

Places for Everyone Joint Development Plan Document

Inspectors' Report Appendix – Schedule of Main Modifications

This schedule of main modifications is set out by the chapters in the submitted Plan¹, along with five annexes relating to modifications to various pictures, diagrams, tables and appendices in the Plan. The main modifications are described in words and/or expressed in the form of ~~strikerough~~ for deletions and underlining for additions of text (compared to the submitted Plan).

The page and paragraph numbers in the schedule are those used in the submitted Plan, and do not take account of the deletion or addition of text.

¹ SD1 (August 2021)

Chapter One Introduction Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM1.1	Para. 1.20 Introduction	11	Modify first bullet point of paragraph 1.20 as follows: <ul style="list-style-type: none"> “progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, and space and accessibility <u>‘accessible and adaptable’ standards as set out in Part M4 (2) of the Building Regulations</u> for new housing”
MM1.2	Para. 1.26 Introduction	12	Modify paragraph 1.26 as follows: <ul style="list-style-type: none"> “sets out how they should develop up to the year 2037 <u>for the years 2022-2039</u>; <u>provides the strategic framework for local plans</u>; <u>sets specific requirements to be taken forward in local plans</u> identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused; <u>sets out policies to inform the preparation and determination of planning applications;...</u>”
MM1.3	Para. 1.26 Para. 1.36 Para. 1.42 Para. 3.3 Para. 4.26 Para. 4.29 Para. 4.32 Para. 4.41 Para. 4.50 Para. 4.56 JP-Strat10 JP-Strat11	12 14 15 37 51 52 54 58 61 64 71 73	Consequential Main Modifications at these locations within the Plan, to reflect the change to the plan period from 2021-2037 to 2022-2039.

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	JP-J3	113	
	Para. 6.23	114	
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	JPA14	285	
	JPA33	357	
	Table 12.1	392	

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MM1.4	Para. 1.27 Introduction	12	Modify paragraph 1.27 as follows: “The Places for Everyone Plan reinforces our ambition to bring forward brownfield land, it reduces the net loss of Green Belt further from previous versions of the GMSF by reducing the number of sites being allocated, identifying a Broad Location and provides stronger protection for our important environmental assets...”
MM1.13	Para 1.28, 4 th bullet	P.13	Amend bullet point 4 as follows, including inserting a new footnote as proposed: Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and the Airport and realising the opportunities offered by national infrastructure investment, e.g. HS2 <u>Northern Powerhouse Rail¹</u> whilst recognising the important green infrastructure assets in the area. Text of new footnote: <u>While the Government announced the cancellation of HS2 Phase 2a and Phase 2b on 04 October 2023, the alignments remain safeguarded through Greater Manchester and the proposals for "Northern Powerhouse Rail/NPR" are still being progressed. It is still envisaged that the NPR proposals will include facilities similar to those originally proposed under HS2 at both Piccadilly Station and at Manchester Airport. References to NPR and, in certain circumstances, HS2 therefore remain valid in the context for this plan, however they have been amended, as necessary, to take account of these recent announcements. As and when further details are available in relation to NPR and/or any successor to that scheme, consideration will be given as to what, if any, further changes will be required in this respect as part of any review of this plan.</u>
MM1.5	Para. 1.34 Introduction	14	Modify paragraph 1.34 as follows: “... In response to comments received both in 2016 and further in 2019, the amount of employment land identified in the PfE Plan area, up to 2037 has been significantly reduced since the 2016 GMSF (by approx. 40%) to keep the release of Green Belt to a minimum and in order that the level of employment growth broadly correlates with our new housing requirement

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			for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond 2037 2039. We have also identified a potential growth area in north east Oldham as a Broad Location rather than an allocation to provide flexibility for the future. “
MM1.6	Para. 1.36 Introduction	14	Modify paragraph 1.36 as follows: “A key objective of the Places for Everyone Plan is to meet our Local Housing Need – using the Government’s standard methodology this equates to almost 165,000 <u>just over 175,000</u> homes over the plan period (2021-2037-2022 -2039)...”
MM1.7	Para. 1.42 Introduction	15	Modify paragraph 1.42 as follows: “The majority of development between 2024 2022 and 2037 2039 (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period around 90% of housing, 99% <u>98%</u> of offices and 47% <u>51%</u> of industrial and warehousing development is within the urban area.”
MM1.8	Paras 1.49 to 1.51 Introduction	16	Delete paragraph 1.49 in its entirety. Modify paragraph 1.50 as follows: “The net amount of Green Belt land proposed for release is 1,754 <u>2,210</u> hectares – in relation to the nine districts preparing this Plan, this means a 3.3% <u>4.1%</u> reduction in the size of the Green Belt compared to an 8.1% reduction in 2016. ” Modify paragraph 1.51 as follows: “The nine boroughs cover some 115,084 hectares (<u>including land covered by the Peak District National Park</u>), almost half (46.7%) is was previously designated as Green Belt. The proposals in the Places for Everyone: Publication Plan 2021 would result in Green Belt covering <u>just over under</u> 45% of the nine districts.”
MM1.9	Para. 1.52 Introduction	16	Modify paragraph 1.52 as follows: “... A key element of this is to require all <u>set out a pathway for</u> new development to be net zero

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			carbon by 2028 at the latest – we do not want to build homes and workplaces which require retrofitting in the future and we have set an ambitious target, backed up by our evidence to achieve this as soon as possible. Our commitment to keep fossil fuels in the ground remains, at this time therefore we will not support fracking. ”
MM1.10	Para. 1.57 Introduction	17	Modify paragraph 1.57 as follows: “... It is being prepared as a Joint Development Plan Document of the nine local planning authorities. <u>Once the Places for Everyone Plan is adopted it will form part of the relevant authority’s development plan. As such local plans will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies. Local plans will be expected to look ahead a minimum period from their adoption, in line with national policy. In the event that a local plan looks beyond 2039, the minimum requirement figures set out in Policies JP-J3, JP-J4 and JP-H1 should be used to inform local plan target(s). [Add footnote: In the event that a local plan looks ahead beyond 2039, the annual average figure 2022-2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039].</u> It is a strategic plan and does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more detailed policies reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan. ”
MM1.11	Para. 1.58 Introduction	18	Modify paragraph 1.58 as follows: “ Once the Places for Everyone Plan is adopted it will form part of the relevant authority’s development plan. The evidence that underpins the Places for Everyone Plan will also inform district level plans; <u>but, as a strategic plan it does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan.</u> “
MM1.12	New para. after 1.58	18	Insert new paragraph after 1.58 as follows:

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	Introduction		<p><u>“Due to the presence of the Peak District National Park in the eastern part of the borough of Oldham, it should be noted that the Places for Everyone Plan covers the whole of the borough of Oldham except that part which falls within the Peak District National Park. Developments within the National Park should refer to Development Plan Documents prepared by the Peak District National Park Authority.”</u></p>

Chapter Two Context Proposed Main Modifications

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MM2.1	Figure 2.1 Picture 2.2 Figure 3.1 Figure 5.1 Picture 5.2 Figure 6.1 Figure 6.2 Figure 6.3 Figure 7.1 Figure 8.1 Figure 8.2 Figure 8.3 Figure 8.4 Figure 8.5 Figure 8.6 Picture 10.2 Figure 11.1 Picture 11.2 Picture 11.21 All allocation inset maps Appendix B Picture B.2	24 33 38 91 98 111 115 119 128 145 149 150 152 163 168 195 218 220 276 223- 379 410 414- 462	Consequential changes to various maps and diagrams throughout the Plan to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan.

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	All Green Belt Addition inset maps Appendix C Picture C.2	466	
MM2.2	Para 2.12	P. 26	Amend the first sentence as follows: ... the existing office sectors, HS2 <u>NPR</u> station proposals and improving the connections to other areas of Greater Manchester <u>and beyond</u> , which will...
MM2.3	Sub-heading at para 2.23	P.29	Modify heading as follows: <u>HS2</u> <u>Rail Connections</u>
MM2.4	Para 2.23	P.29	Modify paragraph 2.23 as follows: Greater Manchester currently benefits from good links to London, with a number of direct rail routes taking around two hours. 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 <u>The enhanced NPR connections will help to deliver a more integrated national economy, opening up much greater business opportunities to support UK growth. The timely delivery of HS2 these proposals will have major benefits for the Country as a whole as well as for Greater Manchester. The benefits of HS2 are multiplied when combined with Northern Powerhouse Rail (NPR) and other committed investments in our rail networks. To capitalise on the opportunity, Greater Manchester is proposing a series of complementary investments to bring maximum benefits from high-speed rail to residents. The Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy – The Stops Are Just The Start sets out our proposals for local infrastructure investment to support the HS2 and NPR facilities which will continue to be embedded them within our wider strategic plans, within the context of the emerging proposals, ... to continue to make our city-region successful.</u>

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MM2.5	Para 2.26	P.31	<p>Modify the last sentence of para 2.26 as follows: Importantly, it would also enable other parts of the North to take advantage of Greater Manchester's key assets and its role as a key international gateway and emerging top global city, connecting more people to Manchester Airport and <u>beyond</u> the proposed HS2 services to London.</p>

Chapter Three Vision Proposed Main Modifications

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MM3.1	Figure 3.1 Key Diagram	38	The Key Diagram, Figure 3.1: Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. Modify the Key diagram to change the “HS2” reference in key to "Rail proposals" See Annex 3, Map MM3.1.

Chapter Four Strategy Proposed Modifications

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MM4.1	Para.4.10 Strategy	46	Modify paragraph 4.10 as follows: “An essential aspect of the efficient and effective use of land will be <u>for authorities to make as much use as possible of suitable</u> prioritise the reuse of previously developed (brownfield) land and vacant buildings when meeting development needs...”
MM4.2	Para. 4.11 Strategy	46	Modify paragraph 4.11 as follows: “... Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. <u>Unless specified, the terms “accessible” and “accessibility” refer to being able to reach, approach or enter a location, making the most efficient use of land resources, delivering a sustainable pattern of development, reducing the need to travel by unsustainable modes and increasing the proportion of trips made by walking, cycling and public transport. In relation to places or services, it means accessible to all, inclusive of people with disabilities and particular mobility requirements. The term “access” is used in accordance with the dictionary definition “to enable the means or opportunity to approach or enter a place.”</u> ”
MM4.3	Para. 4.20 Strategy	48	Modify paragraph 4.20 as follows: “This approach is summarised in Figure 4.1 'Spatial Strategy' and explained in more detail in the rest of this chapter. <u>The Figures (4.1 to 4.8) and Picture 4.2 provide an illustrative representation of key aspects of policies JP-Strat 1 to JP-Strat11. They assist both further plan making and decision makers considering planning applications by providing additional visual context for the policies. The transport infrastructure improvements shown in Figures 4.4; 4.5; 4.6; 4.7; 4.8; and Picture 4.2 are for illustrative purposes only. There is a comprehensive list of indicative transport interventions for the delivery of allocations in Appendix D. The 2040 Transport Strategy and Five Year Delivery Plan set out the transport interventions and policies important to improving the transport network and helping to deliver more sustainable growth across GM as a whole.</u> ”

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MM4.4	New para. after 4.22 Strategy	49	Insert new paragraph after 4.22 as follows: <u>“The Policies within this Chapter establish the overall spatial strategy for the Plan. In addition, Policies JP-Strat1 to JP-Strat11 provide a strategic framework for local plans.”</u>
MM4.5	Figure 4.2 Core Growth Area	50	Modify Figure 4.2 to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.5.
MM4.6	JP-Strat1 Core Growth Area Reasoned Justification	51	Modify paragraph 4.26 as follows: <u>“In total sufficient land has been identified in the Core Growth Area for almost 69,000 new homes. Development within the City Centre and the Quays will...”</u>
MM4.19	Para 4.28	51	Modify the fourth sentence of para 4.28 as follows: <u>“The completion of major transport infrastructure schemes towards the end of the Plan period, such as HS2 and Northern Powerhouse Rail, will dramatically reduce journey times improve services to and from the London, Birmingham and major cities in the North, further... “</u>
MM4.7	JP-Strat1 Core Growth Area Policy	51	Modify second paragraph as follows: <u>“Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. These homes will be supported by necessary green spaces and social infrastructure and will be of an appropriate design. In total sufficient land has been identified in the Core Growth Area for almost 98,000 new homes.”</u> Modify third paragraph as follows: <u>“Infrastructure provision will support the growth and continued capacity of the Core Growth Area having particular regard to the Greater Manchester Transport Strategy 2040 refresh and accompanying Delivery Plans.”</u>

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MM4.8	JP-Strat2 City Centre Reasoned Justification	52	Modify paragraph 4.29 as follows: “Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. <u>Over the period 2022-2039, land to accommodate around 1,700,000 sqm of office floorspace, around 54,000 new dwellings and minimal industry and warehousing (just under 38,000 sqm) has been identified within the City Centre.</u> The City Centre offers significant opportunity to maximise the use of previously developed land. It will enable the delivery of a range of...”
MM4.9	JP-Strat2 City Centre Policy	52	Modify first paragraph as follows: “The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded considerably by a range of high density new homes, supported by necessary infrastructure. <u>Development will generally be high density.</u> It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.” Delete fourth paragraph as follows: “ Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, around 56,000 new dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre. ”
MM4.10	Figure 4.3 City Centre	53	Modify to clearly illustrate the strategy, delete “HS2 67 mins” and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.10.
MM4.11	JP-Strat3 The Quays	54	Modify paragraph 4.32 as follows: “Although the Quays has seen very significant levels of investment in recent years, there is still enormous development potential within the area across all of its functions, including major expansion of the digital/creative cluster and significant residential opportunities. <u>Over the period</u>

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	Reasoned Justification		<u>2022-2039, land to accommodate around 155,000 sqm of office floorspace, around 12,200 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays.</u> It offers significant opportunity to maximise the use of previously developed land by delivering large scale residential development close to a major source of jobs, education...”
MM4.12	JP-Strat3 The Quays Policy	54	<p>Modify first paragraph as follows: “The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses. Its business, housing, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area’s interest, vibrancy and unique identity to reduce levels of unemployment and poverty in our communities. <u>Development will generally be high density.</u> The high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as <u>one of</u> its essential distinguishing features, and excellent, distinctive design will continue to be a priority.”</p> <p>Modify second paragraph as follows: “Over the period 2020-2037, land to accommodate around 192,000 sqm of office floorspace, around 12,500 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays. The new homes will be a range of high density homes, close to major sources of jobs and education, supported by the necessary infrastructure and amenities. Major improvements in accessibility by public transport, cycling and walking will be sought, including much better links to key rail stations and greater connectivity with the City Centre.”</p>
MM4.13	JP-Strat4 Port Salford Policy	56	<p>Modify third paragraph as follows: “The development of Port Salford must <u>be delivered together with</u> ensure that necessary transport infrastructure is delivered, including highway improvements to accommodate the likely scale of traffic generation, in a way that is compatible with <u>committed</u> proposals for the enhancement of the wider motorway network and the provision of appropriate sustainable travel opportunities to meet the needs of the employees accessing the site. <u>The growth of Port Salford</u></p>

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			<u>will be managed to reflect the creation of additional capacity in the transport network and in accordance with the requirements of policy JPA29.</u>
MM4.14	Figure 4.5 Port Salford	57	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.14.
MM4.15	JP-Strat5 Inner Areas Reasoned Justification	58	Modify paragraph 4.41 as follows: “... Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services. <u>Over the period 2022-2039, land to accommodate around 175,000 sqm of office, around 86,500 sqm of industry and warehousing and around 35,000 new dwellings has been identified within the inner areas.</u> ”
MM4.16	JP-Strat5 Inner Areas Policy	58-59	Modify first paragraph as follows: “The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of well-designed new development will be accommodated in this highly accessible and sustainable location, prioritising the use of previously developed land. ” Modify second paragraph as follows: “New development will be of high quality, predominantly, residential (in a mix of size, type and tenure). It will be supported by necessary infrastructure, including high quality open space and improved access to the wider green infrastructure network, together with improved transport and social infrastructure.” Delete third paragraph as follows: “ Where a mix of uses is being proposed, it will seek to protect the amenity of existing and new residents and it will seek to protect and enhance the location’s historic and natural environment and assets. ”

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			<p>Modify fourth paragraph as follows, to merge with second paragraph: “New development and will be integrated with existing communities, enhancing the quality of places and their local character, including through good quality design, enhanced green infrastructure (and access to it) and improvements in air quality. Infrastructure provision will facilitate the growth and continued capacity of the Inner Area, including high quality open spaces and improved access to the wider green infrastructure network.”</p> <p>Delete fifth paragraph as follows: “Over the period 2020-2037, land to accommodate around 270,000 sqm of office, around 132,000 sqm of industry and warehousing and around 30,000 new dwellings has been identified within the inner areas.”</p>
MM4.17	JP-Strat6 Northern Areas Reasoned Justification	59-60	<p>Modify paragraph 4.43 as follows: “Over recent years, the northern areas of Greater Manchester, namely Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford, have seen relatively low levels of growth overall compared to other parts of the city region, and this is forecast to continue...”</p>
MM4.18	JP-Strat6 Northern Areas Policy	59-61	<p>Modify first paragraph as follows: “A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed prioritising the re-use of (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying increasing the mix, type, quality and range of residential offer. This will be complemented by improvements to transport connectivity and the selective release of Green Belt and previously safeguarded land in key locations the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision (GM-Strat7 and GM-Strat8). Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment</p>

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			<p>opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.”</p> <p>Delete second paragraph as follows: “Development in this location will be of good quality and design, supported by the necessary infrastructure and amenities including improved access to green spaces.”</p> <p>Delete third paragraph as follows: “Development in this location, particularly that on land which is being proposed to be released from the Green Belt, will seek to identify opportunities to protect and enhance the natural and historic environments to improve the local character.”</p>
MM4.19	JP-Strat7 North-East Growth Corridor Reasoned Justification	61	<p>Modify paragraph 4.49 as follows; “...There are two<u>three</u> major sites where land is removed from the Green Belt through this Plan, as well as significant development on land outside the Green Belt...”</p> <p>Insert new paragraph after 4.49 as follows: <u>“The potential for this location to deliver transformative change has led to the formal designation of the Atom Valley Mayoral Development Zone (MDZ) covering the three key areas for growth at the Northern Gateway (policy JPA1.1 and policy JPA1.2), Stakehill (policy JPA2) and Kingsway Business Park (including the proposed Advanced Machinery and Productivity Institute). The designation of the Atom Valley MDZ provides a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth across the three sites and adjoining towns.”</u></p> <p>Modify paragraph 4.50 as follows: “...Thirdly, it includes opportunities for large-scale development which together will have the critical mass to enable major investment in infrastructure and attract high quality businesses, jobs and housing. <u>Land to accommodate almost one million sqm of new employment floorspace and around 20,000 new dwellings has been identified in the north east growth corridor...</u>”</p>

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MM4.20	JP-Strat7 North-East Growth Corridor Policy	62-63	<p>Modify first paragraph as follows: “Lying within the area and policy framework covered by <u>policy JP-Strat 6</u>, the North-East Growth Corridor, which extends eastwards from Junction 18 of the M62 <u>and incorporates the Atom Valley MDZ</u>, will deliver a nationally-significant area of economic activity. and growth which <u>This</u> will be supported by a significant increase in the residential offer in this location, including in terms of type, quality and mix, thereby delivering truly inclusive growth over the lifetime of the Plan.”</p> <p>Delete second paragraph as follows: “Over the period 2020-2037, land to accommodate almost 1 million sqm of new employment floorspace and around 19,000 new dwellings has been identified within the whole Growth Corridor.”</p> <p>Modify third paragraph as follows: “Specifically this Plan allocates two <u>three</u> major sites within the area, and makes associated changes to the Green Belt boundaries, as identified in Chapter 11 to support this growth:</p> <ul style="list-style-type: none"> • Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)' • Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)' • Policy JP Allocation 2 'Stakehill' ” <p>Delete fourth paragraph as follows: “In addition to these two allocations, there is considered to be a potential opportunity for further expansion of the economic and residential offer in the eastern most part of this key gateway location. As such the Key Diagram identifies the High Crompton Broad Location. The land will remain in the Green Belt until such time that a review of this Plan and / or the Oldham Local Plan can demonstrate that it is necessary. The opportunity presented by the High Crompton Broad Location would serve to meet future employment and housing needs and demand of businesses and local communities in this part of the conurbation well beyond the end of the</p>

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			<p>Plan period. Well designed, sustainable development at this Broad Location would diversify further the employment and housing offer in Oldham by ensuring truly inclusive growth could be achieved which would help to reduce further the levels of deprivation and poverty.”</p> <p>Delete fifth paragraph as follows: “The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.”</p>
MM4.21	Picture 4.2 North-East Growth Corridor	63	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.21.
MM4.22	JP-Strat8 Wigan-Bolton Growth Corridor Reasoned Justification	64	<p>Modify paragraph 4.56 as follows: “... there is also selective release of land from the Green Belt for employment and housing development. <u>Over the period 2022-2039, land to accommodate just over 1 million sqm of new employment floorspace and approximately 13,600 new dwellings has been identified within the area.</u>”</p> <p>Modify paragraph 4.57 as follows: “... the site of the Bolton College of Medical Sciences. <u>The Further development of land at the hospital will enable its evolution and provide additional opportunities, including new health technology related activities, which would benefit from this location, alongside new housing development. The identification of land for further development in this location will be dealt with through the Bolton Local Plan or an equivalent Development Plan Document following the adoption of Places for Everyone.</u> The corridor also benefits from its proximity to other important assets. Wigan Town centre lies just to the north, which provides direct rail access to London with the current journey times of 2 hours set to reduce substantially with the arrival of HS2 services</p>

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MM4.23	JP-Strat8 Wigan-Bolton Growth Corridor Policy	65	<p>Modify second paragraph as follows: “New highway infrastructure will <u>is intended to</u> connect Junction 26 of the M6 and Junction 5 of the M61 including public transport provision. Measures to improve the provision of bus services and to increase the use of rail lines <u>are also planned</u>, will be implemented, potentially including a Wigan to Bolton Quality Bus Transit corridor, conversion of the Atherton line to allow for metro/tram-train services, and the electrification of the Bolton to Wigan line.”</p> <p>Delete third paragraph as follows: “Over the period 2020-2037, land to accommodate just over 1million sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.”</p> <p>Modify fourth paragraph as follows: “The majority of this new development will be on previously developed land, within the urban area. However, in order to meet the overall spatial strategy, Specifically this Plan allocates the following sites as identified in Chapter 11, within the area, and makes associated changes to the Green Belt, to further support the success of the growth corridor...”</p> <p>Modify fifth paragraph as follows: “• The development of land at Royal Bolton Hospital <u>a health innovation cluster</u>, including a health village <u>on land at Royal Bolton Hospital.</u>”</p>
MM4.24	Figure 4.6 Wigan-Bolton Growth Corridor	66	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.24.
MM4.33	Para 4.59	67	Modify the second sentence of para 4.59 as follows: Following the development and completion of HS2 and Northern Powerhouse Rail, parts of Greater Manchester, including the City Centre and Manchester Airport will be amongst the best

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			well-connected locations in the country , and the southern areas will be well-located to take advantage of this.
MM4.34	Para 4.63	67	Modify the second sentence of 4.63 as follows: This will include the selective release of Green Belt for new employment and housing around the proposed HS2 <u>NPR</u> station and beyond to the hospital and southern edge of Timperley.
MM4.25	JP-Strat9 Southern Areas Policy	68	<p>Modify first paragraph as follows: “The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on prioritising the re-use <u>making as much use as possible of suitable previously developed</u> of (brownfield) land and promoting the roles of the areas’ town centres and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. There will be an increase in the mix, type, quality and range of residential offer and a strengthening of its economic role. This will be complemented by improvements to transport connectivity, local character and the selective release of Green Belt in key locations <u>As identified in Chapter 11 of this Plan a number of sites have been specifically allocated through this Plan in support of the area’s future growth.”</u></p> <p>Modify second paragraph as follows: “... There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area. Development in these areas will contribute to reducing poverty and will be inclusive.”</p> <p>Delete third paragraph as follows: “Development in these locations will be of good quality and design, supported by the necessary infrastructure and amenities and will seek to identify opportunities to protect and enhance the natural and historic environments and to improve the local character.”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM4.26	JP-Strat10 Manchester Airport Reasoned Justification	69	<p>Modify paragraph 4.67 as follows: “...This could also help to reduce pressure on congested airports in London and the South East. Growth and an expanding route network could see throughput growing to make best use of its existing runways and handle around 55 million passengers per annum. In 2020 Manchester Airport Group (MAG) published a new Corporate Social Responsibility (CSR) Strategy. (15) In producing the CSR, MAG recognises that aviation will be one of the hardest industries to decarbonise and as such their new Strategy sets out a commitment to achieving “net zero carbon” emissions from their airport operations by 2038, ahead of the 2050 national target. The CSR has been developed at this important time, with growing awareness of the need to tackle both global and local challenges. The CSR sets out MAG’s ambitious commitments which will guide the sustainable development of the airport. It sets out ways MAG will achieve zero carbon status; how MAG will create quality employment opportunities for all and; how MAG will engage with communities...”</p> <p>Modify paragraph 4.68 as follows: The provision of a new <u>HS2 Airport</u> station with <u>journey times</u> <u>connections</u> to London of just over an hour, and the planned <u>wider</u> Northern Powerhouse rail network will significantly improve the airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country. Journeys to the Airport will also be enhanced by the completion of the Metrolink Western Leg and proposed Bus <u>Rapid Transit</u> <u>priority</u> service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas...”</p> <p>Modify the last sentence of 4.69 as follows: activity and housing near to the airport and the proposed <u>HS2 NPR</u> station, enabling more residents and businesses to take advantage of the outstanding connectivity</p>
MM4.27	JP-Strat10 Manchester Airport	70 -71	<p>Modify first paragraph as follows: “... Development which is in line with: • Government policy <u>and</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<ul style="list-style-type: none"> • Manchester's Local plan policies and • Manchester Airport Group's Corporate Social Responsibility Strategy... <p>Modify second paragraph (part A, C and D) as follows:</p> <p>A. The development of a new HS2 <u>Airport</u> station immediately to the west of the airport;.....</p> <p>C. The construction of the Western Leg extension of Metrolink via the proposed HS2 <u>Airport</u> station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital</p> <p>D. Improved local public transport services and connections such as Bus <u>priority Rapid Transit</u> links by a new spine road through the Timperley Wedge allocation towards Altrincham;</p> <p>Modify third paragraph as follows: “The benefits of the exceptional connections will be maximised, including by:</p> <ol style="list-style-type: none"> 1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space (<u>See Manchester Local Plan</u>); 2. Continuing to develop Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust (<u>See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan</u>) 3. Delivering approximately <u>around</u> 60,000 sqm of office floorspace around the new HS2 <u>Airport</u> Station (<u>See Policy JP Allocation 3.2 'Timperley Wedge</u>) 4. Providing a minimum of <u>around</u> 1,700 <u>1,800</u> new homes to the west of the M56 at Timperley Wedge, up to 2037<u>2039</u> (<u>See Policy JP Allocation 3.2 'Timperley Wedge</u>)...”

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 <u>NPR</u> into this location</p> <p>Modify fourth paragraph as follows: “This Plan allocates three <u>two</u> sites near the airport, and makes associated changes to the Green Belt boundaries, <u>as identified in Chapter 11</u> to support these developments:</p> <ul style="list-style-type: none"> • Policy JP Allocation 3.1 'Medipark' • Policy JP Allocation 3.2 'Timperley Wedge' • Policy JP Allocation 10 'Global Logistics' ”
MM4.28	Figure 4.7 Manchester Airport	72	Modify to clearly illustrate the strategy, change notation "HS2" to "NEW AIRPORT" and, as necessary, to take account of modifications in the plan. See Annex 3, Map MM4.28.
MM4.29	JP-Strat11 New Carrington	73	<p>Modify first paragraph as follows: “Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to deliver a significant mixed use development. <u>Overall, around 5,000 new dwellings</u> Over the period 2020-2037 land to accommodate around 4,300 dwellings and 350,000 sqm of employment floorspace has been identified and will be delivered together with a new local centre.”</p> <p>Modify second paragraph as follows: “New development will be fully integrated with the existing communities of Carrington, Partington and Sale West, enhancing the quality of places and their local character, including through good quality design, enhanced green infrastructure (and access to it) <u>and</u> ensuring that maximum regeneration benefits are secured.”</p>
MM4.30	Figure 4.8 New Carrington	74	Modify by changing label within Figure 4.8. See Annex 3, Map MM30.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM4.31	JP-Strat12 Main Town Centres Reasoned Justification	74-75	<p>Modify paragraph 4.74 as follows: “We have seven <u>eight</u> main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, <u>Salford Quays</u> and Wigan...”</p> <p>Modify paragraph 4.77 as follows: “. Increasing the numbers of residents in town centres will also enable more people to take advantage of their transport connections and <u>for brownfield land to be prioritised in development opportunities</u>..... ..The main town centres offer the opportunity to provide a more affordable alternative to the City Centre and the Quays, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities...”</p>
MM4.32	JP-Strat12 Main Town Centres Policy	76	Delete fifth paragraph in its entirety.
MM4.35	Para 4.81	77	<p>Modify the second and third sentences of 4.81 as follows: Proposals for HS2 and Northern Powerhouse Rail will consolidate <u>improved connectivity across the position of Greater Manchester and the North as one of the most connected areas in the UK</u> and will support existing businesses, inward investment and job creation. Together they will provide high speed rail connections to London via Birmingham and faster direct routes to Leeds, Sheffield and Liverpool.</p>
MM4.36	Policy JP-Strat14: A Sustainable and Integrated Transport Network	78	<p>Modify the second sentence of the second para as follows: The local programme of investment needs to be complemented by significant national and regional projects such as HS2 and Northern Powerhouse Rail to ensure that connectivity is significantly improved...</p>

Chapter Five Sustainable and Resilient Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM5.1	JP-S1 Sustainable Development Policy	82	Modify second paragraph as follows: <u>“In preparing plans, preference will be given to authorities should make as much use as possible of suitable using previously-developed (brownfield) land and vacant buildings to meet development needs.”</u>
MM5.2	JP-S2 Carbon and Energy Reasoned Justification	83-86	Delete third bullet point from paragraph 5.7 as follows: “• Measures that will be taken to future proof the city region to mitigate environmental challenges, including climate change Policy JP-S 4 'Resilience'.” Insert new paragraph before paragraph 5.8 as follows: <u>“The modifications to this policy following the examination do not take account of the WMS on Local Energy Efficiency Standards published on 13 December 2023 as this was after the consultation on main modifications had ended.”</u> Insert new paragraph and footnote between paragraphs 5.9 and 5.10 as follows: <u>“Local Area Energy Plans have been developed by the PfE districts in collaboration with the GMCA and Energy Systems Catapult (ESC). The Local Area Energy Plans are being funded by BEIS and are consistent with Government policy^(new footnote). They will become a critical evidence base for Local Plans in setting out possible and cost-effective options whilst highlighting where investment is needed and will inform planning decisions. It is anticipated that Local Plans will further identify geographical locations for such energy assets, as considered necessary/appropriate within individual local planning authority areas.”</u> Insert new footnote: ^{“new footnote} https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning_ ”

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text																
			<p>Modify the last sentence of paragraph 5.14, as follows: “5.14 ...Therefore in Greater Manchester the following targets will be sought in relation to reducing energy demand and onsite renewable energy generation <u>within residential developments.</u>”</p> <p>Modify Table 5.1 including the heading, as follows: “Table 5.1 Targets for Reducing Energy Demand and Onsite Renewable Energy Generation <u>within residential developments.</u>”</p> <table border="1" data-bbox="663 679 1576 1355"> <thead> <tr> <th data-bbox="663 679 862 831"></th> <th data-bbox="862 679 1066 831">Space Heat Demand⁽²⁵⁾</th> <th data-bbox="1066 679 1361 831">Hot Water Energy Demand⁽²⁶⁾</th> <th data-bbox="1361 679 1576 831">Renewable Energy Generation Targets</th> </tr> </thead> <tbody> <tr> <td data-bbox="663 831 862 1054">2021 - 2025</td> <td data-bbox="862 831 1066 1054">Houses (30kWh/m2) Flats (25kWh/m2)</td> <td data-bbox="1066 831 1361 1054">20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2013)</u></td> <td data-bbox="1361 831 1576 1054">*Photovoltaic installation: 20% ground floorspace</td> </tr> <tr> <td data-bbox="663 1054 862 1278">2025 - onwards</td> <td data-bbox="862 1054 1066 1278">Houses (20kWh/m2) Flats (15kWh/m2)</td> <td data-bbox="1066 1054 1361 1278">^20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2020)</u></td> <td data-bbox="1361 1054 1576 1278">*Photovoltaic installation: 40% ground floorspace</td> </tr> <tr> <td data-bbox="663 1278 862 1355">*Ground floorspace</td> <td data-bbox="862 1278 1066 1355"></td> <td data-bbox="1066 1278 1361 1355"></td> <td data-bbox="1361 1278 1576 1355"></td> </tr> </tbody> </table>		Space Heat Demand ⁽²⁵⁾	Hot Water Energy Demand ⁽²⁶⁾	Renewable Energy Generation Targets	2021 - 2025	Houses (30kWh/m2) Flats (25kWh/m2)	20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2013)</u>	*Photovoltaic installation: 20% ground floorspace	2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	^20% energy demand reduction <u>in the total heat required for water heating (compared to Part L 2020)</u>	*Photovoltaic installation: 40% ground floorspace	*Ground floorspace			
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*Ground floorspace																			

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text				
			used as a proxy for available roof area.				
^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.							
			<p>Reorder footnotes 25 and 26 so they appear in numerical order.</p> <p>Modify footnote 25 as follows: ²⁵ As calculated within SAP <u>10.2 2012</u>, Space Heating Requirement (Box998-or equivalent at later SAP versions). It does not take into account the efficiency of the space heating system. It is based on a fabric first approach (insulation and airtightness).”</p> <p>Modify footnote 26 as follows: ²⁶ Reduction in expected DHW grid energy demand compared to the Part L concurrent notional building. Takes into account the efficiency of the domestic hot water generating system, on-site energy generation and direct use, and any other passive hot water energy recovery systems installed, <u>as shown in Calculation Reference 62 in SAP10.2.</u>”</p> <p>Modify paragraph 5.15 as follows:</p>				

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“5.15 Unregulated emissions (e.g. those associated with plug loads/ appliances) are expected to be assessed as part of the requirement to meet ‘net zero carbon’ in operation from 2025 onwards. In calculating carbon emissions from 2025, ‘unregulated’ emissions (e.g. those associated with cooking and small appliances) should be assessed, in addition to ‘regulated’ emissions. The only way that this can be deliverable will be through the use of onsite electricity generation or through carbon offsetting (‘allowable solutions’) as occupants’ lifestyle choices are not pre-determined by energy efficiency measures associated with construction standards.”</p> <p>Modify paragraph 5.16 as follows: “5.16 By following [...]. The Mayor of Greater Manchester is <u>has developed the Greater Manchester an Environment Fund</u>, which will provide a mechanism for carbon offset payments to be made. Districts may also develop alternative approaches within Local Plans. Districts may also set up their own carbon off-setting schemes and set their own carbon price. District carbon off-set funds will need to be ring-fenced and used effectively to support local carbon reduction projects and programmes (such as retrofitting existing properties with energy efficiency measures).”</p> <p>Modify paragraph 5.19 as follows: “5.19 Greater Manchester seeks to promote investment in new zero-carbon technologies, to reduce the reliance on carbon-based fuels to accelerate the speed at which such new technologies become financially viable and/or technically feasible. Work undertaken by the Tyndall Climate Change Research Centre⁴⁵ has shown that the continued extraction of fossil fuels will not be compliant with a carbon emissions reduction pathway that is aligned with international commitments within the ‘Paris Agreement’. It is therefore considered prudent to not exploit new sources of hydrocarbons and keep fossil fuels in the ground so at this point in time we will not support hydraulic fracturing (fracking).”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Insert new paragraphs after paragraph 5.19 as follows:</p> <p><u>“Under amendments to the Building Regulations, the Government has introduced new requirements for installing electric vehicle charge points in new homes, new non-residential buildings, and when some buildings are renovated. New developments will need to meet the requirements set out in Part S of the Building Regulations, unless superseded by relevant Local Plan policies.</u></p> <p><u>In considering the adequacy of provision of electric vehicle charging points in new development, where necessary and appropriate, other factors could also be taken into account, including:</u></p> <ol style="list-style-type: none"> <li data-bbox="674 703 2000 810">i. <u>The type of development which will influence the EV user profiles, the vehicle dwell times and the charging behaviour all of which will determine the type of points (fast or rapid or a mix of both) and the management arrangements required.</u> <li data-bbox="674 836 2000 979">ii. <u>The physical location and design of EV charge points within a development to ensure that they are sensitively located and do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability. Design should also consider the needs of disabled EV drivers.</u> <li data-bbox="674 1005 2000 1075">iii. <u>Potential for EV Car Club requirements which also relates to the type of development and its location; and</u> <li data-bbox="674 1101 2000 1208">iv. <u>The management, operation and maintenance requirements of the charge points (private, workplace or publicly accessible charge points managed, operated and maintained by an EV charge point provider).”</u>
MM5.3	JP-S2 Carbon and Energy	87-88	<p>Delete criterion 4 as follows: “4. Keeping fossil fuels in the ground;”</p> <p>Delete criterion 5 including reference to footnote 30 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>“5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets⁽³⁰⁾.”</p> <p>Delete footnote 30 as follows: “³⁰ Such assets could be heating/ cooling networks, electricity generation or storage infrastructure or a mixed hybrid approach subject to local demand and connectivity.”</p> <p>Delete criterion 7 as follows: “7. Development of Local Area Energy plans to develop cost effective pathways to achieve carbon targets;”</p> <p>Modify criterion 8 as follows: “8. An expectation that new development will, <u>unless it can be demonstrated that it is not practicable or financially viable</u>;...”</p> <p>Modify criterion 8a as follows: “a. Be net zero carbon⁽³¹⁾ from 2028 by following the energy hierarchy (with any residual carbon emissions offset), <u>which applies:</u></p> <ul style="list-style-type: none"> • <u>from adoption - to regulated operational carbon emissions;</u> • <u>from 2028 - to all emissions ‘in construction’.</u> <p><u>From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.</u></p> <p><u>Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:</u></p> <p>i. Minimise energy demand;</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>ii. Maximise energy efficiency;</p> <p>iii. Utilise <u>Use</u> renewable energy;</p> <p>iv. Utilise <u>Use</u> low carbon energy; and</p> <p>v. Utilise other energy sources.</p> <p><u>From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.</u></p> <p>With an interim requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.⁽³²⁾</p> <p><u>As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.”</u></p> <p>Modify footnote 31 as follows: “³¹ <u>Applied to operational net zero carbon up to 2028 and considered for net zero ‘in construction’ from 2028 onwards in line with UK GBC Framework (https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-aframework-definition/); Minimum carbon reduction target-Target trajectory is expected to be in line with 2025 Future Homes Standard of 80%; net zero carbon is defined in the UK GBC Framework (https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf).</u>”</p> <p>Delete footnote 32 as follows: “³² <u>Or until such time that this level is superseded by changes to national building regulations”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 8b as follows: “b. Incorporate adequate electric vehicle charging points, <u>in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies,</u> to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;”</p> <p>Modify criterion 8d as follows: “d. <u>In residential developments,</u> A achieve energy demand reductions for residential development in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, <u>in accordance with Table 5.1.</u>”</p> <p>Modify the last paragraph as follows: “Districts Local Plans <u>Local Plans</u> may set out specific carbon emission reduction <u>and energy demand targets within Local Plans.</u> targets, particularly if carbon neutral targets have been set sooner than 2038, or promote other measures through which energy efficiency of buildings and renewable energy generation can be achieved.”</p>
MM5.4	JP-S3 Heat and Energy Networks Reasoned Justification	88-89	<p>Modify paragraph 5.20 as follows: “...heat networks could be an important part of the least-cost mix of technologies needed to achieve UK-wide decarbonisation targets by 2050. <u>Figure 5.1 shows the broad ‘Heat and Energy Network Opportunity Areas’ across the nine districts and these areas will be further refined by the districts when more local evidence becomes available.</u>”</p> <p>Modify paragraph 5.23 as follows: “The UK Clean Growth Strategy (CGS)⁽³⁸⁾ sets out possible pathways to decarbonise the UK’s economy by 2050 if the requirement of at least an 80 <u>100%</u> for the reduction in greenhouse gas emissions⁽³⁹⁾ is to be achieved.”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify by inserting new paragraph, including new footnotes, after paragraph 5.23 as follows:</p> <p><u>“To comply with policy JP-S3, heat and energy network assessments will be required as part of an energy statement to support planning applications for new developments within the identified “Heat and Energy Network Opportunity Areas” to demonstrate compliance with PfE energy policies. To ensure consistency of approach and to aid the decision-making process decentralised heat/energy network assessments are required to demonstrate consideration and analysis of:</u></p> <ol style="list-style-type: none"> a. Identification of existing and proposed heat/energy loads; b. Identification of heat/energy supply sources; c. Identification of opportunities to utilise renewable and low carbon energy sources; d. Identification of opportunities to utilise waste and secondary heat sources; e. Impact of proposals and technology choices on local air quality; f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK^(new footnote), or equivalent); and g. Adopting appropriate consumer protection standards (e.g. Heat Trust^(new footnote), or equivalent).” <p>^{new footnote} https://www.theade.co.uk/assets/docs/resources/Code_of_Practice_for_Heat_Networks_-_A_guide_for_owners_and_developers.pdf</p> <p>^{new footnote} https://www.heattrust.org/</p>
MM5.5	JP-S3 Heat and Energy Networks	89-90	<p>Modify criterion 1 as follows:</p> <p>“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 <u>have been</u> identified where:”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>Delete footnote 40 and reference to footnote 40 in criterion 1c as follows: “c. Sufficient density of existing heat demand occurs⁽⁴⁰⁾; and...”</p> <p>⁴⁰ See https://www.cse.org.uk/projects/view/1183</p> <p>Modify criterion 2 and delete footnote 41, as follows: “2. Within the identified “Heat and Energy Network Opportunity Areas”, <u>unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that there will be:</u></p> <ul style="list-style-type: none"> a. A requirement that n New residential developments that are '10 dwellings or more' or other developments over 1,000 m² floorspace <u>shall</u> should evaluate the viability of: <ul style="list-style-type: none"> i. Connecting to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network) where such a network has been identified within the Heat Network Opportunity Areas); and/or <ul style="list-style-type: none"> 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⁽⁴¹⁾ of network connection’ where new residential developments over 10 dwellings and other developments over 1,000 sq m floorspace are within 500m of an existing heat network, or where a network is being delivered; d. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals unless proven to not be viable;...” <p>⁴¹ Ministry of Housing, Communities and Local Government, National Planning Policy Framework, (2021), Paragraph 11”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 3 and associated footnotes 42 and 43 as follows: “3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:</p> <ul style="list-style-type: none"> a. Identification of existing and proposed heat/energy loads; b. Identification of heat/energy supply sources; c. Identification of opportunities to utilise renewable and low carbon energy sources; d. Identification of opportunities to utilise waste and secondary heat sources; e. Impact of proposals and technology choices on local air quality; f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK⁽⁴²⁾, or equivalent); and g. Adopting appropriate consumer protection standards (e.g. Heat Trust⁽⁴³⁾, or equivalent).“ <p>⁴² Heat networks: Code of Practice for the UK ⁴³ https://www.heattrust.org/index.php</p>
MM5.6	Figure 5.1 Heat and energy network opportunities	91	<p>Modify Figure 5.1 as follows: Figure title to be: “Figure 5.1 Heat and e<u>Energy</u> n<u>Network</u> o<u>pportunities</u> <u>Opportunity Areas</u>”</p> <p>Legend to be: Places for Everyone Boundary Local Authority Boundary Greater Manchester Boundary Heat and Energy n<u>Network</u> e<u>Opportunity</u> a<u>Areas</u> Proposed Allocations 2021</p> <p>Figure to be modified to amend the boundaries of the Heat and Energy Network Opportunity Areas making it clear that the PfE allocations are Heat and Energy Network Opportunity Areas. See Annex 3, Map MM5.6.</p>
MM5.7	JP-S4	91-92	Delete paragraphs 5.24 – 5.28 in their entirety along with associated footnotes 44 and 45.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Resilience Reasoned Justification		
MM5.8	JP-S4 Resilience Policy	92-93	Delete policy JP-S4 in its entirety.
MM5.9	JP-S5 Flood Risk and the Water Environment Reasoned Justification	94	<p>Modify paragraph 5.36 by adding two sentences to the end of the paragraph as follows: <u>“... Development proposals should achieve greenfield run-off rates where possible, depending on site conditions. Alternative surface water discharge rates can be set out in district local plans to reflect local circumstances and evidence.”</u></p> <p>Modify by adding to the end of paragraph 5.38 as follows: <u>“... All new homes have to meet mandatory national standard set out in Building Regulations (of 125 litres/person/day). Where there is a clear local need, the government's Housing Optional Technical Standards paragraph 013 and 014 set out that local authorities may also consider tighter water efficiency requirements for new homes (110 litres a day) to help manage water demand. This will be determined through the preparation of district local plans.”</u></p>
MM5.10	JP-S5 Flood Risk and the Water Environment Policy	95	<p>Modify first paragraph as follows: <u>“An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:”</u></p> <p>Modify criterion 1 as follows: <u>“Returning rivers to a more natural state, where practicable, in line with the North West River Basin Management Plan;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 4 as follows: “4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible (unless demonstrably inappropriate) so as to not exceed. <u>Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including or alternative surface water discharge rates specified in district local plans, such as in areas those identified for areas with critical drainage issues;</u>”</p> <p>Delete criterion 7 as follows: “7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage; and”</p> <p>Modify criterion 8 as follows: “8. Conserving water and maximising water efficiency in new development. As a minimum, <u>residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.</u>”</p>
MM5.11	JP-S6 Clean Air Reasoned Justification	97-99	<p>Modify paragraph 5.44 as follows: “Greater Manchester has also signed up to achieve WHO ‘BreatheLife City’ status by 2030, which means achieving WHO targets for PM (PM2.5 must not exceed 40 <u>5</u> µg/m3 annual mean) and other air pollutants by this date. Regardless of targets, there is no clear evidence of a safe level of exposure below which there is no risk of adverse health effects. As such, policy ambitions should always be to reduce air pollution to as low as possible as further reduction of PM or NO2 concentrations below air quality targets/standards are likely to bring additional health benefits.”</p> <p>Modify paragraph 5.48 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“5.48 Greater Manchester Authorities have been working collaboratively to produce a Clean Air Plan, that will bring about compliance with the legal limit for NO₂ in the shortest possible time and in any case by 2024. The proposal to introduce a Clean Air Zone class C that will cover the whole of GM (500sq miles), where the most polluting commercial vehicles will be charged to move within and through the zone, was subject to public consultation in the autumn of 2020. The final plan is to be put before JAQU (Joint Air Quality Unit – Defra & DfT) for approval in the early summer 2021, with a view for implementation in spring 2022.”</p> <p>Modify paragraph 5.49 as follows: “5.49 It is clear that a wide range of actions will be required to improve air quality to appropriate levels, in addition to the CAZ, and support objectives relating to climate change, Greater Manchester's 2038 carbon neutrality target, population health and quality places. Many of these actions are beyond the scope of this plan, but the primary focus will need to be on transport given its primary contribution to air pollution. <u>Significantly expanding the existing network of publicly accessible EV charging infrastructure will be important to encourage and expediate the transition from petrol and diesel engine vehicles to EVs. Therefore, opportunities to support proposals for commercial EV charging infrastructure should be supported where appropriate.</u> Hence, rRegard should also be had to transport-related policies elsewhere in this plan and in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan...”</p>
MM5.12	JP-S6 Clean Air Policy	100	<p>Modify criterion 2 as follows: “2. Determining planning applications in accordance with <u>having regard to</u> the most recent development and planning control guidance...”</p> <p>Modify criterion 3 as follows: “3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data <u>so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;</u> and, if approved, to make appropriate provision for future monitoring of air pollution;”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 4 as follows: “4. Restricting and carefully regulating developments that would generate significant point source pollution such as some types of industrial activity and energy generation;”</p> <p>Modify criterion 5 as follows: “5. Significantly expanding the <u>existing commercial</u> network of electric vehicle charging points, both for public and private use, including as part of new developments;”</p> <p>Modify criterion 6 as follows: “6. Implementing the charging Clean Air Zone within the Plan area, as directed by Government Clean Air Plan and associated measures;”</p> <p>Modify criterion 9 as follows: “9. Controlling traffic and parking within and around schools, and early years sites <u>and other locations that are particularly sensitive to air quality;</u>”</p>
MM5.13	JP-S7 Resource Efficiency Policy	102	<p>Modify criterion 1 as follows: “1. Development and implementation of the Resource <u>Zero Waste</u> Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;”</p> <p>Delete criterion 2 as follows: “2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site;”</p>

Chapter Six Places for Jobs Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM6.14	Para 6.6	106	Modify the first sentence of para 6.6 as follows: Greater Manchester's transport network provides good connections to other major city regions, with further major improvements planned such as HS2 and Northern Powerhouse Rail,...
MM6.1	JP-J1 Supporting Long-Term Economic Growth Policy	109- 110	Modify policy JP-J1 at criterion C (v) as follows: v. Major proposed transport improvements such as HS2 and Northern Powerhouse Rail Modify criterion G as follows: "G. Maximising the potential of the key growth locations <u>set out in JP-Strat 1 to JP-Strat 12</u> whilst also securing investment that raises the competitiveness of our northern boroughs to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. Key locations that will help to maximise economic growth in an inclusive way include:" Delete points i. - viii. in their entirety.
MM6.2	Figure 6.1 Strategic Locations	111	Modify Figure 6.1 title, as follows: " <u>Strategic Key Growth</u> Locations" and clearly reflect the Key Growth Locations listed in JP-Strat 1 – JP-Strat 12. See Annex 3 Map MM6.2
MM6.3	JP-J2 Employment Sites and Premises	111	Modify paragraph 6.17 as follows: "... A good combination of existing <u>strategic sites, such as Trafford Park</u> and new sites and premises will therefore be required."

