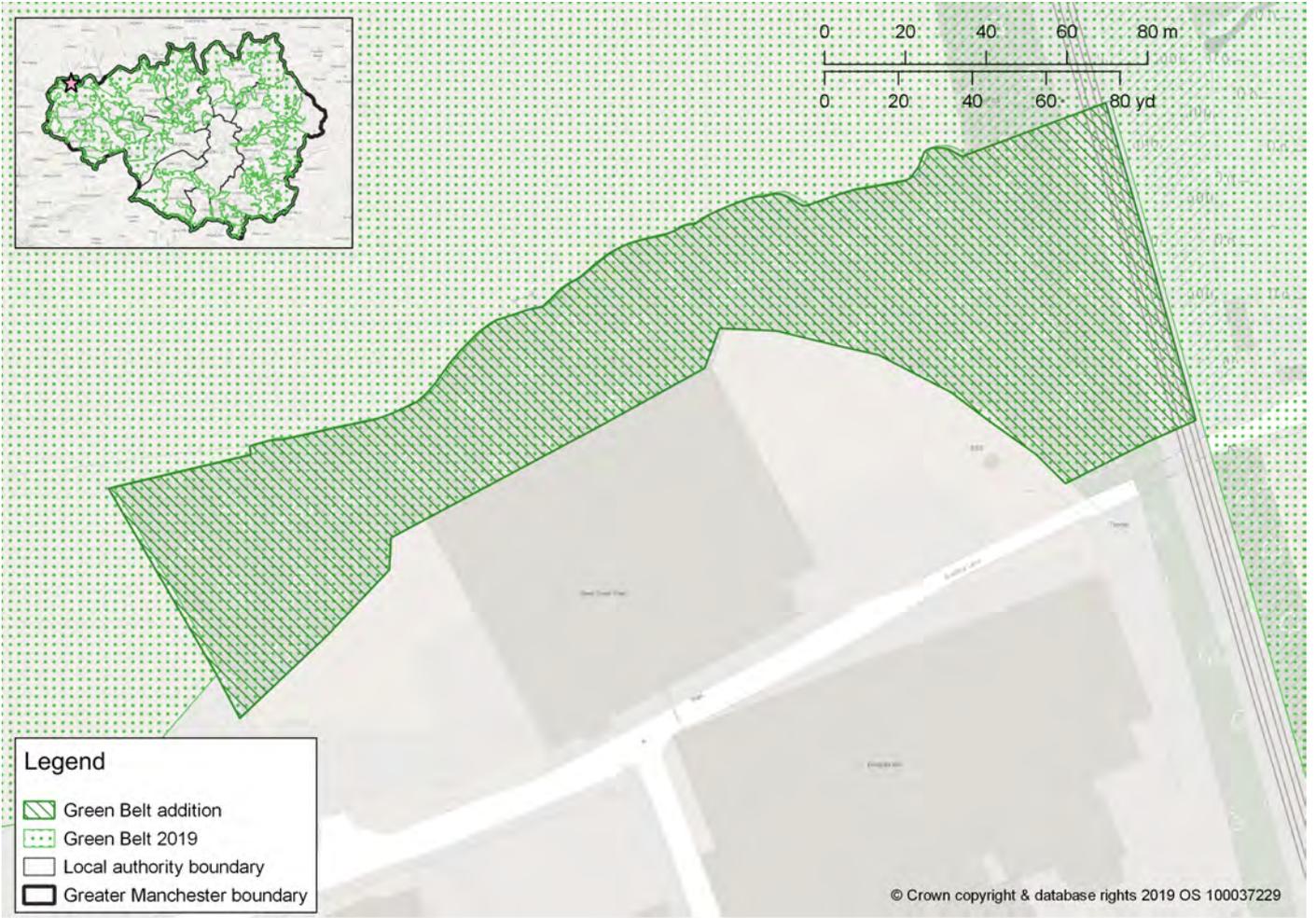
## Hope Carr Nature Reserve



## Land at Manchester/Ince Junctions, Ince



## North of Bradley Lane, Standish



## Pennington FC playing pitches, Howe Bridge