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		
MM6.4	JP-J2 Employment Sites and Premises Policy	112	<p>Modify second paragraph as follows: “A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key <u>growth</u> locations <u>identified in JP-Strat 1 to JP-Strat 12</u> Policy JP-J1 ‘Supporting Long Term Economic Growth’ and in complementary locations, with many being particularly suitable for prime growth <u>key economic</u> sectors and specialisms. This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, <u>as identified in chapter 11 of this plan</u>, to provide the quality of well-connected employment land necessary to deliver the required scale of long-term economic growth, as set out in Policy JP-J 3 'Office Development' and Policy JP-J 4 'Industry and Warehousing Development'. We will work with Government and other stakeholders to increase the delivery of previously developed sites for employment use, and hence minimise the need for any further Green Belt release.”</p> <p>Modify third paragraph as follows: “...This will include local employment areas as well as <u>strategiekey growth</u>.locations such as the Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.”</p>
MM6.15	Para 6.19		<p>Modify last sentence of para 6.19 as follows: ...with the prospect of further improvements through HS2 and Northern Powerhouse Rail (NPR),...</p>
MM6.5	JP-J3 Office Development Reasoned Justification	113	<p>Modify paragraph 6.22 as follows: “Existing office floorspace will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses. The conversion of offices to housing can be an important source of supply of new homes, but this must not be allowed to compromise our economic growth and</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			diversity, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations.”
MM6.6	JP-J3 Office Development Policy	113- 114	<p>Modify first paragraph as follows: “At least 1,900,000 <u>2,019,000</u> sqm of accessible new office floorspace will be provided in the Plan area over the period 2021-2037 <u>2022-2039</u>, with a focus on:..”</p> <p>Modify JP-J3, criterion 1 as follows: “...including the proposed new HS2 and Northern Powerhouse Rail links which will further..”</p> <p>Modify criterion 3 as follows: “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”</p> <p>Modify second paragraph as follows: “The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, <u>in accordance with Part M (Volume 2) Building Regulations.</u>”</p> <p>Delete last paragraph as follows: “Individual districts through Local Plans or other mechanism(s) may restrict the changes of use of existing office space to non-employment uses such as housing where this could compromise the continued supply of a diverse range of office floorspace.”</p>
MM6.7	JP-J3 Office Development	114	<p>Modify paragraph 6.23 as follows: “A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over <u>under</u> 3,275,000 <u>2,815,650</u> sqm of floorspace. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. The vast majority of these are in the</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification (cont.)		<p>key <u>growth</u> locations identified in Policy JP-J 3 'Office Development' and are on previously-developed land.”</p> <p>Add new paragraph after 6.25 as follows:</p> <p><u>“The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.”</u></p>
MM6.8	Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037	115	<p>Modify title of Figure 6.2 as follows: "Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2021-2037 <u>2022-2039</u>"</p> <p>Figure 6.2 to be updated with 2022 data See Annex 3, Map MM6.8.</p>
MM6.9	JP-J3 Office Development Reasoned Justification (cont.)	115 - 116	<p>Modify paragraph 6.24 as follows: “... up to 2037 <u>2039</u>, it is considered that the very limited release of some Green Belt land within the Manchester Airport Enterprise Zone key <u>growth</u> location is required to maximise the competitive advantages of Greater Manchester.”</p> <p>Modify paragraph 6.25 as follows:</p>

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			<p>“Table 6.1 ‘Office land supply 2020-20372022-2039’ summarises the sources of office land supply up to 2037<u>2039</u>.”</p> <p>Replace Table 6.1 with the updated version, as follows:</p> <p>Table 6.1 Office land supply 2020-2037 <u>2022-2039</u></p> <table border="1"> <thead> <tr> <th>District</th> <th>Existing supply 2020-2037: Brownfield (sqm floorspace)-</th> <th>Existing supply 2020-2037: Greenfield (sqm floorspace)-</th> <th>Existing supply 2020-2037: Mixed (sqm floorspace)-</th> <th>Places for Everyone Allocations 2020-2037 (sqm floorspace)¹².</th> <th>Total 2020-2037-</th> <th>Estimated Completions 2020-21-</th> <th>Total 2021-37-</th> </tr> </thead> <tbody> <tr> <td>Bolton-</td> <td>79,984-</td> <td>3,447-</td> <td>10,512-</td> <td>0-</td> <td>93,943-</td> <td>-3,364-</td> <td>90,579-</td> </tr> <tr> <td>Bury-</td> <td>11,721-</td> <td>28,485-</td> <td>0-</td> <td>0-</td> <td>40,206-</td> <td>-519-</td> <td>39,686-</td> </tr> <tr> <td>Manchester-</td> <td>2,225,961-</td> <td>102,514-</td> <td>0-</td> <td>21,500-</td> <td>2,349,975-</td> <td>-116,061-</td> <td>2,233,914-</td> </tr> <tr> <td>Oldham-</td> <td>59,272-</td> <td>0-</td> <td>11,554-</td> <td>0-</td> <td>70,826-</td> <td>-9,207-</td> <td>61,619-</td> </tr> <tr> <td>Rochdale-</td> <td>18,462-</td> <td>81,249-</td> <td>0-</td> <td>0-</td> <td>99,711-</td> <td>-4,676-</td> <td>95,036-</td> </tr> <tr> <td>Salford-</td> <td>348,611-</td> <td>0-</td> <td>0-</td> <td>0-</td> <td>348,611-</td> <td>-11,035-</td> <td>337,576-</td> </tr> <tr> <td>Tameside-</td> <td>26,432-</td> <td>0-</td> <td>0-</td> <td>0-</td> <td>26,432-</td> <td>-530-</td> <td>25,902-</td> </tr> <tr> <td>Trafford-</td> <td>243,428-</td> <td>15,000-</td> <td>0-</td> <td>0-</td> <td>258,428-</td> <td>-1,327-</td> <td>257,101-</td> </tr> <tr> <td>Wigan-</td> <td>0-</td> <td>2,055-</td> <td>7,294-</td> <td>0-</td> <td>9,349-</td> <td>0-</td> <td>9,349-</td> </tr> <tr> <td>Places for Everyone-</td> <td>3,013,871-</td> <td>232,750-</td> <td>29,360-</td> <td>21,500-</td> <td>3,297,481-</td> <td>-146,718-</td> <td>3,150,763-</td> </tr> </tbody> </table>					District	Existing supply 2020-2037: Brownfield (sqm floorspace)-	Existing supply 2020-2037: Greenfield (sqm floorspace)-	Existing supply 2020-2037: Mixed (sqm floorspace)-	Places for Everyone Allocations 2020-2037 (sqm floorspace) ¹² .	Total 2020-2037-	Estimated Completions 2020-21-	Total 2021-37-	Bolton-	79,984-	3,447-	10,512-	0-	93,943-	-3,364-	90,579-	Bury-	11,721-	28,485-	0-	0-	40,206-	-519-	39,686-	Manchester-	2,225,961-	102,514-	0-	21,500-	2,349,975-	-116,061-	2,233,914-	Oldham-	59,272-	0-	11,554-	0-	70,826-	-9,207-	61,619-	Rochdale-	18,462-	81,249-	0-	0-	99,711-	-4,676-	95,036-	Salford-	348,611-	0-	0-	0-	348,611-	-11,035-	337,576-	Tameside-	26,432-	0-	0-	0-	26,432-	-530-	25,902-	Trafford-	243,428-	15,000-	0-	0-	258,428-	-1,327-	257,101-	Wigan-	0-	2,055-	7,294-	0-	9,349-	0-	9,349-	Places for Everyone-	3,013,871-	232,750-	29,360-	21,500-	3,297,481-	-146,718-	3,150,763-
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MM6.10	JP-J4 Industry and Warehousing Development Policy	117 - 118	<p>Modify first and second paragraphs as follows: “At least 3,330,000 <u>3,513,000</u> sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2021-2037 <u>2022-2039</u>.”</p> <p>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:”</p> <p>Delete the remainder of the policy.</p>																																																																							
MM6.11	JP-J4 Industry and Warehousing Development	118	<p>Modify paragraph 6.32 as follows: “A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over 1,900,000 <u>2,070,000</u> sqm of floorspace.”</p>																																																																							

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	Reasoned Justification		
MM6.12	Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037	119	<p>Modify title of Figure 6.3 as follows: “Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037 <u>2022-2039</u>”</p> <p>Figure 6.3 to be updated with 2022 data.</p> <p>See Annex 3, Map MM6.12.</p>
MM6.13	JP-J4 Industry and Warehousing Development Reasoned Justification (cont.)	119 - 123	<p>Modify paragraph 6.34 as follows: “Table 6.2 'Industry and warehousing land supply 2020-2037-2022-2039' summarises the sources of industry and warehousing land supply up to 2037<u>2039</u>. Although all of the sites could potentially be developed in full during the plan period. In practice, the high level of land supply, the size of some individual sites and infrastructure requirements mean that some of the Green Belt sites may come forward in part after 2037<u>2039</u>. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. Additionally given the scale of some of the opportunities, almost a further 480,000 <u>368,400</u> sqm has been identified which is likely to be delivered after 2037<u>2039</u>.”</p>

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			<p>Replace Table 6.2 with the updated version, as follows: Table 6.2 Industry and warehousing land supply 2020-2037 <u>2022-2039</u></p> <table border="1"> <thead> <tr> <th>District</th> <th>Existing supply 2020-2037: Brownfield (sqm floorspace)</th> <th>Existing supply 2020-2037: Greenfield (sqm floorspace)</th> <th>Existing supply 2020-2037: Mixed (sqm floorspace)</th> <th>Places for Everyone Allocations 2020-2037 (sqm floorspace)⁴</th> <th>Total 2020-2037</th> <th>Estimated Completions 2021-21</th> <th>Total 2021-37</th> </tr> </thead> <tbody> <tr> <td>Bolton</td> <td>252,156</td> <td>15,673</td> <td>8,653</td> <td>486,000</td> <td>762,482</td> <td>-8,274</td> <td>754,208</td> </tr> <tr> <td>Bury</td> <td>3,731</td> <td>6,500</td> <td>0</td> <td>491,000</td> <td>501,231</td> <td>-750</td> <td>500,481</td> </tr> <tr> <td>Manchester</td> <td>13,745</td> <td>64,004</td> <td>0</td> <td>25,000</td> <td>102,749</td> <td>-10,107</td> <td>92,641</td> </tr> <tr> <td>Oldham</td> <td>66,269</td> <td>0</td> <td>65,252</td> <td>136,720</td> <td>268,241</td> <td>-17,098</td> <td>251,143</td> </tr> <tr> <td>Rochdale</td> <td>148,690</td> <td>203,311</td> <td>0</td> <td>244,000</td> <td>596,001</td> <td>-21,085</td> <td>574,916</td> </tr> <tr> <td>Salford</td> <td>171,531</td> <td>32,396</td> <td>0</td> <td>320,000</td> <td>523,927</td> <td>-6,414</td> <td>517,513</td> </tr> <tr> <td>Tameside</td> <td>52,340</td> <td>62,415</td> <td>1,716</td> <td>160,000</td> <td>276,471</td> <td>-4,659</td> <td>271,812</td> </tr> <tr> <td>Trafford</td> <td>397,599</td> <td>0</td> <td>46,450</td> <td>92,160</td> <td>536,209</td> <td>-29,220</td> <td>506,989</td> </tr> <tr> <td>Wigan</td> <td>65,592</td> <td>207,143</td> <td>22,512</td> <td>200,000</td> <td>495,247</td> <td>-4,563</td> <td>490,685</td> </tr> <tr> <td>Places for Everyone Total</td> <td>1,171,653</td> <td>591,442</td> <td>144,583</td> <td>2,154,880</td> <td>4,062,558</td> <td>-102,169</td> <td>3,960,389</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>District</th> <th>Existing Supply 2022-2039 (sqm floorspace)</th> <th>Places for Everyone</th> <th>Total 2022-2039</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	District	Existing supply 2020-2037: Brownfield (sqm floorspace)	Existing supply 2020-2037: Greenfield (sqm floorspace)	Existing supply 2020-2037: Mixed (sqm floorspace)	Places for Everyone Allocations 2020-2037 (sqm floorspace) ⁴	Total 2020-2037	Estimated Completions 2021-21	Total 2021-37	Bolton	252,156	15,673	8,653	486,000	762,482	-8,274	754,208	Bury	3,731	6,500	0	491,000	501,231	-750	500,481	Manchester	13,745	64,004	0	25,000	102,749	-10,107	92,641	Oldham	66,269	0	65,252	136,720	268,241	-17,098	251,143	Rochdale	148,690	203,311	0	244,000	596,001	-21,085	574,916	Salford	171,531	32,396	0	320,000	523,927	-6,414	517,513	Tameside	52,340	62,415	1,716	160,000	276,471	-4,659	271,812	Trafford	397,599	0	46,450	92,160	536,209	-29,220	506,989	Wigan	65,592	207,143	22,512	200,000	495,247	-4,563	490,685	Places for Everyone Total	1,171,653	591,442	144,583	2,154,880	4,062,558	-102,169	3,960,389	District	Existing Supply 2022-2039 (sqm floorspace)	Places for Everyone	Total 2022-2039				
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				Brownfield	Greenfield	Mixed	Allocations (sqm floorspace) ⁷⁸	
			Bolton	195,913	115,295	8,653	386,000	705,861
			Bury	10,725	6,859	-	591,000	608,584
			Manchester	37,838	12,855	-	0	50,693
			Oldham	83,171	-	59,031	136,720	278,922
			Rochdale	137,572	203,311	-	244,000	584,883
			Salford	224,862	3,454	-	320,000	548,316
			Tameside	59,867	52,489	1,716	160,000	274,072
			Trafford	414,439	-	26,115	103,365	543,919
			Wigan	83,125	303,579	33,117	60,500	480,321
			Places for Everyone	1,247,512	697,842	128,632	2,001,585	4,075,571
<p>⁷⁸ <u>Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.</u></p> <p>Modify paragraph 6.36 as follows: “..... The lowest level of <u>new supply in the northern districts</u> is in Tameside, where there will <u>also be a greater-reliance on existing sites and premises, such as in the strategically important Tame Valley, which will need to be protected accordingly.</u></p> <p>Add new paragraph after 6.36 as follows: “<u>The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.</u>”</p>								

Chapter Seven Places for Homes Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text																					
MM7.1	Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037	128	<p>Modify title of Figure 7.1 as follows: “Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037 <u>2022-2039</u>”</p> <p>Update Figure 7.1 to reflect 2022 land supply.</p> <p>See Annex 3, Map MM7.1.</p>																					
MM7.2	JP-H1 Scale, Distribution and Phasing of New Housing Development Reasoned Justification	128-132	<p>Modify paragraph 7.12 as follows: “Table 7.1 illustrates that, in numerical terms, the existing supply of potential housing sites identified in the districts' strategic housing land availability assessments and small sites is adequate to meet the overall identified need, <u>and demonstrates that brownfield land will be the predominant source of land over the plan period...</u>”</p> <p>Modify paragraph 7.13 as follows: “The table below summarises the sources of housing land supply up to 2037<u>2039</u>.”</p> <p>Replace Table 7.1 with the updated version as follows: “Table 7.1 Sources of housing land supply 2020-2037 <u>2022-2039</u>”</p> <table border="1"> <thead> <tr> <th rowspan="2">District</th> <th colspan="3">Strategic Housing Land Availability Assessment</th> <th rowspan="2">Allowances⁽⁷⁶⁾</th> <th rowspan="2">Places for Everyone Allocations⁽⁷⁶⁾</th> <th rowspan="2">Total 2020-37</th> <th rowspan="2">Estimated Completions 2020-21⁽⁷⁷⁾</th> <th rowspan="2">Estimated Land Supply 2021-2037</th> </tr> <tr> <th>Brownfield land</th> <th>Greenfield land</th> <th>Mix brownfield land and greenfield land</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	District	Strategic Housing Land Availability Assessment			Allowances ⁽⁷⁶⁾	Places for Everyone Allocations ⁽⁷⁶⁾	Total 2020-37	Estimated Completions 2020-21 ⁽⁷⁷⁾	Estimated Land Supply 2021-2037	Brownfield land	Greenfield land	Mix brownfield land and greenfield land									
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						Bolton-	40,686	2,469	0	2,021	0	15,176	-504	14,672																																																																														
			Bury-	3,056	424	362	261	4,700	8,803	-187	8,616																																																																																	
			Manchester -	49,455	2,591	9,676	805	0	62,527	-2,951	59,576																																																																																	
			Oldham-	7,712	1,276	1,410	557	2,176	13,131	-330	12,801																																																																																	
			Rochdale-	5,518	2,836	426	-783	4,006	12,003	-569	11,434																																																																																	
			Salford-	30,634	2,137	1,473	1,959	1,500	37,703	-1,680	36,023																																																																																	
			Tameside-	5,017	755	575	576	1,558	8,481	-281	8,200																																																																																	
			Trafford-	12,293	2,568	824	777	4,827	21,289	-591	20,698																																																																																	
			Wigan-	10,769	6,403	68	756	1,600	19,596	-864	18,732																																																																																	
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			<p>Modify footnote 76 as follows: “Excluding homes identified in existing land supply <u>and homes anticipated to be delivered post-2039.</u>“</p> <p>Delete footnote 77.</p> <p>Modify paragraph 7.19 as follows: “Taking all of these factors into account, <u>policy JP-H1 Table 7.1 sets out a phased approach to housing provision in the plan area as a whole and in all districts other than Bolton, Manchester and Salford.</u> it is anticipated that there will be around 8,732 housing completions on average up until March 2025, increasing to an average of around 10,305 net additional dwellings per annum up to March 2030 and accelerating to around 11,200 per annum up to March 2037 This trajectory is shown below. Whilst the trajectory in this plan is considered to be realistic, given the relatively unknown impacts of Covid-19 at this point in time, it is possible that delivery could in fact be different to that currently anticipated. Therefore, in such an eventuality the surplus or shortfall will be distributed over the remaining years of the plan. In this way, any over delivery within a local planning authority area will not result in that authority being adversely affected when it comes to calculating their five-year housing land supply.”</p>
MM7.3	JP-H1 Scale, Distribution and Phasing of New Housing Development Policy	132-133	<p>Modify the first paragraph as follows: “A minimum of 164,880 <u>175,185</u> net additional dwellings will be delivered over the period 2021-37 <u>2022-2039</u>, or an annual average of around 10,305.”</p> <p>Delete the second paragraph in its entirety.</p> <p>Insert new paragraph before the final paragraph: <u>“The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for through their local plans.”</u></p>

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			<p>Modify the final paragraph as follows: <u>“The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used).“</u></p> <p>Each local authority will Any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five-year supply. This work”</p> <p>Replace Table 7.2 with the updated version, as follows: Table 7.2 Distribution and Phasing of new dwellings 2021-2037 <u>2022-2039</u></p> <table border="1"> <thead> <tr> <th>District</th> <th>Annual average</th> <th>2021-2025 (annual)</th> <th>2025-2030 (annual)</th> <th>2030-2037 (annual)</th> <th>Total 2021-2037</th> </tr> </thead> <tbody> <tr> <td>Bolton</td> <td>787</td> <td>536</td> <td>787</td> <td>930</td> <td>12,589</td> </tr> <tr> <td>Bury</td> <td>452</td> <td>199</td> <td>452</td> <td>596</td> <td>7,228</td> </tr> <tr> <td>Manchester</td> <td>3,533</td> <td>3,533</td> <td>3,533</td> <td>3,533</td> <td>56,528</td> </tr> <tr> <td>Oldham</td> <td>680</td> <td>352</td> <td>680</td> <td>868</td> <td>10,884</td> </tr> <tr> <td>Rechdale</td> <td>616</td> <td>606</td> <td>616</td> <td>622</td> <td>9,858</td> </tr> <tr> <td>Salford</td> <td>1,658</td> <td>1,658</td> <td>1,658</td> <td>1,658</td> <td>26,528</td> </tr> <tr> <td>Tameside</td> <td>485</td> <td>299</td> <td>485</td> <td>591</td> <td>7,758</td> </tr> <tr> <td>Trafford</td> <td>1,112</td> <td>629</td> <td>1,122</td> <td>1,404</td> <td>17,954</td> </tr> <tr> <td>Wigan</td> <td>972</td> <td>920</td> <td>972</td> <td>1,002</td> <td>15,554</td> </tr> <tr> <td>PfE</td> <td>10,305</td> <td>8,732</td> <td>10,305</td> <td>11,204</td> <td>164,881</td> </tr> </tbody> </table>	District	Annual average	2021-2025 (annual)	2025-2030 (annual)	2030-2037 (annual)	Total 2021-2037	Bolton	787	536	787	930	12,589	Bury	452	199	452	596	7,228	Manchester	3,533	3,533	3,533	3,533	56,528	Oldham	680	352	680	868	10,884	Rechdale	616	606	616	622	9,858	Salford	1,658	1,658	1,658	1,658	26,528	Tameside	485	299	485	591	7,758	Trafford	1,112	629	1,122	1,404	17,954	Wigan	972	920	972	1,002	15,554	PfE	10,305	8,732	10,305	11,204	164,881
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			Bury	452	246	452	520	7,678
			Manchester	3,533	3,533	3,533	3,533	60,061
			Oldham	680	404	680	772	11,560
			Rochdale	616	568	616	632	10,472
			Salford	1,658	1,658	1,658	1,658	28,186
			Tameside	485	236	485	568	8,245
			Trafford	1,122	817	1,122	1,224	19,077
			Wigan	972	814	972	1,025	16,527
			PfE	10,305	9,063	10,305	10,719	175,185
MM7.4	JP-H2 Affordability of New Housing Reasoned Justification	134	<p>Add the following text to the end of paragraph 7.23: <u>“... The Greater Manchester Housing Strategy sets out our aim to deliver at least 50,000 additional affordable homes across Greater Manchester as a whole (including Stockport) by 2037. It is important to note that not all affordable housing will be delivered through planning policy requirements and Section 106 Agreements. Local Plans will set targets for the provision of affordable housing for sale and rent as part of market-led residential development schemes. A high proportion of affordable housing is delivered by Local Authorities, Registered Providers and through the use of Government funding. This is likely to continue to be the case.”</u></p>					
MM7.5	JP-H2 Affordability of New Housing Policy	135	<p>Modify criterion 2 as follows: “2. Aiming to deliver our share of at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 60% being for social rent or affordable rent. Maximising the delivery of additional affordable homes⁸¹, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability”</p>					

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			Modify criterion 3 as follows: “3. Support provision of affordable housing, either on or off site , as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities), with locally appropriate requirements being set by each local authority “
MM7.6	JP-H3 Type, Size and Design of New Housing Reasoned Justification	136-137	Modify by deleting the final sentence of paragraph 7.31: “The land supply that has been identified responds to these needs as demonstrated by the table below.” Delete Table 7.3 in its entirety.
MM7.7	JP-H3 Type, Size and Design of New Housing Policy	138	Modify the second paragraph as follows: “The precise mix of dwelling types and sizes will be determined through district local plans, masterplans and other guidance, in order to reflect local circumstances and deliver an appropriate mix of dwellings across the plan area as a whole. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.”
MM7.8	JP-H4 Density of New Housing Reasoned Justification	138	Insert new paragraph after 7.34, including new footnote, as follows: <u>“The following definitions and interpretation apply to Policy JP-H4:</u> <ul style="list-style-type: none"> • <u>Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.</u> • <u>Distances should be measured from the boundary of the designated centre or GMAL area.⁸⁵</u> • <u>All distances are measured in a straight line. The designated centres are as defined in district local plans.</u>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>⁸⁵ <u>GMAL is an abbreviation of Greater Manchester Accessibility Level, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.</u></p>
MM7.9	JP-H4 Density of New Housing Policy	138- 140	<p>Modify Policy JP-H4 as follows:</p> <p><u>“New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design., in accordance with Regard should be had to the minimum densities set out below:”</u></p> <p>“And where it would not compromise the overall delivery of new homes in the district”.</p> <p>“In order to achieve an appropriate mix of housing across the plan area, the densities above should typically be delivered as follows <u>developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:</u></p> <p>A. 35-70 dwellings per hectare: primarily houses B. 70-120 dwellings per hectare: mix of houses and apartments C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable</p> <p>Definitions and interpretation</p> <ul style="list-style-type: none"> • Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site. • Distances should be measured from the boundary of the designated centre or GMAL area.⁸⁵ <u>All distances are measured in a straight line.</u> • The designated centres are as defined in district local plans.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			⁸⁵ GMAL is an abbreviation of Greater Manchester Accessibility Layer, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.

Chapter Eight Greener Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM8.1	JP-G1 Landscape Character Reasoned Justification	143	Modify header after paragraph 8.2 as follows: “ Valuing Important Landscapes <u>Landscape Character</u> ”
MM8.2	JP-G1 Landscape Character Policy	144	Modify Policy JP-G1 name as follows: “ Valuing Important Landscapes <u>Landscape Character</u> ” Modify first paragraph as follows: “Development <u>within a Landscape Character Type, as shown on Figure 8.1,</u> should reflect and respond...” Modify second paragraph as follows: “ <u>The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require</u> Transitional areas around new development and the interface of new development with the surrounding countryside/landscape are also of particular importance, requiring well-considered and sensitive treatment...”
MM8.3	JP-G2 Green Infrastructure Network	147	Insert 8 new paragraphs after paragraph 8.15 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p><u>“The following opportunity areas (as broadly illustrated on Figure 8.3 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network:</u></p> <p><u>A Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);</u></p> <p><u>B Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);</u></p> <p><u>C South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);</u></p> <p><u>D West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);</u></p> <p><u>E Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);</u></p> <p><u>F Red Moss and Middle Brook Valley (Bolton);</u></p> <p><u>G Hulton Park (Bolton);</u></p> <p><u>H Cutacre Country Park (Bolton, Salford and Wigan);</u></p> <p><u>I Lower Medlock Valley (Manchester);</u></p> <p><u>J Moston Brook Corridor (Manchester and Oldham);</u></p> <p><u>K Roch Valley (Rochdale);</u></p> <p><u>L Hollingworth Lake and Surrounds (Rochdale); and</u></p> <p><u>M Carrington (Trafford)</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>These Green Infrastructure Opportunity Areas have been chosen because they are of a strategic scale and capable of strategic-scale improvements to the delivery of ecosystem services for large areas of Greater Manchester. The areas are not constraints on development and the development of grey infrastructure and built development within opportunity areas may facilitate the delivery of improvements in some areas.</u></p> <p><u>Where these Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations in this plan, appropriate measures to achieve the delivery of major green infrastructure improvements within and around the Green Infrastructure Network have been included within Policy JP-G2 and the delivery of green infrastructure improvements in accordance with the policy should also have regard to these opportunity areas.</u></p> <p><u>The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and to deliver the overall green infrastructure network. A variety of standards have been developed by different organisations. We are committed to developing our own standards to supplement the Green Infrastructure Network and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.</u></p> <p><u>The GMCA will develop standards in relation to access to natural green space which seek to maximise the overall proportion of people in our boroughs who have access to natural green space, using the Accessible Natural Greenspace Standards (ANGSt) published by Natural England as a principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>The GMCA will also develop standards in relation to a “Green Factor” which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants’ needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.</u></p> <p><u>Development has a major role in helping to achieve such standards and delivering improvements to the Green Infrastructure Network, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in this Plan provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of the plan area but they are an important aspiration to work towards wherever possible.</u></p> <p><u>Development proposals that involve the removal of land from the Green Belt and are required to contribute towards enhancements to the environmental quality and accessibility of remaining Green Belt land should consider the outcomes of the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020) when drawing up proposals. This study identifies potential projects to enhance the environmental quality and accessibility of the remaining Green Belt in relation in individual development allocations and should be a starting point for discussions with the relevant Local Authority.”</u></p>
MM8.4	JP-G2 Green Infrastructure Network	147- 148	<p>Modify second paragraph as follows: “<u>The protection, management and enhancement of Green Infrastructure will contribute to the development of a Local Nature Recovery Network Strategy for Greater Manchester. This Strategy will feed into the development of a Nature Recovery Network locally and nationally.</u>”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>Delete third paragraph and bullet points a-m in their entirety.</p> <p>Modify fourth paragraph as follows: “Development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements. Where Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations proposed in this plan appropriate measures to achieve this have been included. Further opportunities for delivering strategic green infrastructure enhancements and additional opportunities will be identified in the appropriate source(s) over time as the overall green infrastructure network evolves.”</p> <p>Insert new paragraph between paragraphs 4 and 5 as follows: <u>“Development which involves the removal of land from the Green Belt (including allocations proposed in this plan) will be required to offset the impact of removing land from the Green Belt through identifying and delivering compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site. Details of specific sites and projects will be established in discussion with the relevant Local Authority.”</u></p> <p>Modify fifth paragraph as follows: “Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network in accordance with the above priorities...”</p>
MM8.5	Figure 8.3 Green Infrastructure	150	Move Figure 8.3 from below the policy wording of JP-G2 to the reasoned justification for JP-G2, to be inserted between the first and second new paragraphs.

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	Opportunity Areas		
MM8.6	JP-G3 River Valleys and Waterways Policy	153	Modify criterion 8 as follows: “ <u>Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for active travel, with...</u> ”
MM8.7	JP-G4 Lowland Wetlands and Mosslands Policy	155	Modify first paragraph as follows: “ <u>The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands, as identified by the Mosslands and Lowland Farmland Landscape Character Type in Figure 8.1, will be protected...</u> ”
MM8.8	JP-G5 Uplands Reasoned Justification	156	<p>Insert 4 new paragraphs after paragraph 8.33 as follows:</p> <p><u>“The HRA indicates that in the first instance new development should be avoided within 400m of the SAC and SPAs boundaries to limit the risk of urban edge effects which include: fly tipping, dumping of garden waste and resultant introduction of invasive/ alien plants; off-road vehicles leading to track erosion; disturbance to grazing livestock; increased incidence of wildfire; and predation from domestic pets and urban scavengers.</u></p> <p><u>Within 2.5km of the SPAs boundary new development should avoid and/or mitigate loss or disturbance to foraging habitats. Qualifying bird species of the SPAs can travel as far as 2.5km from the SPAs to forage.</u></p> <p><u>On average, people travel no more than 7km to the South Pennine Moors for dog walking. The number of people living within 7km of the SAC and SPAs will increase as a result of the PfE which will place further pressure on these designated habitats from more trips to the moors for</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>recreation, including dog walking. Therefore, within 7km of the SAC and SPAs new development should provide or contribute towards the provision of greenspace as an alternative to visiting the South Pennine Moors and contribute towards the implementation of a Strategic Access, Monitoring and Management Strategy.</u></p> <p><u>These distances from the South Pennine Moors SAC/SPAs fall within the districts of Rochdale, Oldham and Tameside and an SPD will provide further guidance on how criterion 7 of Policy JP-G5 will be implemented, including:</u></p> <ul style="list-style-type: none"> • <u>the cumulative and/or overlapping nature of the geographical requirements;</u> • <u>the exceptions in which development would be permitted within 400m of the SAC/SPAs:</u> • <u>how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and</u> • <u>a framework for the provision of Suitable Alternative Natural Greenspace (SANG) and the implementation of a Strategic Access, Monitoring and Management Strategy (SAMMS), including the mechanism for the calculation of the financial contributions, by reference to development types, the level of predicted recreational impact on the SAC and SPAs, and the measures upon which such contributions will be spent.”</u>
MM8.9	JP-G5 Uplands Policy	157	<p>Modify first paragraph as follows: <u>“Our upland areas, as identified by the Open Moorlands and Enclosed Upland Fringes Landscape Character Types in Figure 8.1, contain important component parts...”</u></p> <p>Insert a new criterion 7 as follows: <u>“7. Ensure that new development does not have an adverse impact on protected habitats of the South Pennine Moors SAC, the Peak District Moors SPA and the South Pennine Moors Phase 2 SPA from urban edge effects, loss of and/or disturbance to functionally linked habitats and recreation disturbances. This will be implemented by:</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>a. <u>Within 400m of the SAC and SPAs boundaries, no development will be permitted, unless, as an exception, the development and/or its use would not have an adverse effect on the integrity of the SAC or SPAs; .</u></p> <p>b. <u>Within 2.5km of the SAC and SPAs boundaries, applications for new development should be accompanied by an assessment to determine if the development site provides foraging habitats for the qualifying bird species of the SPAs. If foraging habitats are found on site, appropriate avoidance and/or mitigation measures will be required.</u></p> <p>c. <u>Within 7km of the SAC and SPAs boundaries, new residential development will be required to mitigate recreation disturbance impacts on the SAC and SPAs through:</u></p> <p>i. <u>the provision of on-site suitable alternative natural greenspace or financially contribute to off-site provision of such greenspace; and</u></p> <p>ii. <u>A financial contribution to the implementation of a Strategic Access, Monitoring and Management Strategy for the SAC and SPAs.</u></p> <p style="text-align: center;"><u>With regards to allocations within this Plan, Criterion 7 (c) applies to the PfE allocations listed below:</u></p> <ul style="list-style-type: none"> • <u>Policy JP Allocation 12 ‘Beal Valley’</u> • <u>Policy JP Allocation 14 ‘Broadbent Moss’</u> • <u>Policy JP Allocation 15 ‘Chew Brook Vale’</u> • <u>Policy JP Allocation 16 ‘Cowlshaw’</u> • <u>Policy JP Allocation 22 ‘Land North of Smithy Bridge’</u>

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			<ul style="list-style-type: none"> • <u>Policy JP Allocation 23 ‘Newhey Quarry’</u> • <u>Policy JP Allocation 24 ‘Roch Valley’</u> • <u>Policy JP Allocation 31 ‘Godley Green Garden Village’.</u>”
MM8.10	JP-G6 Urban Green Space Policy	159	<p>Modify first paragraph, second bullet point as follows:</p> <p>“• we will work with developers and other stakeholders to deliver new high quality urban green spaces which meet accessibility standards.”</p>
MM8.11	JP-G7 Trees and Woodland Reasoned Justification	159-160	<p>Modify paragraph 8.44 as follows:</p> <p>“Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect⁹⁸; and t<u>These efforts are now being have been</u> brought together under the Greater Manchester Tree and Woodland Strategy, being prepared on behalf of Greater Manchester by the City of Trees initiative, with the intention of being formally adopted as guidance which can inform planning decisions. <u>This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies.</u> Maturing woodlands...”</p>
MM8.12	JP-G7 Trees and Woodland Policy	160-161	<p>Modify first paragraph as follows:</p> <p>“In making planning decisions and carrying out other associated activities, We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them, including by:</p> <p><u>This will be done through local planning and associated activities such as:”</u></p> <p>Insert new sentence after criterion 11 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“And through development as follows:”</u></p> <p>Modify criterion 12 as follows: “Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, <u>or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area</u>, with a preference for on-site provision; and...”</p>
MM8.13	JP-G8 Standards for Greener Places Reasoned Justification	161-162	Delete Policy JP-G8 Reasoned Justification in its entirety.
MM8.14	JP-G8 Standards for Greener Places Policy	162	Delete Policy JP-G8 in its entirety.
MM8.15	JP-G9 A Net Enhancement of Biodiversity and Geodiversity	163-164	<p>Modify paragraph 8.52 as follows: “...<u>The Defra metric (DEFRA 3.0 or later)</u> Recognised metrics will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%.”</p> <p>Modify paragraph 8.53 as follows:</p>

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	Reasoned Justification		<p>“...Development will ordinarily be directed away from valuable soils, <u>unless robust evidence in accordance with relevant government and other guidance indicates otherwise</u>, and the Plan's strong preference for brownfield development will assist in this...”</p> <p>Insert new paragraph after paragraph 8.53 as follows: <u>“In line with the outcomes of the HRA, where appropriate, new development should: mitigate air pollution impacts on the Manchester Mosses SAC with reference to Policy JP-C7; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to Policy JP-G5; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC with reference to policies JPA-2, JPA-20 and JPA-22.”</u></p>
MM8.16	JP-G9 A Net Enhancement of Biodiversity and Geodiversity Policy	164-165	<p>Modify first paragraph as follows: “Across the plan as a whole, a <u>Through local planning and associated activities a</u> net enhancement of biodiversity resources will be sought, including, <u>where relevant</u>, by:”</p> <p>Modify criterion 4 as follows: “...then national designations in accordance with legislation and national policy;”</p> <p>Modify second paragraph as follows: “Development will be expected to:</p> <ul style="list-style-type: none"> a. Follow the mitigation hierarchy of: <ul style="list-style-type: none"> i. Avoiding <u>significant</u> harm to biodiversity, particularly where it is irreplaceable, and including through <u>consideration of alternative sites with less harmful impacts where appropriate</u>, then ii. <u>Adequately M</u>itigating (within the local area) any harm to biodiversity, then iii. <u>Adequately C</u>ompensating (within the local area) for any remaining harm to biodiversity

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>b. Avoid fragmenting or severing connectivity between habitats;</p> <p>c. Achieve a <u>measurable</u> net gain in biodiversity <u>of no less than 10%</u>;</p> <p>d. Make appropriate provision for long-term management of habitats and geological features connected to the development; and</p> <p>e. Provide robust evidence in accordance with relevant government and other guidance, including field surveys wherever development of 'best and most versatile' agricultural land is proposed or to establish the status of the land within the Agricultural Land Classification."</p> <p>Insert two new criteria after criterion d as follows: <u>"Where appropriate, mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and</u></p> <p><u>Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process"</u></p> <p>Delete third paragraph in its entirety.</p>
MM8.17	JP-G10 The Green Belt Reasoned Justification	165-166	<p>Modify paragraph 8.54 as follows: "Our Green Belt was originally designated in full in 1984 as part of the Greater Manchester Green Belt. It has since seen <u>There have been</u> a series of minor amendments through individual district plans and Places for Everyone, currently it totals 53,753 hectares in size, equating to approximately 46.7% of the total land area covered by this Plan. The scale of development that needs to be accommodated within the Plan area up to 2037 means that some changes to the Green Belt boundaries are necessary, but these have been minimised as</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>far as possible, having regard in particular to the need to promote sustainable patterns of development. This will result in a net reduction in t The Plan area's designated Green Belt of 1,754 <u>51,542</u> hectares (3.3%), ensuring that approximately 45.2% of the Plan area will still be Green Belt.”</p> <p>Modify paragraph 8.55, first bullet point as follows: “• Landscape, see Policy JP-G 1 '<u>Valuing Important Landscapes Landscape Character</u>';”</p> <p>Modify the first sentence of paragraph 8.57 as follows: “To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we have sought to <u>make as much use as possible</u> maximise the use of land outside of the Green Belt, giving the highest priority to brownfield land.”</p>
MM8.19	JP-G10 The Green Belt Policy	167	<p>Modify first paragraph as follows: “The Green Belt <u>is</u> as defined on the Policies Map and illustrated on Figure 8.6 will be afforded strong protection in accordance with the National Planning Policy Framework. The Green Belt as shown in Figure 8.6 'The Green Belt 2021', will continue to be managed positively to <u>serve</u> the five purposes set out in national policy.”</p> <p>Modify second paragraph as follows: “Positive and <u>The</u> beneficial use of the Green Belt will be supported <u>enhanced</u> where...”</p> <p>Delete third paragraph in its entirety.</p>
MM8.20	Figure 8.6	168	Modify Figure 8.6 as follows:

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	The Green Belt 2021		<p>Figure caption to be: “Figure 8.6 The Green Belt 2021 <u>Places for Everyone Green Belt</u>” Amend Green Belt boundaries to reflect modifications elsewhere in the plan.</p> <p>Legend to be: Local authority boundariesPlaces for Everyone Boundary Places for Everyone boundary<u>Local Authority Boundaries</u> Greater Manchester boundaryPlaces for Everyone Green Belt PfE Proposed Green Belt 2021Greater Manchester Boundary</p> <p>See Annex 3, Map MM8.20</p>
MM8.21	JP-G11 Safeguarded Land Reasoned Justification	168-169	Delete Policy JP-G11 Reasoned Justification in its entirety.
MM8.22	JP-G11 Safeguarded Land Policy	169	Delete Policy JP-G11 in its entirety.

Chapter Nine Places for People Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM9.1	<p>JP-P1 Sustainable Places</p> <p>Reasoned Justification</p>	175	<p>Modify by inserting after paragraph 9.9 of the reasoned justification paragraphs 5.24 – 5.28, as follows:</p> <p><u>“Greater Manchester aims to be one of the most resilient places in the world.</u></p> <p><u>A key part of achieving sustainable development is ensuring resilience, making sure that our places maintain capacity to function, so that the people living and working here survive and thrive no matter what stresses or shocks they encounter. A significant challenge within this is the ability to respond to future impacts from climate change.</u></p> <p><u>Greater Manchester is part of the Rockefeller Foundation’s 100 Resilient Cities programme (100RC)(44), which aims to help cities become more resilient to potential challenges. Greater Manchester has produced a Resilience Strategy as part of this programme. The ten districts have also signed up to the United Nations’ Making Cities Resilient Campaign, which aims to reduce disaster risk.</u></p> <p><u>The need to plan to reduce chronic stresses as well as minimise the impact of acute shocks means that planning for resilience has to be all-embracing, and so many elements of this plan have a role to play.</u></p> <p><u>The Greater Manchester Community Risk Register(45) and work under the 100RC programme identify that river and surface water flooding, hazardous materials accidents, terrorism, and disease outbreaks are some of the most significant resilience challenges faced. The way in which Greater Manchester develops will have a significant impact on future levels of risk and vulnerability, and the ability of people and places to recover from acute shocks.”</u></p>

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MM9.2	JP-P1 Sustainable Places Policy	175 - 176	<p>Modify criterion 1A as follows: “Responds to <u>Conserves and enhances</u> the natural environment, landscape features, historic environment and local history and culture;”</p> <p>Modify criterion 4 as follows: “4. Resilient, capable of dealing with major environmental and economic events”</p> <p>Modify criterion 8 as follows: “8. Safe, including by designing out crime and terrorism, and reducing opportunities for anti-social behaviour <u>and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster</u>”</p> <p>Modify criterion 11 as follows: “11. Incorporating accessibility <u>inclusive design standards</u> within all spaces with support for tackling inequality and poverty to form part of creating sustainable places”</p>
MM9.3	JP-P2 Heritage Policy	178 - 179	<p>Modify first paragraph as follows: “Through this Plan we <u>We</u> will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct <u>character</u>, identity and sense of place.”</p> <p>Modify second paragraph as follows: “Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for safeguarding <u>conserving</u> and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive <u>management and</u> integration of our heritage by:"</p> <p>Modify criterion 2 as follows: "2. Utilising <u>Ensuring that</u> the heritage significance of a site or area <u>is considered in accordance with national planning policy</u> in the planning and design process, providing and <u>opportunities for interpretation and local engagement are optimised,</u>"</p> <p>Modify the second sentence of the third paragraph as follows: "...These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and <u>/ or</u> historic value."</p> <p>Modify the fourth and fifth paragraphs as follows: "Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.</p> <p><u>Development proposals should identify assets of archaeological interest and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			Modify the end of the sixth paragraph as follows: <u>“...Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester’s heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.”</u>
MM9.4	JP-P3 Cultural Facilities Reasoned Justification	180	Modify paragraph 9.15 as follows: “The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture <u>and the night time economy</u> will need to be reflected in the way in which our cities, towns and neighbourhoods develop, with individual developments contributing towards this. <u>Creative Improvement Districts form part of Greater Manchester’s cultural and economic response to the pandemic, as set out in the GM Culture Recovery Plan, to support the recovery of high streets across Greater Manchester’s town centres. They will be delivered as part of culture, night time economy and creative-led regeneration programmes.</u> ”
MM9.5	JP-P3 Cultural Facilities Policy	180	Modify the opening sentence as follows: “Through this Plan we <u>We</u> will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, <u>where appropriate</u> , including:” Modify criterion 7 as follows: “7. Considering the designation <u>identification</u> of ‘Creative Improvement Districts’ where there is evidence that the designation <u>identification</u> will enhance the local economy and provide facilities and workspace for the creative industries;”
MM9.6	JP-P4 New Retail and Leisure Uses in Town Centres	181-182	Modify the first paragraph as follows: “The existing <u>upper levels of the hierarchy</u> of centres for retail and leisure uses will be maintained and enhanced. These upper levels of the hierarchy of centres are: A. City Centre (within Manchester and Salford) B. Main town centres:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>1. Altrincham (Trafford) 2. Ashton-under-Lyne (Tameside) 3. Bolton (Bolton) 4. Bury (Bury) 5. Oldham (Oldham) 6. Rochdale (Rochdale) <u>Salford Quays (Salford)</u> 7. <u>Wigan (Wigan)</u>”</p> <p>Delete the second paragraph as follows: “A new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations. Should this designation become part of the Salford Local Plan, Salford Quays will be classed as a Main Town Centre for the purposes of this policy.”</p> <p>Modify by transferring paragraph 9.21 of the reasoned justification (in its entirety) into a new paragraph at the end of the policy, as follows: <u>“The boundaries of the centres and detail of other centres at lower levels of the hierarchy are defined in district local plans. Appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy. The need for the expansion of any existing centres, or the provision of new centres, will be identified in district local plans.”</u></p>
MM9.7	JP-P6 Health Reasoned Justification	184 - 185	<p>Modify the second bullet point of paragraph 9.32 as follows: “Increasing the supply of high quality and affordable homes that meet minimum size and ‘accessible and adaptable’ accessibility standards, as set out in Part M4 (2) of the Building Regulations for new housing, helping to ensure that everyone has a decent place to live“</p> <p>Delete the final sentence of paragraph 9.33 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“...It is expected that Health Impact Assessments are undertaken in support of all developments which require an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.”</p>
MM9.8	JP-P6 Health Policy	186	<p>Modify criterion C as follows: “C. Be supported by a Health Impact Assessment for all developments which require <u>to be screened for an Environmental Impact Assessment, and other proposals where the local planning authority considers it appropriate which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.</u>”</p> <p>Modify criterion 1 as follows: “1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments <u>that would significantly increase demand proportionate to the additional demand that they would generate;</u>”</p>
MM9.9	JP-P7 Sport and Recreation Reasoned Justification	187	<p>Modify paragraph 9.38 as follows: “Ensuring the continued availability of and easy access to a high-quality range of sport and recreation facilities, meeting accessibility standards, would therefore help to achieve key objectives such as improving the health of residents, and making Greater Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, <u>where appropriate,</u> standards for access to some recreation facilities such as parks, sports pitches and allotments will be set by individual local authorities and set out in Local Plans. <u>The provision of sports facilities will be determined by individual local authorities through an evidence based rather than standards based approach.</u>”</p>
MM9.10	JP-P7	187- 188	Delete criterion 2 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Sport and Recreation Policy		<p>“2. Developing a common standard for the provision of designated play areas to meet the needs of the population “</p> <p>Modify criterion 3 as follows: “3. Where appropriate setting out more comprehensive and detailed recreational <u>standards and standards for provision for designated play areas</u> in district local plans, having regard to existing and future needs”</p> <p>Modify criterion 4 as follows: “4. Requiring new development to support the achievement of strategic and local plan standards by providing <u>provide</u> new and/or improving <u>improved</u> existing facilities commensurate with the demand they would generate, ensuring that they meet accessibility standards. <u>The provision of sports facilities will be determined by individual local authorities through an evidence based approach</u>”</p> <p>Modify criterion 7 as follows: “7. Encouraging the incorporation of <u>a sports facilities mix</u> in all education settings, <u>that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible,</u>ensuring they meet accessibility standards.”</p>

Chapter Ten Connected Places Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM10.15	Para 10.4		Modify penultimate sentence of para 10.4 as follows: Nationally, London is just two hours away by train and (with journey times set to improve following the introduction of High Speed 2) Greater Manchester is at the heart of the national motorway network.
MM10.1	Para. 10.14 An Integrated Network	194	Modify the introductory text at paragraph 10.14 by deleting the final sentence, as follows: “10.14 The 10 GM authorities are currently developing a Clean Air Plan, to accelerate compliance with the legal limit for Nitrogen dioxide and to protect and promote the health of its population and the environment. This will see the introduction of a Clean Air Zone covering the whole of the GM conurbation, to tackle the most polluting vehicles on the road network, alongside further supporting measures. ”
MM10.2	Picture 10.4 Change in daily trips, now-2040	198	Modify Picture 10.4 with a revised title as follows: Picture 10.4 “Change in daily trips, (now- 2017 to 2040) ” Modify Picture 10.4 with a revised key: <u>Public Transport and Active Travel</u> <u>Car or Other</u>
MM10.3	JP-C1 An Integrated Network Reasoned Justification	199	Modify paragraph 10.27 to include an additional bullet point, as follows: “Targeted behaviour change activities through established programmes; and Safety and security measures and programmes to make the transport network safe and secure for all users; <u>and</u> <u>Enabling the prioritisation of more sustainable modes of transport to encourage use and put more vulnerable transport users first informed by the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017.</u> ”

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MM10.4	JP-C1 An Integrated Network Policy	200	Modify criterion 5 as follows: "5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the Global Street Design Guide(125) hierarchy <u>set out below</u> (highest priority first):"
MM10.5	JP-C2 Digital Connectivity Policy	201-202	Modify first paragraph as follows: "We support the provision of affordable, high quality, digital infrastructure. Developers are expected to work and share costs with telecoms operators as appropriate to maximise coverage and enable consumers to make informed choices. It is expected that internet connections will work immediately when residents move into new properties" Modify criterion 2 as follows: "2. Requiring all new development to have full fibre to premises connections, unless technically infeasible <u>and/or unviable</u> , and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. <u>It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties; and"</u>
MM10.16	Para 10.40	203	Modify last bullet in para 10.40 as follows: <ul style="list-style-type: none"> HS2/ NPR (Northern Powerhouse Rail) including growth strategies at Piccadilly, the Airport and Wigan.
MM10.17	Para 10.46 - 10.52		Modify subtitle before para 10.46 as follows: High Speed Rail 2 (HS2) and Northern Powerhouse Rail (NPR) Modify para 10.46 as follows: <u>The proposals for NPR are still being progressed as new and improved services through "Network North" and are anticipated to include new stations at both Piccadilly Station and at Manchester Airport.</u> Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open-up a wider range of

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			<p>employment and leisure opportunities for residents. Delivery of HS2 and Northern Powerhouse Rail will put <u>Greater Manchester Piccadilly, Manchester Airport and Wigan</u> at the heart of a new high-quality rail network with high-speed <u>improved</u> connections to London and Birmingham, and faster direct routes to Leeds, Sheffield and Liverpool <u>and from Greater Manchester</u>. Additionally, although not in the Plan area, the HS2 connection to, and solving capacity issues for local services moving through, the Stockport area, will be important for residents in the PfE Plan area.</p> <p>Delete paras 10.47 to 10.49 in their entirety.</p> <p>Modify para 10.50 as follows:</p> <p>Proposals for HS2 and NPR will consolidate <u>further</u> the position of Greater Manchester as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. We support the economic benefits of HS2-NPR but we will seek to ensure that any negative impacts on our communities and natural environment are kept to a minimum.</p> <p>Modify para 10.52 as follows:</p> <p>It should be noted that Government has <u>not yet withdrawn the HS2</u> made it clear that Safeguarding Directions¹, they will remain in force until amended for NPR will be kept under review and updated as the project evolves and as the level of engineering detail facilitates a greater understanding of the actual land required.</p> <p>(Footnote remains unaltered: Safeguarding information and maps for HS2)</p>
MM10.6	JP-C3 Public Transport	205	<p>Modify first paragraph as follows: “Major improvements to the public transport network are at various stages of development and an ambitious programme for delivering public transport interventions is set out within Our Five</p>

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	Policy		<p>Year Transport Delivery Plan. In order to help deliver major improvements to public transport, we will support a range of measures, including:”</p> <p>Modify criterion 1:</p> <p>Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London and <u>with</u> Northern Powerhouse Rail;</p>
MM10.7	New Policy JP-CX Reasoned Justification	206	<p>Modify the start of paragraph 10.54 as follows: <u>“The Strategic Road Network will be required to perform the function of facilitating the safe and efficient movement of people and goods. Ongoing collaboration between National Highways, TfGM and the Local Authorities will be essential in ensuring that the SRN in Greater Manchester operates in an effective and efficient manner; and best contributes to sustainable economic growth. Greater Manchester benefits from a strategic location on the national motorway network...”</u></p>
MM10.8	New Policy JP-CX	206	<p>Insert new policy after paragraph 10.55 as follows: <u>“The Strategic Road Network We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.”</u></p>
MM10.9	JP-C4 Streets for All Policy	208	<p>Modify first sentence of the second paragraph as follows: “We will work with Department for of Transport, Highways England, Transport for the North and TfGM <u>seek</u> to ensure:“</p> <p>Modify criterion 1c as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			“c. Delivering new and improved walking and cycling routes <u>and facilities</u> as part of the delivery of the “Bee Network” <u>an integrated sustainable transport network;</u> ”
MM10.10	JP-C5 Walking and Cycling Policy	210	<p>Modify criterion 1 as follows: “1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community <u>with reference to using</u>-national and locally adopted design guidance;”</p> <p>Modify criterion 4 as follows: “4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings which form part of the Bee Network;”</p> <p>Delete criterion 7 as follows: “7. Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure in accordance with JP-C7.”</p>
MM10.11	JP-C6 Freight and Logistics Reasoned Justification	211	<p>Insert a new paragraph after 10.71 as follows: <u>“It is recognised that on certain parts of the SRN and at certain times a shortage of parking facilities for HGVs can make it difficult for drivers to find safe space to stop and adhere to requirements for mandatory breaks and rests. The provision of new and improved facilities would improve driver welfare and help avoid inappropriate HGV parking on local roads. To alleviate the shortage, the expansion and improvement of existing facilities, or creation of new facilities, will be supported where it is appropriate to do so.”</u></p>
MM10.12	JP-C6	211	Insert new criterion after criterion 4 as follows:

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	Freight and Logistics Policy		<u>Enabling the provision of overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where there is likely to be demand, and it is appropriate to the location.</u>
MM10.13	JP-C7 Transport Requirements of New Development Reasoned Justification	212	<p>Insert new paragraphs after paragraph 10.76 as follows: <u>“Policies within JP-C7 seek to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements on the highway network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.</u></p> <p><u>In the first instance, new development should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. Appendix D¹ sets out the indicative transport mitigation that has been identified in relation to the Plan allocations (through the Locality Assessment process and the SRN Future Work Programme Technical Report) in a single strategic “worst-case” scenario. Detailed scenarios, underpinned by local traffic counts, will need to be assessed and developers will need to develop effective detailed mitigation for the site which demonstrates that the mitigation will deliver the vision identified.</u></p> <p><u>The interventions in Appendix D to support walking, wheeling and cycle movements and to facilitate access to high-quality public transport should be considered as a starting point for developers to mitigate the impacts of allocations.</u></p> <p><u>The highway interventions in Appendix D should be considered by developers to mitigate the impact of allocations only once alternative options to manage down the traffic impacts of planned development have been considered as a first preference.</u></p>

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			<p><u>The existing evidence suggests that the “necessary” mitigation would be required to deliver the allocations in the scenario tested, and “supporting” mitigation are complementary measures that could further improve the accessibility and/or transport sustainability of the allocation. As a starting point, it would be beneficial to consider both necessary and supporting interventions through the Transport Assessment scenario testing.</u></p> <p><u>In order to assess the cumulative impacts of growth, when undertaking a Transport Assessment for development proposals that are consistent with the Plan, developers will need to consider committed development, including relevant local plan allocations, where there is a reasonable degree of certainty they will proceed within the next 3 years. In consultation with local highways authorities, developers should agree the committed developments / allocations and potential transport interventions (which may come forward in the next 3 years) that should be considered in the assessment. Where development proposals are not consistent with an up-to-date plan or strategy, the Transport Assessment should include all relevant development that is consented or allocated over the entirety of the plan period.</u></p> <p><u>Developers will be expected to contribute to the funding and delivery of required new infrastructure or services.”</u></p>
MM10.14	JP-C7 Transport Requirements of New Development Policy	212-214	<p>Modify first paragraph as follows: “Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate. We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.”</p> <p>Replace second bullet point of criterion 1 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure</p> <p><u>Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists, and people with a disability; and”</u></p> <p>Modify criterion 7 as follows: “Complying with any parking standards set out in local plans including making adequate parking provision for disabled car drivers and passengers; Making adequate car parking provision, including for disabled car drivers and passengers.”</p> <p>Insert new criterion after criterion 11 as follows: <u>“Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.”</u></p> <p>Insert new criteria after criterion 14 as follows: <u>“Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.”</u></p>

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			<p><u>“Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.”</u></p> <p>Delete final paragraph as follows: “District Local Plans may set out mechanisms through which new development will be required to make a proportionate financial contribution to the delivery of new transport infrastructure and/or services, necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.”</p>

Chapter Eleven Site Allocations Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM11.1	Para.11.2	218	<p>Modify paragraph 11.2 by inserting additional text, deletion of the original modification and by inserting a new paragraph after 11.2, as follows:</p> <p>“The majority of the development required to deliver this Plan’s spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development 2020-2022' shows the existing land identified for office, industrial and housing development through our land availability assessments. This land supply is <u>updated annually and</u> includes the identification of suitable brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy. As appropriate, district Local Plans will allocate sites from this supply.”</p> <p>Modify by inserting new paragraph after paragraph 11.2, as follows: <u>As appropriate, district Local Plans will allocate sites from this supply reflecting the distribution set out in tables 6.1, 6.2 and 7.2, to ensure that the spatial strategy can be met. In the event that it proves necessary to look to land beyond the existing supply, as updated, national planning policy would apply including in the case of the Green Belt the requirement for exceptional circumstances.</u></p>
		220	<p>Delete paragraph 11.11 Where this plan releases sites from the Green Belt, as set out in 'The Green Belt' Section, Green Belt policies will be strictly applied except in the case of planning applications complying with the relevant allocation policies in this section</p> <p>Modify paragraph 11.12 as follows: Picture 11.2 'Places for Everyone Allocations 2024' shows all the sites allocated within this Plan. These are defined on the Policies Map and a</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			detailed policy framework for each allocation is set out in this Chapter. <u>The allocation policies include figures for the number of new homes and/or amount of employment floorspace expected to be delivered during, and in some cases also after the end of, the plan period. Those figures are indicative only, as the amounts of development will be determined through the masterplanning and planning application processes. Furthermore, the policies are not intended to prevent the completion of any of the development proposed on the allocations during the plan period.</u>
MM11.2	Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020	218	Amend title of Figure 11.1: Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020 <u>2022</u> to refer to 2022; update the data to 2022 and; exclude the Peak District National Park area See Annex 3, Map MM11.2
MM11.3	Picture 11.2 Places for Everyone Allocations 2021	220	Amend title as follows: Picture 11.2 Places for Everyone Allocations <u>2024</u> ; Modify Picture 11.2 to reflect modifications to site allocation boundaries; remove allocations JPA10 and JPA28 from the map. See Annex 3, Map MM11.3
MM11.4	Table 11.1 List of Places for Everyone Allocations	221	Delete the following rows: Manchester JPA10 Global Logistics Salford JPA 28 North of Irlam Station

Chapter Eleven– Cross Boundary Strategic Allocations Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMCB1	Picture 11.3 JPA1 Northern Gateway	223	Modify Picture 11.3 to reflect the consequential changes that are required resulting from the proposed change to the site allocation boundary of JPA1.2 Northern Gateway Simister/ Bowlee. See Annex 3 Map MMCB1
MMCB2	JPA1.1 Heywood/Pilsworth (Northern Gateway) Policy	225 226 227	<p>Deletion of the first paragraph of Policy JPA1.1 in its entirety.</p> <p>Add criterion before criterion 1 as follows:</p> <p>Development at this allocation will be required to:</p> <p><u>Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D 1 'Infrastructure Implementation', that has been agreed with the local planning authorities;</u></p> <p>Modify first sentence of bullet point 1i as follows: “Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 700,000 <u>935,000</u> sqm being delivered within the plan period).”</p> <p>Modify bullet point 1iii as follows: Deliver around 200 new homes, which includes an appropriate mix of house types and sizes and the provision of plots for custom and self-build housing (<u>subject to local demand, having regard to Bury’s self-build register and other relevant evidence</u>), in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area; and</p> <p>Modify bullet point 1iv as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>iv. <u>Deliver A</u>an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation.</p> <p>Delete Criterion 2 and replace with new criterion as follows: 2. <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p> <p>Delete Criterion 3 and 4.</p> <p>Modify criterion 6 as follows: “Provide <u>Make</u> financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development <u>in accordance with policy JP-P5;</u>”</p> <p>Delete Criterion 7.</p> <p>Amend Criterion 9 as follows: 9. <u>Retain and enhance existing recreation facilities (including Castlebrook High School playing fields and Pike Fold Golf Course) or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location.</u> Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;</p> <p>Amend Criterion 10 as follows: 10. <u>Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>attractive environment and providing linkages to the site's wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include <u>including</u> the integration and enhancement of existing features such as Hollins Brook/Brightly Brook, SBI and Whittle Brook and Castle Brook;</p> <p>Add two new criteria after criterion 10 as follows:</p> <p><u>"Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;"</u></p> <p><u>"Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent;"</u></p> <p>Delete Criterion 11.</p> <p>Delete Criterion 13.</p> <p>Delete Criterion 14.</p> <p>Delete Criterion 15.</p> <p>Modify Criterion 17 as follows: <u>Take appropriate account of relevant heritage assets, and their settings, including Protect and, where appropriate, enhance heritage assets and their setting within the allocation, including the Grade II Listed buildings Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings in accordance with Policy JP-P2; and the wider historic character of the surrounding setting in accordance with the findings and recommendations of the assessment of heritage</u></p>

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			<p>assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process; and</p> <p>Add two new criteria at end of policy as follows:</p> <p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p> <p><u>“Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided”.</u></p>
MMCB3	<p>JPA1.1 Heywood/Pilsworth (Northern Gateway)</p> <p>Reasoned Justification</p>	228 229 230	<p>Modify paragraph. 11.21 as follows:</p> <p>“Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around 700,000 <u>935,000</u> sqm of this will be delivered within the plan period (in addition to <u>including</u> the 135,000 sqm that has an extant planning permission at South Heywood).</p> <p>Insert two new paragraphs after paragraph 11.31 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“Remaining Green Belt boundaries to the south and west of the site are clearly defined by the M62 and M66 motorways. However, at present, the boundary of the Green Belt to the north of</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.”</u></p> <p>Delete paragraph 11.33 in its entirety.</p> <p>Add two new paragraphs following paragraph 11.35 as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (3.9% of the site); sand and gravel (10.2%); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised”</u></p> <p><u>“The Natural England/Defra ‘Peaty Soils Location (England)’ layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the south-western part of the site to the north of the M60 Junction 18 Simister Island Interchange. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.”</u></p>
MMCB4	Picture 11.5 JPA1.2 Simister and Bowlee	231	Amendment to Picture 11.5 site allocation boundary to show a single site boundary as set out in GMCA26. See Annex, Map MMCB4

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	(Northern Gateway)		
MMCB5	JPA1.2 Simister and Bowlee (Northern Gateway) Policy	231 232 233	<p>Delete the first paragraph of Policy JPA1.2 in its entirety.</p> <p>Add criterion before criterion 1 as follows:</p> <p>Development at this allocation will be required to:</p> <p><u>Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D 1 'Infrastructure Implementation', that has been agreed with the local planning authorities;</u></p> <p>Amend Criterion 1 as follows:</p> <p>1. Deliver a broad mix of around 1,550 homes to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This should include an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build <u>(subject to local demand having regard to the Councils' self-build registers and other relevant evidence)</u> and a mix of housing densities with higher densities in areas of good accessibility and potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context;</p> <p>Add new Criterion as follows:</p> <p><u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p> <p>Amend Criterion 2 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Facilitate the required supporting transport services and infrastructure including:</p> <ul style="list-style-type: none"> i. An upgrade of the local highways network ii. <u>Make provision for</u> Ttraffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation <u>except by public transport</u>; iii. Improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement. <p>Delete Criterion 3.</p> <p>Amend criterion 5 to incorporate provision for secondary education (previously set out in criterion 6) as follows: <u>“Make provision for a new two-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;</u></p> <p>Delete Criterion 6.</p> <p>Delete Criterion 8.</p> <p>Add new criteria after criterion 9 as follows:</p> <p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;</u></p> <p><u>Strengthen the boundary of the Green Belt to the north-west of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;</u></p>

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			<p>Delete Criterion 10.</p> <p>Delete Criterion 11.</p> <p>Amend Criterion 12 as follows:</p> <p>12. <u>Make provision for biodiversity, including taking appropriate account of</u> Minimise impacts on and provide net gains for biodiversity assets within the allocation, including the Bradley Hall Farm SBI, in accordance with Policy JP-G9 'A Net Enhancement of Biodiversity and Goodiversity';</p> <p>Delete Criterion 13 and 14.</p> <p>Delete Criterion 15.</p> <p>Delete Criterion 16 in its entirety.</p> <p>Amend Criterion 19 as follows:</p> <p>19. <u>Take appropriate account of relevant heritage assets, and their settings, including Heaton Park, in accordance with Policy JP-P2; and</u> Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.</p> <p>Add new criterion at end of policy follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMCB6	<p>JPA1.2 Simister and Bowlee (Northern Gateway)</p> <p>Reasoned Justification</p>	234	<p>Add two new paragraphs after paragraph 11.39 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“Remaining Green Belt boundaries are clearly defined by the M60 motorway to the south-west of the site. However, at present, the boundary of the Green Belt to the north-west of the site is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.”</u></p> <p>Delete Paragraph 11.41 in its entirety.</p> <p>Add new paragraph after paragraph 11.43 as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sand and gravel (2.9%); surface coal (63.9%); and brickclay (63.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised”</u></p>

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MMCB7	JPA2 Stakehill Policy	235 - 237	<p>Modify criterion 1 of as follows: 1. Deliver around 150,000 sqm of high quality, adaptable, employment <u>industrial and warehousing</u> floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and/or other key-growth the <u>economic</u> sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor;</p> <p>Modify criterion 2 as follows: 2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high-quality extension to the urban area. <u>This includes making provision for affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 3 as follows: 3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1...</u></p> <p>Modify criterion 4 as follows: 4. Ensure that the design of the scheme preserves or enhances the setting of <u>Take appropriate account of relevant heritage assets, and their settings, including the listed St John's Church and war memorial, in accordance with policy JP-P2 in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;</u></p> <p>Modify criterion 6 of as follows: 6. Have regard to views from Tandle Hill Country Park <u>to the east which lies within Pennine Foothills (West /South Pennines) landscape character type. This should reflect and respond to the special qualities and sensitivities of the key characteristics of this landscape character type</u></p>

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			<p>in accordance with policy JP-G1 in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;</p> <p>Modify criterion 7 as follows: <u>7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2. This should include improvements to the retained areas of Green Belt Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane and in the south of the site to maintain separation between the urban areas of Rochdale and Middleton;</u></p> <p>Modify to add new criterion after Criterion 7 as follows: <u>Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognizable and likely to be permanent, in particular separating the development area and land to be retained as Green Belt to the south;</u></p> <p>Modify criterion 8 of as follows: <u>8. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;</u></p> <p>Delete criterion 9 in its entirety.</p> <p>Delete criterion 10 in its entirety.</p> <p>Delete criterion 11 in its entirety.</p> <p>Delete criterion 12 in its entirety.</p>

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			<p>Modify criterion 15 of as follows: Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. <u>This should include making provision for biodiversity, including taking appropriate account of the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site, in accordance with policy JP-G9. This should include good quality boundary treatment, particularly on the boundary separating the development area and land to be retained as Green Belt to the south to provide an attractive defensible Green Belt boundary;</u></p> <p>Delete criterion 16 in its entirety.</p> <p>Modify Criterion 17 of JPA2 as follows: 17. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 1,000 sqm / 50 dwellings or more;</p> <p>Modify criterion 18 as follows: 18. <u>Development of the residential element of the site will be expected to make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5. Contribute and make provision for additional primary and secondary school places to serve the development. In addition, the This will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation will also be required;</u></p> <p>Delete criterion 19 in its entirety.</p> <p>Modify to add new criterion after criterion 20 as follows:</p>

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			<p><u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMCB8	<p>JPA2 Stakehill</p> <p>Reasoned Justification</p>	237 - 239	<p>Modify paragraph 11.44 as follows: “11.44 It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth<u>economic</u> sectors and attract additional investment and economic activity to the area....”</p> <p>Modify to add additional paragraph between 11.47 and 11.48 of as follows: <u>“It is important that the whole site is subject to masterplanning and design codes in order to deliver a comprehensive scheme. Given the size of the allocation, a single masterplan or design code may not be necessary. However, where more than one masterplan or design code is produced these should demonstrate how they relate to masterplans/design codes for adjoining areas in order to deliver a high-quality development across the whole site.”</u></p> <p>Modify paragraph 11.49 as follows: “11.49 The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. <u>A proportion of the site to the south is also to be retained as Green Belt. Much of the allocation is contained by permanent, physical boundaries. However, all the Green Belt boundaries, particularly the southern boundary, should utilise existing landscape features and incorporate high quality boundary treatment to provide an attractive defensible Green Belt boundary.</u></p> <p><u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation also provide an opportunity to</u></p>

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			<p><u>provide compensatory improvements to the environmental quality and accessibility of retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). The area of Green belt retained in the south also allows for the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network reflecting its ‘green’ employment park setting.”</u></p> <p><u>“...Whilst the development does not encroach into the areas around Tandle Hill Country Park, which lies within Pennine Foothills (West /South Pennines) landscape character area, the</u> <u>...The site does include areas of biodiversity in the form of Sites of Biological Importance, including ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.”</u></p> <p>Modify paragraph 11.52 as follows: “11.52 It is considered that by 2040 these developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.”</p> <p>Modify to add new paragraph after paragraph 11.55 as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sand and gravel (97.5%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent</u></p>

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			<p><u>minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p> <p>Modify to delete paragraph 11.50 in its entirety.</p>
MMCB16	Para 11.58	240	<p>Modify the first and second sentences of para 11.58 as follows: In the future the Location will also benefit from HS2 <u>NPR</u> which is one of the most significant transport infrastructure projects in the UK over recent decades and together with Northern Powerhouse Rail (NPR) will provide high speed rail <u>improving</u> connections to London via Birmingham and <u>between from</u> the cities of the north. The economic benefits of HS2 and NPR will support existing businesses...</p>

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MMCB9	Picture 11.7 JPA 3 Medipark/ Timperley Wedge	242	Modify the proposed Green Belt boundary to retain ponds at Davenport Green Site of Biological Importance (SBI) within the Green Belt located in the centre of the site between the rural park and the development. Map 11.7 JPA 3 to be amended accordingly. See Annex 3, see Map MNCB9
MMCB10	Para 11.59 (Medipark/ Timperley Wedge)	241	Modify paragraph 11.59 to delete third sentence, as follows: “The Global Logistics (Policy JP Allocation 10 'Global Logistics') allocation for B2/B8 will meet a different but complementary need to.” Modify paragraph 11.59, as follows: “...The development at Medipark, with more <u>will accommodate</u> specialist knowledge-based businesses, while and the Timperley Wedge <u>allocation will provide</u> serve with office employment land the B1 Employment. ”
MMCB11	JPA3.1 Medipark Policy	242	Modify criterion 1 of Policy JPA3.1, as follows: “1. Deliver about 86,000 sqm B4- <u>Class E (g)</u> focused floorspace;“ Modify criterion 2 of Policy JPA3.1 as follows: “2. Development should be configured to take advantage of transport infrastructure in the area including the need to accommodate and contribute to the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension; Modify criterion 3 of Policy JPA3.1 as follows: “3. Deliver a new spine road through the site with connections to the existing road network <u>and JP3.2 Timperley Wedge.</u> Modify policy JPA3.1 by deleting criterion 4 and 5 as follows:

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			<p>4. Facilitate improvements to the surrounding Strategic, Primary and Local Road Networks, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;</p> <p>5. Improve access to the site by providing links to local cycling and walking networks where appropriate; and replace with: <u>New criterion.</u> <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D, in accordance with policy JP-C7.</u></p> <p>Modify policy JPA3.1 by deleting criterion 7 as follows: 7. Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field</p> <p>and replace with: <u>New criterion. Take appropriate account of relevant heritage assets and their settings, including the listed buildings of Newall Green, in accordance with Policy JP P2</u></p> <p><u>and</u> <u>7. Take appropriate account of the adjacent playing field in accordance with policy JP-P7</u></p> <p>Modify policy JPA3.1 criterion 8 as follows: “8. Incorporate suitable site mitigation to account for <u>Take appropriate account of</u> the historic landscape features within the site; and”</p> <p>Modify policy JPA3.1 criterion 9 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“9. Reflect the sequential approach to <u>Provide a flood risk management strategy</u>, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure; <u>and</u>”</p> <p>Modify policy JPA3.1 by adding the following new criterion:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2.”</u></p>
MMCB17	Para 11.62	243	<p>Modify the last sentence of para 11.62 as follows: The proposed arrival of HS2 <u>NPR</u>, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.</p>
MMCB12	Picture 11.9 JPA3.2 Timperley Wedge	244	<p>Modify the proposed Green Belt boundary to retain ponds at Davenport Green Site of Biological Importance (SBI) within the Green Belt located in the centre of the site between the rural park and the development. Picture 11.9 JPA 3.2 Timperley Wedge will be modified accordingly. See Annex 3, see Map MMCB12</p>
MMCB13	Picture 11.10 JPA3.2 Timperley Wedge	245	<p>Modify title of Picture 11.10 to read: <i>Timperley Wedge <u>Indicative</u> Allocation Policy Plan</i></p> <p>Modify Picture 11.10 in the key to read: "Manchester Airport HS2 <u>NPR</u> Station"</p> <p>See Annex 3, see Map MMCB13</p>

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MMCB14	JPA3.2 Timperley Wedge Policy	244-249	<p>Modify Criterion 1 as follows: <u>Be in accordance with a Masterplan or SPD that has been developed in consultation with the local community and other stakeholders, and approved agreed by the Local Planning Authority. The Masterplan must include a robust phasing and delivery strategy, as required by policy JP-D1. This will be prepared in partnership with key stakeholders and to ensure the whole allocation site is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure;</u></p> <p>Modify Criterion 2 as follows: 2. Deliver around 2,500 homes of which 1,780 will be in the plan period as set out in the <u>Indicative Allocation Policy Plan (Picture 11.10);</u></p> <p>Delete Criterion 4 in its entirety.</p> <p>Modify JPA3.2 as follows: 5. ... Davenport Green Metrolink stop and the HS2/ NPR Manchester Airport station;</p> <p>Modify Criterion 7 as follows: 7. Make specific <u>appropriate</u> provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;</p> <p>Modify Criterion 8 as follows: 8. Deliver around 60,000 sqm <u>E (g(i))</u>B4 office employment land within a mixed employment residential area set out in the <u>Indicative Allocation Policy Plan (picture 11.10)</u> of which 4530,000 sqm will be in the Plan period;</p> <p>Delete Criteria 9 - 12 in their entirety.</p> <p>Modify criterion 13 of Policy JPA3.2 as follows:</p>

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			<p>13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car; Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7:</p> <p>Modify Criterion 15 as follows: 15. Accommodate and contribute to the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s);</p> <p>Modify Criterion 16 as follows: 16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space <u>as well as and provision for future bus-priority infrastructure rapid transit</u> to improve east west connections between Altrincham and Manchester Airport;</p> <p>Delete Criterion 17 in its entirety.</p> <p>Modify Criterion 18 as follows: 18. Provide a new local centre <u>comprising a range of shops and services to meet local needs with convenience shopping facilities as a hub for local services in the region of 3,000 sqm of retail floorspace</u> close to the Davenport Green stop of the Metrolink Western Leg extension;</p> <p>Modify criterion 19 of Policy JPA3.2 as follows: 19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places; Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development (where appropriate) and make provision for a new primary school, located close to the local centre, in accordance with JP-P5;</p>

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			<p>Delete Criterion 20 in its entirety.</p> <p>Modify Criterion 21 as follows: 21. Create defensible <u>Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent; utilising, where appropriate, existing landscape features;</u></p> <p>Modify Criterion 22 as follows: 22. Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt land; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify Criterion 23 as follows: 23. Provide a significant area of enhanced and <u>publicly</u> accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on the <u>Indicative Allocation Policy Plan (picture 11.10)</u>, ensuring protection of heritage assets in this area;</p> <p>Modify Criterion 24 of Policy JPA3.2 as follows: 24. Create wildlife corridors and steppingstone habitats within the development areas to support nature recovery networks, provide ecosystem services and <u>publicly</u> accessible green infrastructure. Including <u>the following green links which will be defined through the Masterplan and Trafford Local Plan</u></p> <ul style="list-style-type: none"> i. From Clay Lane through to Brooks Drive and Fairywell Brook ii. Through Davenport Green Ponds SBI to Medipark <p>Modify Criterion 25 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space standards <u>policies</u>, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas, outdoor sports pitches and allotment plots, ensuring arrangements for their long-term maintenance;</p> <p>Modify Criterion 26 as follows: 26. Protect Manor Farm identified in the Indicative Allocation Policy Plan (picture 11.10) and promote its <u>enhance its sports facilities to meet local needs use for future sports provision including, where appropriate, new access and car parking;</u></p> <p>Modify Criterion 27 as follows: 27. Promote improvements to <u>Accommodate land for leisure facilities (Use Class E(d) and F2 (c)) at Hale Country Club as identified on the Indicative Allocation Plan (picture 11.10);</u></p> <p>Add new Criterion after Criterion 27, as follows: <u>Seek to relocate Bowdon Rugby Club either within or in close proximity to the allocation and redevelop the existing Rugby Club site for residential use as shown on the Indicative Allocation Plan (picture 11.10)</u></p> <p>Modify Criterion 28 as follows: 28. Protect and enhance natural environment assets within the site and surrounding areas including SBIs, woodland and hedgerows; <u>Make provision for biodiversity, including taking appropriate account of the Ponds at Davenport Green and Davenport Green Wood SBIs, in accordance with Policy JP-G9;</u></p> <p>Delete Criterion 29 in its entirety.</p> <p>Modify Criterion 30 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as required under <u>having regard to</u> the North West River Basin management plan (2019);</p> <p>Modify Criterion 33 as follows: 33. Ensure new development is place-led, creative and contextual in its response, respecting the local character, <u>heritage</u> and positive local design features of the area;</p> <p>Delete Criterion 34 in its entirety.</p> <p>Modify Criterion 36 as follows: 36. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020 in the Plan's evidence base and any updated (HIA) submitted as part of the planning application process; <u>Take appropriate account of relevant heritage assets and their settings, including the Deer Park, listed buildings and areas of high archaeological potential in the south west of the site, in accordance with Policy JP-P2;</u></p> <p>Delete Criteria 37-41 in their entirety.</p> <p>Modify Criterion 42 of Policy JPA3.2 as follows: 42. Mitigate flood risk and surface water management issues including provision of SUDS through the design and layout of development in accordance with an allocation wide flood risk, foul and surface water management strategy; which forms part of the Masterplan/delivery strategy (Criterion 1) The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD</p>

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			<p>Delete Criteria 43-45 in their entirety.</p> <p>Modify Criterion 46 as follows: 46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and HS2/NPR corridor in line with Environmental (Noise) Regulations;</p> <p>Modify subtitle before criterion 47 as follows: Safeguarded Land – HS2 Growth Area</p> <p>Modify Criterion 47 as follows: 47. The land identified to the south and west of the <u>proposed HS2 NPR Airport station</u> as shown on the <u>Indicative Allocation Policy Plan</u>, although removed from the Green Belt, <u>it is safeguarded and is not allocated for development at the present time;</u></p> <p>Modify Criterion 48 as follows: 48. The land is safeguarded in accordance with Policy JP-G 11 "Safeguarded Land"; <u>Permanent development of this land will only be permitted following an update to a plan that proposes its development; and</u></p> <p>Modify Criterion 49 as follows: 49. Any future allocation <u>should have regard is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated and/or superseded)</u> as part of a plan review. And it should only be developed after completion of</p>

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			<p>development set out in the Timperley Wedge masterplan and following the delivery of HS2 Airport station; and</p> <p>Delete Criterion 50 in its entirety.</p>
MMCB15	<p>JPA3.2 Timperley Wedge</p> <p>Reasoned Justification</p>	250-254	<p>Modify paragraph 11.64 as follows: 11.64 Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan/SPD which provides a framework for the sustainable delivery of a new community at Timperley Wedge.</p> <p>Add new paragraphs after paragraph 11.64 as follows <u>All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan and delivery strategy together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required, which will be linked to the development trajectory.</u></p> <p>Modify the reasoned justification of JPA3.2 as follows:</p> <p><u>Approximately 700 new residential units and 30,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 safeguarding area and therefore is expected to be unavailable for a temporary period whilst the route, new Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 the new Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The area of land required for construction may be altered as details of NPR proposals are confirmed. However, delivery of development is not dependent on NPR and in</u></p>

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			<p><u>the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.</u></p> <p>Modify paragraph 11.65, first sentence as follows: 11.65 The Timperley Wedge allocation will deliver around 1,7<u>8</u>00 homes in the plan period and around 2,500 in total.</p> <p>Modify penultimate sentence of para 11.65 as follows: ...between the Local Centre and the HS2 NPR Airport Station.</p> <p>Modify paragraph 11.68, first sentence as follows: Employment development will deliver around <u>153</u>0,000 sqm in the plan period and 60,000 sqm in total.</p> <p>Modify paragraph 11.69, as follows: 11.69 The area is close to areas of deprivation, including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.</p> <p>Delete paragraphs 11.70 – 11.71 in their entirety.</p> <p>Modify the reasoned justification to Policy JPA3.2 at paragraph 11.73, as follows: 11.73 The road network currently consists of country lanes which are unable to support the proposed development but <u>which</u> will be enhanced to <u>provide</u> promote them as cycling and</p>

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			<p>walking routes <u>and thereby</u> promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus <u>priority infrastructure rapid transit</u> and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.</p> <p>Modify the penultimate sentence of the new paragraph after 11.77 as follows:</p> <p><u>The new Green Belt boundary is defined by existing features, where possible, and there is also a requirement to strengthen the boundary as part of the development. The majority of the boundary is defined by existing roads and hedgerows. There is a particular need to strengthen the boundary which borders the rural park and also the safeguarded land boundary. The western boundary of the safeguarded land area will be defined by woodland planting and the eastern boundary by the Airport Station and associated infrastructure. It is therefore not currently identified by existing features.</u></p> <p>Modify paragraph 11.79 as follows: 11.79 The allocation contains Bowdon Rugby Club along Clay Lane, <u>which is identified as suitable for residential development.</u> As part of the development proposals, <u>the club is intending to relocate and improve its facilities within the Timperley Wedge area and it may be</u></p>

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			<p>appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.</p> <p>Modify paragraph 11.81 as follows: 11.81 Hale Country Club is looking to make improvements to its leisure facilities (<u>Use Class E(d) and F2(c)</u>) creating job opportunities and providing a higher quality of leisure experience for local communities.</p> <p>Modify paragraph 11.84 as follows: 11.84 Development will need to set a new high quality design standard for this area and should draw upon the guidance in the Council's adopted <u>relevant Design Guides and codes</u>. Specific parameters for the development of the site will be set out in the Masterplan /SPD.</p> <p>Modify paragraph 11.87, as follows: 11.87 Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brooks currently have a rating of 'moderate' under the North West River Basin Management Plan (2019), the development should seek opportunities to improve this to 'good'.</p> <p>Delete paragraphs 11.90 – 11.91 in their entirety.</p> <p>Modify “HS2” to “<u>NPR</u>” in para 11.92</p> <p>Modify subtitle before para 11.93 as follows: Safeguarded Land – HS2 <u>NPR</u> Growth Area</p>

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			<p>Modify all “HS2” references in para 11.93 to “NPR”.</p> <p>Modify the first and second sentences of paragraph 11.93 as follows: 11.93 The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the <u>proposed HS2 NPR</u> Airport station. The exceptional circumstances for taking this <u>the safeguarded land</u> out of the Green Belt are directly related to the potential this land has to capitalise directly on the economic benefit brought by HS2 <u>NPR</u>.</p> <p>Modify para 11.94 as follows: In the longer term this area may also benefit from Northern Powerhouse Rail (NPR) (or an equivalent project) which <u>NPR will include the delivery of fast east west rail connections</u> across the north...</p> <p>Modify the first sentence of paragraph 11.95 as follows: 11.95 The area around the <u>proposed</u> Manchester Airport HS2 <u>NPR</u> Station has been removed from the Green Belt but will only be considered a sustainable location after delivery of HS2 Airport Station.</p> <p>Modify paragraph 11.96 as follows: 11.96 As part of the delivery of HS2 <u>NPR</u> a substantial landscaped screen / buffer will form a boundary to this land and housing on Brooks Drive and will form the new Green Belt boundary.</p>

Chapter Eleven- Strategic Allocations in Bolton Proposed Main Modifications

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MMBo1	Picture 11.11 Bolton District Overview	255	Modify picture to reflect modifications elsewhere in the plan, Modify the overview map to show the updated site boundary for the baseline housing land supply site Lower Leaches Farm that has planning permission for one dwelling and is within the boundary of JPA6: West of Wingates/ M61 Junction 6. See Annex 3, Map MMBo1
MMBo2	JPA4 Bewshill Farm Policy	256	<p>Modify criterion 3 of policy JPA4, as follows: 3. Contribute to the existing Logistics North local link demand responsive transport service <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; and</u></p> <p>Add a new criterion to policy JPA4 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and</u></p> <p>Add a new criterion to policy JPA4 as follows: <u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBo3	JPA4 Bewshill Farm Reasoned Justification	256	<p>Add new reasoned justification as follows: <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u></p>

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			<p>Add new reasoned justification as follows: <u>The allocation is identified as containing Mineral Safeguarding Areas for sandstone (98.8% of the site); surface coal (98.8%); and brickclay (98.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>
MMBo4	JPA5 Chequerbent North Policy	257	<p>Modify criterion 3 of policy JPA5 as follows: 3. Provide good quality access to the site by motor vehicle, public transport, walking and cycling <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify criterion 4 of policy JPA5, as follows: 4. Provide financial contribution to mitigate <u>Mitigate</u> impacts on the Local Road Network Highway Network including <u>any necessary</u> improvements to Chequerbent roundabout <u>and/or</u> other improvements identified through a transport assessment;</p> <p>Modify criterion 5 of policy JPA5, as follows: 5. Require <u>Provide</u> high quality landscaping particularly to the west along Snyderdale Way and to the north along the M61; trees and hedgerows along the eastern boundary should be retained for screening;</p> <p>Add new criterion to policy JPA5 as follows: <u>Take appropriate account of relevant heritage assets, and their settings, including Chequerbent Embankment Scheduled Monument, in accordance with policy JP-P2;</u></p>

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			<p>Add new criterion to policy JPA5 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and</u></p> <p>Add a new criterion to policy JPA5 as follows: <u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBo5	JPA5 Chequerbent North Reasoned Justification	258	<p>Add new reasoned justification as follows: <u>Chequerbent Embankment, which runs along the eastern boundary of the allocation, was designated as a Scheduled Monument in February 2022. Any development would need to consider the impact on Chequerbent Embankment, and its setting, including through a Heritage Impact Statement.</u></p> <p>Add new reasoned justification as follows: <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u></p> <p>Add new reasoned justification as follows: <u>The allocation is identified as containing Mineral Safeguarding Areas for surface coal (99.8%); and brickclay (99.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure</u></p>

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			<u>that specific mineral resources of local or national importance are not unnecessarily sterilised.</u>
MMBo6	JPA6 West of Wingates /M61 Junction 6 Policy	259	<p>Modify criterion 1 of policy JPA6, as follows: 1. Provide a location for around 440,000 sqm of <u>employment industrial and warehousing</u> floorspace, consisting of a mix of large-scale warehousing and advanced manufacturing;</p> <p>Modify criterion 2 of policy JPA6, as follows: 2. Be in accordance with an agreed <u>a comprehensive masterplan agreed by the local planning authority</u> that shows phasing within the site, and which areas should or should not be developed, <u>in accordance with policy JP-D1;</u></p> <p>Delete criterion 3 of policy JP6AP in its entirety</p> <p>Delete criterion 4 of policy JP6AP in its entirety</p> <p>Delete criterion 5 of policy JP6AP in its entirety</p> <p>Replace with new criterion as follows: <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify criterion 6 of policy JPA6, as follows: 6. Ensure that the siting and scale of buildings <u>and the landscape planting scheme</u> minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape <u>and views;</u></p>

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			<p>Modify criterion 7 of policy JPA6 and insert a new criterion as follows: 7. Protect the Site of Biological Importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts. Make provision for biodiversity, including taking appropriate account of Four Gates Site of Biological Importance, in accordance with policy JP-G9;</p> <p><u>New criterion: Make provision for green and blue infrastructure including, where practicable, the retention and enhancement of existing woodland, hedgerows and ponds in accordance with policy JP-G2;</u></p> <p>Insert a new criterion to policy JPA6, as follows: <u>Define and strengthen the boundaries of the Green Belt around the site, particularly at Westhoughton Golf Course, such that they will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Insert a new criterion to policy JPA6, as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 8 of policy JPA6 in its entirety</p> <p>Modify criterion 9 of policy JPA6, as follows: 9. Ensure that there is no undue adverse impact of light, air and noise pollution from the development and its associated operations; and</p> <p>Add a new criterion to policy JPA6 after existing criterion 10 as follows:</p>

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			<p><u>Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBo7	JPA6 West of Wingates / M61 Junction 6 Reasoned Justification	259	<p>Modify paragraph 11.103 of the reasoned justification, as follows: 11.103 Development would require a new road across the site and to the north to link with junction 6 of the M61. The development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton. Where practicable development should protect the alignment of a sustainable transport corridor running from Westhoughton, through Bowlands Hey, across the site to the A6 and to the north to link with the De Havilland Way corridor and junction 6 of the M61. This transport corridor should be focused on sustainable and active transport. There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.</p> <p>Insert new reasoned justification, as follows: <u>The proposed Green Belt boundary consists of the A6 Chorley Road, the B5239 Dicconson Lane, the former railway line and Westhoughton golf course. At Westhoughton golf course opportunities should be taken to reinforce the new Green Belt boundary.</u></p> <p>Insert new reasoned justification, as follows: <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u></p>

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			<p>Insert new reasoned justification, as follows: <u>The allocation is identified as containing Mineral Safeguarding Areas for sandstone (11.5% of the site); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>

Chapter Eleven- Strategic Allocations in Bury Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMBu1	Picture 11.15 Bury District Overview	260	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMBu1
MMBu2	Picture 11.16 JPA7 Elton Reservoir	261	Modify Picture 11.16 to reflect proposed change to the boundary of the retained Green Belt within the Elton Reservoir site. See Annex 3, Map MMBu2
MMBu3	JPA7 Elton Reservoir Policy	261 262 263	<p>Amend JPA7 (1st paragraph) as follows: Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.</p> <p>Modify criterion 1 as follows: “Deliver a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (<u>subject to local demand as set out in the Council’s self-build register</u>) and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around 1,900 <u>2,100</u> of these homes will be delivered during the plan period;</p> <p>Modify bullet point 2.iii. as follows:</p>

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			<p>iii. Other <u>new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7; and off-site highway works where these are necessary to ensure acceptable traffic movement, including works in and around Radcliffe town centre</u></p> <p>Modify the last paragraph in bullet point 2 as follows: Residential development within the allocation will be <u>controlled to ensure that the rate of housing delivery is coordinated with the implementation of the above infrastructure (or key elements of it) limited until the above infrastructure (or key elements of it) is implemented as necessary mitigation</u></p> <p>Delete criterion 3 and 4.</p> <p>Amend criterion 6 as follows: 6. Make provision for two new two-form entry primary schools to meet <u>the needs generated by the development of the prospective school-aged residents, in accordance with policy JP-P5;</u></p> <p>Amend criterion 7 as follows: 7. Make provision for a new secondary school <u>or, in the event that secondary school provision is delivered in an alternative way, make a financial contribution towards secondary school provision to meet the needs generated by the development of the prospective school-aged residents, in accordance with policy JP-P5;</u></p> <p>Amend criterion 8 as follows: 8. Make provision for <u>two</u> new local centres in accessible locations which include a range of appropriate retail, health and community facilities <u>required to serve purely local needs</u> and ensure they are integrated with existing communities;</p> <p>Delete criterion 9.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Amend criterion 11 as follows:</p> <p><u>11. Make provision for the replacement of existing recreation space at Warth Fold that is equivalent or better in terms of quantity and quality and in a suitable location; Make provision for recreational facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;</u></p> <p>Amend criterion 12 as follows:</p> <p>12. Provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the sites wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include <u>including</u> the enhancement and the integration of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal to create an extensive recreation, tourism and leisure asset;</p> <p>Add new criterion after criterion 12, as follows:</p> <p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the site in accordance with Policy JP-G2;</u></p> <p>Add new criterion after criterion 12, as follows:</p> <p><u>Define and/or strengthen the boundaries of the retained area of Green Belt within the site such that it will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Amend criterion 13 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>13. Minimise impacts on and provide net gains for biodiversity assets within the allocation, including the <u>Make provision for biodiversity, including taking appropriate account of SBIs at Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goit; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands</u> in accordance with Policy JP-G 9 'A Net Enhancement of Biodiversity and Geodiversity';</p> <p>Delete criterion 15.</p> <p>Delete criterion 16.</p> <p>Amend criterion 17 as follows:</p> <p>17. <u>Take appropriate account of relevant heritage assets, Protect and, where appropriate, enhance heritage and archaeological assets</u> and their setting, including the Old Hall Farmhouse Grade II hListed bBuilding in accordance with Policy JP-P2; and wider historic character of the surrounding area, in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.</p> <p>Add new criterion as follows:</p> <p><u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBu4	JPA7 Elton Reservoir	263 265	<p>Amend the second sentence of paragraph 11.105 as follows:</p> <p>“...Although the allocation has the capacity to deliver a total of around 3,500 new homes, it is anticipated that around 2,100 <u>4,900</u> of these will be delivered within the plan period...”</p>

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	Reasoned Justification		<p>Modify by including two new paragraphs after 11.111 to supplement new criteria (above), as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). A significant corridor of land through this site is retained as Green Belt and this should be the focus of compensatory improvements.”</u></p> <p><u>“There is a need to define and/or strengthen the Green Belt boundary utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</u></p> <p>Modify by including new paragraph after 11.114 as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (15.5% of the site); sand and gravel (40.2%); surface coal (96.2%); and brickclay (96.2%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMBu5	JPA8 Seedfield Policy	266 267	<p>Modify criterion 2 as follows:</p> <p><u>2. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p>

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			<p>Make necessary improvements to local highway infrastructure to facilitate appropriate access to the allocation and incorporate enhancements to public transport, pedestrian and cycle routes in the area;</p> <p>Delete criterion 4.</p> <p>Modify criterion 6 as follows:</p> <p><u>6. Retain and enhance existing recreation facilities and/or replace, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location; existing recreation facilities and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements</u></p> <p>Amend Criterion 7 as follows:</p> <p>7. Retain and enhance the wildlife corridor and green infrastructure elements to the west and south of the allocation and introduce appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places;</p> <p>Delete criterion 8</p> <p>Delete criterion 9 and 10.</p> <p>Delete criterion 11.</p> <p>Add new criterion at end of policy as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and</u></p> <p>Add new criterion at end of policy as follows:</p> <p><u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBu6	JPA8 Seedfield Reasoned Justification	267 268	<p>Amend Paragraph 11.116 as follows:</p> <p>Around 50% of the allocation is previously-developed and a large part of the remaining land is used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision <u>in the event that the to off-set the loss of the existing playing fields within the allocation are to be lost to development.</u> It will be is important that the replacement provision <u>is should be accessible, be of an equivalent or better quantity and quality and laid out and usable prior to the commencement of any development on the existing playing fields within the Seedfield allocation.</u></p> <p>Add new paragraph after paragraph 11.116 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add new paragraph after paragraph 11.118, as follows:</p>

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			<p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (5.4% of the site); sand and gravel (36.4%); surface coal (64%); and brickclay (64%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMBu7	JPA9 Walshaw Policy	269 270 271	<p>Amend first paragraph as follows:</p> <p>Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.</p> <p>Amend criterion 1 as follows:</p> <p>1. Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing (<u>subject to local demand as set out in the Council’s self-build register</u>);</p> <p>Delete criterion 2 and replace with new criterion as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Make provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards;</u></p> <p>Delete criterion 3 and replace with new criterion as follows:</p> <p><u>Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane;</u></p> <p>Delete criterion 4 and replace with new criterion as follows:</p> <p><u>Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u></p> <p>Modify criterion 6 as follows:</p> <p><u>Make provision for a new one-form entry primary school within the allocation and make financial contributions for off-site additional secondary school provision to accommodate additional demand on school places meet needs generated by the development in accordance with Policy JP-P5;</u></p> <p>Delete criterion 7.</p> <p>Amend criterion 8 as follows:</p> <p>8. <u>Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities required to serve purely local needs</u> and ensure that it is integrated within existing communities;</p>

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			<p>Delete criterion 9.</p> <p>Amend criterion 11 as follows:</p> <p>11. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation to provide health benefits to residents to create a visually attractive environment and provide linkages to the sites wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks;</p> <p>Add two new criteria after criterion 11 as follows:</p> <p><u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;</u></p> <p><u>Define and/or strengthen the boundaries of the Green Belt to the south-east of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Delete criterion 12.</p> <p>Delete criterion 13 and 14.</p> <p>Delete criterion 15.</p> <p>Amend criterion 16 as follows:</p> <p>16. <u>Take appropriate account of relevant heritage assets, Protect and, where appropriate, enhance heritage assets and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2; and the findings and recommendations of the</u></p>

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			<p>assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.</p> <p>Add new criterion at end of policy as follows:</p> <p><u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMBu8	JPA9 Walshaw Reasoned Justification	272	<p>Modify by adding two new paragraphs after paragraph 11.125 as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</u></p> <p>Add new paragraph after paragraph 11.127, as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for sandstone (6.3% of the site); sand and gravel (9.8%); surface coal (94.3%); and brickclay (94.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any</u></p>

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			<u>subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u>

Chapter Eleven- Strategic Allocations in Manchester Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMM1	Picture 11.19 Manchester District Overview	273	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary and removal of JPA10. See Annex 3, Map MMM1
MMM2	JPA10 Global Logistics	273-275	Delete JPA10 Global Logistics and its associated reasoned justification in its entirety.

Chapter Eleven - Strategic Allocations in Oldham Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMO1	Picture 11.21 Oldham District Overview	276	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMO1
MMO2	JPA12 Beal Valley Policy	277- 279	<p>Modify criterion 1 of Policy JPA12, as follows: “Be in accordance with a comprehensive masterplan and-design code as agreed by the local planning authority. <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;</u>”</p> <p>Modify criterion 2 of Policy JPA12, as follows: “Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing <u>and affordable homes in accordance with relevant local plan requirements;</u>”</p> <p>Delete criterion 3 of Policy JPA12 in its entirety.</p> <p>Modify criterion 4 of Policy JPA12, as follows: “Provide for appropriate access points to and from the site in liaison with the local highway authority;. <u>The main point of access will be from Oldham Road (directly into the allocation)</u> linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;“</p> <p>Modify criterion 5 of Policy JPA12, as follows: “Safeguard a <u>an accessible route for walking and cycling connections</u> from the proposed spine road through the northern part of the site.....”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 6 of Policy JPA12, in its entirety.</p> <p>Modify criterion 7 of Policy JPA12, as follows: “Contribute <u>Provide a proportionate and evidence-based contribution</u> to the delivery of the new Metrolink stop and...”</p> <p>Modify criterion 8 of Policy JPA12, as follows: “Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, as part of the multi-functional green-infrastructure network to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;“</p> <p>Add a new criterion after criterion 8 to policy JPA12, as follows: <u>“Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</u></p> <p>Modify criterion 9 of Policy JPA12, as follows: “Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 10 of Policy JP12, as follows: “Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2.”</p> <p>Modify criterion 11 of Policy JPA12, as follows: “Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;”</p> <p>Modify criterion 12 of Policy JPA12, as follows: “<u>Make provision for Retain and enhance the hierarchy of biodiversity, including taking appropriate account of within the site, notably the existing Shawside SBI, including areas of areas of priority habitats, including Deciduous Woodland and Lowland Fens, and the Twingates local nature reserve, in accordance with policy JP-G9; following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;</u>”</p> <p>Delete criterion 13 of JPA12 in its entirety.</p> <p>Add a new criterion after criterion 12 to JPA12, as follows: <u>“Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p>

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			<p>Modify criterion 14 of Policy JPA12, as follows: “Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve ‘good status’ as proposed under the EU Water Framework Directive;”</p> <p>Modify criterion 15 of policy JPA12, as follows: “Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the expansion and/or improvement of existing facilities at Heyside Cricket Club, commensurate with the demand generated in accordance with relevant local planning policy requirements; This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;”</p> <p>Modify criterion 16 of Policy JPA12, as follows: “<u>Make provision for onsite, and/or financial contributions towards</u> Contribute to <u>offsite, additional primary and/or secondary school provision places to meet needs generated by the development, the increased demand that will be placed on existing primary and secondary school provision within the area in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation,</u> either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;”</p> <p>Delete criterion 17 of Policy JPA12 in its entirety.</p> <p>Modify criterion 18 of Policy JPA12, as follows: “Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; <u>Take</u></p>

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			<p><u>appropriate account of relevant heritage assets, and their settings, including the listed buildings of Birshaw House and New Bank, in accordance with policy JP-P2;</u></p> <p>Delete criterion 19 of Policy JPA12 in its entirety.</p> <p>Add a new criterion at the end of the policy (after criterion 22), as follows: <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO3	JPA12 Beal Valley Reasoned Justification		<p>Modify paragraph 11.133 of the reasoned justification for JPA12, as follows: <u>“The main points of access will be from Oldham Road (directly into the allocation) and from Meek Street or Moss Lane Ripponden Road to the south and east (as part of the Broadbent Moss allocation), and Oldham Road to the north of New Bank House. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists. A network of accessible walking and cycling routes will be provided through the site and a route through The route of the section in the northern part of the site is to be safeguarded and offers the opportunity to address traffic and congestion issues within provide sustainable and active travel options for movement to and from Shaw Town Centre, whilst enhancing accessibility and connectivity. Development of this northern part of the site will have highway access linking to the adjoining existing local road network.”</u></p> <p>Modify paragraphs 11.134 and 11.135 for JPA12, as follows:</p>

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			<p>“It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide for:</p> <p>a. new and/or improved<u>ment</u> of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. provide for appropriate health and community facilities <u>in accordance with policies JP-P5 and JP-P6 and relevant</u></p> <p>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.</p> <p>Insert a new paragraph after paragraph 11.136 of the reasoned justification for JPA12, as follows: <u>“Deciduous Woodland and Lowland Fen priority habitats are located in the northern part of the allocation.”</u></p> <p>Modify paragraph 11.137, as follows: “The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature. For these sites, net gains can be applied to Green Infrastructure, <u>priority habitats</u> Deciduous Woodland, Lowland Fen and Protected Species. The development of the two allocations should include partnership work with appropriate bodies, to ensure that they contribute towards a wider ecological network approach.”</p> <p>Add new paragraph to the policy reasoned justification after paragraph 11.138, as follows:</p>

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			<p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Delete paragraph 11.139, as follows: “Deciduous Woodland is located north of the site, to the east of Shaw Side. Deciduous Woodland is a Priority Habitat, listed under Section 41 the NERC Act 2006. Lowland Fen Priority Habitat is located outside the site boundary, buffering the western edge of the site.”</p> <p>Modify paragraph 11.140 of the reasoned justification, as follows: “Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</p> <p>Modify paragraph 11.141 of the reasoned justification, as follows: “Development should conserve heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020) The site includes Duke Mill, an undesignated heritage asset. Development proposals should have regard to the findings and recommendations of the Oldham Mills Strategy. Relevant heritage assets and their settings, including the listed buildings of Birshaw House and New Bank and Duke Mill, an undesignated heritage asset identified in the Oldham Mill Strategy, will need to be taken account of where appropriate.”</p>

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			<p>Add new paragraph to the policy reasoned justification after paragraph 11.143, as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (77.3% of the site); sand and gravel (11.9%); sandstone (2.4%) and surface coal (77.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMO4	<p>JPA13 Bottom Field Farm (Woodhouses) Policy</p>	282 - 283	<p>Modify criterion 1 of Policy JPA13, as follows: <u>“Deliver around 30 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;”</u></p> <p>Delete criterion 2 of Policy JPA13 in its entirety.</p> <p>Modify criterion 3 of Policy JPA13, as follows: “Provide for appropriate access to and from the site in liaison with the local highway authority and take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site; Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; “</p> <p>Delete criterion 4 of Policy JPA13 in its entirety.</p> <p>Modify criterion 5 of Policy JPA13, as follows: “Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys; Reflect and respond to the</p>

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			<p><u>special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1.”</u></p> <p>Delete criterion 6, 7, 8 and 9 of Policy JPA13 in their entirety.</p> <p>Modify criterion 10 of Policy JPA13, as follows: “Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; <u>Define and/or strengthen the boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent;”</u></p> <p>Modify criterion 11 of Policy JPA13, as follows: “Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 12 of Policy JPA13, as follows: “Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5; –</u></p> <p>Delete criterion 13, 14, 15 and 16 of Policy JPA13 in their entirety.</p> <p>Add new criterion to Policy JPA13 after criterion 16, as follows:</p>

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			<p><u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO5	<p>JPA13 Bottom Field Farm (Woodhouses)</p> <p>Reasoned Justification</p>	284	<p>Delete paragraph 11.146 in its entirety.</p> <p>Modify paragraph 11.147 as follows: “It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide <u>for:-</u></p> <p>a. new and/or improved ment of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. provide for appropriate health and community facilities <u>in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements”</u></p> <p>Delete paragraph 11.148 in its entirety.</p> <p>Modify paragraph 11.149 of the reasoned justification, as follows: “Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</p>

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			<p>Add new paragraph after paragraph 11.149, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify paragraph 11.150 of the reasoned justification, as follows: “Woodhouses Conservation Area is in close proximity to the site and, whilst outside the boundary, any development would need to consider the impact on its setting through the completion of a further Heritage Impact Assessment. <u>The site is close to Woodhouses Village Conservation Area, as such any development should be in keeping with the local character of the conservation area in terms of materials, design and landscaping in accordance with policy JP-P1.”</u></p> <p>Insert new paragraph after paragraph 11.151, as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (92.5% of the site); and surface coal (99.8% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMO6	Picture 11.24 JPA14 Broadbent Moss	285	Modify ‘Picture 11.24 JPA14 Broadbent Moss’ to show amended allocation and Green Belt boundaries See Annex 3, Map MMO6
MMO7	JPA14 Broadbent Moss	285- 287	Add second sentence of criterion 1 of Policy JPA14, as follows: <u>“ This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;”</u>

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	Policy		<p>Modify criterion 2 of Policy JPA14, as follows: “Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. This includes making provision for affordable homes in accordance with relevant <u>local plan requirements and incorporating higher density housing in accordance with policy JP-H4 adjacent to the proposed Metrolink stop</u>. It is estimated that around 500 <u>376</u> of these homes will be delivered post 2037 <u>2039</u>.”</p> <p>Delete criterion 3 of JPA14 in its entirety</p> <p>Modify criterion 4 of Policy JPA14, as follows: “Deliver around 21,000 sqm <u>of industrial and warehouse floorspace</u> employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;”</p> <p>Modify criterion 5 of Policy JPA14, as follows: “The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing; <u>The main points of access will be from Ripponden Road to the east and Oldham Road via the proposed spine road to be constructed as part of the development of JPA12 Beal Valley allocation. The spine road from allocation JPA12 will be extended across the site, including the part to be retained in the Green Belt, to Ripponden Road with a bridge over the Metrolink line. The spine road will serve the residential development and provide a through route between Ripponden Road and Oldham Road to the west of allocation JPA12. The industrial and warehouse development will be accessed from the existing industrial estate;”</u></p>

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			<p>Delete criterion 6 of policy JPA14 in its entirety.</p> <p>Modify criterion 7 of Policy JPA14, as follows: <u>“Safeguard land for, and provide a proportionate and evidence-based Contribute contribution towards, the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;”</u></p> <p>Add new criterion to Policy JPA14 between criteria 7 and 8, as follows: <u>“Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</u></p> <p>Modify criterion 8 of Policy JPA14, as follows: <u>“Make provision for a local centre <u>which provides a range of shops and services in accordance with relevant local plan requirements, in a suitable and accessible location within adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site,</u> incorporating higher density apartments;”</u></p> <p>Modify criterion 9 of Policy JPA14, as follows: <u>“Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, <u>as part of the multi-functional green-infrastructure network,</u> to encourage sustainable modes of travel and maximise the sites accessibility. <u>This will include an accessible cycle and walking connection between the employment and residential developments within the allocation;</u> This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape,</u></p>

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			<p>mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; “</p> <p>Modify criterion 10 of Policy JPA14, as follows: “Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;</u>”–</p> <p>Modify criterion 11 of policy JPA14, as follows: “Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line; <u>Define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u>”</p> <p>Modify criterion 12 of Policy JPA14, as follows: “Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within, and in the vicinity of, the site in accordance with policy JP-G2;</u>”</p> <p>Modify criterion 13 of Policy JPA14, as follows: “Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multifunctional green infrastructure network with the</p>

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			<p>wider environment; <u>Make provision for biodiversity, including taking appropriate account of areas of priority habitat, including Deciduous Woodland and Lowland Fens, in accordance with policy JP-G9;</u></p> <p>Delete criterion 14 of JP14 in its entirety.</p> <p>Add new criterion to policy JPA14 between criteria 14 and 15, as follows: <u>“Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p> <p>Modify criterion 15 of Policy JPA14, as follows: “Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality; and seek to achieve ‘good status’ as proposed under the EU Water Framework Directive;”</p> <p>Delete criterion 16 of JPA14 in its entirety.</p> <p>Modify criterion 17 of Policy JPA14, as follows: <u>“Make provision for onsite, and/or financial contributions towards Contribute to offsite, additional <u>primary and/or secondary school provision</u> places to meet needs generated by the <u>development</u> the increased demand that will be placed on existing primary and secondary school provision within the area, in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;”</u></p> <p>Delete criterion 18 of JPA14 in its entirety.</p> <p>Delete criterion 19 of JPA14 in its entirety.</p>

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			<p>Add in new criterion to end of policy JPA14 after criterion 24, as follows: <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO8	<p>JPA14 Broadbent Moss Reasoned Justification</p>	288 - 290	<p>Modify the fourth sentence of paragraph 11.152 of Policy JPA14 reasoned justification, as follows: “<u>It is therefore anticipated that around 874 998 homes will be delivered during the plan period.</u>”</p> <p>Modify the second sentence of paragraph 11.157 of the reasoned justification for Policy JPA14, as follows: <u>“Improvements to the highway network, including Bullcote Lane, Cop Road and the new access points proposed, will help to improve connectivity to the wider area by a range of modes of travel, in particular providing connections to Sholver.”</u></p> <p>Modify paragraph 11.158 of the reasoned justification for Policy JPA14, as follows: <u>“The main points of access to the site will be from Meek Street or Moss Lane to the west and Vulcan Street Ripponden Road to the east and (via JPA12 Beal Valley allocation) Oldham Road in the west. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect, and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses and for pedestrian and cyclists. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with Vulcan St Ripponden Road over the existing Metrolink line. At least one crossing point over the Metrolink line will be required to connect the eastern and western parts of the site. Access to the proposed new employment development will be via Meek Street or Moss Lane, and this</u></p>

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			<p><u>development will be connected to the rest of the allocation by accessible walking and cycling routes.”</u></p> <p>Modify paragraphs 11.159 and 11.160 of the reasoned justification for Policy JPA14, as follows:</p> <p>“It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide; <u>for</u></p> <p>a. <u>a.</u> new and/or improved ment of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. <u>b.</u> additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. <u>c.</u> provide for appropriate health and community facilities <u>in accordance with policies JP-P5 and JP-P6 and relevant</u></p> <p>These would need to be provided in line with local planning policy requirements and in liaison with the local authority.</p> <p>Insert new paragraph to reasoned justification for policy JPA14 after the modified paragraphs 11.159 and 11.160, as follows:</p> <p><u>“There is a need to define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</u></p> <p>Modify paragraph 11.161 of the reasoned justification, as follows:</p>

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			<p>“A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt. <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation provide, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p> <p>Insert new paragraph after paragraph 11.161 and modify paragraph 11.162 of the reason justification, as follows: <u>“Deciduous Woodland is located along the southern boundary to the east of the Metrolink line and outside the allocation boundary to the south of Cop Road. Lowland Fen priority habitat is located to the west of the Metrolink line.”</u></p> <p>“The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, priority habitats Deciduous Woodland, Lowland Fen and Pprotected Sspecies. The development of the two site allocations should include elements of partnership work with appropriate bodies, to ensure they contribute towards a wider ecological network approach.”</p> <p>Delete paragraphs 11.164 and 11.165 in their entirety.</p> <p>Modify paragraph 11.166 of the reasoned justification, as follows: “Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation</p>

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			<p><u>pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c)."</u></p> <p>Delete paragraph 11.167 in its entirety.</p> <p>Insert the following paragraph at the end of the reasoned justification for JPA14 after paragraph 11.169, as follows: <u>"The allocation is identified as containing Mineral Safeguarding Areas for brickclay (79.3% of the site); sand and gravel (29.7%); sandstone (19.2%) and surface coal (79.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMO9	JPA15 Chew Brook Vale (Robert Fletchers) Policy	290-292	<p>Add a second sentence to criterion 1 of Policy JPA15, as follows: <u>" . This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"</u></p> <p>Insert new criterion to Policy JPA15 after criterion 1, as follows: <u>"Deliver around 138 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;"</u></p> <p>Modify criterion 2 of Policy JPA15, as follows: <u>"Provide a range of commercial, leisure and retail facilities of up to 6,000 3,000 sqm in accordance with relevant local plan requirements, as part of a mix of uses, to support tourism and leisure facilities, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir;"</u></p>

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			<p>Delete criterion 3 of Policy JPA15 in its entirety.</p> <p>Modify criterion 4 of Policy JPA15, as follows: <u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7 including Provide an improved access off the A669 / A635 and improvements to the existing access road up to the mill complex, including the river crossing over Chew Brook, up to adoptable standards;“</u></p> <p>Delete criterion 5 and 6 of Policy JPA15 in their entirety.</p> <p>Modify the first sentence of criterion 7 of Policy JPA15, as follows: <u>“Incorporate multi-functional green and blue infrastructure and high levels of landscaping to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance pedestrian and cycling linkages with the neighbouring communities, including Greenfield, Dove Stone reservoir and the surrounding countryside.”</u></p> <p>Modify criterion 8 of Policy JPA15, as follows: “Be designed to minimise the landscape impact having regard to the findings and recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Open Moorlands and Enclosed Upland Fringes (Dark Peak); <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Open Moorlands and Enclosed Upland Fringes (Dark Peak) landscape character type in accordance with policy JP-G1 and the site’s proximity to Dove Stone Reservoir and the Peak District National Park;”</u></p> <p>Modify criterion 9 of Policy JPA15, as follows:</p>

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			<p>“Retain and enhance biodiversity within and adjoining the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment; <u>Make provision for biodiversity, including taking appropriate account of areas of adjoining priority habitat, including Deciduous Woodland, in accordance with policy JP-G9;</u>“</p> <p>Delete criterion 10 of Policy JPA15 in its entirety.</p> <p>Modify criterion 11 of Policy JPA15, as follows: “Ensure that development does not have an adverse impact on the integrity of the nearby Special Protection Area (SPA) and Special Area of Conservation (SAC). The recommendations from the Habitat Regulations Assessment must be considered; <u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7(c);</u>”</p> <p>Modify criterion 12 of Policy JPA15, as follows: “Be designed to relate positively to Chew Brook <u>along the northern boundary</u>, and other watercourses running through the site, integrating them as part of a <u>the</u> multi-functional green infrastructure network, creating a <u>green routes</u> along the <u>river / brook watercourses</u>, ensuring that development is set back to allow ecological movement, <u>and providing opportunities to improve the existing water quality;</u>”</p> <p>Delete criterion 13 of Policy JPA15 in its entirety.</p> <p>Modify criterion 14 of Policy JPA15, as follows: “Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; <u>Define and/or strengthen the</u></p>

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			<p><u>boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent.”</u></p> <p>Modify criterion 15 of Policy JPA15, as follows: “Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Delete criterion 16 of Policy JPA15 in its entirety.</p> <p>Modify criterion 17 of Policy JPA15, as follows: “Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;</u></p> <p>Delete criterion 18 of Policy JPA15 in its entirety.</p> <p>Modify criterion 19 of Policy JPA15, as follows: “Be informed by the findings and recommendations of the Historic Environment Assessment (2020) and addendum (2021) in the Plan’s evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; <u>Have regard to the setting of heritage assets in close proximity to the site, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed</u></p>

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			<p><u>Buildings, and be informed by a Heritage Statement which identifies those buildings and structures on the site that are considered to be non-designated assets and should be retained as part of development proposals. The alteration, extension or demolition of any buildings contributing to the landscape or heritage interest of the site will require clear justification in relation to the significance and setting of the asset within and/or in close proximity to the site; and“</u></p> <p>Delete criterion 20 of Policy JPA15 in its entirety.</p> <p>Modify criterion 21 of Policy JPA15, as follows: “Be informed by an appropriate flood risk assessment, which takes account of any recommendations from the Level 2 Strategic Flood Risk Assessment Site Summary Report, and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. <u>Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere.</u> The strategy should include details of full surface water management throughout the site <u>which should be integrated into as part of the proposed multi-functional green and blue infrastructure and include the de-culverting of Fletcher’s Brook and the creation of an open channel watercourse running through, and discharging downstream, of the site.</u> Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere. Natural sustainable drainage systems should be integrated to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and opportunities to use natural flood management and highway SUDs features should be explored.”</p>
MMO10	JPA15	292-294	<p>Modify paragraph 11.171 of the reasoned justification, as follows: “<u>The site is in a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester. As such, there may be an</u></p>

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	Chew Brook Vale (Robert Fletchers) Reasoned Justification		<p>opportunity to deliver to achieve complementary tourism and leisure development as part of a mix of uses on the site where these are in accordance with relevant local plan requirements, such as a small convenience retail or café that may benefit the visitor economy given its proximity to Dove Stone Reservoir. to enhance the sub-region's visitor and destination offer. The development of the site for leisure and tourism uses will also capture leisure spend in the local economy due to its proximity to the RSPB reserve, Dove Stone Reservoir and the Saddleworth villages, and create employment opportunities. The Any tourism and leisure offer provided on the site should capitalise on, and complement, its location in a way that is sensitive to its unique setting.</p> <p>Modify the first sentence of paragraph 11.172 of the reasoned justification, as follows: “The site provides the potential to provide a range of <u>dwelling</u>s, including high-quality family and executive homes, in an attractive and desirable rural location.”</p> <p>Modify paragraph 11.175 of the reasoned justification for Policy JPA15, as follows: “The policy seeks multi-functional green and blue infrastructure and high levels of landscaping as part of the comprehensive development of the site. This includes the retention and enhancement of existing public rights of way and recreation routes to improve linkages to and from the site to <u>Greenfield, Dove Stone Reservoir, the Peak District National Park and the wider surrounding countryside. It will also be important to ensure that any development is designed to relate positively to Chew Brook which runs along the northern boundary and any other watercourses running through the site so as to allow for ecological movement.</u>”</p> <p>Modify paragraph 11.176 of the reasoned justification, as follows: “Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. Given the proximity of the site any development will need to have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act 1995. This will be addressed through policies elsewhere in the Plan, such as policy JP-C7 in relation to the requirements for transport</p>

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			<p><u>assessments, and criteria above addressing matters such as landscape and green infrastructure.</u></p> <p>Modify paragraph 11.177 of the reasoned justification, as follows: “Development must follow the legal and policy requirements of protecting irreplaceable habitats and the mitigation hierarchy of doing everything possible to avoid and then minimise the impact on biodiversity, and only then after taking all measures compensate for losses that cannot be avoided. Meaningful biodiversity net gain is then applied on top of this approach. The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland adjoining the site.”</p> <p>Insert three new paragraphs after paragraph 11.177 of Policy JPA15 reasoned justification, as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p><u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p> <p><u>“There is a need to define and/or strengthen the boundaries of the Green Belt around the whole site utilising existing landscape features and incorporating high quality boundary</u></p>

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			<p><u>treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.</u></p> <p>Delete paragraph 11.178 in its entirety.</p> <p>Modify paragraph 11.179 of the reasoned justification, as follows: “These would need to be provided in line with local planning policy requirements and in liaison with the local authority. It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.”</p> <p>Modify the third and fourth sentences of paragraph 11.180 of the reasoned justification, as follows: “Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment and having regard to the Historic Environment Assessment (2020) and addendum (2021). Any development proposals should also have regard to the findings and recommendations of the Oldham Mill Strategy. Development should conserve heritage assets and their setting in accordance with policy JP-P2 and relevant local plan requirements.”</p> <p>Modify third, fourth and fifth sentences of paragraph 11.181 of the reasoned justification, as follows: “A comprehensive drainage strategy, including a maintenance plan, for the whole site would be required as part of the more detailed masterplanning stage to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and</p>

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			<p>uncoordinated development. As part of the strategy for surface water management across the site Fletcher's Brook should be de-culverted and an open space channel watercourse created that runs through, and discharges downstream of, the site. When preparing the strategy, regard <u>Regard should also be had to the SUDS guidance set out in the Greater Manchester Level 1 Strategic Flood Risk Assessment and other National Standards (such as CIRIA, Water UK Design and Construction Guidance).</u>"</p>
MMO11	JPA16 Cowlshaw Policy	295- 296	<p>Modify criterion 2 of Policy JPA16, as follows:</p> <p><u>"Deliver around 460 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs, including the delivery of a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;"</u></p> <p>Delete criterion 3 of Policy JPA16, in its entirety.</p> <p>Modify criterion 4 of Policy JPA16, as follows: "Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be Cocker Mill Lane to the southern part of the site, with an emergency/controlled secondary access to Cowlshaw,, Kings Road to the west where any access arrangements will need to take account of the nearby priority habitats and children's play area central part of the site that lies to the north of Cowlshaw Farm and Denbigh Drive to the north where, with access will be limited to the small parcel at the north only. An emergency / controlled secondary access to the site should be provided via Cowlshaw;"</p> <p>Modify criterion 5 of Policy JPA16, as follows: "Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality</p>

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			<p>walking and cycling infrastructure and public transport facilities; <u>Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify criterion 6 of Policy JPA16, as follows: “<u>Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site and around the main development areas. This is to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Make provision for green infrastructure (incorporating the retention and enhancement of existing public rights of way where appropriate), landscaping and biodiversity, including taking appropriate account of Cowlshaw Ponds SBI, the areas of priority habitat near to Kings Road, areas of woodland and other features on the site, so as to mitigate its environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;</u>”</p> <p>Modify criterion 7 of Policy JPA16, as follows: “<u>Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines; Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;</u>”</p> <p>Delete criterion 8 and 9 of Policy JPA16 in their entirety.</p> <p>Add new criterion to Policy JPA16 between criteria 9 and 10, as follows: “<u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c); and</u>”</p>

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			<p>Modify criterion 10 of Policy JPA16, as follows: “Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the retention, or relocation to elsewhere in the site, of the existing play area off Kings Road, commensurate with the demand generated and local surpluses and deficiencies, in accordance with relevant local planning policy requirements. This includes the retention or relocation if required, and improvement of, the existing play area off Kings Road within the site”</p> <p>Modify criterion 11 of Policy JPA16, as follows: “Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority; Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5.”</p> <p>Delete criterion 12, 13 and 14 of Policy JPA16 in their entirety.</p>
MMO12	JPA16 Cowlshaw Reasoned Justification	297- 298	<p>Add new paragraph between paragraphs 11.187 and 11.188, as follows: <u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).”</u></p> <p>Delete paragraph 11.188 in its entirety.</p> <p>Modify paragraphs 11.189 and 11.190 of the reasoned justification for Policy JPA16, as follows:</p>

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			<p>“It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and takes account of the increased demand it may place on existing provision. As such, any development would need to provide:for</p> <p>a. new and/or improvedment of existing open space, sport and recreation facilities; <u>as well as</u></p> <p>b. additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. provide for appropriate health and community facilities <u>in accordance with policies JP-P5 and JP-P6 and</u></p> <p>These would need to be provided in line with relevant local planning policy requirements and in liaison with the local authority.”</p> <p>Delete paragraph 11.191 in its entirety.</p>
MMO13	JPA17 Land south of Coal Pit Lane (Ashton Road) Policy	298-300	<p>Add second sentence to criterion 1 of Policy JPA17, as follows: “<u>. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;</u>”</p> <p>Modify criterion 2 of Policy JPA17, as follows: “Deliver around 175 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing <u>and affordable homes in accordance with relevant local plan requirements;</u>”</p> <p>Delete criterion 3 of Policy JPA17 in its entirety.</p> <p>Modify criterion 4 of Policy JPA17, as follows: “Provide for appropriate access points to and from the site in liaison with the local highway authority. As part of this, provision should be made to safeguard a route from the north</p>

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			<p><u>western edge of the site through to Coal Pit Lane, linked to the internal infrastructure of the site Provide for appropriate access points to and from the site in liaison with the local highway authority, with the main point of access being from Ashton Road. In addition, ensure that vehicular access from the western edge of the site is safeguarded so as to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane (Limeside) and that the layout of development and design of roads within the site are capable of accommodating the said link road;”</u></p> <p>Modify criterion 5 of Policy JPA17, as follows: “Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site; Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</p> <p>Modify criterion 6 of Policy JPA17, as follows: “Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; Make provision for green infrastructure, landscaping and biodiversity, including taking appropriate account of areas of priority habitat, including Deciduous Woodland, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;”</p> <p>Modify criterion 7 of Policy JPA17, as follows:</p>

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			<p>“Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;</u>”</p> <p>Delete criterion 8, 9 and 10 of Policy JPA17 in their entirety.</p> <p>Modify criterion 11 of Policy JPA17, as follows: “Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. <u>Define and/or strengthen the boundaries of the Green Belt to the south and west of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u>”</p> <p>Modify criterion 12 of Policy JPA17, as follows: “Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u>”</p> <p>Modify criterion 13 of Policy JPA17, as follows: “Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through expansion of existing facilities or through the provision of new school facilities, in liaison with the local education authority <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;</u>”</p> <p>Delete criterion 14, 15, 16 and 17 of Policy JPA17 in their entirety.</p>

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			<p>Modify criterion 18 of Policy JPA17, as follows: “<u>Incorporate necessary remediation measures in areas which are affected by previous coal mining contamination and have been previously worked for landfill on the site purposes;</u>”</p> <p>Add in new criterion to end of policy JPA17 after criterion 18, as follows: <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO14	<p>JPA17 Land south of Coal Pit Lane (Ashton Road)</p> <p>Reasoned Justification</p>	301	<p>Amend paragraph 11.196 of the reasoned justification, as follows: “The development will need to provide for suitable access to the site, in liaison with the local highway authority with the main point of access being from. Potential access points to the site may be from Coal Pit Lane and Ashton Road. The allocation provides an opportunity to consider <u>As part of bringing this site forward consideration should be given as to how movement and connectivity along Coal Pit Lane can be enhanced to improve highway safety; for vehicles, pedestrians, and cyclists and vehicles. As such, any development will be required to safeguard a vehicular access from the western edge of the site to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane, Limeside. To facilitate this the layout of development and design of roads within the site will need to be capable of accommodating the future link road. provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, with appropriate links through the site to an appropriate access onto Ashton Road.</u>”</p> <p>Modify paragraphs 11.197 and 11.198 of the reasoned justification, as follows: “<u>It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide: for</u></p>

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			<p>a. new and/or improved<u>ment of existing open space, sport and recreation facilities; as well as</u></p> <p>b. additional school places through the expansion of existing facilities or provision of new school facilities; and</p> <p>c. provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and</p> <p>These would need to be provided in line with relevant local planning policy requirements and in liaison with the local authority.”</p> <p>Modify paragraph 11.199 of the reasoned justification, as follows: “The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, <u>including areas of Deciduous Woodland located throughout the site.</u>”</p> <p>Modify paragraph 11.200 of the reasoned justification, as follows: Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The allocation is contained by permanent, physical boundaries, to the north and east. However, there is a need to define and/or strengthen the boundaries of the Green Belt to the south and west of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.</p> <p>Add new paragraph to reasoned justification after paragraph 11.200, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p> <p>Delete paragraph 11.201 of the reasoned justification in its entirety.</p> <p>Modify paragraph 11.203 of the reasoned justification, as follows: “There has been previous coal mining and are a number of historic landfill on the sites, as such there will need to be liaison with the Coal Authority and the necessary within the allocation. Necessary remediation measures in areas affected by contamination and previously worked for landfill purposes should be undertaken.”</p> <p>Add new paragraph to the end of the reasoned justification after paragraph 11.203, as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.4% of the site); and surface coal (96.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMO15	Picture 11.28 JPA18 South of Rosary Road	302	<p>Modify “Picture 11.28 JPA18 South of Rosary Road” See Annex 3, Map MMO15</p>
MMO16	JPA18 South of Rosary Road Policy	302-303	<p>Modify criterion 2 of Policy JPA18, as follows: “The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert’s Fold;”</p> <p>Modify criterion 3 of Policy JPA18, as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding areas, including off site highway improvements, high quality walking and cycling infrastructure and public transport facilities; <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u>”</p> <p>Modify criterion 4 of Policy JPA18, as follows: “Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features; <u>Make provision for green infrastructure and biodiversity net gain across the site, incorporating a suitable landscaping buffer between the proposed houses and the adjoining Bankfield Clough SBI and Deciduous Woodland priority habitat, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;</u>”</p> <p>Modify criterion 5 of Policy JPA18, as follows: “Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys; <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;</u>”</p> <p>Delete criterion 6 and 7 of Policy JPA18 in their entirety.</p> <p>Modify criterion 8 of Policy JPA18, as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt; Define and/or strengthen the boundary of the Green Belt to the south of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;”</p> <p>Modify criterion 9 of Policy JPA18, as follows: “Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</p> <p>Delete criterion 10 of Policy JPA18 in its entirety.</p> <p>Modify criterion 11 of Policy JPA18, as follows: “Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;”</p> <p>Delete criterion 12 of Policy JPA18 in its entirety.</p> <p>Modify criterion 13 of Policy JPA18, as follows: “Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Take appropriate account of relevant heritage assets, and their settings, including Enhancements between the</p>

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			<p>development and Bank Top Farmhouse (Grade II listed building) to the south of the site, in accordance with policy JP-P2 should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development; and “</p> <p>Delete criterion 14 and 15 of Policy JPA18 in their entirety.</p> <p>Add in new criterion to end of policy JPA18 after criterion 18, as follows: <u>“Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMO17	JPA18 South of Rosary Road Reasoned Justification	304- 305	<p>Modify paragraphs 11.207 and 11.208 of the reasoned justification, as follows: “It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide: for a. new and/or improved<u>ment</u> of existing open space, sport and recreation facilities; <u>as well as</u> b. additional school places through the expansion of existing facilities or provision of new school facilities; and c. provide for appropriate health and community facilities in accordance with policies JP-P5 and JP-P6 and relevant These would need to be provided in line with local planning policy requirements and in liaison with the local authority.”</p> <p>Modify paragraph 11.209 of the reasoned justification, as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“Bankfield Clough SBI and an area of <u>Deciduous Woodland</u> priority habitat sit just outside the eastern and southern boundary fall within the site along the eastern boundary. Any development should incorporate a landscaping buffer between the proposed houses and adjoining SBI and priority habitat as part of the wider green infrastructure network for the site. This area should form part of the wider landscaping and green infrastructure network for the site and be retained and enhanced as part of the biodiversity hierarchy within the site.”</p> <p>Modify paragraph 11.210 of the reasoned justification, as follows: “Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure. The allocation is contained by permanent, physical boundaries, to the north, east and west. However, there is a need to define and/or strengthen the Green Belt boundary to the south utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”</p> <p>Add new paragraph after paragraph 11.210 of the reasoned justification, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add new paragraph to the end of the reasoned justification after paragraph 11.212, as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (98.1% of the site); and surface coal (98.1%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure</u></p>

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			<u>that specific mineral resources of local or national importance are not unnecessarily sterilised.</u> "

Chapter Eleven - Strategic Allocations in Rochdale Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMR1	Picture 11.29 Rochdale District Overview	306	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMR1
MMR2	JPA19 Bamford and Norden Policy	307 - 308	<p>Modify criterion 1 as follows: “1. Deliver around 450 new homes predominantly in the western and southern parts of the site, with a focus on larger, higher value family housing to balance out the current offer within the borough and <u>including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots, to reflect the grain and density of the surrounding residential areas, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;”</u></p> <p>Modify criterion 2 as follows: “2. Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. The residential development on the site will provide contributions towards <u>the improvement of the facilities which will create a high quality recreational and sports ‘hub’ serving the local area and the borough as a whole. The development should incorporate existing public rights of way along with new routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site;”</u></p> <p>Modify criterion 3 to add additional sentence as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>3....<u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1</u></p> <p>Modify criterion 6 as follows: Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Delete criterion 7 in its entirety.</p> <p>Delete criterion 8 in its entirety.</p> <p>Modify criterion 9 as follows: 9. <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1. This should take take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area and ensure there are high quality links/routes to the wider countryside;</u></p> <p>Modify to add new criterion after criterion 9 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2.</u></p> <p>Modify criterion 10 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>10. Ensure that the design of the scheme preserves or enhances the setting of the listed Bamford United Reform Church immediately to the south of the site. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process; <u>Take appropriate account of relevant heritage assets and their settings, including the listed Bamford United Reform Church, in accordance with Policy JP-P2</u></p> <p>Modify criterion 11 as follows: <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5</u> Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and</p> <p>Delete criterion 12 in its entirety.</p> <p>Modify to add new criterion after criterion 12 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR3	JPA19 Bamford and Norden	308 - 309	<p>Modify paragraph 11.213 as follows: “11.213. Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for <u>housinghomes</u> within the area. It is one of the most significant areas of larger, higher value <u>housinghomes</u> within the sub-region and is considered to be a desirable and aspirational place to live. ... <u>Rochdale currently has a</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p><u>relatively small proportion of properties in Council Tax bands E and above and the conurbation as a whole. Properties in these bands are situated in well-landscaped settings, with spacious plot sizes and larger internal floorspaces.</u> The provision of such housing is important to ensure that a good range of housing is available across the plan area to support economic growth and will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.”</p> <p>Modify paragraph 11.214 as follows: “11.214 ... Any proposal should seek to ensure that these pitches and the other sporting facilities are retained and significantly enhanced as part of a high quality, integrated development, and the residential development on the site should contribute towards the <u>delivery of these improvements.</u> ...</p> <p>Modify paragraph 11.217 as follows: “11.217....It is important that any development does not have a negative impact on <u>Ashworth Valley this natural asset</u> and where practical historic field boundaries as identified in the Bamford /Norden Heritage Assessment should be retained and incorporated into the masterplan...”</p> <p>...The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. <u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. This requirement offers an opportunity to improve existing routes along with other identified improvements. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)...”</u></p> <p>Modify to add new paragraph after 11.219 as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.9% of the site); sand and gravel (10.6%); sandstone (22.0%) and surface coal (99.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR4	JPA20 Castleton Sidings Policy	310 - 311	<p>Modify criterion 1 as follows: 1. <u>Deliver around 125 high-quality homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority higher value family housing, and affordable housing in accordance with relevant local plan requirements;</u> Modify criterion 2 as follows: 2. <u>Create an area of accessible open space on the part of the site to be retained as Green Belt as part of a multi-functional green and blue infrastructure network. This will include defining a new Green Belt boundary to the west of the residential development that will comprise physical features that are readily recognisable and likely to be permanent and mitigation of the visual and noise impacts of the nearby railway. Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site being redeveloped as an area of open space or nature conservation area and retained within the Green Belt;</u> Modify criterion 3 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>3. The north east of the site will accommodate a temporary rail halt and associated parking <u>Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a provision of tram-train infrastructure trial project if progressed in this location;</u></p> <p>Delete criterion 5 in its entirety.</p> <p>Delete criterion 6 in its entirety.</p> <p>Modify criterion 7 of JPA20 as follows: 7. Provide <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include the provision of good quality pedestrian and cycling routes through the site to Heywood Road/Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course in order to facilitate safe and convenient links access to the centre of Castleton and the Castleton Bee Network scheme, the nearby railway Castleton station, bus stops and westwards to employment locations around Heywood;</u></p> <p>Delete criterion 8 in its entirety.</p> <p>Delete criterion 9 in its entirety.</p> <p>Modify Criterion 10 of JPA20 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>10. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 50 dwellings or more;</p> <p>Delete criterion 11 in its entirety.</p> <p>Addition of new criterion after criterion 11 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify criterion 12 as follows: 12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and</u></p> <p>Modify to add new criterion after criterion 12 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMR5	JPA20 Castleton Sidings Reasoned Justification	311 - 312	<p>Modify paragraph 11.220 as follows: <u>11.220. "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan...."</u></p> <p>Modify paragraph 11.222 as follows: 11.222 ...<u>"The redevelopment of the site as a whole does offer the opportunity to create a high-quality area of accessible open space or an area for nature conservation on the western part of the site to be retained as Green Belt"</u></p> <p><u>"...Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, this area also provides an opportunity to provide compensatory improvements to retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p>In addition to this, t<u>The proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents..."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to delete part of paragraph 11.222 as follows: “...Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to and from the assets and ensure the new development avoids being overly dominant...”</p> <p>Modify paragraph 11.223 as follows: 11.223 A designated National and European site is located close to the site. Therefore, any impact from the new development and any associated traffic generated will need to be taken into account. The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.</p> <p>Modify to add new paragraph after 11.224 as follows: “The allocation is identified as containing Mineral Safeguarding Areas for brickclay (72.8% of the site); sand and gravel (57.8%); and surface coal (72.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</p>

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MMR6	JPA21 Crimble Mill Policy	313 - 314	<p>Modify criterion 1 as follows:</p> <p>1. Deliver around 250 new homes, including higher value family housing <u>provision of larger (4, 5 and 6 bedroom) houses</u>, or similar types of larger homes as agreed with the Local Planning Authority, <u>and affordable housing in accordance with relevant local plan requirements</u>, within an attractive riverside setting; This includes <u>the provision of new homes within the converted Grade II* Listed Crimble Mill and on adjoining parts of the allocation retained in the Green Belt, in accordance with national policy relating to the partial or complete redevelopment of previously developed land in the Green Belt.;</u></p> <p>Modify to re-order criterion 4 to become criterion 2 and to the wording as follows: 2. 4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development; <u>Secure the conversion and long term future of the listed mill buildings as part of a comprehensive, high quality development through masterplanning, design codes and a phasing and delivery strategy;</u></p> <p>Modify to re-order Criterion 2 to become Criterion 3 and to wording as follows: 3. 2. Protect and enhance the character and significance of the mill complex in order to secure the long term future of these nationally significant Listed Buildings. This will include detailed masterplanning to be informed by the Crimble Mill Historic Environment Assessment 2020; <u>Protect and enhance the significance of the listed mill buildings and their setting, having regard to the Crimble Mill Historic Environment Assessment 2020;</u></p> <p>Modify to re-order criterion 5 to become criterion 4, and to wording as follows: 4. 5. The detailed layout of any scheme should respect the setting of the Listed mill complex and <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of</u></p>

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			<p><u>the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1 having regard to the adjacent Queens Park, the River Roch and the wider river valley setting, including the incorporation of high-quality green and blue infrastructure;</u></p> <p>Modify to add additional criterion after criterion 5 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 6 in its entirety.</p> <p>Modify criterion 7 as follows: 7. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access from an improved Crimble Lane access from the A58 as well as from Mutual Street and/or Woodland Road. This should also include retaining and enhancing existing rights of way and general access through and around the site including:</u> <u>New and improved walking and cycling access to the adjacent Queens Park;</u> <u>Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and</u> <u>Facilitating a route adjacent to the River Roch to support the wider Roch Valley Way;</u></p> <p>Delete criterion 9 in its entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 10 in its entirety.</p> <p>Modify criterion 11 as follows: 11. Any proposal should provide some land adjacent to the existing <u>primary</u> school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to serve<u>meet</u> the <u>needs generated by the development in accordance with policy JP-P5; and</u></p> <p>Modify to add additional criterion after criterion 11 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR7	JPA21 Crimble Mill Reasoned Justification	313 - 314	<p>Modify to add section to paragraph 11.226 as follows: 11.226 <u>"...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan</u></p> <p>Modify to add new paragraph after 11.227 as follows: <u>"Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester</u></p>

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			<p><u>Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify to add new paragraph after paragraph 11.229 as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.8%of the site); sand and gravel (52.8%); and surface coal (96.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR8	JPA22 Land north of Smithy Bridge Policy	315 - 317	<p>Modify criterion 1 as follows:</p> <p>1. Deliver around 300 new homes, including <u>provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;</u> higher value family housing, to meet needs within the local area and to attract and retain higher income households, taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal;</p> <p>Modification to criterion 3 as follows:</p> <p>3. Deliver a landscape-led development, <u>incorporating high-quality green and blue infrastructure, which maximises that takes advantage of the site’s attractive setting next to Hollingworth Lake and the Rochdale Canal and reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1</u> its Pennine fringe setting and takes account of views from and into the site, including the incorporation of high-quality green and blue infrastructure;</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 4 in its entirety.</p> <p>Delete criterion 5 in its entirety.</p> <p>Delete criterion 7 in its entirety.</p> <p>Modify criterion 8 as follows: Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;</u></p> <p>Modify to add new criterion between criteria 8 and 9 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify criterion 9 as follows: 9. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 50 dwellings or more;</p> <p>Modify to add additional criterion after criterion 9 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);</u></p> <p>Modify criterion 10 as follows: 10. Facilitate the delivery of a new primary school and associated outdoor playing space. at the southern end of the site. <u>Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5 and contribute to additional primary and secondary places to meet demand arising from the new development; and</u></p> <p>Modify criterion 11 as follows: 11. Deliver the provision of replacement visitor car parking to replace the existing spaces lost on the car park at the southern end of the site. <u>Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost; and</u></p> <p>Modify to add new criterion after criterion 11 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR9	JPA22 Land north of Smithy Bridge	316 - 317	<p>Modify to add section to paragraph 11.230 as follows: 11.230 “...<u>Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Reasoned Justification		<p><u>competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.”</u></p> <p>Modify to add additional sentence to end of paragraph 11.231 as follows: “...Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. <u>Given these important linkages, the masterplanning of the site should have regard to the proposed residential development to the north.”</u></p> <p>Modify to add new paragraph after 11.231 as follows: “<u>Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).</u>”</p> <p>Modify paragraph 11.232 as follows: “Designated National and European sites are located immediately adjacent to the site and in the wider landscape area. Therefore, any impact from the new development and any associated traffic generated will need to be taken into account. <u>The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units. to ensure that development close to the canal is designed sensitively to the protected habitat.”</u></p>

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			<p>Modify to add section to paragraph 11.232 as follows: <u>“...The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).”</u></p> <p>Modify paragraph 11.235 as follows: “The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. <u>Any spaces lost as a result of the development</u> This will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets...”</p> <p>Modify to add additional paragraph after 11.235 as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sandstone (34.7%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR10	JPA23 Newhey Quarry Policy	317 - 318	<p>Modify criterion 1 as follows: 1. Deliver around 250 new homes, including <u>provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and higher value family-affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 2 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>2. ... The northern and eastern parts of the site could include larger, higher value housing to diversify housing choice in the local area;</p> <p>Modify criterion 4 as follows:</p> <p>4. Create a unique, high quality development including attractive and interesting open spaces and landscaping <u>incorporating water features and safeguarding and enhancing biodiversity.</u> This should include by carrying out any necessary re-profiling of the quarry face, which is retained within the Green Belt. incorporating water features and safeguarding and enhancing biodiversity;</p> <p>Modify to add new criterion after criterion 4 as follows: <u>Define and/or strengthen the Green Belt boundaries around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;</u></p> <p>Modify to add new criterion before criterion 5 as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Delete criterion 5 in its entirety.</p> <p>Modify criterion 6 as follows:</p> <p>6. Ensure that the design of the scheme preserves and enhances the setting of the listed St Thomas Church immediately to the west of the site, provides a buffer zone to the east of Bradley Farmhouse and avoids the use of Bradley Lane for vehicular access; <u>Take appropriate</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>account of relevant heritage assets, and their settings, including the listed St Thomas Church and Bradley's Farmhouse, in accordance with Policy JP-P2;</u></p> <p>Modify criterion 7 as follows: 7. Provide publicly available car parking to serve the Metrolink stop in Newhey and, <u>if necessary</u>, the residents on Huddersfield Road to alleviate on-street parking issues;</p> <p>Delete criterion 8 in its entirety.</p> <p>Delete criterion 9 in its entirety.</p> <p>Modify criterion 10 as follows: 10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This will include retaining and enhancing existing rights of way and creating a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycling / walking network;</u></p> <p>Modify criterion 11 as follows: 11. Provide safe and appropriate vehicular access to serve the proposed residential development and car parking via the existing access <u>entefrom Huddersfield Road; and</u></p> <p>Modify criterion 12 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5</u>Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities;</p> <p>Modify to add additional criterion after criterion 12 as follows: <u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and</u></p> <p>Modify to add new criterion after the final criterion as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR11	JPA23 Newhey Quarry Reasoned Justification	318 - 319	<p>Modify paragraph 11.236 as follows: <u>11.236 "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."</u></p> <p>Modify paragraph 11.237 as follows: <u>"11.237... In addition to parking to serve the Metrolink stop, the development should, if necessary, also provide parking for residents on Huddersfield Road....."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add section to paragraph 11.238 as follows: <u>11.238 "...Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The retained Green Belt within the allocation provides some opportunities for improvements. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p><u>"...The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."</u></p> <p>Modify to add additional paragraph after paragraph 11.238 as follows: <u>"The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sand and gravel (0.9%); sandstone (10.4%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMR12	JPA24 Roch Valley Policy	320-321	<p>Modify criterion 1 as follows: <u>1. Deliver around 200 homes including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements, higher value family homes, on</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>the northern half of the site adjacent to existing residential areas, to be accessed primarily from Smithy Bridge Road to the east;</p> <p>Modify criterion 3 as follows:</p> <p>3. Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS);</p> <p>Modify criterion 4 as follows:</p> <p>4. <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1</u> Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials useds, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site;</p> <p>Modify criterion 5 as follows:</p> <p>5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation for areas specified in the Roch Valley Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application;</p> <p>Delete criterion 6 in its entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 7 in its entirety.</p> <p>Modify criterion 8 as follows: 8. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include maintaining and enhancing pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south;</u></p> <p>Modify criterion 9 as follows: 9. The layout of the schemedevelopment <u>should be designed in a way so as not to preclude the future delivery of the eastern section of a proposed potential residential-relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site; and</u></p> <p>Modify criterion 10 of as follows: 10. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add new criterion after criterion 10 as follows: <u>Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and</u></p> <p>Modify to add new criterion at the end of JPA24 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR13	JPA24 Roch Valley Reasoned Justification	322 - 323	<p>Modify to add section to paragraph 11.239 as follows: <u>11.239 "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."</u></p> <p>Modify paragraph 11.243 as follows: "11.243 The river valley setting of the site, <u>as part of the Pennine Foothills (West/South Pennines) landscape character type</u>, means that the impact of any development must be taken into account in terms of any design and layout."</p> <p>Modify paragraph 11.244 as follows: "11.244 This site provides an opportunity to deliver<u>accommodate</u> the eastern section of this road as part of a high-quality residential layout."</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify to add new paragraph after paragraph 11.244 as follows: <u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).”</u></p> <p>Modify to add new final paragraph to reasoned justification for JPA24 as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.3% of the site); sandstone (94.5%) and surface coal (99.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMR14	JPA25 Trows Farm Policy	322 - 323	<p>Modify criterion 1 as follows: <u>1. Deliver around 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, incorporating a good mix of house types including higher value family housing and provision for affordable housing in accordance with relevant local plan requirements;</u></p> <p>Modify criterion 2 to add additional sentence as follows: <u>2....This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1</u></p> <p>Modify criterion 3 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p data-bbox="698 311 2036 512">3. Provide access to the site primarily via Cowm Top Lane to the north <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access to the site from Cowm Top Lane, as well as facilitating safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;</u></p> <p data-bbox="698 564 1137 596">Delete criterion 4 in its entirety.</p> <p data-bbox="698 649 1137 681">Delete criterion 5 in its entirety.</p> <p data-bbox="698 734 1102 766">Modify criterion 6 as follows:</p> <p data-bbox="698 778 2036 1023">6. Use the topography and contours within the site to d<u>Deliver a well-designed scheme which incorporates good quality green and blue infrastructure that reflects and responds to the special qualities and sensitivities of the key characteristics of the Urban Fringe Farmland landscape character type in accordance with policy JP-G1 having regard to the topography of the site, its prominent location adjacent to the M62 and A627(M) motorways, and existing biodiversity and greenspace corridors;</u></p> <p data-bbox="698 1075 1137 1107">Delete criterion 7 in its entirety.</p> <p data-bbox="698 1160 1137 1192">Delete criterion 9 in its entirety.</p> <p data-bbox="698 1244 1155 1276">Delete criterion 10 in its entirety.</p> <p data-bbox="698 1329 1122 1361">Modify criterion 12 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and</u></p> <p>Modify to add additional criterion after criterion 12 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMR15	JPA25 Trows Farm Reasoned Justification	323 - 324	<p>Modify paragraph 11.245 as follows: <u>11.245 "...Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."</u></p> <p>Modify paragraph 11.246 as follows: "11.246 ... High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be provided<u>facilitated</u> as part of the development.... "</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete paragraph 11.249 in its entirety.</p> <p>Modify to add additional paragraph after paragraph 11.250 as follows:</p> <p><u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (100% of the site); sand and gravel (99.5%); and surface coal (100%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

Chapter Eleven - Strategic Allocations in Salford Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMS1	Picture 11.37 Salford District Overview	325	Modify picture to reflect modifications elsewhere in the plan, such as the land supply, the Green Belt boundary, the change to the JPA26 allocation boundary and the removal of JPA28. See Annex 3, Map MMS1
MMS2	Picture 11.38 JPA26 Hazlehurst Farm	326	Modify Picture 11.38 See Annex 3, Map MMS2
MMS3	JPA26 Hazlehurst Farm Policy	326-327	<p>Modify criterion 1 of policy JPA26 as follows:</p> <p>“1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;”</p> <p>Modify criterion 2 of policy JPA26 as follows:</p> <p>“2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed towards off-site provision;”</p> <p>Add new criterion below criterion 2 of policy JPA26 and modify criteria 3 and 4 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including:</u></p> <p>3. a) <u>Being</u> designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;</p> <p>4. b) <u>Incorporating</u> attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;”</p> <p>Add new criterion below criterion 5 in policy JPA26 as follows:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 10 of policy JPA26 as follows:</p> <p><u>“Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> and avoid harm to protected species;”</u></p> <p>Add new criterion below criterion 10 in policy JPA26 as follows:</p> <p><u>“Make provision for biodiversity in accordance with policy JP-G9;”</u></p> <p>Delete criterion 11 of policy JPA26 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“11. Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site;”</p> <p>Modify criterion 12 of policy JPA26 as follows:</p> <p>“12. Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements;”</p> <p>Modify criterion 13 of policy JPA26, as follows:</p> <p>“13. Provide mitigation to address noise <u>and air</u> pollution from nearby roads;”</p> <p>Delete criterion 14 of policy JPA26 as follows:</p> <p>“14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and”</p> <p>Add new criterion below criterion 14 in policy JPA26 as follows:</p> <p><u>“Contribute to the achievement of recreation space standards in accordance with local planning policies;”</u></p> <p>Add new criterion below criterion 15 in policy JPA26 as follows:</p> <p><u>“Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and”</u></p> <p>Add second new criterion below criterion 15 in policy JPA26 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMS4	<p>JPA26 Hazelhurst Farm</p> <p>Reasoned Justification</p>	327	<p>Delete the last sentence of paragraph 11.251 in the reasoned justification to policy JPA26:</p> <p>“A desk-based assessment of the site’s archaeological interest will be required.”</p> <p>Add new paragraph to the reasoned justification to policy JPA26 (below paragraph 11.251) to read as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add a second new paragraph to the reasoned justification to policy JPA26 (below paragraph 11.251) to read as follows:</p> <p><u>“The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMS5	JPA27 East of Boothstown	328-329	Modify criterion 1 of policy JPA27 as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>“1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), <u>consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council,</u>”</p> <p>Modify criterion 2 of policy JPA27 as follows:</p> <p>“2. <u>Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision</u> Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed to off-site provision;”</p> <p>Add new criterion below criterion 2 in policy JPA27 as follows:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 9 of policy JPA27 as follows:</p> <p><u>“Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> and avoid harm to protected species;”</u></p> <p>Add a new criterion below criterion 9 in policy JPA27 as follows:</p> <p><u>“Make provision for biodiversity in accordance with policy JP-G9;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add a second new criterion below criterion 9 in policy JPA27 as follows:</p> <p><u>“Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the southern part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided;”</u></p> <p>Add a third new criterion below criterion 9 of policy JPA27 and modify criteria 10 and 11 as follows:</p> <p><u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including:</u></p> <p>40. a) <u>Ensuring</u> good quality access by walking and cycling for all residents to services and facilities in Boothstown and the local area, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south, including through the provision of a high quality network of pedestrian and cycle routes throughout the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road;</p> <p>41. b) <u>Securing</u> further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route to RHS Garden Bridgewater, Worsley Village and Boothsbank Park;</p> <p>Modify criterion 12 of policy JPA27 as follows:</p> <p><u>“12. Include a new neighbourhood equipped area of play and contribute to the achievement of recreation space standards in accordance with local planning policies;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new criterion below criterion 12 in policy JPA27 as follows:</p> <p><u>“Make financial contributions for offsite additional primary and/or secondary provision to meet needs generated by the development, in accordance with JP-P5;”</u></p> <p>Delete criterion 13 of policy JPA27 as follows:</p> <p>“13. Retain or replace existing playing fields;”</p> <p>Delete criterion 14 of policy JPA27 as follows:</p> <p>“14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;”</p> <p>Modify criterion 17 of policy JPA27 as follows:</p> <p>“17. Incorporate mitigation to address noise <u>and air</u> pollution from nearby roads.”</p> <p>Modify criterion 18 of policy JPA27 as follows:</p> <p><u>“18. Take appropriate account of relevant heritage assets, and their settings, including Worsley Hall Garden Cottage; the Bothy; and Worsley Park, in accordance with policy JP-P2; Conserve and enhance the setting of nearby heritage assets and, informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan’s evidence base and any Heritage Impact Assessment submitted as part of the planning application process; and”</u></p> <p>Add new criterion below criterion 19 in policy JPA27 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMS6	<p>JPA27 East of Boothstown</p> <p>Reasoned Justification</p>	329-330	<p>Add new paragraph to the reasoned justification to policy JPA27 (below paragraph 11.252) to read as follows:</p> <p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Delete the first sentence of paragraph 11.253 as follows:</p> <p>“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.”</p> <p>Add new paragraph to the reasoned justification (below paragraph 11.253) to read as follows:</p> <p><u>“The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p> <p>Add a second new paragraph below paragraph 11.253 of the reasoned justification to read as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“The Natural England/Defra ‘Peaty Soils Location (England)’ layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the southern part of the site to the north of the Bridgewater Canal. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.”</u></p>
MMS7	JPA28 North of Irlam Station	330-333	Delete policy JPA28 along with the supporting text and picture 11.40, in its entirety. Remove the allocation from the policies map as a consequential change.
MMS8	JPA29 Port Salford Extension Policy	334-336	<p>Modify the last sentence of paragraph 1 to policy JPA29 as follows:</p> <p>“This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities <u>(Use Class B8)</u> but also incorporating high quality manufacturing floorspace <u>(Use Classes E(g)(iii) and B2).</u>”</p> <p>Modify criterion 1 of policy JPA29 as follows:</p> <p><u>“Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD), consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council. Central to the masterplan shall be the consideration of opportunities to restore</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site;”</u></p> <p>Delete criterion 2 of policy JPA29 in it’s entirety.</p> <p>Add new criterion below criterion 4 of policy JPA29 and modify criteria 5, 6, 7 and 8 as follows:</p> <p><u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including:</u></p> <p>5. a) <u>Delivering</u> necessary highway improvements of a strategic and local nature to cater for the additional traffic created by the expansion of Port Salford in a way that is compatible with any proposals for the enhancement of the wider motorway network and ensures the safe and efficient operation of the local road network;</p> <p>6. b) <u>Incorporating</u> suitable HGV parking provision to cater for the area’s anticipated use, including as appropriate stop over provision, and amenity facilities to serve the needs of HGV drivers;</p> <p>7. c) <u>Providing</u> high quality walking and cycling routes from across the site to the bus stops on the A57 and the wider pedestrian and cycling network including Port Salford Greenway;</p> <p>8. d) <u>Maximising</u> links to existing public transport services and support new routes and enhanced services as appropriate, including accommodating a potential extension of the Trafford Park Metrolink line to serve Port Salford;</p> <p>Delete criterion 10 of policy JPA29 and replace with a new criterion as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Take appropriate account of relevant heritage assets, and their settings, including Barton Aerodrome and the listed buildings within it, in accordance with policy JP-P2;”</u></p> <p>Add a second new criterion below criterion 10 of policy JPA29 as follows:</p> <p><u>“Define and/or strengthen the boundaries of the Green Belt to the north and south of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;”</u></p> <p>Add a third new criterion below criterion 10 of policy JPA29 as follows:</p> <p><u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>Modify criterion 11 of policy JPA29 as follows:</p> <p>“11. Justify and provide full compensation for the loss of the golf course in accordance with paragraph 97 of the NPPF (February 2019) or any subsequent revision of national planning policy Manage the loss of recreation land and facilities in accordance with local planning policies;”</p> <p>Add new criterion under criterion 11 as follows:</p> <p><u>“Make provision for biodiversity in accordance with policy JP-G9. Where appropriate and necessary, the priority for any off-site nature conservation enhancements will be the Foxhill Glen Site of Biological Importance and ecological enhancements to remaining areas of Green Belt to the site’s south-western and north-eastern boundaries;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 12 of policy JPA29 as follows:</p> <p>“12. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam), achieve a minimum 10% net gain in biodiversity and mitigate the environmental impacts of development including noise;”</p> <p>Modify criterion 13 of policy JPA29 as follows:</p> <p>“13. Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> and avoid harm to protected species;”</p> <p>Modify criterion 14 of policy JPA29 as follows:</p> <p>14. Be supported by breeding and winter bird surveys to understand and mMinimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to <u>and demonstrate</u> that displacement is possible into the wider landscape;</p> <p>Delete criterion 15 of policy JPA29 as follows:</p> <p>“15. Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;”</p> <p>Delete criterion 16 of policy JPA29 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“16. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;”</p> <p>Modify criterion 18 as follows:</p> <p>“Minimise the loss of the carbon storage function of the peat and avoid any adverse impacts on the hydrology of surrounding areas of peat/mossland, whilst ensuring that there is no potential for future problems of land stability or subsidence; Undertake hydrological and ground investigations to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats either within the site and/or in other parts of Chat Moss;”</p> <p>Delete criterion 23 of policy JPA29 as follows:</p> <p>“23. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and”</p> <p>Add new criterion below criterion 24 of policy JPA29 as follows:</p> <p><u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMS9	JPA29	337-338	Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.264) to read as follows:

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	<p>Port Salford Extension</p> <p>Reasoned Justification</p>		<p><u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Add a new paragraph above paragraph 11.266 of the reasoned justification to policy JPA29 to read as follows:</p> <p><u>“The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.”</u></p> <p>Delete the second part of paragraph 11.266 of the reasoned justification to policy JPA29, as follows:</p> <p>Delete the last two sentences of paragraph 11.266 of the reasoned justification to policy JPA29 as follows:</p> <p>“11.266... For any planning applications within the boundary of the allocation involving a floorspace of over 1,000 sqm, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.267) to read as follows:</p> <p><u>“The allocation is identified as containing a Mineral Safeguarding Area for brick and clay (4.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

Chapter Eleven - Strategic Allocations in Tameside Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTa1	Picture 11.42 Tameside District Overview	339	Modify picture to reflect modifications elsewhere in the plan, such as the land supply, the Green Belt boundary and the boundary modification of JPA32. See Annex 3, Map MMTa1
MMTa2	JPA30 Ashton Moss West Policy	340-341	<p>Modify criterion 1 of policy JPA30 as follows: “1. Deliver around 160,000 square metres of employment floorspace, primarily within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes;”</p> <p>Modify criterion 2 of policy JPA30 as follows: “...developed through engagement with the local community, Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Delete criterion 3 of policy in it’s entirety.</p> <p>Modify criterion 4 of policy JPA30 as follows: “4. Be informed by an assessment of <u>Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;</u>”</p> <p>Delete criteria 5 of policy JPA30 in it’s entirety.</p> <p>Delete criteria 6 of policy JPA30 in it’s entirety.</p> <p>Delete criteria 8 of policy JPA30 in it’s entirety.</p> <p>Delete criterion 9 of policy JPA30 in it’s entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criteria 10 of policy JPA30 in it's entirety.</p> <p>After criteria 10 of policy JPA30 insert the following new criteria: New <u>"Make provision for vehicular access into the site from the A6140 Lord Sheldon Way and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"</u></p> <p>Replacement of criterion 11 of policy JPA30 with a new criterion as follows: "11. Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station;"</p> <p>New <u>"Ensure the masterplan layout is designed so as not to preclude highway access to the rail line to the northern boundary and land is set aside in that location to accommodate provision for a potential future rail station;"</u></p> <p>Delete criteria 12 of policy JPA30 in it's entirety.</p> <p>Delete criteria 13 of policy JPA30 in it's entirety.</p> <p>Replacement of criterion 14 of policy JPA30 with a new criterion as follows: "14. Protect and enhance key landscape and ecological features, including trees, watercourses and ponds;"</p> <p>New <u>"Make provision for biodiversity, including taking appropriate account of priority species and ecological features in accordance with policy JP-G9;"</u></p> <p>Delete criterion 15 of policy JPA30 in it's entirety</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 16 of policy JPA30 as follows: <u>“16. Incorporate and enhance as attractive and desirable routes existing public rights of way including that between the community of Littlemoss to the north and the Metrolink stop at Ashton Moss to the south and the active travel route along the site's western edge;”</u></p> <p>Delete criterion 17 of policy JPA30 in it’s entirety.</p> <p>Delete criterion 18 of policy JPA30 in it’s entirety.</p> <p>After criteria 18, insert the following three new criterion into policy JPA30 as follows: New <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>New <u>“Use suitable construction techniques to ensure that any impact on the carbon storage function of deep peat is minimised; and”</u></p> <p>New <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMTa3	JPA30 Ashton Moss West Reasoned Justification	341 - 344	<p>Modify paragraph 11.268 of policy JPA30 as follows: “...This should primarily fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key growth <u>economic</u> sectors within Tameside...”</p> <p>Modify paragraph 11.274 of policy JPA30 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>“11.274 One of the principle challenges to developing Ashton Moss West is the <u>underlying peat overlain with a volume of placed material...</u>”</p> <p>After paragraph 11.283, insert two new paragraphs to the reasoned justification to policy JPA30 as follows: New <u>“Where land is to be removed from the Green Belt, national planning policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects related to this site have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>New <u>“The allocation is identified as containing Mineral Safeguarding Areas for brick clay (92.4% of the site) and surface coal (92.4% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMTa4	JPA31 Godley Green Garden Village Policy	344-346	<p>Delete criteria 1 and 2 of policy JPA31 and replace with a new criterion, after criteria 2 as follows: “1. Construct around 2,350 new homes;”</p> <p>“2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;”</p> <p>New <u>“Make provision for around 2,350 new homes across a range of types and tenures having regard to the Council’s most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council’s affordable housing requirements;”</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify criterion 4 of policy JPA31 as follows: “...Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Modify criterion 5 of policy JPA31 as follows: “5. Be informed by an assessment of <u>Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;</u>”</p> <p>Delete criteria 6 of policy JPA31 in it’s entirety.</p> <p>Delete criteria 7 of policy JPA31 in it’s entirety.</p> <p>Replace criterion 9 of policy JPA31 with a new criterion as follows: “9. Establish two connected villages, each with their own distinct identity and served by a local hub offering flexible workspace opportunities and a range of community, retail, cultural and leisure uses, separated by Godley Brook as a central landscape feature;”</p> <p>New <u>“Establish two connected villages, each with their own distinct identity and separated by Godley Brook as a central landscape feature. Each village should be served by a local hub offering flexible workspace opportunities and a range of appropriate community, retail, cultural and leisure uses required to serve local needs;”</u></p> <p>Modify criterion 10 of policy JPA31 as follows: “10. Deliver higher density residential development around Hattersley train station <u>in accordance with JP-H4,</u> and <u>around</u> the village hubs;”</p> <p>After criteria 10 insert the following new criteria into policy JPA31 as follows: New <u>“Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, set aside land</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>within the allocation to facilitate the expansion of Alder High School in accordance with policy JP-P5, to be completed in an early phase of development;</u></p> <p>Delete criteria 11 of policy JPA31 in it's entirety.</p> <p>Delete criterion 12 of policy JPA31 in it's entirety.</p> <p>Delete criteria 13 of policy JPA31 in it's entirety.</p> <p>Delete criteria 14 of policy JPA31 in it's entirety.</p> <p>Insert, after criteria 14, the following new criterion: New <u>"Make provision for vehicular access into the site from the A560 Mottram Old Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"</u></p> <p>Delete criteria 15 of policy JPA31 in it's entirety.</p> <p>Modify criterion 16 of policy JPA31 as follows: "16. Provide, in the<u>an</u> early phase of development..."</p> <p>Delete criteria 17 of policy JPA31 in it's entirety.</p> <p>Delete criteria 18 of policy JPA31 in it's entirety.</p> <p>Modify criterion 19 of policy JPA31 as follows: "19. Incorporate and enhance as attractive and desirable routes, existing public rights of way and<u>, the Trans Pennine Trail, and linkages to local assets such as Hyde town centre, schools, public transport services and Werneth Low Country Park;"</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criterion 20 of policy JPA31 in it's entirety .</p> <p>Delete criteria 21 of policy JPA31 in it's entirety.</p> <p>After criteria 21, insert a new criterion to policy JPA31 as follows: <u>New "Make provision for biodiversity, including taking appropriate account of the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood, priority species and ecological features in accordance with policy JP-G9;"</u></p> <p>Delete criteria 22 of policy JPA31 in it's entirety.</p> <p>Delete criteria 23 of policy JPA31 in it's entirety.</p> <p>Delete criteria 24 of policy JPA31 in it's entirety .</p> <p>Insert the following four new criterion, after criteria 24, into policy JPA31 as follows: <u>New "Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);"</u></p> <p><u>New "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the vicinity of the site in accordance with policy JP-G2; and"</u></p> <p><u>New "Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTa5	JPA31 Godley Green Garden Village Reasoned Justification	346 – 349	<p>Within paragraph 11.284 delete footnote reference 131, as follows: “...enshrined in Garden City principles⁽⁴³⁴⁾ and is a logical sustainable extension to the existing urban area.”</p> <p>And delete footnote itself, as follows: “434-Understanding Garden Villages”</p> <p>Insert the following new paragraphs, into the reasoned justification for policy JPA31, after paragraph 11.284 as follows: New “<u>The Garden City principles, as set out by the Town and Country Planning Association, are a distillation of the key elements that have made the Garden City model of development so successful. Together, these principles form an indivisible and interlocking framework for the delivery of high-quality places. The Garden City principles are:</u> <u>Land value capture for the benefit of the community.</u> <u>Strong vision, leadership and community engagement.</u> <u>Community ownership of land and long-term stewardship of assets.</u> <u>Mixed-tenure homes and housing types that are genuinely affordable.</u> <u>A wide range of local jobs in the Garden City within easy commuting distance of homes.</u> <u>Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.</u> <u>Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.</u>”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.</u></p> <p><u>Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.</u></p> <p><u>National policy states delivering new homes can often be best achieved through planning for larger scale development, such as by following Garden City principles. These principles are an overarching concept that should be considered as appropriate at all stages of the development process, in particular during the masterplanning and design code phase.</u></p> <p>Modify paragraph 11.286 of the reasoned justification to policy JPA31 as follows: “...diversity of housing opportunities. This could include the provision of older persons housing and plots for custom and self-build. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy positive technology (i.e. producing more energy than is consumed).”</p> <p>Modify paragraph 11.287 of the reasoned justification to policy JPA31 as follows: “11.287 Older persons housing and plots for custom and self build will also feature as important elements of the housing mix in the Garden Village and some should be affordable to those on lower and middle incomes seeking this type of opportunity. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).”</p> <p>Insert, after paragraph 11.299, a new paragraph into the reasoned justification for policy JPA31 as follows: New <u>“The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat</u></p>

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			<p><u>sites. Consequently, development on site that is within 7km of the SAC and SPAs should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G 5, criterion 7 (c)."</u></p> <p>Insert, after paragraph 11.300, the following three new paragraphs into the reasoned justification for policy JPA31, as follows:</p> <p>New <u>"Strengthening the Green Belt boundary is an important requirement for the proposed southern boundary along the A560. For example, strengthening the boundary could be through additional woodland planting. This will increase the future distinction between retained Green Belt land and the allocation."</u></p> <p>New <u>"Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."</u></p> <p>New <u>"The allocation is identified as containing Mineral Safeguarding Areas for brick clay (22.5% of the site), sand and gravel (29.0% of the site) and sandstone (1.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."</u></p>
MMTa6	Picture 11.45 JPA32 South of Hyde	349	Modify Picture 11.45. See Annex 3, Map MMTa6

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTa7	JPA32 South of Hyde Policy	349 – 351	<p>Delete criteria 1 and 2 of policy JPA32 and replace with a new criterion, after criteria 2 as follows:</p> <p>“1. Construct around 440 new homes;”</p> <p>“2. Deliver homes across a range of types and tenures in accordance with the Council’s most up to date Housing Needs Assessment;”</p> <p>New <u>“Make provision for around 440 new homes, across a range of types and tenures having regard to the Council’s most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council’s affordable housing requirement;”</u></p> <p>Delete criterion 3 of policy JPA32 in it’s entirety.</p> <p>Modify criterion 4 of policy JPA32 as follows: “...Council and other appropriate stakeholders, <u>in accordance with policy JP-D1;</u>”</p> <p>Delete criterion 5 of policy JPA32 in it’s entirety.</p> <p>Delete criterion 6 of policy JPA32 in it’s entirety.</p> <p>Modify criterion 9 of policy JPA32 as follows: “9. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road, <u>having regard to the Landscape Character and Sensitivity Assessment within the plan’s evidence base, and the guidance and opportunities identified within the Pennine Foothills (Dark Peak) character type;</u>”</p> <p>Modify criterion 10 of policy JPA32 as follows: “10. Sustain and enhance both designated and non-designated <u>Take appropriate account of relevant heritage assets, and their settings, including the Grade II* listed Apethorn Farmhouse</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>and Grade II Pole Bank Hall, <u>in accordance with policy JP-P2. This shall include delivery of the sensitive restoration and long-term future use of the Grade II* listed Apethorn Farmhouse within an early phase of development so as to facilitate its removal from the Heritage at Risk Register;</u></p> <p>Modify criterion 11 of policy JPA32 as follows: “11. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan’s evidence base and any updated Historic Impact Assessment(s) submitted as part of the planning application process;”</p> <p>Delete criterion 12 of policy JPA32 in it’s entirety.</p> <p>Modify criterion 13 of policy JPA32 as follows: “13. Make financial <u>Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate for offsite additional primary and/or secondary provision to meet needs generated by the development in accordance with JP-P5;</u>”</p> <p>Delete criterion 14 of policy JPA32 in it’s entirety.</p> <p>Insert the following new criteria into policy JPA32 after policy criteria 14, as follows: New “<u>Make provision for vehicular access into the east and west parcels from the A560 Stockport Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u>”</p> <p>Delete criteria 15 of policy JPA32 in it’s entirety.</p> <p>Delete criteria 16 of policy JPA32 in it’s entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Delete criteria 17 of policy JPA32 in it's entirety.</p> <p>Modify criterion 18 of policy JPA32 as follows: <u>"18. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way and linkages to other recreational assets, including the Peak Forest Canal, Trans Pennine Trail and Werneth Low Country Park;"</u></p> <p>Delete criteria 19 of policy JPA32 in it's entirety.</p> <p>Delete criteria 20 of policy JPA32 in it's entirety.</p> <p>Insert the following new criteria to policy JPA32, after criteria 20, as follows: <u>New "Make provision for biodiversity, including taking appropriate account of the designated Pole Bank Site of Biological Importance, priority species and ecological features in accordance with policy JP-G 9;"</u></p> <p>Delete criteria 21 of policy JPA32 in it's entirety.</p> <p>Delete criterion 22 of policy JPA32 in it's entirety.</p> <p>Delete criterion 23 of policy JPA32 in it's entirety.</p> <p>Insert the following four new policy criterion into policy JPA32, after criteria 23, as follows: <u>New "Define and strengthen the boundaries of the Green Belt between the eastern development parcel and the adjoining retained Green Belt to the south such that they will comprise physical features that are readily recognisable and likely to be permanent;"</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>New <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;”</u></p> <p>New <u>“Make provision for flood risk and drainage having regard to the findings of, and indicative mitigation identified in the Strategic Flood Risk Assessment within the plan’s evidence base and prepare a site-wide drainage strategy; and”</u></p> <p>New <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMTa8	JPA32 South of Hyde Reasoned Justification	351-354	<p>Modify paragraph 11.301 of the reasoned justification to policy JPA32 as follows: “...high quality and accessible neighbourhood that enshrines Garden City principles and is a logical, sustainable, extension to the suburb of Gee Cross.”</p> <p>Modify paragraph 11.305 of the reasoned justification to policy JPA32 as follows: “11.305 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. <u>This could include older persons housing and plots for custom and self-build. There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy positive technology (i.e. producing more energy than is consumed).</u>”</p> <p>Modify paragraph 11.306 of the reasoned justification to policy JPA32 as follows: “11.306 Older persons housing and plots for custom and self build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity. There is potential to deliver innovative and creative <u>development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).</u>”</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>After paragraph 11.312, insert the following two new paragraphs to the reasoned justification of policy JPA32 as follows:</p> <p>New <u>“Strengthening the Green Belt boundary is an important requirement for the proposed eastern part of the allocation and the retained Green Belt land to the south. For example, strengthening the boundary could be through additional woodland planting. This will help to increase the future distinction and permanence between the retained Green Belt land and the allocation.”</u></p> <p>New <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify paragraph 11.313 of the reasoned justification to policy JPA32 as follows: “...should be used to guide the masterplanning and development, alongside Garden City principles, as an attractive, functional...”</p> <p>Modify paragraph 11.314 of the reasoned justification to policy JPA32 as follows: “11.314 Neighbourhoods will be linked via safe walking and cycling routes, <u>including existing public rights of way such as the Cown Edge Way, and public open spaces...</u>”</p> <p>Modify paragraph 11.319 of the reasoned justification to policy JPA32 as follows: “11.319 Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles...”</p> <p>Insert, after paragraph 11.319, a new paragraph to the reasoned justification to policy JPA32 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>New <u>“The allocation is identified as containing Mineral Safeguarding Areas for brick clay (66.4% of the site), surface coal (66.4% of the site) and sandstone (13.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

Chapter Eleven - Strategic Allocations in Trafford Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMTr1	Picture 11.46 Trafford District Overview	355	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary – See Annex 3, Map MMTr1
MMTr2	Picture 11.48 JPA33 New Carrington	357	<p>Modify picture 11.48 to clarify that picture 11.48 is indicative only. Amend title of Picture 11.48 to:</p> <p><i>Picture 11.48 New Carrington <u>Indicative</u> Allocation Policy Plan</i></p> <p>Modify picture 11.48 to label the area identified as ‘Local Plan’ to ‘Mixed Residential and Employment Use’. Also to add the ‘Character Areas’ to the plan. See Annex 3, Map MMTr2</p>
MMTr3	JPA33 New Carrington Policy	356 - 363	<p>Modify Criterion 1 as follows:</p> <p>1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been <u>developed in consultation with the local community, and approved by the Local Planning Authority. The masterplan must include a phasing and delivery strategy as required by policy JP-D1. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on parts of the site. It should also have regard to the anticipated Hynet North West Hydrogen pipeline (as relevant). The masterplan will be prepared in partnership with key stakeholders to ensure the site <u>whole allocation</u> is planned and delivered in a coordinated and comprehensive manner, <u>with proportionate contributions to fund necessary infrastructure;</u></u></p> <p>Add new criterion under Criterion 1 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Have regard to the relevant Health and Safety Executive’s consultation zones and Land Use Planning advice;</u></p> <p>Modify Criterion 2, as follows: 2. Deliver around 5,000 units, of which 4,300 will be delivered in the plan period at Carrington / Partington and Sale West; , in the following distinct character areas, as set out on the Allocation Policy Plan:-</p> <ul style="list-style-type: none"> • Carrington Village – approximately 600 units– • Sale West – approximately 1,450 units– • East Partington – approximately 2,600 units– • Warburton Lane – approximately 420 units– <p>Delete Criteria 3 - 5 in their entirety.</p> <p>Modify Criterion 6 as follows: 6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area (<u>as set out on the Indicative Allocation Plan (Picture 11.48)</u>):</p> <ul style="list-style-type: none"> • <u>Central Carrington Village</u> – average 35 dph • Sale West – average 40 dph • <u>East Partington East</u> – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55 dph will be appropriate close to the local centre; • Warburton Lane – average 25 dph <p>Modify Criterion 7 as follows: 7. Provide <u>Make provision for</u> a minimum of 15% affordable housing across the New Carrington allocation <u>to be provided in accordance with local policy requirements in relation</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>to type and tenure. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas</p> <p>Modify Criterion 8 as follows: 8. Make <u>appropriate</u> specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;</p> <p>Modify Criterion 9 as follows: Deliver around 350,000 sqm (gross) of employment opportunities for <u>B2 / B8 uses</u>; industry and warehousing as set out on the Allocation Policy Plan</p> <p>Delete Criteria 10 -13 in their entirety.</p> <p>Modify Criterion 14 as follows: 14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car; <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify Criterion 15 as follows: Deliver a network of safe cycling and walking routes through the allocation <u>and linking to surrounding areas, including</u> utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;</p> <p>Modify Criterion 16 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook <u>and the disused railway line between Timperley and Irlam</u>, to successfully integrate development;</p> <p>Modify Criterion 17 as follows: 17. <u>Provide an east / west</u> Utilise the route of the disused railway line through the site as a strategic sustainable transport corridor across the site from the Manchester Ship Canal to Sale to link with <u>providing links from New Carrington to the wider area as part of the Carrington Greenway scheme which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west public transport linkages;</u></p> <p>Modify Criterion 18 as follows: 18. <u>Contribute to new / enhanced bus services and</u> Deliver bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;</p> <p>Modify Criterion 19 as follows: 19. <u>Facilitate delivery of</u> Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures.</p> <p>Delete Criterion 19, i-iii in its entirety.</p> <p>Delete Criterion 20 in its entirety.</p> <p>Modify Criterion 21 as follows: 21. <u>Provide</u> Create a new local centre comprising a range of small shops with convenience shopping facilities and services providing up to in the region of 2,500 sqm of retail floorspace, within the East-Partington <u>East</u> development area at a scale to serve the needs</p>

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			<p>of the proposed communities and improve the sustainability of the wider Partington and Carrington area</p> <p>Modify Criterion 22 as follows: Provide a new Neighbourhood Centres at <u>in the Central Carrington Village and Sale West character areas</u> to provide local services and community facilities <u>to meet local needs</u></p> <p>Modify Criterion 23 as follows: 23. Provide and contribute to the provision of <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, make provision for a new primary school on site, in accordance with JP-P5; places. Extensions will be required to primary and secondary schools in Partington and Sale West;</u></p> <p>Delete Criterion 24 in its entirety.</p> <p>Modify Criterion 25 as follows: 25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, <u>publicly accessible green infrastructure;</u></p> <p>Modify Criterion 26 as follows: 26. Create defensible <u>Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent; boundaries utilising, where appropriate, existing landscape features;</u></p> <p>Modify Criterion 27 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>27. <u>Make provision for compensatory improvements to</u> Mitigate any impact and improve the environmental quality and accessibility of remaining Green Belt land <u>within and/or in the vicinity of the site in accordance with policy JP-G2;</u></p> <p>Modify Criterion 28 as follows: 28. Provide significant areas of open and <u>publicly</u> accessible green space throughout the allocation as part of the wider strategic green infrastructure network. <u>Creating These will</u> provide important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;</p> <p>Delete Criterion 29 in its entirety.</p> <p>Modify Criterion 30 as follows: Provide a range of types and sizes of open space within the allocation boundary in accordance with <u>local planning policy requirements</u> the Council's open space and outdoor sports policies, including local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long-term maintenance;</p> <p>Modify Criterion 31 as follows: 31. Protect the <u>Provide</u> strategic green spaces at Salway West identified broadly in the <u>locations identified on the Indicative Allocation Policy Plan (Picture 11.48) and promote their use as an accessible green infrastructure area.</u> These areas <u>will be</u> protected from development and proposals will need to demonstrate how they and will deliver improved green infrastructure and access (including new or improved public rights of way), to these parcels to mitigate the impacts of development</p> <p>Modify Criterion 32 as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Protect and enhance natural environment assets within the site and the surrounding area, Make provision for biodiversity, including taking appropriate account of including Brookheys Covert Site of Special Scientific Interest (SSSI), eight local Sites of Biological Importance (SBIs), and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation, in accordance with Policy JP-G9;</p> <p>Add new criterion after Criterion 32 as follows: <u>Undertake hydrological and ground investigations as necessary to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats elsewhere within the site;</u></p> <p>Modify Criterion 33 as follows: 33. Achieve enhanced delivery of ecosystem services through the restoration and creation of <u>wildlife corridors, steppingstone habitats and</u> areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester and, <u>in accordance with policy JP-G2. These areas will seek to deliver the objectives of the Great Manchester Wetlands Nature Improvement Area;</u></p> <p>Modify Criterion 35 as follows: 35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve ‘good’ status as required under the North West River Basin Management Plan (2019);</p> <p>Delete Criterion 36 in its entirety.</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify Criterion 37 as follows: Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at <u>New Carrington</u></p> <p>Modify Criterion 38 as follows: 38. <u>Reflect and respond to the special qualities and sensitivities of the key characteristics of the Mossland and Lowland Farmland landscape character type in accordance with Policy JP-G1, Conserve and enhance local landscape character, including particularly as regards layout and design that respects the settings of the Dunham Massey estate, Warburton Village and Warburton Deer Park;</u></p> <p>Modify Criterion 39 as follows: Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area</p> <p>Modify Criterion 40 as follows: Ensure new development is place-led, creative and contextual in its response, respecting the local character, <u>heritage</u> and positive local design features of the area;</p> <p>Delete Criterion 41 in its entirety.</p> <p>Modify Criterion 43 as follows: 43. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted as part of the planning application process <u>Take appropriate account of relevant heritage assets and their settings, including the Warburton</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>Deer Park, listed buildings and areas of high archaeological potential in the south west of the site, in accordance with Policy JP – P2;</u></p> <p>Delete Criteria 44 - 48 in their entirety.</p> <p>Modify criterion 49 as follows: 49. Mitigate flood risk and surface water management issues, both within and beyond the site, including provision of SUDS through the design and layout of development and in accordance with an allocation wide a flood risk, foul and surface water management strategy, <u>which will form part of the Masterplan/delivery strategy (Criterion 1); The allocation wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;</u></p> <p>Delete Criteria 50-51 in their entirety.</p> <p>Modify Criterion 53 as follows: Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, including HS2, and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;</p> <p>Modify Criterion 54 as follows: Improvements to the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements-; <u>and</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Add new Criterion after Criterion 54 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u></p>
MMTr4	<p>JPA33 New Carrington Reasoned Justification</p>	363 - 368	<p>Modify paragraph 11.320 as follows: 11.320 The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site. <u>As set out on the Indicative Allocation Plan (Picture 11.48) the allocation includes areas identified for residential use, employment use and mixed residential and employment use. This is alongside areas of retained Green Belt, Strategic Green Spaces and strategic transport improvements.</u></p> <p>Modify paragraph 11.321, second sentence, as follows: Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan /SPD which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West.</p> <p>Add the following sentence at the end of paragraph 11.321: <u>All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.</u></p> <p>Add a new paragraph under paragraph 11.321 as follows: <u>The masterplan will need to have regard to the presence of peat on parts of the site and identify opportunities to restore habitats and minimise the loss of carbon as part of the</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>development. The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.</u></p> <p>Add a new paragraph under paragraph 11.321 as follows: <u>Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.</u></p> <p>Delete paragraph 11.322 in its entirety.</p> <p>Modify by inserting a new paragraph after paragraph 11.322: <u>In determining any planning application up to date advice from the Health and Safety Executive (HSE) will be needed to understand the full extent of the HSE consultation zone constraints in relation to existing uses and the Hynet North West Hydrogen pipeline.</u></p> <p>Modify by inserting a new paragraph after paragraph 11.323 as follows: <u>Picture 11.48 identifies four distinct residential character areas across the allocation: Central Carrington, Partington East, Sale West and Warburton Lane. The approximate number of units expected in each character area is set out below. These are not policy requirements but they reflect the average density which is considered to be appropriate in each area (Criterion 6):</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<ul style="list-style-type: none"> • <u>Central Carrington – approx. 600 units</u> • <u>Partington East – approx. 2,600 units</u> • <u>Sale West – approx. 1,450 units</u> • <u>Warburton Lane – approx. 400 units</u> <p>Delete paragraph 11.324 in its entirety.</p> <p>Modify paragraph 11.326 of as follows: Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. <u>Reflecting the PfE Viability Assessment, the policy requires a minimum of 15% affordable housing to be delivered across the whole allocation. To achieve this, it is possible that some parts of the allocation will need to deliver a higher proportion of affordable housing than others. This should be considered as part of the preparation of the masterplan, the delivery strategy and through individual planning applications. The Council will monitor affordable housing provision across the allocation to ensure the 15% overall requirement is met. The type and tenure of any affordable housing provision should be delivered in accordance with the Trafford Local Plan. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.</u></p> <p>Modify paragraph 11.327 first and second sentence, as follows: 11.327 Employment development <u>for B2 / B8 uses</u> will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing Control of Major Accidents Hazards (COMAH) HSE consultation zone constraints.</p>

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			<p>Delete paragraph 11.328 – 11.330 in their entirety.</p> <p>Modify paragraph 11.331, as follows: A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. <u>Development will also need to be connected to existing communities and, where required, overcome any physical barriers to ensure it is integrated.</u> The development should have regard to the Greater Manchester Transport Strategy 2040 refresh, providing improved links to the city centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the <u>Cadishead viaduct disused rail route</u>. This route will <u>form part of the wider deliver the Carrington Greenway scheme providing an important sustainable transport active travel link to Irlam Station, and improved east/west connections through the New Carrington site and linking to surrounding communities.</u> as well as a potential future public transport corridor.</p> <p>Modify paragraph 11.334, as follows The New Carrington Transport Locality Assessment also identified key highway junctions which <u>may</u> will require intervention to mitigate the impact of development, as well as other link roads which will be required to access development parcels within the site. The detailed design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.</p> <p>Modify paragraph 11.336 first and second sentence as follows: 11.336 A new local centre, located in the east Partington <u>East</u> character area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs <u>in the</u> at Sale West and <u>Central Carrington Village character areas.</u></p>

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			<p>Modify paragraph 11.337 final sentence, as follows: Development will also be required to provide new and improved health facilities to support the new community, <u>as required by Policy JP-P6.</u></p> <p>Modify by inserting a new paragraph under paragraph 11.338, as follows: <u>The new Green Belt boundary is defined by existing features such as hedgerows, roads and field boundaries, although in some locations there is a need to strengthen the boundary as part of the development. This includes the southern boundary of the employment land, which is not currently identifiable, as well as the boundary to the east of the Manchester United Football Club training facilities. The new Green Belt boundary to the east of the Altrincham Waste Water Treatment Works should also be strengthened.</u></p> <p>Modify paragraph 11.339, third sentence as follows: Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the <u>strategic green spaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail.</u></p> <p>Modify paragraph 11.340, second sentence as follows: This includes <u>the eight SBIs within the site boundary and the habitats and green corridors along Sinderland Brook and Red Brook.</u></p> <p>Modify paragraph 11.341 as follows: Parts of the allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area <u>potentially particularly suitable for peat restoration or to important wetland habitats.</u> Much of the area which may be is <u>is suitable for peatland restoration or wetland habitats restoration</u> is within</p>

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			<p>the identified Green Belt gap and it will therefore be protected from development. <u>Other other locations within the proposed development area across the site will require ground investigations to establish the depth and quality of peat and to consider the potential for restoration, alongside development also be considered in relation to their wetlands potential. Regard should also be had to the hydrology of development parcels and surrounding areas in assessing the impact on peat.</u></p> <p>The Carrington area is included in the <u>locally determined</u> Great Manchester Wetlands Nature Improvement Area <u>whose objectives seek to deliver a living landscape between Greater Manchester and Merseyside through identified wildlife corridors and through the complementary creation of, or restoration of, wetland habitat. and has been identified as New Carrington has the potentially to be an</u> important part of a developing <u>this</u> Wetlands Ecological Network <u>through the creation and restoration of wetland habitats and their designation in the Local Plan, where appropriate.</u> In addition, the conservation of organic soils will help to reduce carbon emissions.</p> <p>Delete paragraph 11.342 in its entirety.</p> <p>Modify paragraph 11.343 as follows: 11.343 Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside. <u>Development should have</u>ing regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features <u>important to the Mossland and Lowland Farmland landscape character type of the area in particular hedgerows, ditches, rides and small pockets of woodland</u> and the introduction of additional tree planting and vegetation to soften new development. Areas of the site <u>and surrounding area</u>, such as Warburton Deer Park, <u>Warburton Village Conservation Area</u> and Carrington Moss, have particularly high landscape sensitivity <u>as regards views south to Warrington and Cheshire and therefore</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>development proposals in these areas will need to <u>have regard to these sensitivities (where relevant) and demonstrate</u> how any landscape impact can be appropriately mitigated.</p> <p>Modify paragraph 11.344 as follows: 11.344 The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in the Council's adopted <u>relevant Design Guides / Codes</u>. Specific parameters for the development of the site will be set out in the Masterplan /SPD.</p> <p>Modify paragraph 11.345, final sentence as follows: Issues such as design and linkages <u>to existing communities and</u> through the site should be carefully considered.</p> <p>Modify paragraph 11.346 of Policy JPA33 as follows: The New Carrington Historic Environment Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. <u>The Assessment makes recommendations for mitigation and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.</u> The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. Other areas of the Carrington site which are of potentially high value include areas of peat where assessments to establish the depth and condition of any remaining peat will be required. For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.</p>

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			<p>Delete paragraph 11.347 in its entirety.</p> <p>Modify paragraph 11.348 as follows: 11.348 A high-quality coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for the area – <u>this is required as part of the overall Delivery Strategy (Criterion 1)</u>. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.</p> <p>Modify paragraph 11.349 as follows: 11.349 Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. The brook currently has a rating of ‘moderate’ under the EU Water Framework Directive, and the development should seek opportunities to improve this to ‘good’.</p> <p>Insert new paragraph under paragraph 11.351 as follows: <u>The allocation is identified as containing a Mineral Safeguarding Area for sand and gravel (26.5%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u></p>

Chapter Eleven - Strategic Allocations in Wigan Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMW1	Picture 11.49 Wigan District Overview	369	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary. See Annex 3, Map MMW1
MMW2	JPA34 M6 Junction 25 Policy	370-371	<p>Modify Policy JPA34 (criterion 1), as follows: <u>“Be in accordance with a comprehensive masterplan that is agreed with by the Council, and is effectively informed by detailed site investigations and other constraints. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;”</u></p> <p>Modify Policy JPA34 (after criterion 2) by adding a new criterion, as follows: <u>“Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;”</u></p> <p>Delete Criterion 4 in its entirety.</p> <p>Modify Policy JPA34 (criterion 5), as follows: <u>“Incorporate high quality landscaping within the site and along sensitive site boundaries to minimise its visual impact on the wider area, including the A49 road frontage, the remaining Green Belt to the north, and around each building within the site, in accordance with Policy JP-G2;”</u></p> <p>Modify Policy JPA34 (after criterion 6) by adding a new criterion, as follows: <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site, in accordance with Policy JP-G2;”</u></p> <p>Modify Policy JPA34 (criterion 7), as follows:</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>“Ensure that the site layout will not preclude the provision of a future Provide an internal road connection with Wheatlea Industrial Estate;”</u></p> <p>Delete criterion 8 in its entirety.</p> <p>Modify Policy JPA34 (criterion 9), as follows: <u>“Safeguard land within the allocation Allow for the provision of an all-ways junction at M6 Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.; and”</u></p> <p>Modify Policy JPA34 (after criterion 9) by adding a new criterion, as follows: <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>
MMW3	JPA34 M6 Junction 25 Reasoned Justification	371-372	<p>Modify paragraph 11.356, as follows: “Land to the south of the Winstanley residential area has been retained within the Green Belt and will provide a robust green infrastructure corridor. In addition to safeguarding residential amenity, this green corridor will open up the site for wider public access, including suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway. It will also provide enhanced walking and cycling opportunities for local residents to the Wigan Flashes to the east, which are a major environmental and recreation resource in the borough. <u>As part of the delivery of necessary new and improved road infrastructure, as set out in Appendix D, a safe crossing of the A49 Warrington Road will need to be provided.</u>”</p> <p>Modify paragraph 11.357, as follows: <u>“In accordance with Policy JP-C7, it is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area.”</p> <p>Modify paragraph 11.358, as follows: “In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north. The development must also provide easements for the significant utilities infrastructure that runs through the site.”</p> <p>Modify by adding a new paragraph after paragraph 11.358, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify by adding a new paragraph after paragraph 11.358, as follows: <u>“The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMW4	JPA35 North of Mosley Common	373 - 375	<p>Modify Policy JPA35 (criterion 1), as follows: “Be in accordance with a comprehensive masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment, the</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Policy		<p>presence of priority habitats and other constraints <u>This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;</u></p> <p>Modify Policy JPA35 (criterion 2), as follows: “<u>Deliver around 1,100 new homes, including affordable housing in accordance with local policy requirements,</u> with higher densities close to existing and new bus stops on the Leigh-Salford-Manchester (LSM) Guided Busway, as applicable;”</p> <p>Modify Policy JPA35 (criterion 3), as follows: “<u>Make provision for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7. This includes</u> Provide an additional stop on the busway and/or new/improved pedestrian and cycle links to existing busway stops, <u>and proportionate contributionse</u> proportionally and meaningfully to increaseding passenger capacity on the busway at peak times, subject to full detailed busway service analysis <u>being undertaken in conjunction</u> with Transport for Greater Manchester;”</p> <p>Modify Policy JPA35 (criterion 4), as follows: “Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road, <u>City Road</u> and Silk Mill Street; <u>Any access arrangements from Silk Mill Street should ensure good quality pedestrian and cycle linkages into the rest of the site</u> with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate;”</p> <p>Delete criteria 5 of Policy JPA35 in it's entirety.</p> <p>Delete criteria 6 of Policy JPA35 in it's entirety.</p>

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			<p>Modify Policy JPA35 (criterion 7), as follows: “Provide new community and health facilities on-site, potentially in a suitably accessible location close to a future additional stop on the guided busway as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development;”</p> <p>Modify Policy JPA35 (criterion 8), as follows: “Provide new primary education facilities on-site, as a new school and/or as an expansion to St John’s Mosley Common Primary School, unless it is determined by the council that it is not needed; and <u>make provide a financial contributions for off-site additional secondary school provision to meet needs the demand generated by secondary school pupils the development, in accordance with Policy JP-P5;</u>”</p> <p>Modify Policy JPA35 (after criterion 8) by adding a new criterion, as follows: <u>“Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include watercourses, ponds, hedgerows and areas of woodland on and/or around the site, in accordance with Policy JP-G9;”</u></p> <p>Modify Policy JPA35 (after criterion 10) by adding a new criterion, as follows: <u>“Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and”</u></p> <p>Delete criteria 11 of Policy JPA35 in it’s entirety.</p> <p>Modify Policy JPA35 (after criterion 11) by adding a new criterion, as follows: <u>“Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”</u></p>

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MMW5	JPA35 North of Mosley Common Reasoned Justification	374-375	<p>Modify paragraph 11.362, as follows: “... However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable, <u>in accordance with Policy JP-C7</u>. Good quality road access will need to be provided into the site from the local highway network.”</p> <p>Modify paragraph 11.363, as follows: “... They will benefit the development and complement associated community facilities provided <u>in a suitably accessible location within-on the site, which could be developed as part of a new local centre close to a future additional stop on the guided busway</u>. Alternatively financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site.”</p> <p>Modify paragraph 11.366, as follows: “... The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. <u>In accordance with Policy JP-G1, a</u> robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt. The development will also be required to provide easements for the gas pipeline that crosses the western part of the site.</p> <p>Modify by adding a new paragraph after paragraph 11.366, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p>

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			<p>Modify by adding a new paragraph after paragraph 11.366, as follows: <u>“The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>
MMW6	JPA36 Pocket Nook Policy	376 - 377	<p>Modify Policy JPA36 (criterion 1), as follows: <u>“Be in accordance with a <u>comprehensive</u> masterplan that is agreed with <u>by</u> the Council and is effectively informed by an archaeological assessment and other constraints. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;”</u></p> <p>Modify Policy JPA36 (criterion 2), as follows: “Safeguard a north-south corridor towards the west of the site allocation for the <u>potential</u> construction of High Speed 2 Rail;” and add a footnote to read: <u>“It should be noted that Government has not yet withdrawn the HS2 Safeguarding Directions”</u></p> <p>Modify Policy JPA36 (criterion 3), as follows: “Deliver around 600 homes; <u>including affordable housing in accordance with local policy requirements. including a</u> Around 75 of these homes should be <u>to the west of the proposed safeguarded</u> HS2 route on land accessed from Rowan Avenue;”</p> <p>Modify Policy JPA36 (criterion 4), as follows: “Deliver around 15,000 sqm of <u>E(g), B2 and/or B8</u> employment floorspace on land to the west of the proposed-safeguarded <u>safeguarded</u> HS2 route accessed from Newton Road;”</p> <p>Modify Policy JPA36 (criterion 5), as follows:</p>

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			<p>“Deliver or contribute effectively to the delivery of a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line as if necessary, that is of a design quality to accommodate bus services, safeguarding the route for future construction where applicable;”</p> <p>Modify Policy JPA36 (after criterion 5) by adding a new criterion, as follows: <u>“Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5.”</u></p> <p>Modify Policy JPA36 (criterion 6), as follows: “Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site <u>Make provision for new and improved sustainable transport infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;”</u></p> <p>Modify Policy JPA36 (criterion 7), as follows: “Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor, <u>in accordance with Policy JP-G2;”</u></p> <p>Modify Policy JPA36 (after criteria 7) by adding a new criterion, as follows: <u>“Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include ponds, hedgerows and areas of broad-leaved woodland on and/or around the site, in accordance with policy JP-G9;”</u></p> <p>Modify Policy JPA36 (criterion 9), as follows: <u>“Take appropriate account of heritage assets and their settings, including Ensure that the heritage setting of the Grade II Listed Fair House Farmhouse on Pocket Nook Lane, in accordance with Policy JP-P2 is retained or enhanced. Proposals should be informed by the</u></p>

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			findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment(s) submitted as part of the planning application process."
MMW7	JPA36 Pocket Nook Reasoned Justification	377-378	<p>Modify paragraphs 11.369, as follows: "There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton and Golborne area for employment and other services in Leigh and the city centre, consequently reducing car dependency in this area; and, with possible connections to LSM Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site, <u>in accordance with Policy JP-C7.</u> "</p> <p>Modify paragraph 11.370, as follows (including a footnote which provides a weblink to safeguarding information and maps for HS2 Phase 2B): <u>"A north-south corridor in the west of the allocation has been safeguarded by the Government for the potential delivery of HS2 Phase 2B¹. This safeguarded zone needs to be kept free from development to enable access and for servicing. If delivered, The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site. HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing"</u></p> <p>Modify paragraph 11.371, as follows: "The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west and, <u>if necessary,</u> will need to bridge the proposed HS2 route. The new road will connect into Newton Road on land close to its existing junction with Enterprise Way, <u>and serve both new housing and employment development.</u> The road will <u>enable the development to be properly integrated with the existing communities of Lowton and Golborne, provide local residents with an alternative route to the A580, and enable</u></p>

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			<p>the delivery of enhanced bus services in the area. serve both new housing and employment development and will be able to accommodate bus services."</p>
MMW8	JPA37 West of Gibfield Policy	379 - 380	<p>Modify Policy JPA37 (criterion 1), as follows: "Be in accordance with a comprehensive masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment and other constraints. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"</p> <p>Modify Policy JPA37 (criterion 2), as follows: "Deliver around 500 new homes, including affordable housing in accordance with local policy requirements;"</p> <p>Modify Policy JPA37 (criterion 3), as follows: "Deliver around 45,500 sqm of E(g), B2 and/or B8 employment floorspace in the south east of the allocation on land in the southern part of the site, as a logical extension to the existing Gibfield Park Industrial Area;"</p> <p>Modify Policy JPA37 (criterion 4), as follows: "Ensure good quality road access is provided into the site, including through an extension of Gibfield Park Way northwards. A route for the continuation of Gibfield Park Way further northwards towards the rail line should be safeguarded within the site, to connect into potential future road infrastructure to be provided in Bolton;"</p> <p>Modify Policy JPA37 (criterion 5), as follows: "Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development. Make provision for new and improved sustainable transport and highways</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;</u></p> <p>Modify Policy JPA37 (criterion 6), as follows: “Ensure convenient and safe access for pedestrians and cyclists <u>within the site towards</u> local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable;”</p> <p>Modify Policy JPA37 (after criterion 6) by adding a new criterion, as follows: <u>Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;</u></p> <p>Modify Policy JPA37 (criterion 7), as follows: “Provide a high quality, landscaped corridor along Gibfield Park Way, <u>including its extension northwards within the allocation,</u> through the planting of street trees and other strategic landscaping;”</p> <p>Modify Policy JPA37 (criterion 8), as follows: “Provide a substantive <u>substantial</u> accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangement for its maintenance, agreed with the Council;”</p> <p>Modify Policy JPA37 (criterion 9), as follows: “Make <u>Ensure</u> appropriate provision <u>is made to sufficiently mitigate the impact of development on</u> for great crested newts sufficient to mitigate the development;”</p> <p>Modify Policy JPA37 (after criterion 9) by adding a new criterion, as follows: “<u>Make provision for biodiversity, including taking appropriate account of Sites of Biological Importance and areas of priority habitat, which include ponds, watercourses, dry heath/acid</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>grassland, hedgerows and areas of woodland on and/or around the site in accordance with Policy JP-G9;</u></p> <p>Modify Policy JPA37 by deleting criterion 10 in it's entirety.</p> <p>Modify Policy JPA37 (after criterion 10) by adding a new criterion, as follows: <u>"Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and"</u></p> <p>Modify Policy JPA37 by deleting criterion 11 in it's entirety.</p> <p>Modify Policy JPA37 (after criterion 11) by adding a new criterion, as follows: <u>"Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."</u></p>
MMW9	JPA37 West of Gibfield Reasoned Justification	380-381	<p>Modify paragraph 11.377, as follows: "The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will <u>be on land in the southern part of the site</u> extend the existing Gibfield Park Industrial Area and is considered suitable for E(g), B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton."</p> <p>Modify paragraph 11.379, as follows: <u>"In accordance with Policy JP-C7, h</u>Highway improvement measures will be needed to mitigate the impact of the development, notably at the junction of the A577 and Gibfield Park Way and between the site and the A6 and Junction 5 of the M61 in Bolton. The development will be required to make an effective contribution to the provision of these measures."</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>Modify paragraph 11.380, as follows: “There is also a need for strategic improvements to services along the Atherton railway line between Wigan and Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent, <u>in accordance with Policy JP-C7</u>. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services. This development is required to ensure <u>good convenient and safe access within the site towards</u> Daisy Hill and Hag Fold stations for pedestrians and cyclists and contribute appropriately to passenger improvements at these stations.”</p> <p>Modify paragraph 11.381, as follows: “The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space. Appropriate provision should be made to <u>sufficiently</u> mitigate the impact of the development on great crested newts that are present in the area, <u>as well as the presence of priority habitats in accordance with Policy JP-G9</u>. The ongoing maintenance of the country park will need to be agreed with the Council.”</p> <p>Modify by adding a new paragraph after paragraph 11.382, as follows: <u>“Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).”</u></p> <p>Modify paragraph 11.383, as follows: “To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>opportunities provided by the site. The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.</p> <p>Modify by adding a new paragraph after paragraph 11.383, as follows: <u>“The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sandstone (18.1%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”</u></p>

Chapter Twelve Delivering the Plan Proposed Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM12.1	JP-D1 Infrastructure Implementation Policy	385 - 386	<p>Modify first paragraph as follows: “To make this happen we will: To ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan: support the delivery of the vision and objectives set out in this document: ”</p> <p>Modify by including new sub-headings before criteria 1 and 2 as follows:</p> <p><u>“We will:</u></p> <p>Take a long term...</p> <p><u>We will work with infrastructure providers to:</u></p> <p>Promote collaboration and synchronisation of investment plans between ourselves and the main infrastructure providers: <u>Key infrastructure providers include the NHS Greater Manchester Integrated Care Partnership (formerly Clinical Commissioning Groups), the NHS, Highways England, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers;</u></p> <p>Modify criterion 3 as follows: Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to e<u>Ensure that future investment plans are consistent with have regard to this Plan;</u></p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p><u>The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard;</u></p> <p>Delete criterion 4 as follows: “4.— Establish a new long term funding mechanism for transport and site specific infrastructure to ensure timely delivery and capture of developer contributions;”</p> <p>Add two new criteria after criterion 3 as follows:</p> <p><u>Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and</u></p> <p><u>Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.</u></p> <p>Modify by including new sub-heading before criterion 5 as follows:</p> <p><u>“We will, through local plans, other local planning documents and development management decisions:”</u></p> <p>Modify criteria 6 and 7 as follows: Require applicants to prepare an infrastructure phasing and delivery strategy for strategic sites, and major sites <u>to be agreed by the local planning authority for sites</u> where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it; <u>and</u></p> <p>Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility infrastructure</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			<p>capacity to support the delivery and occupation of their proposed development, from first occupation until development completion. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements where this would be necessary to mitigate the impact of development. As a minimum, applicants should identify and plan for:</p> <p>Minimising the demand for energy, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development and conversions where practicable;</p> <p>Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;</p> <p>Reasonable gas and water supply, considering the need to conserve natural resources;</p> <p>The provision of multiple ducting to support full fibre digital connections from different providers;</p> <p>Heating and cooling demand and the viability of its provision via decentralised energy networks. Designs must incorporate access to existing networks where feasible and viable; and</p> <p>Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements.”</p> <p>Delete criteria 8 and 9 as follows:</p> <p>Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and</p>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
			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."
MM12.2	JP-D2 Developer Contributions Reasoned Justification	388	Modify paragraph 12.16 as follows: "...These methods include: Section 106 planning obligations, the Community Infrastructure Levy, <u>and</u> agreements made under Section 278 of the Highways Act 1990 (as amended), or the potential introduction of a Strategic Infrastructure Tariff."
MM12.3	JP-D2 Developer Contributions Policy	390	Modify first paragraph as follows: "...These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, legal contracts <u>Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime)."</u> Delete second paragraph and replace with revised text, as follows: "Applicants should take account of policies in development plans and other relevant documents when developing proposals and acquiring land. It is expected that viability assessments should only be undertaken where there are clear circumstances creating barriers to delivery. If an applicant wishes to make the case that viability should be considered, they should provide clear evidence at the planning application submission stage, demonstrating the specific issues that would create barriers to delivery in a transparent manner and reflecting national guidance. <u>If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance."</u>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MM12.4	Para. 12.23 Monitoring	390	<p>Modify paragraph 12.23 as follows: “The table below sets out the proposed monitoring framework for the Plan. It focuses on the key priorities of the plan. It sets out the indicators which will be used and the geographical areas each will be applied to. In order to monitor the Vision, Objectives and Strategy effectively, the data for the indicators will be collected across varying geographical areas of the plan. The analysis will have a particular focus on the Core Growth Area (JP-Strat 1), the Inner Areas (JP-Strat 5), the Northern Areas (JP-Strat 6) and the Southern areas (JP-Strat 9). The spatial strategy geographical areas referred to in table 12.1 reflect the Strategic Policies set out in Chapter 4 of the Plan. Until such time that the detailed boundaries of these areas are established in district local plans, the authority monitoring report will illustrate the geographical boundaries to which the data refers.”</p> <p>Insert new paragraphs after paragraph 12.23 as follows: <u>“12.24 The Allocations will be monitored by districts but where a PfE indicator will form part of this monitoring it is noted in the ‘Allocation’ column of table 12.1.</u></p> <p><u>12.25The outcomes of PfE monitoring will form part of each of the districts own Local Plan Authority Monitoring Reports.”</u></p>
MM12.5	Table 12.1 Places for Everyone Monitoring Framework	391-394	Modify Table 12.1 as set out in Annex 1 attached to this schedule.

Appendix A Replaced District Local Plan Policies Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxA.1	Para. A2	400	Modify paragraph A2 as follows: Upon adoption of this Plan a number of policies in district local plans will be partially replaced by policies in this Plan (see tables below) <u>The following policies have been wholly or partially replaced.</u>
MMApxA.2	Bolton Council Table A.1 in Appendix A	400	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.1, attached to this schedule.
MMApxA.3	Bury Council Table A.2 in Appendix A	401-402	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.2, attached to this schedule.
MMApxA.4	Manchester City Council Table A.3 in Appendix A	402-403	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.3, attached to this schedule.
MMApxA.5	Oldham Council Table A.4	403-404	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.4, attached to this schedule.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	in Appendix A		
MMApxA.6	Rochdale Council Table A.5 in Appendix A	404	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.5, attached to this schedule.
MMApxA.7	Salford Council Table A.6 in Appendix A	404-405	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.6, attached to this schedule.
MMApxA.8	Tameside Council Table A.7 in Appendix A	405	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.7, attached to this schedule.
MMApxA.9	Trafford Council Table A.8 in Appendix A	405-406	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.8, attached to this schedule.
MMApxA.10	Wigan Council	406	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 Table A.9, attached to this schedule.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
	Table A.9 in Appendix A		

Appendix B Additions to the Green Belt Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxB.1	Para. B.1	410	<p>Modify paragraph B.1 of Appendix B as follows:</p> <p>“In certain locations land which was not previously in the Green Belt has now been designated as such. because it is assessed to meet one or more of the five purposes, for example to prevent settlements merging, and necessary to keep it permanently open. These proposed additions to the Green Belt are shown on the index map below and identified on the Policies Map.”</p>
MMApxB.2	Picture B.2	410	<p>Modify Picture B.2 to reflect the consequential changes that are required resulting from proposed changes to Green Belt Addition boundaries. See Annex 3, Map MMApxB.2</p>
MMApxB.3	Table B.1	412	<p>Modify Table B.1 as set out in Annex 4</p>
MMApxB.4	Various pictures	414-464	<p>Consequential modifications to delete Pictures B.3, B.5, B.6, B.8, B.9, B.10, B.11, B.12, B.13, B.15, B.17, B.18, B.19, B.20, B.22, B.23, B.24, B.25, B.26, B.29, B.32, B.35, B.38, B.39, B.44, B.47, B.48, B.49, B.50 and B.51.</p>
MMApxB.5	Picture B.4	415	<p>Modify Picture B.4 GBA2 to revise boundary. See Annex 3, Map MMApxB.5</p>

Appendix C Places for Everyone Policies Map Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxC.1	Appendix C Policies Map	466	Modify Picture C2 to reflect, as necessary, changes to the policies map as a result of main modifications elsewhere in the Plan. See Annex 3, Map MMApxC.1

New Appendix Indicative Transport Mitigation Proposed Main Modifications

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text
MMApxD.1	N/A	N/A	Include a new Appendix “D” entitled Indicative Transport Mitigation which lists in Table 1 indicative transport mitigations associated with the allocations. This is shown in Annex 5 attached to this schedule.

Annex 1 of the PfE Main Modifications Schedule

MM12.1 Proposed modifications to Table 12.1 (Monitoring)

PfE KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Strategy							
Significant growth in employment and housing in the Core Growth Area	1, 2, 3, 4, 5, 6, 9		Total employment and housing growth				
Significant increase in growth employment and housing in north of conurbation	1, 2, 3, 4, 5, 9		Total employment and housing growth				
Sustain the competitiveness of the employment and housing offer in our part of the south of conurbation	1, 2, 3, 4, 5, 9		Total employment and housing growth				
Improve productivity	3,5,10		% increase in GVA per job				
Increased number of jobs	3,5,10		Proportion of our residents in employment				
Secure main town centres as local economic drivers	1,2,3,5,6,7,9		% increase in residential development in main town centres				

Pfe KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
			% vacancy rate in main town-centres				
Sustainable & Resilient							
Reduce carbon emissions from new development	2,5,7,8,10	JP-S 1 2, 3 and 7 JP-P 1	% of new development meeting the net carbon standard % of net additional residential development completed with an Energy Performance Certificate rating of A and B	✓	✓		
Prioritise <u>Maximise the use of suitable previously developed (brownfield) land for development</u>	2,3,5,7,8,9	JP-Strat 1 to 6, JP-Strat 9, JP Strat 12, JP-S 1, JP-J 2, J 3, J 4 and JP-H 1 and H 4	% of residential development on brownfield land	✓	✓	1,5,6,9	
			% of gross employment development on brownfield land	✓	✓	1,5,6,9	

Pfe KPI/Target Baseline at 2020 unless otherwise stated <u>Policy Outcome</u>	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	<u>Geographical level to which indicator is monitored</u>			
				<u>Full Pfe Area</u>	<u>District</u>	<u>Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9</u>	<u>Allocations</u>
No increase in number of <u>new</u> homes and <u>employment</u> commercial premises at risk of flooding	2,8	<u>JP-S 1, and 5</u> <u>JP-P 1</u>	% of homes at risk of flooding <u>No. of planning permissions approved against EA advice</u>	✓	✓		<u>All allocations with housing development</u>
		<u>JP-S 1 and 5</u> <u>JP-P 1</u>	% of commercial premises at risk of flooding <u>No. of planning permissions approved against EA advice</u>	✓	✓		<u>All allocations with employment development</u>
Improve air quality	2,5,7,8,10	<u>JP-S 1, S 2 and S 6</u>	Number of EV charging points				
			% of development within 800m of transport hubs				
			Number of controlled parking zones around schools and early years' settings				
			<u>Exceedance of the legal level of NO2 (as an Annual Mean) in local AQMA and Clean Air Plan Monitoring</u>	✓	✓		

PfE KPI/Target <u>Baseline at 2020 unless otherwise stated</u> <u>Policy Outcome</u>	Places for Everyone Strategic Objective	Relevant PfE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Jobs							
<u>Improve productivity</u>	<u>3,5,10</u>	<u>JP-Strat 1 to 12, JP-J 1</u>	<u>% increase in GVA per job</u>	✓	✓	<u>1,5,6,9</u>	
<u>Increased number of jobs</u>	<u>3,5,10</u>	<u>JP-Strat 1 to 12</u> <u>JP-J 1 and 2</u>	<u>Proportion of our residents (working age) in employment</u>	✓	✓	<u>1,5,6,9</u>	
<u>Improve access to jobs</u>	<u>4,5</u>	<u>JP-Strat 1 to 12</u> <u>JP-J 1</u>	<u>Number of local labour agreements</u>	✓	✓		
<u>Increase overall employment and office floorspace by 2 million sq.m by 2039</u>	<u>3,5</u>	<u>JP-Strat 1 to 12</u> <u>JP-J 1 to 3</u>	<u>Deliver 3.3 million sq. m. industry and warehousing by 2037</u> <u>Increase in office floorspace (gross)</u>	✓	✓	<u>1,5,6,9</u>	<u>All allocations with office development</u>
<u>Increase overall industry and warehousing floorspace by 3.5 million sq. m by 2039</u>	<u>3,5</u>	<u>JP-Strat 1 and 4 to 11,</u> <u>JP-J 1, 2 and 4</u>	<u>Increase in industry and warehousing floorspace (gross)</u>	✓	✓	<u>1,5,6,9</u>	<u>All allocations with industry or warehousing development</u>
<u>Secure main town centres as local economic drivers</u>	<u>1,2,3,5,6,7,9</u>	<u>JP-Strat 1, 6, 9 and 12</u> <u>JP-P 4</u>	<u>No of residential units (net) delivered in main town centres</u>	✓	✓		
			<u>GVA in and within 800m of the main town centres</u>	✓	✓		

Pfe KPI/Target Baseline at 2020 unless otherwise stated <u>Policy Outcome</u>	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	<u>Geographical level to which indicator is monitored</u>			
				<u>Full Pfe Area</u>	<u>District</u>	<u>Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9</u>	<u>Allocations</u>
Homes							
Deliver net increase in <u>no</u> of new homes	1,2,3,5,7,10	JP-Strat 1 to 3, 5 to 9, 11 and 12, JP-H 1	Deliver approx. 8,700 <u>9,063</u> annually by 2025	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
			Deliver approx. 10,300 <u>10,305</u> annually by 2030	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
			Deliver approx. 11,200 <u>10,719</u> annually by 2037	✓	✓	<u>1,5,6,9</u>	<u>All allocations with housing development</u>
Increase no of additional affordable homes <u>Maximise delivery of additional affordable homes</u>	1,2,5,10	JP-H 1 and H2	Deliver our share of 50,000 additional affordable homes by 2037 <u>No. of new affordable homes completed</u>	✓	✓		<u>All allocations with housing development</u>
			<u>Number of people removed from the waiting list</u>				
Increase the number of homes meeting <u>Nationally Described Space Standard (NDSS)</u>	1,2,5,10	JP-H 3	% new homes meeting <u>Nationally Described Space Standard (NDSS)</u>	✓	✓		
Increase the number of new homes meeting <u>Accessible & Adaptable (A&A) standard</u>	1,2,5,10	JP-H 3	% new homes meeting <u>Accessible & Adaptable (A&A) standard</u>	✓	✓		
Greener							

PfE KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Enhance the green infrastructure network	2,5,7,8,9,10	<u>JP-Strat 2, 3, 5, 12 and 13</u> <u>JP-G 1 to 6, 9 and 10</u> <u>JP-P 1</u>	Number of developments delivering a 10% gain in biodiversity Gross area of new habitat created from the application of biodiversity net gain	✓	✓	<u>1,5,6,9</u>	<u>All allocations</u>
		<u>JP-Strat 13</u> <u>JP-G 1 to 5, 9 and 10</u> <u>JP-P 1</u>	Number, area and condition of sites of biological importance (SBIs)	✓	✓		<u>All allocations</u>
Increase tree planting	2,5,7,8,9,10	<u>JP-G 7</u>	Number of trees planted annually (metric to be determined with respect to tree planting programmes and on site delivery as a result of planning decisions where available)	✓	✓		
Increase access to green infrastructure	2,5,7,8,9,10	<u>JP-Strat 2, 3, 5, 12 and 13</u> <u>JP-G 2 to 6, 9 and 10</u> <u>JP-P 6</u>	Number of hectares of new green infrastructure (metric will consider publicly accessible GI where information is available)	✓	✓	<u>1,5,6,9</u>	

PfE KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
People							
High quality design:	2		Increase % of new buildings consistent with National Design Guide				
Conserve, sustain and enhance our historic environment and heritage assets	2,4	<u>JP-Strat 1 to 3, 6 and 12,</u> <u>JP-P 1, 2 and 3</u>	Increase % of buildings on the “at risk register” with a strategy for their repair and re-use	✓	✓		
Improve the cultural offer:	2,4		Number of new cultural facilities				
Provision of additional school places to support new development	2,9	<u>JP-Strat 1, 2 and 9</u> <u>JP-P 1 and 5</u>	Increase in Numbers of school places (Annual School Capacity survey). <u>Consideration of ‘headroom’ statistics where available.</u>	✓	✓		
Increase the % of working age population with Higher Level (4+) qualification(s) and reduce the % of working age population with sub Level 2 qualification(s) <u>Workforce is ready to benefit from new employment opportunities</u>	3,5	<u>JP-Strat 5, 6, 9, 11 and 12</u> <u>JP-P 5</u>	<u>Workforce is ready to benefit from new employment opportunities</u> <u>% of working age population with Higher Level (4+) qualification(s) and % of working age population with sub Level 2 qualification</u>	✓	✓	5,6	

PfE KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Connected							
Increased proportion of daily trips by modes other than the car	2,5,6,7,10	<u>JP-Strat 1 to 12</u> <u>JP-Strat 14</u> <u>JP-C 1, 3, 4, 5 and 7</u>	% of daily trips made by <u>active travel, public transport, walking and cycling car & other</u> (monitoring subject to further analysis of data collection methods – TRADS monitor undertaken by TfGM) % of development within 800m of transport hubs	✓	✓		
<u>Increased proportion of new development in an accessible location</u>	<u>2,5,6,7,10</u>	<u>JP-Strat 14</u> <u>JP-S 1, 2 and 6</u> <u>JP-C 1, 3, 4, 6 and 7</u>	% of new housing (net) within 800m of good public transport accessibility and % of new employment floorspace within 800m of good public transport accessibility <u>*definition of good public transport accessibility to be agreed with TfGM</u>	✓	✓	<u>1,5,6,9</u>	

Pfe KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant Pfe policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full Pfe Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Digital connectivity	2,3,4,5,6	<u>JP-C 2</u>	Number of premises with full fibre connectivity	✓	✓		
			Number of locations with free, secure, high-speed public wi-fi connections				
Increasing EV charging infrastructure	2,6,7	<u>JP-S 2 and C 7</u>	Number of EV charging points (<u>% change can be monitored year to year or over longer time series</u>)	✓	✓		
Delivering the Plan							

PfE KPI/Target Baseline at 2020 unless otherwise stated Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	Policy Outcome/Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Ensuring the right infrastructure is delivered at the right time (broken down by different types of contribution)	1,2,3,4,5,6,7,8,9,10	<u>JP S 1, JP S 2, JP J 1, JP H 2, JP G 2, JP G 3, JP G 4, JP G 5, JP G 6, JP G 7, JP G 9, JP P 1, JP P 2, JP P 3, JP P 5, JP P 6, JP P 7, JP C 1, JP C 2, JP C 3, JP C 4, JP C 5, JP C 6, JP C 7, Allocations (where mitigation is identified)</u>	Delivery of necessary new infrastructure Links provided to each District's Infrastructure Funding Statement/ Annual section 106 monitoring report	✓	✓		
Secure appropriate S106 contributions <u>for affordable housing</u>	1,2,3,4,5,6,7,8,9,10	<u>JP-H 1 and H 2</u> <u>JP-D 2</u>	Developer contributions for the delivery of infrastructure Developer contributions for the delivery of affordable housing	✓	✓		

Annex 2 of the PfE Main Modifications Schedule

Proposed main modifications to Appendix A (Replaced District Local Plan Policies) of the PfE Plan

MMApxA.2

Bolton Council

Table A.1 Replaced Bolton Local Plan Policies

Bolton Core Strategy (2011) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
H1 Healthy Bolton	JP-P6	<u>All</u>
A1 Achieving Bolton	JP-P5	<u>All</u>
P1 Employment land	JP-J2, JP-J3 and JP-J4	<u>All</u>
P3.1 Waste hierarchy	JP-S7	<u>All</u>
P5.1 Accessibility by different types of transport	JP-C1	<u>All</u>
P5.2 Accessibility by public transport	JP-C3	<u>All</u>
P5.3 Freight movement	JP-C6	<u>All</u>
P5.4 Servicing arrangements	JP-C7	<u>All</u>
P5.6 Transport needs of people with disabilities	JP-C4	<u>All</u>
P5.7 Transport assessments and travel plans	JP-C7	<u>All</u>
S1 Safe Bolton	JP-C7 and JP-P1	<u>All</u>
CG1.1 Green infrastructure in rural areas	JP-G1, JP-G2, JP-G3, JP-G4, JP-G5 and JP-G7	<u>All</u>
CG1.2 Urban Biodiversity	JP-G2	<u>All</u>
CG1.3 Open space	JP-G6	<u>All</u>
CG1.5 Flooding	JP-S5	<u>All</u>
CGH1.6 Energy requirements	JP-S2	<u>All</u>
CG1.7 Renewable energy	JP-S2	<u>All</u>
CG2 except CG2.2(c) Sustainable development	JP-S2	<u>All</u>
CG3 Built environment	JP-S4 , JP-G1, JP-P1 and JP-P2	<u>All</u>
SC1.1 Housing requirement	JP-H1	<u>All</u>

SC1.5 Housing Density	JP-H4	<u>All</u>
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MMApxA.3

Bury Council

Table A.2 Replaced Bury Local Plan Policies

Bury Unitary Development Plan (1997) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
EC1 Employment Land Provision	JP-J1	<u>All</u>
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4	<u>All</u>
EC3 Improvement of Older Industrial Areas and Premises	JP-J2	<u>All</u>
EC3/1 Measures to Improve Industrial Areas	JP-J2	<u>All</u>
EC5 Offices	JP-J3	<u>All</u>
H1 Housing Land Provision	JP-H1	<u>All</u>
H2 Housing Environment and Design	JP-H3	<u>All</u>
H4 Housing Need	JP-H3	<u>All</u>
EN1 Environment	JP-P1	<u>All</u>
EN1/1 Visual Amenity	JP-P1	<u>All</u>
EN1/3 Landscaping Provision	JP-P1	<u>All</u>
EN1/11 Public Utility Infrastructure	JP-P1	<u>All</u>
EN2 Conservation and Listed Buildings	JP-P2	<u>All</u>
EN4 Energy Conservation	JP-S2 and JP-S3	<u>All</u>
EN4/1 Renewable Energy	JP-S2 and JP-S3	<u>All</u>
EN4/2 Energy Efficiency	JP-S2 and JP-S3	<u>All</u>
EN5 Flood Protection and Defence	JP-S5	<u>All</u>
EN5/1 New Development and Flood Risk	JP-S5	<u>All</u>
EN6 Conservation of the Natural Environment	JP-G9	<u>All</u>
EN6/5 Sites of Geological Interest	JP-G9	<u>All</u>
EN7 Pollution Control	JP-P1	<u>All</u>
EN7/1 Atmospheric Pollution	JP-S6	<u>All</u>
EN8 Woodland and Trees	JP-G7	<u>All</u>
EN9 Landscape	JP-G1	<u>All</u>
EN9/1 Special Landscape Area	JP-G1	<u>All</u>
OL1 Green Belt	JP-G10	<u>All</u>

OL1/1 Designation of Green Belt	JP-G10	<u>All</u>
OL3 Urban Open Space	JP-G6	<u>All</u>
OL3/1 Protection of Urban Open Space	JP-G6	<u>All</u>
OL5 River Valleys	<u>JP-G2 and JP-G3</u>	<u>All</u>
<u>RT1 – Existing Provision for Recreation in the Urban Area</u>	<u>JP-P7</u>	<u>All</u>
RT2/3 Education Recreation Facilities	JP-P7	<u>All</u>
RT2/4 Dual-Use of Education Facilities	JP-P7	<u>All</u>
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5	<u>All</u>
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C4	<u>All</u>
HT2/6 – Replacement Car Parking	JP-C7	<u>All</u>
HT2/10 – Development Affecting Trunk Roads	JP-C7	<u>All</u>
HT3 Public Transport	JP-C1 and JP-C3	<u>All</u>
HT4 New Development	JP-C7	<u>All</u>
HT6 Pedestrians and Cyclists	JP-C1, JP-C4 and JP-C5	<u>All</u>
HT6/2 – Pedestrian/Vehicular Conflict	JP-C4 and JP-C5	<u>All</u>
HT7 Freight	JP-C6	<u>All</u>
CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3	<u>All</u>
CF2 Education Land and Buildings	JP-P5	<u>All</u>
CF4 Healthcare Facilities	JP-P6	<u>All</u>
CF5 Childcare Facilities	JP-P5	<u>All</u>
MW1 Protection Of Mineral Resources	JP-S7	<u>All</u>
MW2 Environmental Considerations For Mineral Workings	JP-S7	<u>All</u>
MW3 Waste Disposal Facilities	JP-S7	<u>All</u>
MW3/1 Derelict or Degraded Land (Waste)	JP-S7	<u>All</u>
MW3/2 Waste Recycling and Bulk Reduction	JP-S7	<u>All</u>

MMApxA.4

Manchester City Council

Table A.3 Replaced Manchester Local Plan Policies

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

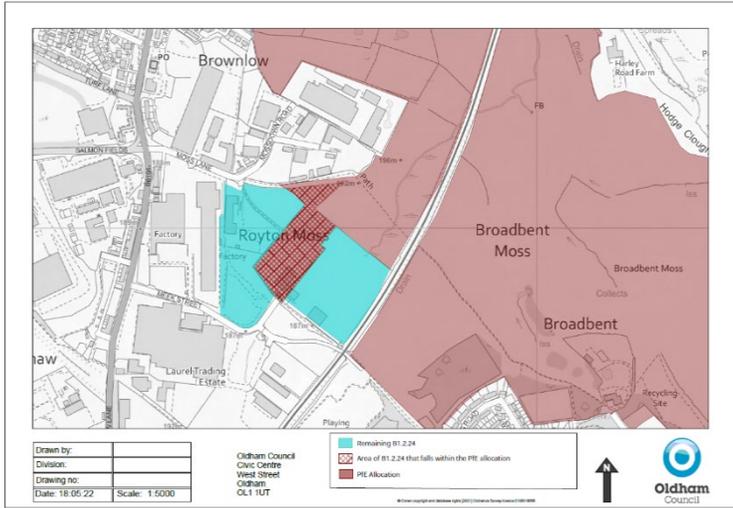
EN8 Adaption to Climate Change (Partially)	JP-S2, JP-S5 and JP-G9 and JP-S4	<ul style="list-style-type: none"> • <u>1st and 4th bullet points</u>
EN14 Flood Risk (Partially)	JP-S5 JP-G9	<ul style="list-style-type: none"> • <u>3rd bullet point except final sentence</u>
EN15 Biodiversity and Geological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

MMApxA.5

Oldham Council

Table A.4 Replaced Oldham Local Plan Policies

<u>Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing Policy</u>	Replaced by PFE policy/policies	<u>Sections of policy to be superseded</u>
3 An Address of Choice (Partially)	JP-H1	<u>Section of policy on Distribution of Housing (including Table 5 - Current distribution of housing within District Partnership areas (based on the 2009 SHLAA))</u> <u>Paragraphs 5.41 to 5.45</u> <u>Table 6 – Current distribution of housing land types within District Partnership areas (based on the 2009 SHLAA findings)</u>
4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4	<u>Second and third paragraph of policy wording.</u> <u>Paragraphs 5.51 and 5.52 of the reasoned justification</u>
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C4, JP-C5 and JP-C7	<u>Policy requirements b) to j)</u> <u>Paragraphs 5.59 and 5.60 of the reasoned justification</u>
18 Energy (Partially)	JP-S2	<u>Section of policy on Carbon Dioxide Reduction Targets (including Table 8 – Energy Infrastructure Framework)</u> <u>Paragraphs 6.93 to 6.105 of the reasoned justification</u>
19 Flooding (Partially)	JP-S5, JP-G3 JP-D1	<u>Policy requirements a), b), c) and e) are superseded and replaced by policy JP-S5</u> <u>Policy requirement d) is superseded by Policy JP-G3</u> <u>Policy requirement f) is superseded by Policy JP-D1.</u> <u>Paragraphs 6.113 to 6.116 of the reasoned justification.</u>
20 Design	JP-P1	<u>The entirety of Policy 20 is superseded by Policy JP-P1</u>
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15 JPA16 and JP-G10 <u>JPA15 Chew Brook Vale</u>	<u>Policy wording ‘The 2006 UDP Policy OE1.8 ‘Major Developed Site in Green Belt ‘will be saved and will be assessed in the Site Allocations DPD’ and paragraph 6.140 from the reasoned justification.</u>

	<p><u>JPA12 Beal Valley</u> <u>JPA14 Broadbent Moss</u> <u>JPA16 Cowlshaw</u> <u>JPA14 Broadbent Moss</u></p> <p><u>JP-G10</u></p>	<p>The following areas of Other Protected Open Land (OPOL) will be de-designated (and their reference removed from paragraph 6.141 of the reasoned justification) as they are included in the boundary of strategic allocations: <u>OPOL 9 – Bullcote Lane, Royton</u> <u>OPOL 10 – Shawside, Shaw (Moss Hey)</u> <u>OPOL 22 – Cowlshaw, Shaw</u></p> <p>Policy wording ‘Development on LRFD will only be granted where it would be acceptable in the Green Belt and which would not prejudice the later development of LRFD beyond the life of the LDF’ and paragraph 6.143 from the reasoned justification.</p>
<p>25 Developer Contributions</p>	<p><u>JP-D2</u></p>	<p>The entirety of Policy 25 is superseded by Policy JP-D2</p>
<p><u>Saved UDP Policy D1.5 Protection of Trees on Development Sites</u></p>	<p><u>JP-G7</u></p>	<p>The entirety of Policy D1.5 is superseded by Policy JP-G7</p>
<p><u>Saved UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton</u></p>	<p><u>JPA14 Broadbent Moss</u></p>	<p>Part of policy B1.1.24 as shown on plan below</p> 
<p><u>Saved UDP Policy H1.2.17 Housing Land Release Phase II</u></p>	<p><u>JPA17 Land south of Coal Pit Lane</u></p>	<p>The entirety of policy H1.2.17 is superseded by Policy JPA17</p>

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

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

<u>Rochdale Core Strategy (2016) – Existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of the policy to be superseded</u>
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4	<u>'up to 210 ha' in first bullet point of policy</u>
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4	<u>All</u>
C1 Delivering the right amount of housing in the right places (Partially)	JP-H1	<ul style="list-style-type: none"> • <u>'to deliver at least 460 net additional dwellings per year up to 2028' in the first sentence of the policy</u> • <u>- '460' in first sentence of paragraph 8.6 of the supporting text</u>
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3	<u>All</u>
G2 Energy and new development	JP-S1, JP-S2 and JP-S3	<u>All</u>
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3	<u>Delete the first paragraph of policy G3. The general approach to renewable and low carbon energy developments is more up to date and provided in more detail within PFE policies</u>
G4 Protecting Green Belt land	JP-G10	<u>All</u>
G5 Managing protected open land (Partially)	JP-G10	<u>Need to remove the references to existing areas of POL in the policy that are changing as a result of allocations or land going into the Green Belt.</u>

MMApxA.7

Salford Council

Table A.6 Replaced Salford Local Plan Policies

Policy	Replaced by PFE policy/policies
ST1 Sustainable Urban Neighbourhoods	JP-S1
ST3 Employment Supply	JP-J1, JP-J3 and JP-J4
ST5 Transport Networks	JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7
ST12 Development Density	JP-H4
ST13 Natural Environment Assets	JP-G1, JP-G2, JP-G3, JP-G4, JP-G6, JP-G7, JP-G8, JP-G9 and JP-G10
ST14 Global Environment	JP-S2
ST15 Historic Environment	JP-P2
EN1 Development Affecting the Green Belt	JP-G10

Salford City Council adopted the Salford Local Plan: Development Management Policies and Designations (SLP:DMP) on 18 January 2023. None of the policies in the SLP:DMP will be superseded by those in Places for Everyone.

MMApxA.8

Tameside Council

Table A.7 Replaced Tameside Local Plan Policies

The Tameside Unitary Development Plan (2004) – Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
H1 Housing Land Provision (Partially)	JP-H1	<ul style="list-style-type: none"> • <u>First paragraph</u> • <u>Second paragraph</u> • <u>The words “and to inform the need for plan review” from end of fifth paragraph</u> • <u>Sixth paragraph</u>
H7 Mixed Use and Density (Partially)	JP-H4	<u>Paragraph (b)</u>
OL1 Protection of the Green Belt	JP-G10	<u>All</u>
OL2 Existing Buildings in the Green Belt	JP-G10	<u>All</u>
OL3 Major Developed Sites in the Green Belt	JP-G10	<u>All</u>
T7 Cycling (Partially)	JP-C5 and JP-C7	<u>Fourth paragraph</u>
T8 Walking (Partially)	JP-C5 and JP-C7	<u>Fourth paragraph</u>
MW14 Air Quality (Partially)	JP-S6	<u>All</u>
U4 Flood Prevention (Partially)	JP-S5	<u>First paragraph</u>

MMApxA.9

Trafford Council

Table A.8 Replaced Trafford Local Plan Policies

Trafford Core Strategy (2012) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
SL1 Pomona Island (Partially)	JP-Strat 5	<u>SL1.1 only</u>
SL2 Trafford Wharfside (Partially)	JP-Strat1 JP-Strat3	<u>SL2.1 only</u>
SL5 Carrington (Partially)	JP-S9, JP-S11 and JPA33 JP-Strat 9 JP-Strat11 JP-Allocation33	<u>All</u>
L1 Land for New Homes (Partially)	JP-H1 JP-H4	<u>L1.2</u> <u>L1.3</u> <u>L1.5</u> <u>L1.6</u> <u>L1.7</u> <u>L1.8</u>
L2 Meeting Housing Needs (Partially)	JP-H2 and JP-H3	<u>All</u>
L3 Regeneration and Reducing Inequalities (Partially)	JP-S5 and JP-S11	<u>All</u>
L4 Sustainable Transport and Accessibility (Partially)	JP-Strat 14, JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7	<u>L4.1 parts (a), (b), (d)</u> <u>L4.2</u> <u>L4.3</u> <u>L4.4</u> <u>L4.5</u> <u>L4.13</u>
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S5 and JP-S6	<u>L5.2</u> <u>L5.3</u>

<u>Trafford Core Strategy (2012) – existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
		<u>L5.4</u> <u>L5.5</u> <u>L5.6</u> <u>L5.7</u> <u>L5.8</u> <u>L5.9</u> <u>L5.11</u> <u>L5.12</u> <u>L5.15</u> <u>L5.16</u> <u>L5.18</u>
<u>L6 Waste (Partially)</u>	<u>JP-S7</u>	<u>All</u>
<u>L7 Design (Partially)</u>	<u>JP-P1</u>	<u>L7.1</u> <u>L7.3 bullet point 1</u> <u>L7.4</u> <u>L7.5</u>
<u>L8 Planning Obligations (Partially)</u>	<u>JP-D1 and JP-D2</u>	<u>L8.1</u> <u>L8.10</u>
<u>W1 Economy (Partially)</u>	<u>JP-Strat1, JP-Strat3, JP-Strat5, JP-Strat9, JP-Strat10, JP-Strat12</u> <u>JP-J1, JP-J2, JP-J3, JP-J4</u> <u>JPA 3.2</u> <u>JPA 33</u>	<u>W1.4</u> <u>W1.5</u> <u>W1.6</u> <u>W1.7</u> <u>W1.9</u> <u>W1.14</u>
<u>W2 Town Centres and Retail (Partially)</u>	<u>JP-S9, JP-S12 and JP-P4</u>	<u>All</u>
<u>W3 Minerals</u>	<u>JP-S7</u>	<u>All</u>
<u>R1 Historic Environment (Partially)</u>	<u>JP-P2</u>	<u>R1.2</u> <u>R1.8</u>

Trafford Core Strategy (2012) – existing policy	Replaced by PFE policy/policies	Sections of policy to be superseded
R2 Natural Environment (Partially)	JP-Strat13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and JP-G10 <u>JP-P2</u>	<u>All</u>
R3 Green Infrastructure (Partially)	JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9	<u>R3.1</u> <u>R3.2</u>
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-Strat 9, JP-S Strat 10, JP-Strat 11, <u>JP-G10</u> , JP-G11, JP-G12 , JPA3.2 and JPA33	<u>R4.1</u> <u>R4.2</u> <u>R4.3</u> <u>R4.4</u> <u>R4.5</u> <u>R4.7</u> <u>R4.8</u>
R5 Open Space, Sport and Recreation (Partially)	P-G6 and JP-P7	<u>All</u>
R6 Culture and Tourism (Partially)	JP-P3	<u>R6.2 only</u>

MMApxA.10

Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

<u>Wigan Local Plan Core Strategy (2013) – existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
SD1 Presumption in Favour of Sustainable Development	JP-S1	<u>All</u>
<u>SP1 Spatial Strategy (Partial)</u>	<u>JP-G10</u>	<u>The 10th paragraph which states: ‘The full extent of the Green Belt will be maintained.’</u>
CP1 Health and Wellbeing	JP-P6	<u>All</u>
CP4 Education and Learning	JP-P5	<u>All</u>
CP5 Economy and Environment	JP-J1 and JP-J2	<u>All</u>
CP6 Housing (Partial)	JP-H1	<u>Clause 1 only</u>
CP8 Green Belt and Safeguarded Land	JP-G10 and JP-G11	<u>All</u>
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2	<u>All</u>
CP12 Wildlife Habitats and Species	JP-G9	<u>All</u>
CP13 Low Carbon Development	JP-S2 and JP-S3	<u>All</u>
CP14 Waste	JP-S7	<u>All</u>
CP15 Minerals	JP-S2 and JP-S7	<u>All</u>

Annex 3 - Proposed main modifications to the illustrative maps, pictures and diagrams compared to the PfE Plan SD1

The table below is an index of all the maps, pictures and diagrams contained within this annex, the main modification references correlate with those in the main modifications schedule.

Schedule of modifications to the illustrative maps, pictures and diagrams in Places for Everyone

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MM2.1	Figure 2.1 - The Places for Everyone boundary within the Greater Manchester context	24	Modification to Picture 2.1 to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan
MM3.1	Figure 3.1 Key Diagram	38	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.5	Figure 4.2 Core Growth Area	50	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.10	Figure 4.3 City Centre	53	Modify to clearly illustrate the strategy, clarifying that Salford Quays does not form part of the City Centre.
MM4.14	Figure 4.5 Port Salford	57	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.21	Picture 4.2 North-East Growth Corridor	63	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.24	Figure 4.6 Wigan-Bolton Growth Corridor	66	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MM4.28	Figure 4.7 Manchester Airport	72	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM4.30	Figure 4.8 New Carrington	74	Change label “Potential Multi Modal Corridor” to “Sustainable Transport Corridor”.
MM5.6	Figure 5.1 Heat and energy network opportunities	44	Modify the title of Figure 5.1 as follows: Figure 5.1 Heat and e Energy n Network o pportunities <u>Opportunity Areas</u> . Amend the boundaries of the Heat and Energy Network Opportunity Areas and clarify that all PfE allocations are Heat and Energy Network Opportunity Areas.
MM6.2	Figure 6.1 Strategic Locations	111	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan
MM6.8	Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037	115	Modify title of Figure 6.2 as follows: "Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2021-2037 <u>2022-2039</u> " Figure 6.2 to be updated with 2022 data
MM6.12	Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037	119	Modify title of Figure 6.3 as follows: "Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037 <u>2022-2039</u> " Figure 6.3 to be updated with 2022 data.

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MM7.1	Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037	128	Modify title of Figure 7.1 as follows: “Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037 <u>2022-2039</u> ” Update Figure 7.1 to reflect 2022 land supply.
MM8.20	Figure 8.6 The Green Belt 2021	168	Modify Figure 8.6 as follows: Figure caption to be: “Figure 8.6 The Green Belt 2021 <u>Places for Everyone Green Belt</u> ” Amend Green Belt boundaries to reflect modifications elsewhere in the plan.
MM11.2	Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020	218	Amend title of Figure 11.1: Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020 <u>2022</u> to and update the data to 2022
MM11.3	Picture 11.2 Places for Everyone Allocations 2021	220	Amend title as follows: Picture 11.2 Places for Everyone Allocations 2024; Modify Picture 11.2 to reflect modifications to site allocation boundaries; remove allocations JPA10 and JPA28 from the map.
MMCB1	Picture 11.3 JPA1 Northern Gateway	223	Modify Picture 11.3 to reflect the change to the site allocation boundary of JPA1.2 Northern Gateway Simister/ Bowlee.
MMCB4	Picture 11.5 JPA1.2 Simister and Bowlee (Northern Gateway)	231	Amendment to Picture 11.5 site allocation boundary to show a single site boundary

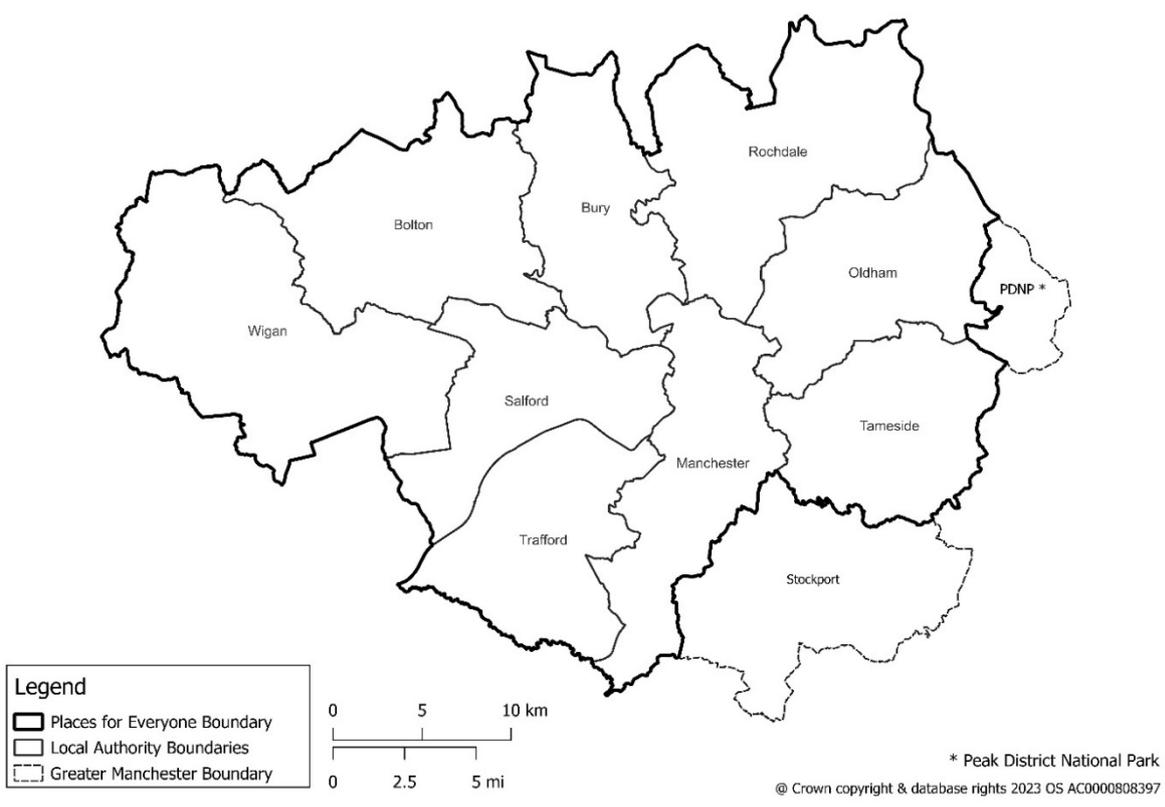
Main Modification Ref	PfE Ref	PfE Page Number	Modification
MMCB9	Picture 11.7 JPA 3 Medipark/Timperley Wedge	242	Modify picture 11.7 to illustrate modified Green Belt boundary at JPA3.2 Timperley Wedge
MMCB12	Picture 11.9 JPA3.2 Timperley Wedge	244	Modify Picture 11.9 to illustrate modified Green Belt Boundary
MMCB13	JPA3.2	245	Modify Picture 11.10 to reflect the modification to the Green Belt boundary and ensure accuracy and clarity in relation to the development area.
MMBo1	Picture 11.11 Bolton Overview	255	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMBu1	Picture 11.15 Bury Overview	260	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMBu2	Picture 11.16 JPA7 Elton Reservoir	261	Modify Picture 11.16 to reflect proposed change to the boundary of the retained Green Belt within the Elton Reservoir site.
MMM1	Picture 11.19 Manchester Overview	273	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMO1	Picture 11.21 Oldham Overview	276	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMO6	Picture 11.24 JPA14 Broadbent Moss	285	Modify 'Picture 11.24 JPA14 Broadbent Moss' to show amended allocation and Green Belt boundaries
MMO15	Picture 11.28 JPA18 South of Rosary Road	302	Modify "Picture 11.28 JPA18 South of Rosary Road" to show amended Green Belt boundary
MMR1	Picture 11.29 Rochdale Overview	306	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMS1	Picture 11.37 Salford Overview	325	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary

Main Modification Ref	PfE Ref	PfE Page Number	Modification
MMS2	Picture 11.38 JPA26 Hazlehurst Farm	326	Modify Picture 11.38 to show the amended allocation boundary
MMTa1	Picture 11.15 Tameside Overview	339	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMTa6	Picture 11.45 JPA32 South of Hyde	349	Modify Picture 11.45 to show amended allocation and Green Belt boundaries.
MMTr1	Picture 11.46 Trafford Overview	355	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMTr1	JPA33 New Carrington	357	Modify picture 11.48 to clarify that picture 11.48 is indicative only. Also modify picture 11.48 to label the area identified as 'Local Plan' as 'Mixed Residential and Employment Use' and to add the 'Character Areas' to the plan.
MMW1	Picture 11.49 Wigan Overview	369	Modify picture to reflect modifications elsewhere in the plan, such as the land supply and the Green Belt boundary
MMApxB.2	Picture B.2	410	Modify Picture B.2 to reflect the consequential changes that are required resulting from proposed modifications to the Green Belt Additions
MMApxB.5	Picture B.4	415	Modify Picture B.4 GBA2 to revise boundary.
MMApxC.1	Appendix C Policies Map	466	Modify Picture C2 to reflect, as necessary, changes to the policies map consequential to main modifications elsewhere in the Plan.

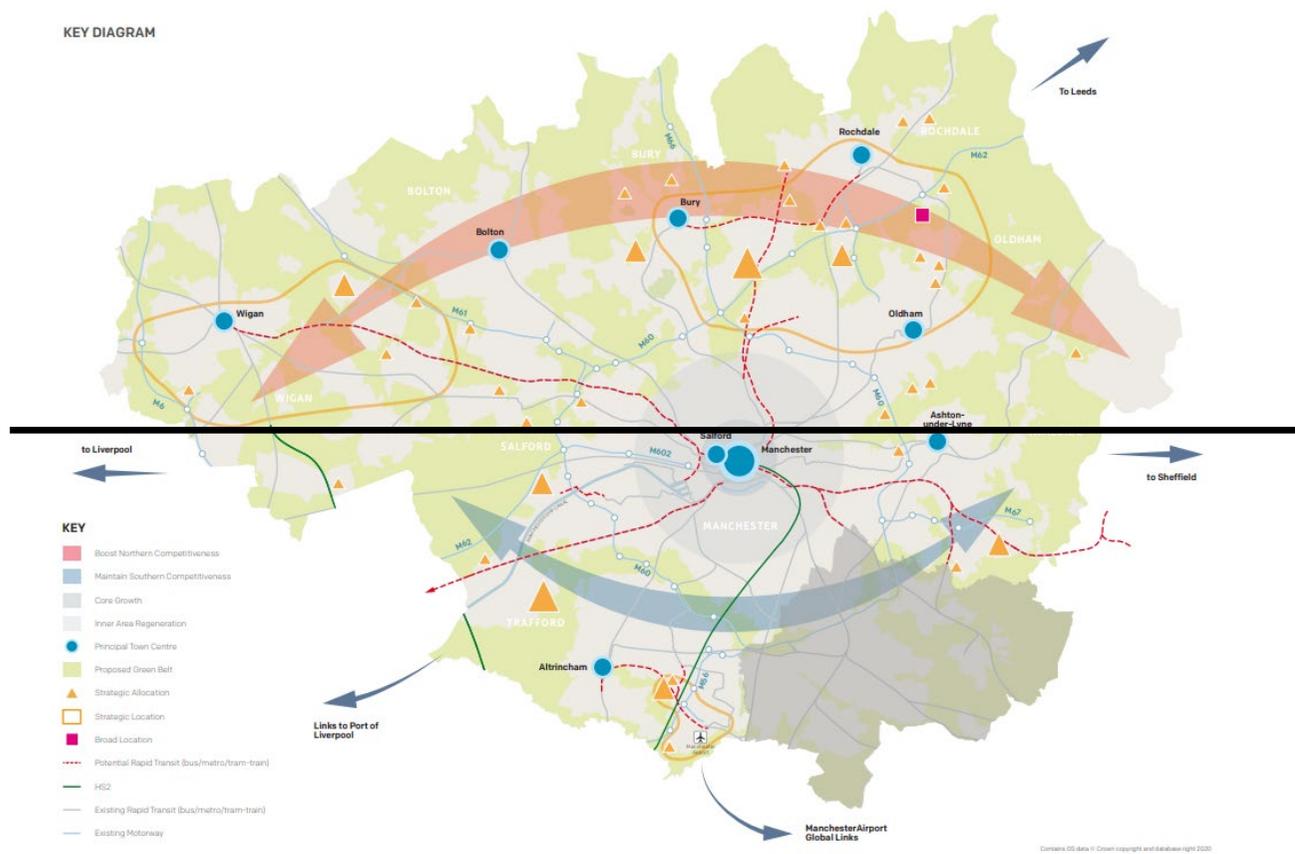
Map MM2.1
 PfE 2021 Figure 2.1 The Places for Everyone boundary within the Greater Manchester context



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

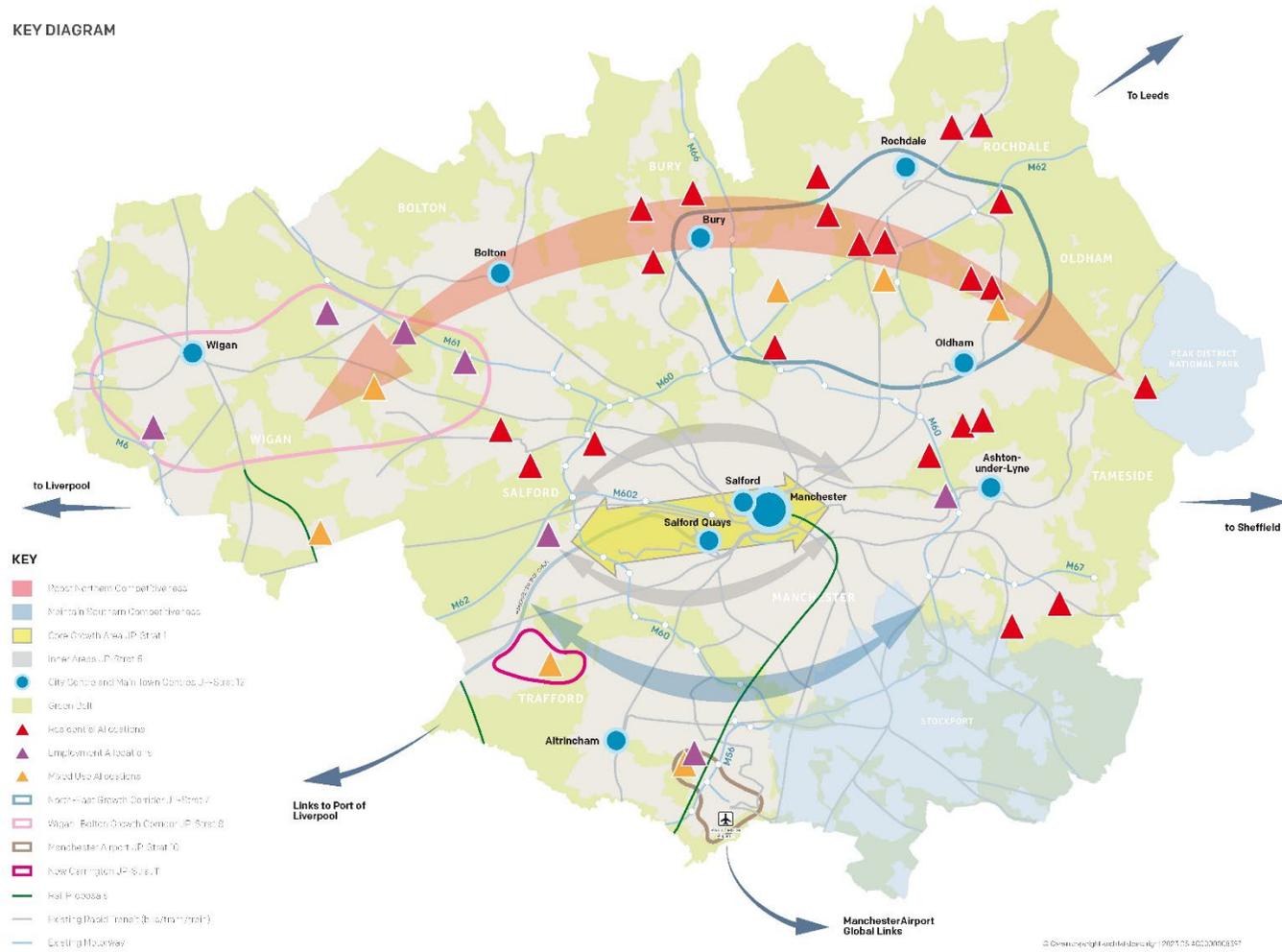


Map MM3.1
PfE 2021 Figure 3.1 Key Diagram



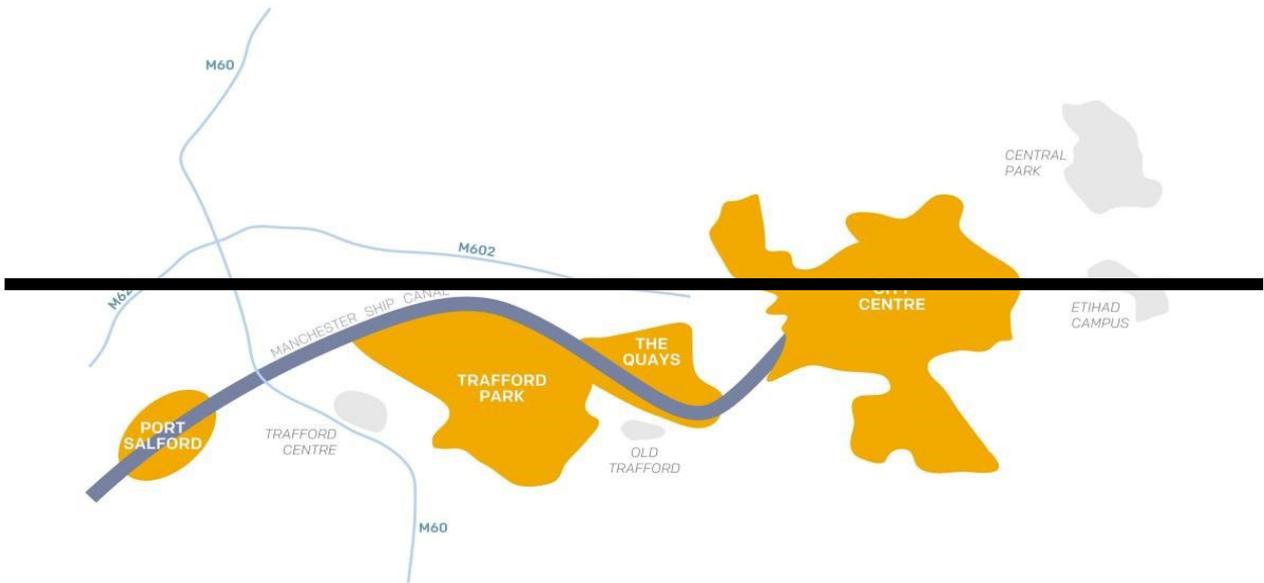
Modified Figure 3.1 Key Diagram

KEY DIAGRAM



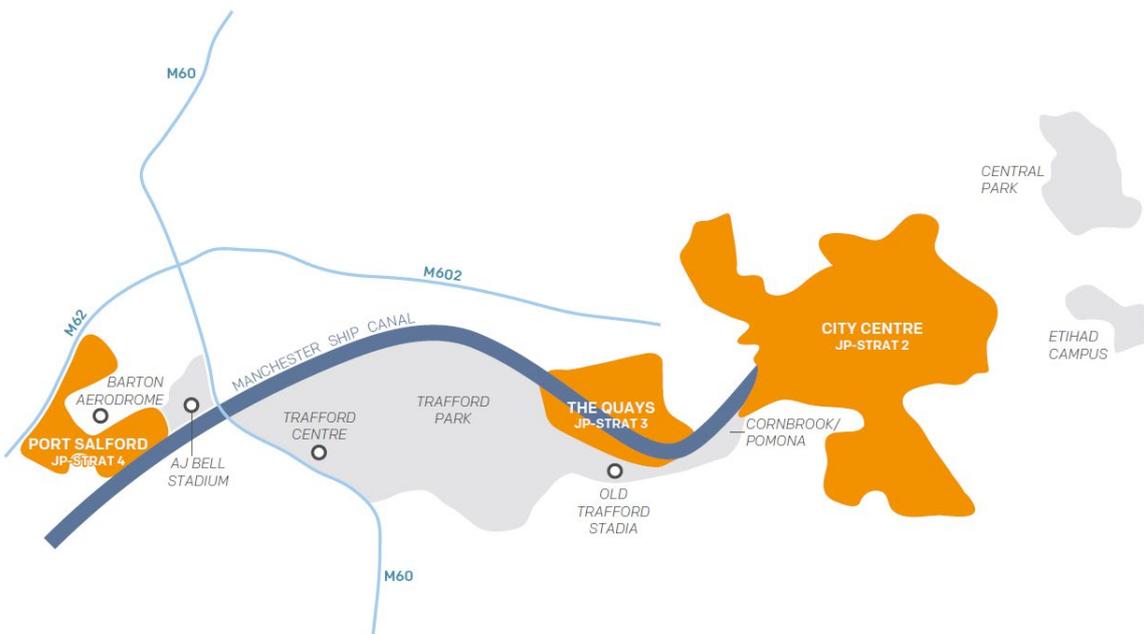
Map MM4.5
 PfE 2021 Figure 4.2 Core Growth Area

CORE GROWTH AREA



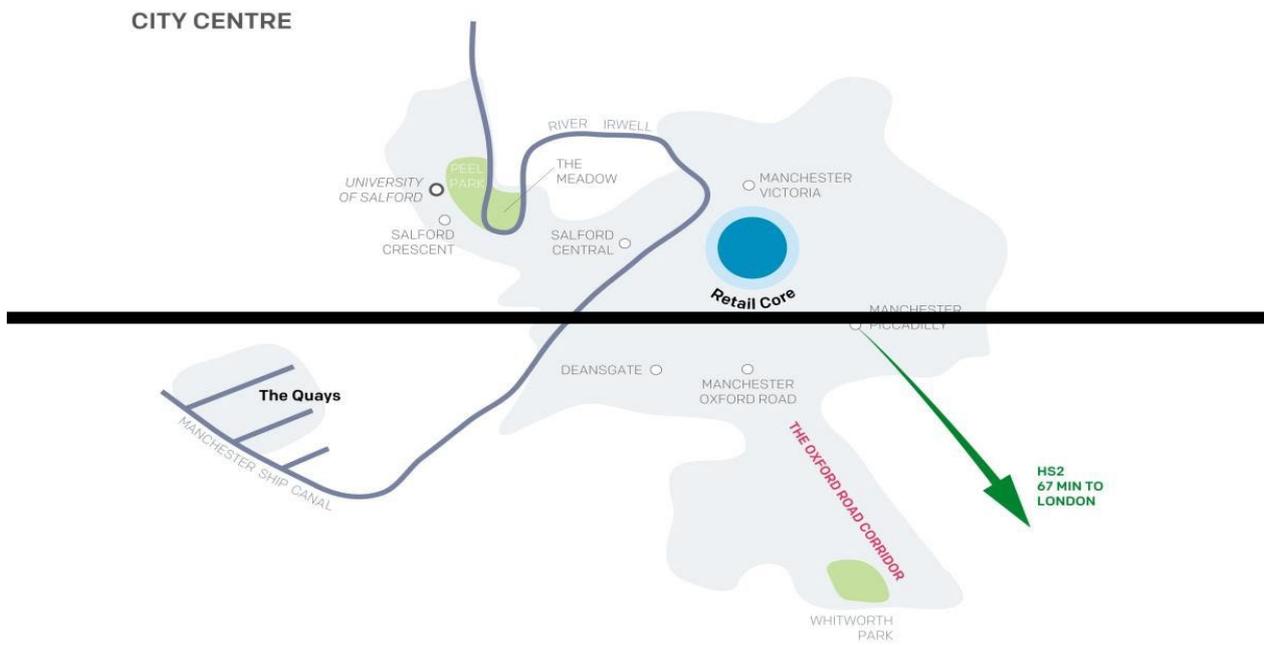
Modified Figure 4.2 Core Growth Area

CORE GROWTH AREA

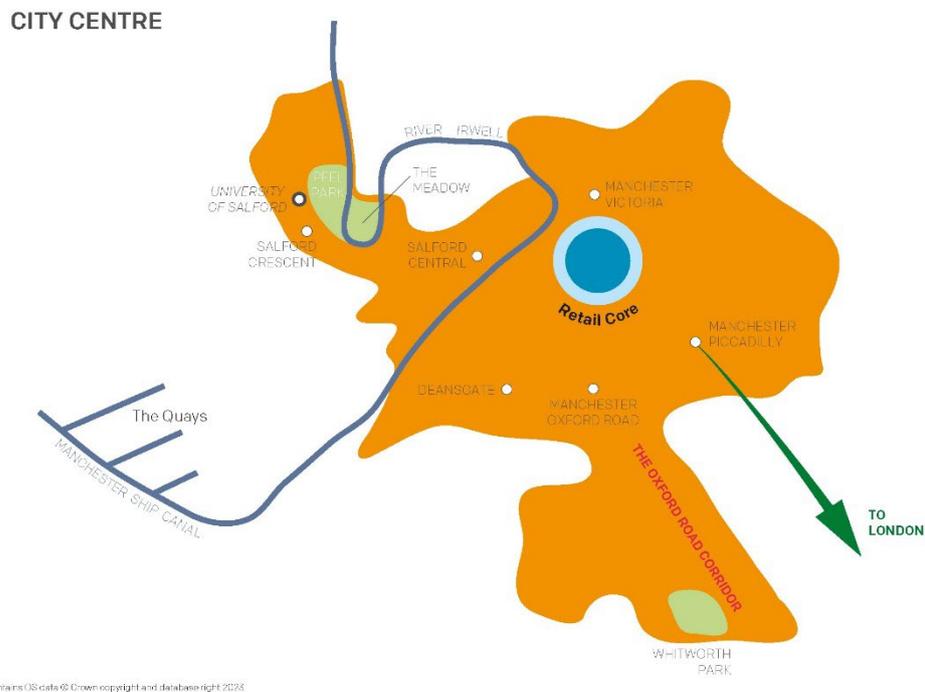


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Map MM4.10
 PfE 2021 Figure 4.3 City Centre

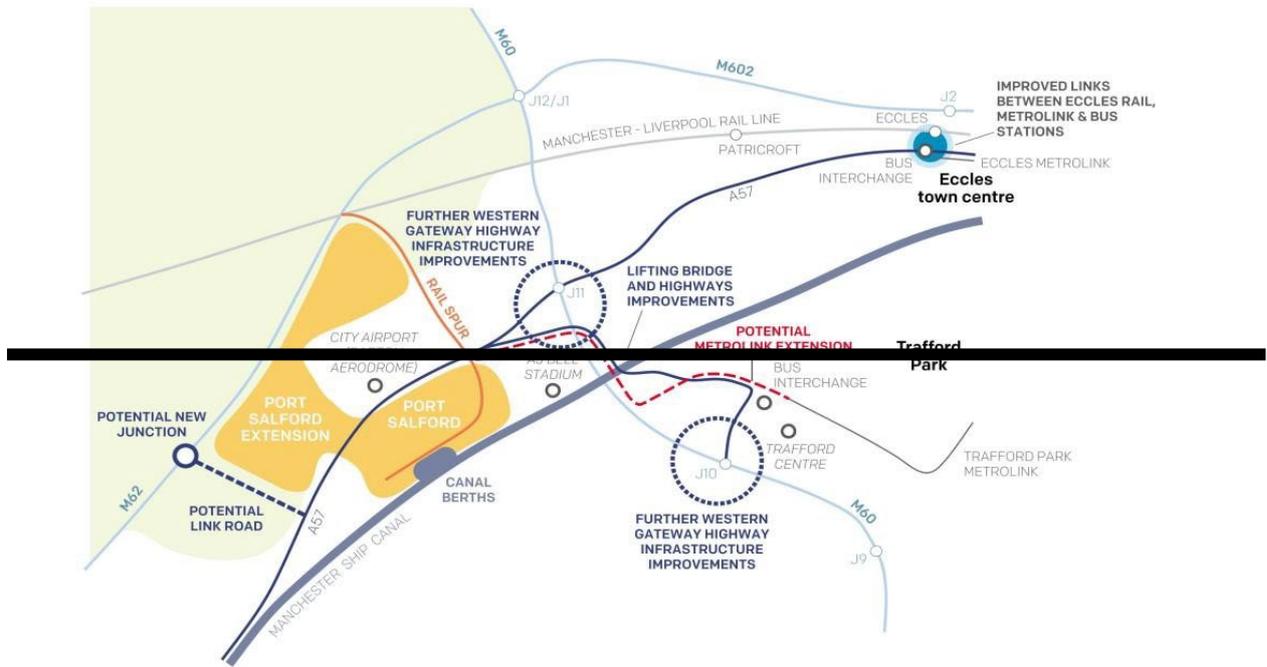


Modified Figure 4.3 City Centre



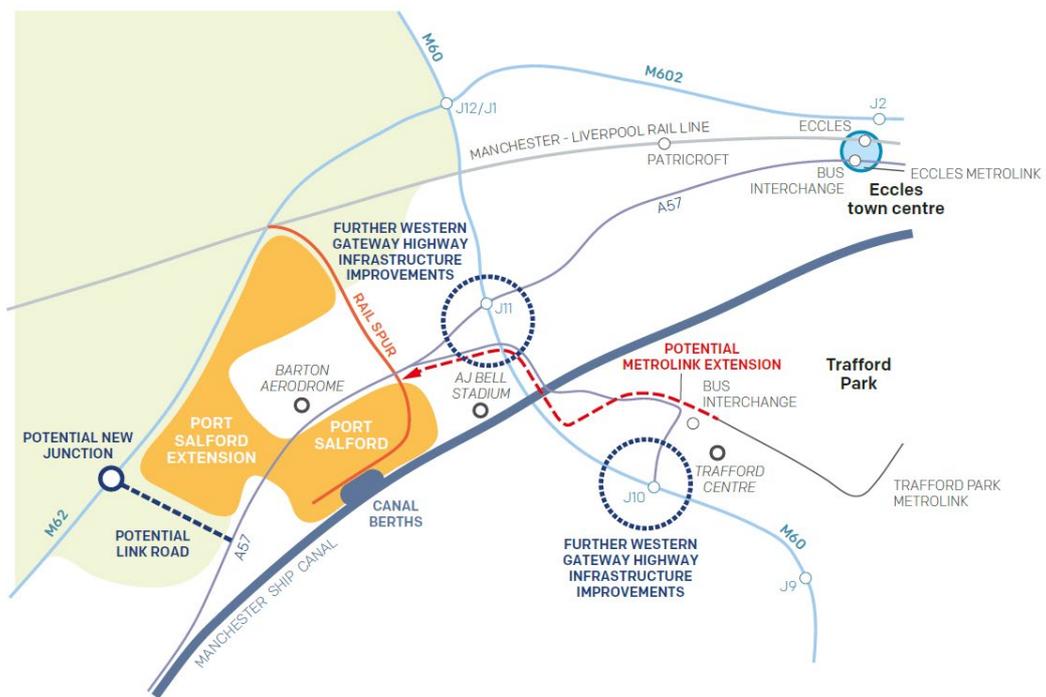
Map MM4.14
 PfE 2021 Figure 4.5 Port Salford

PORT SALFORD



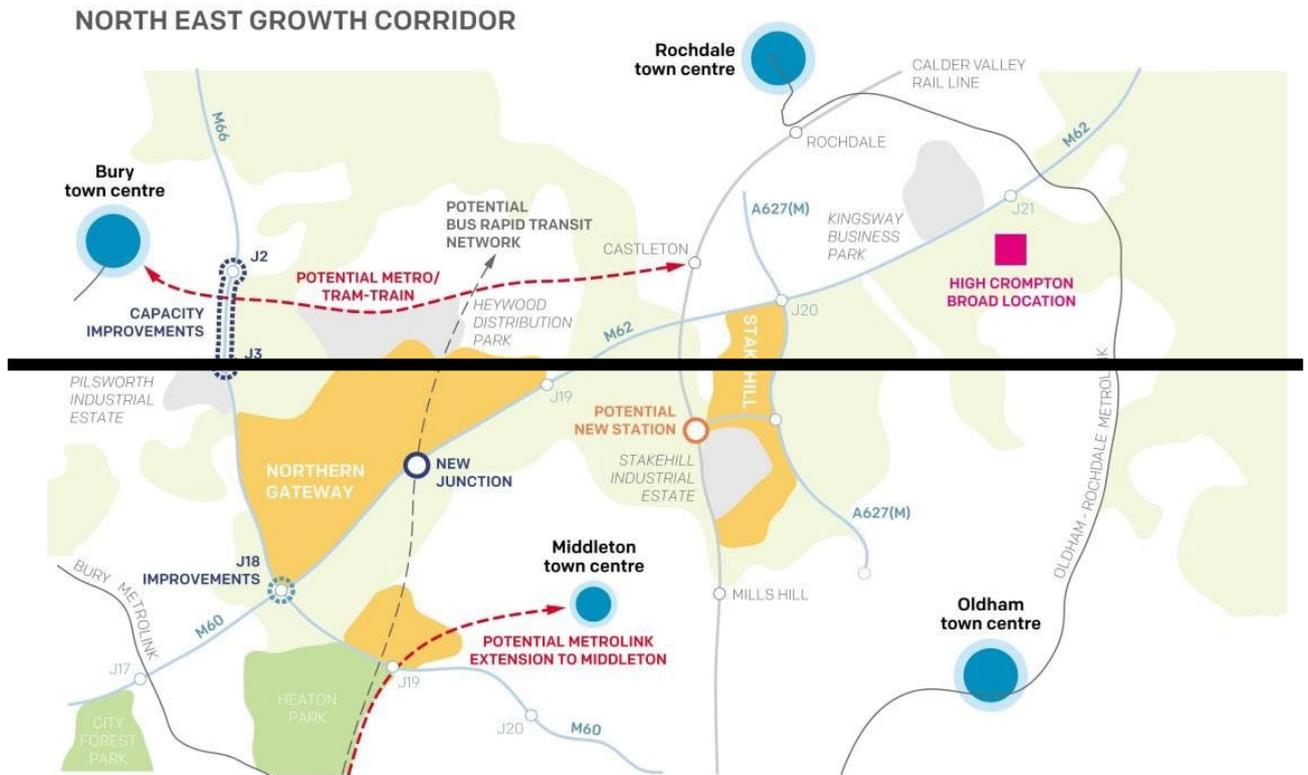
Modified Figure 4.5 Port Salford

PORT SALFORD

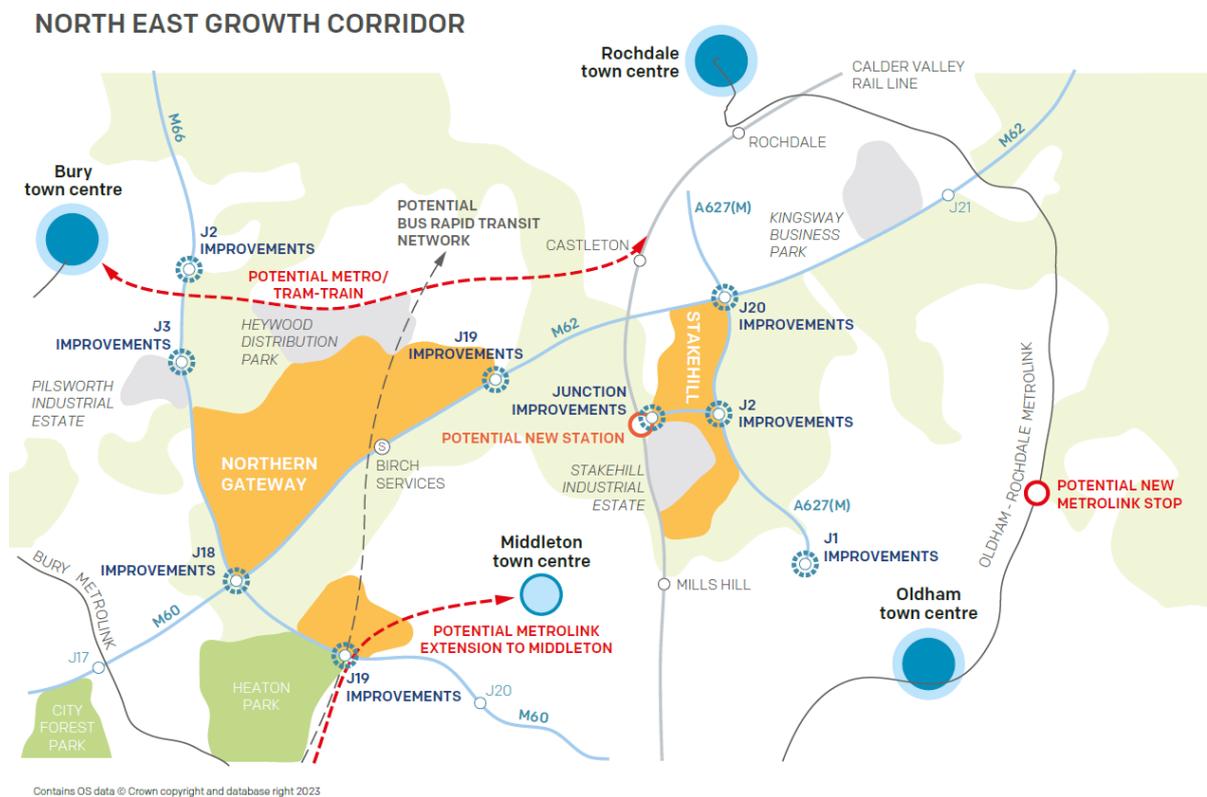


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Map MM4.21
 PfE 2021 Picture 4.2 North-East Growth Corridor



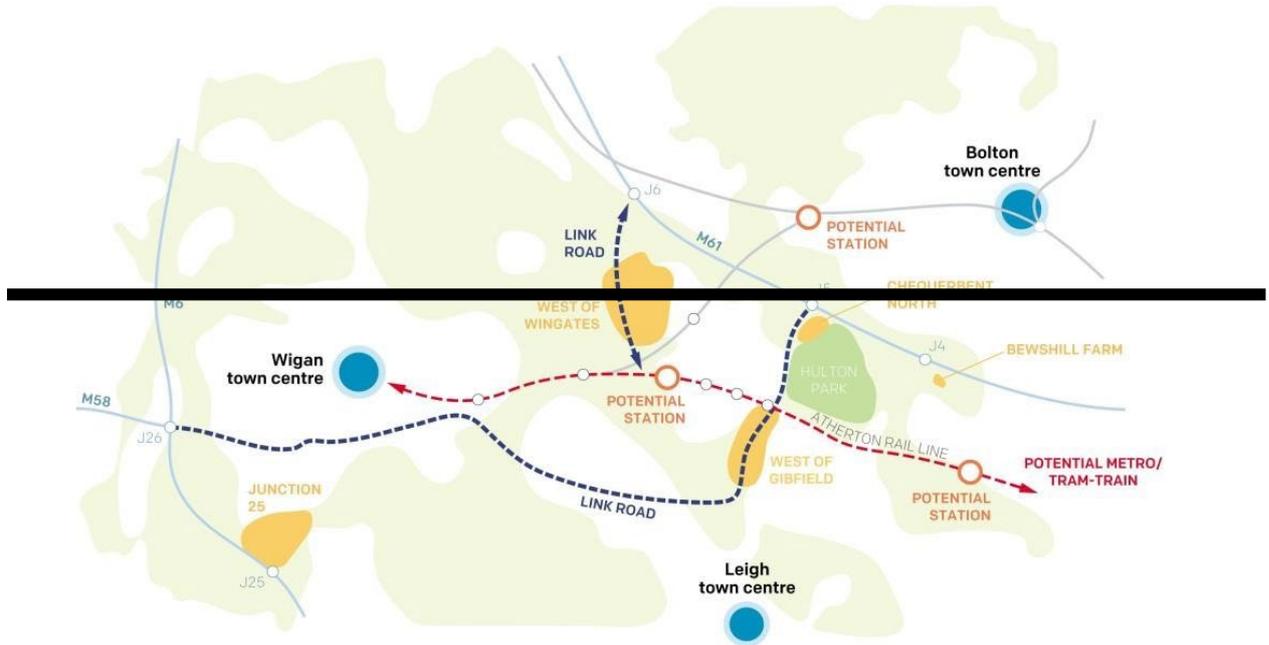
Modified Picture 4.2 North-East Growth Corridor



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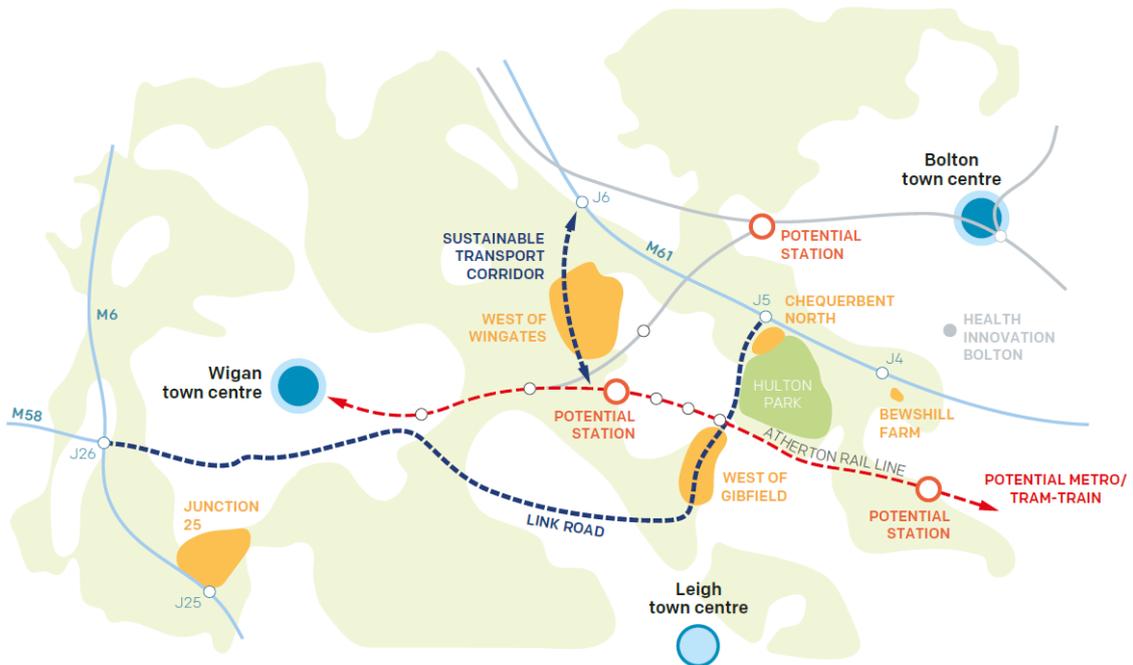
Map MM4.24
 PfE 2021 Figure 4.6 Wigan-Bolton Growth Corridor

WIGAN-BOLTON GROWTH CORRIDOR



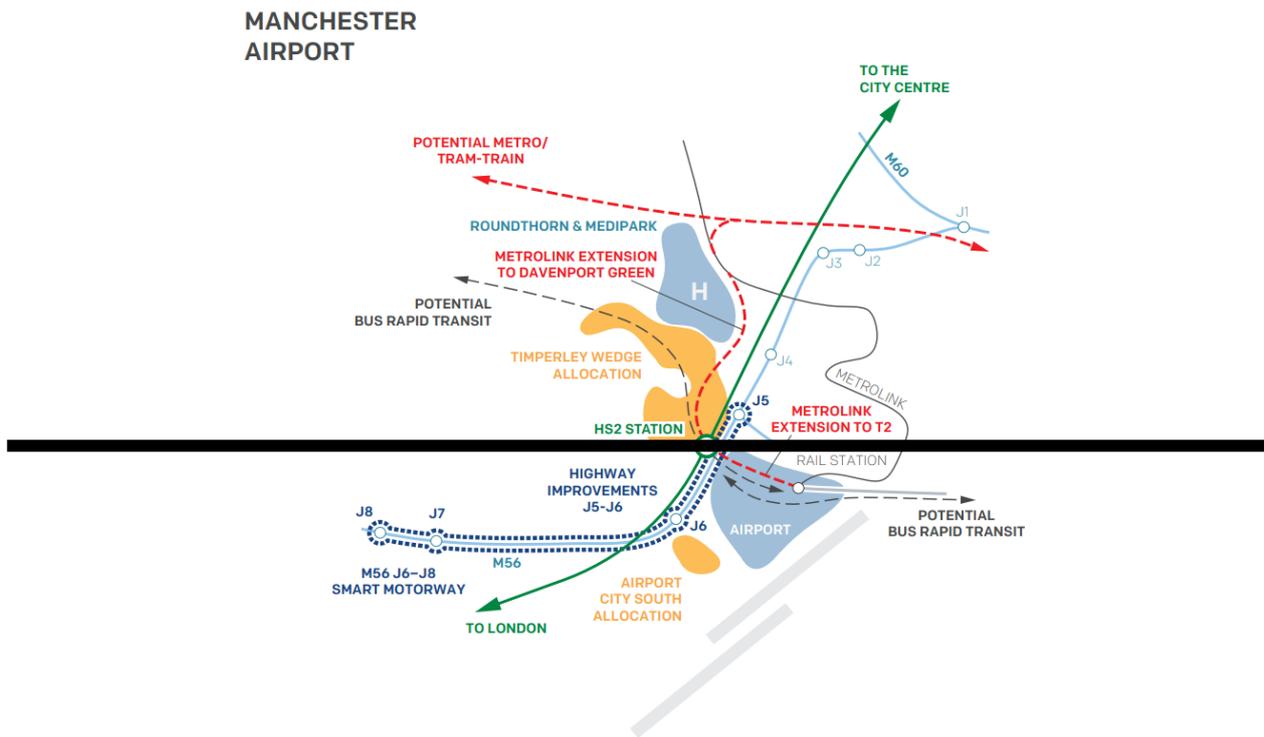
Modified Figure 4.6 Wigan-Bolton Growth Corridor

WIGAN-BOLTON GROWTH CORRIDOR



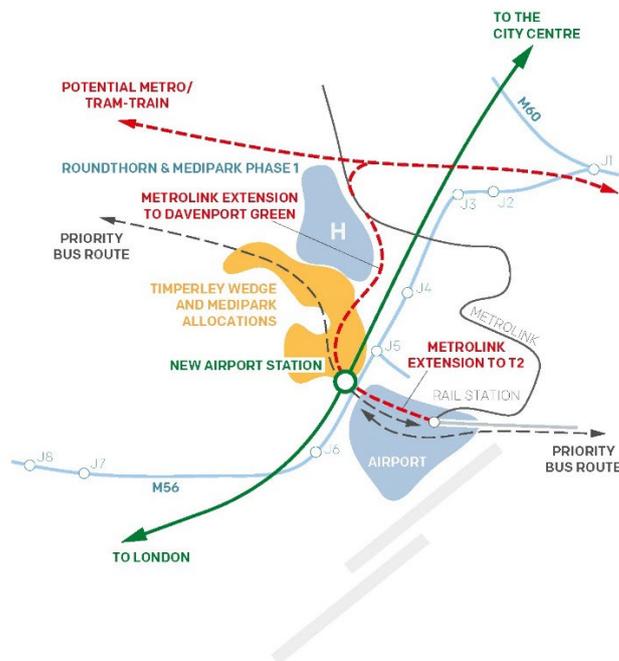
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Map MM4.28
 PfE 2021 Figure 4.7 Manchester Airport



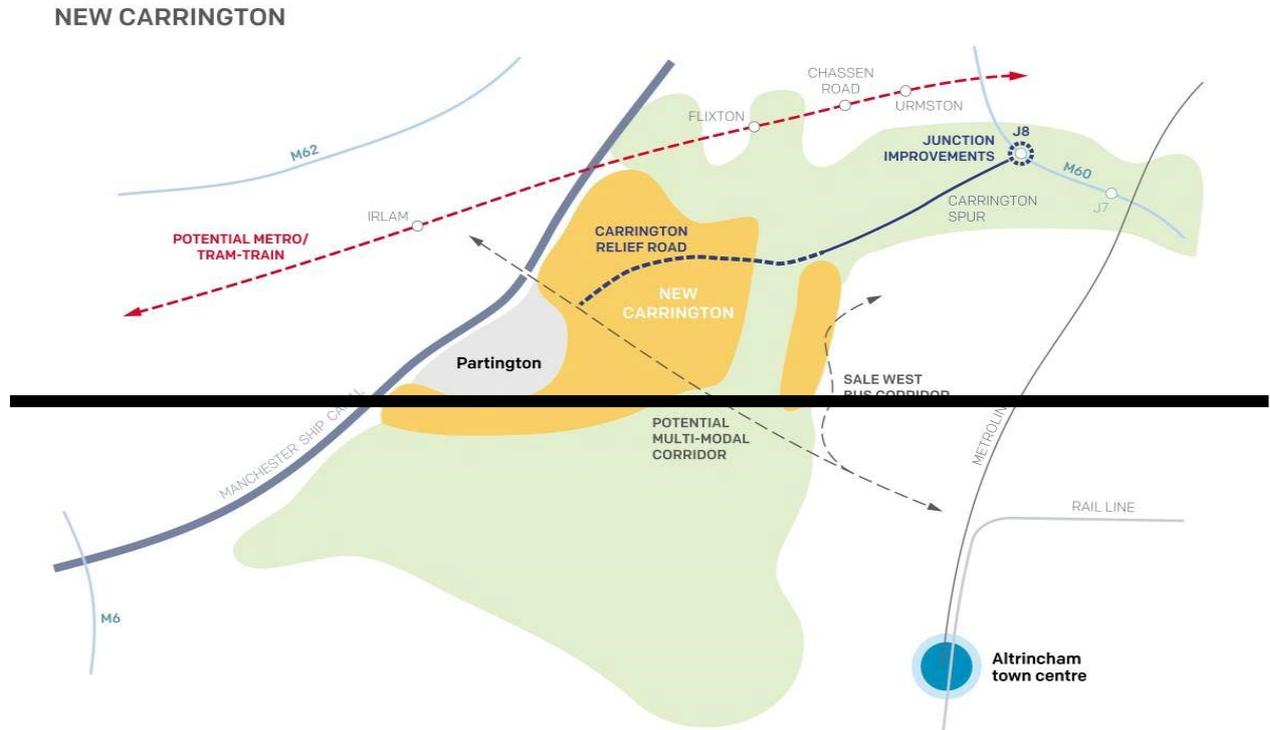
Modified Figure 4.7 Manchester Airport

MANCHESTER AIRPORT

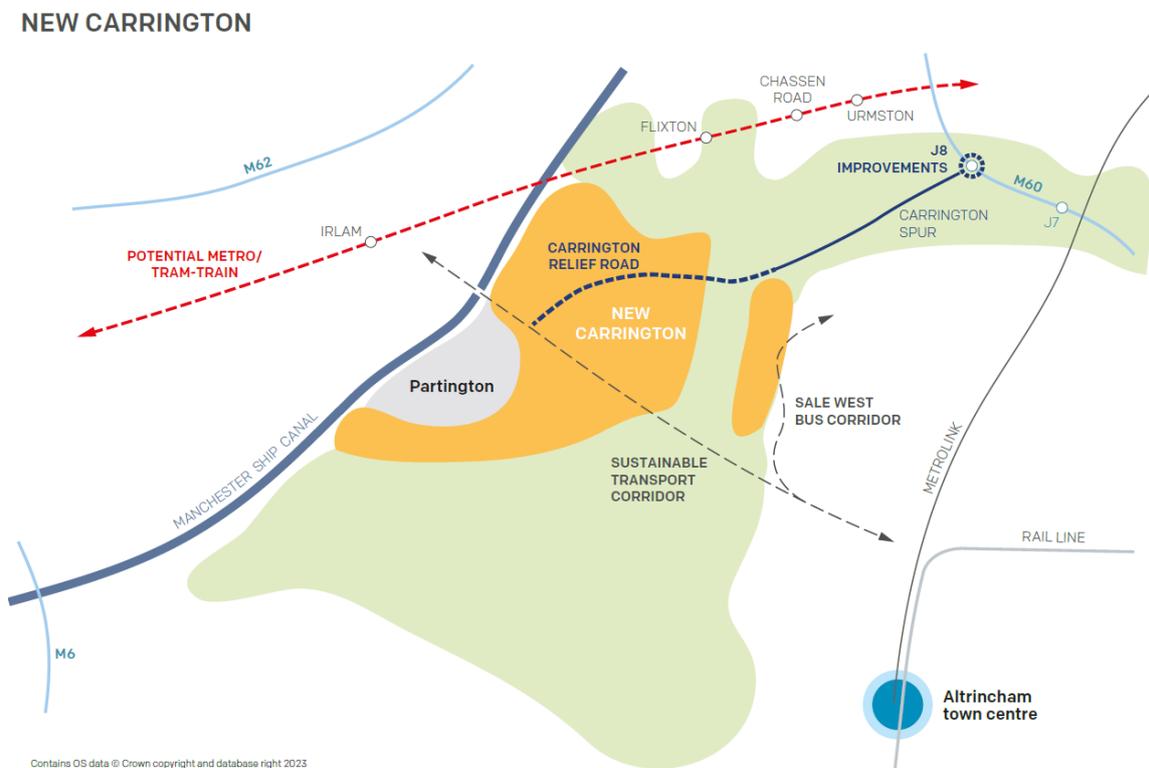


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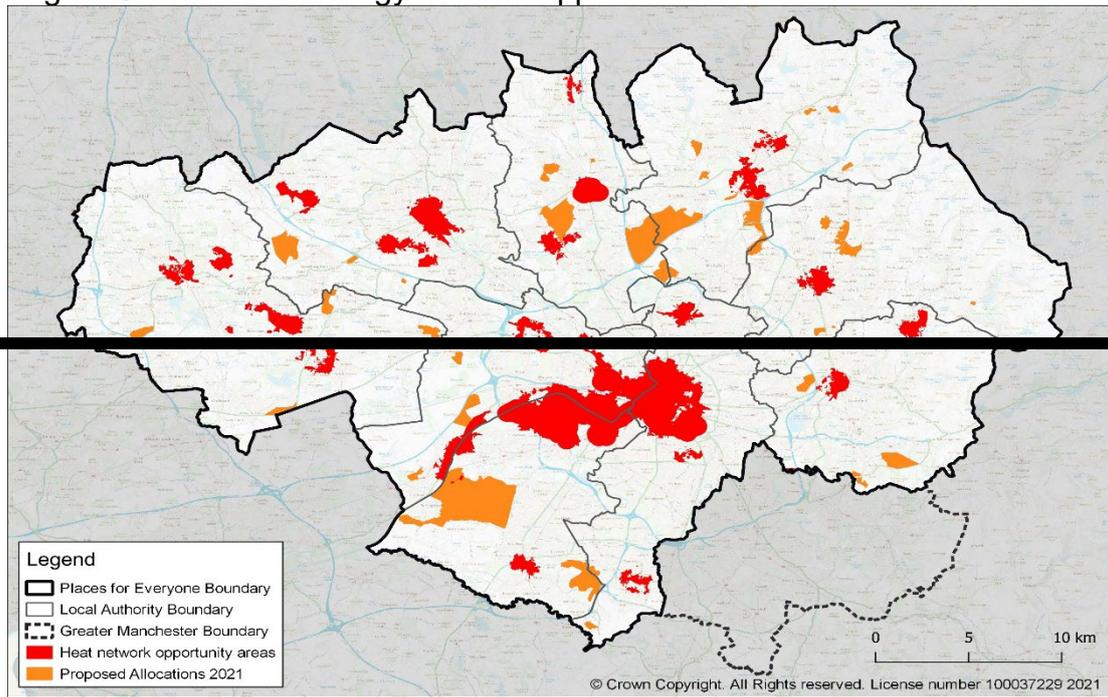
Map MM4.30
 PfE 2021 Figure 4.8 New Carrington



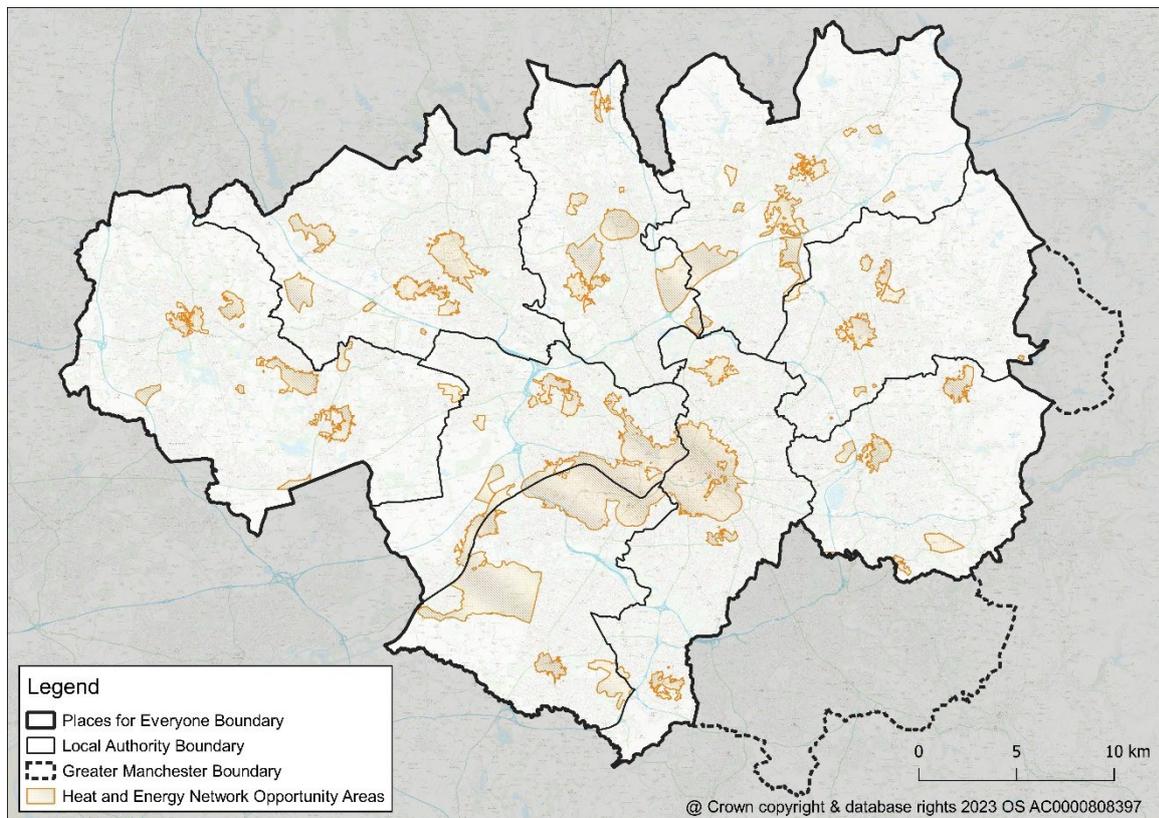
Modified Figure 4.8 New Carrington



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

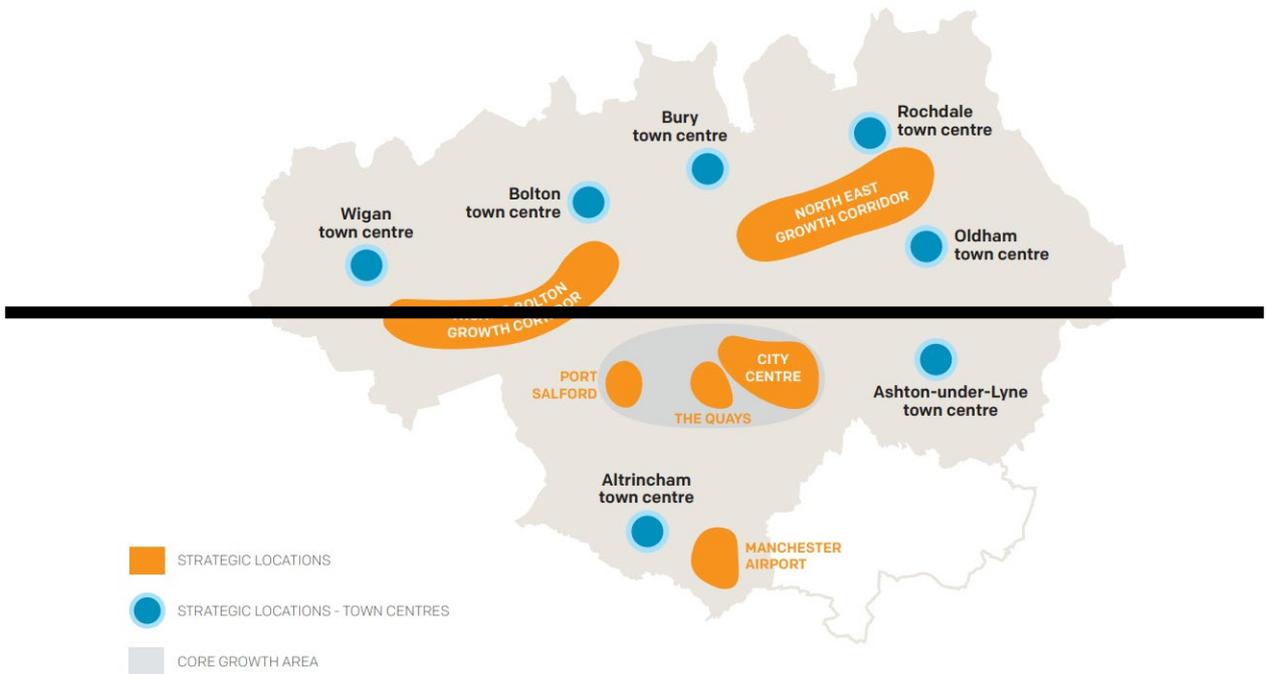


Modified Figure 5.1 Heat and Energy Network Opportunity Areas



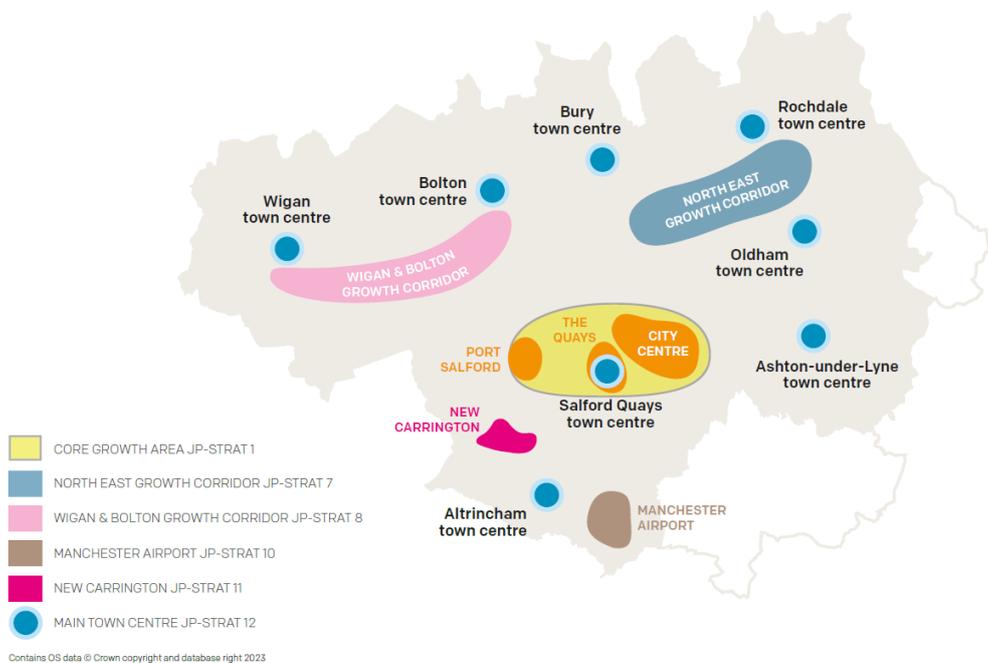
Map MM6.2
 PfE 2021 Figure 6.1 Strategic Locations

STRATEGIC LOCATIONS



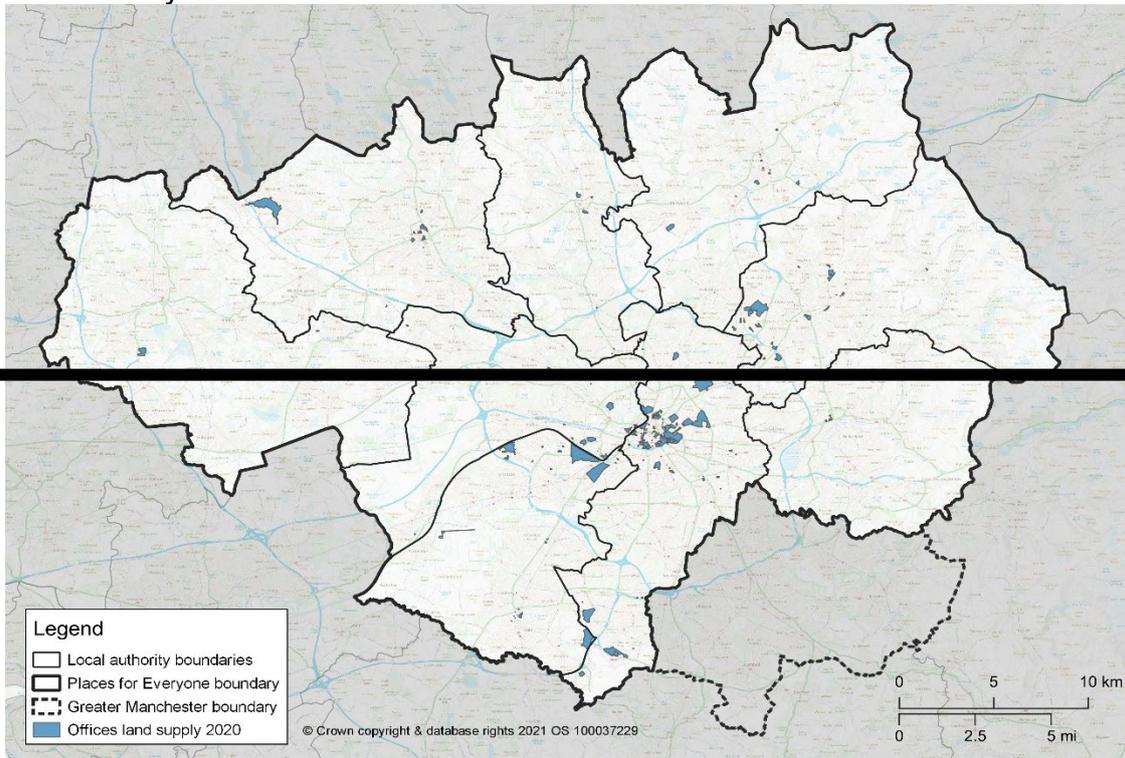
Modified Figure 6.1 Key Growth Locations

KEY GROWTH LOCATIONS

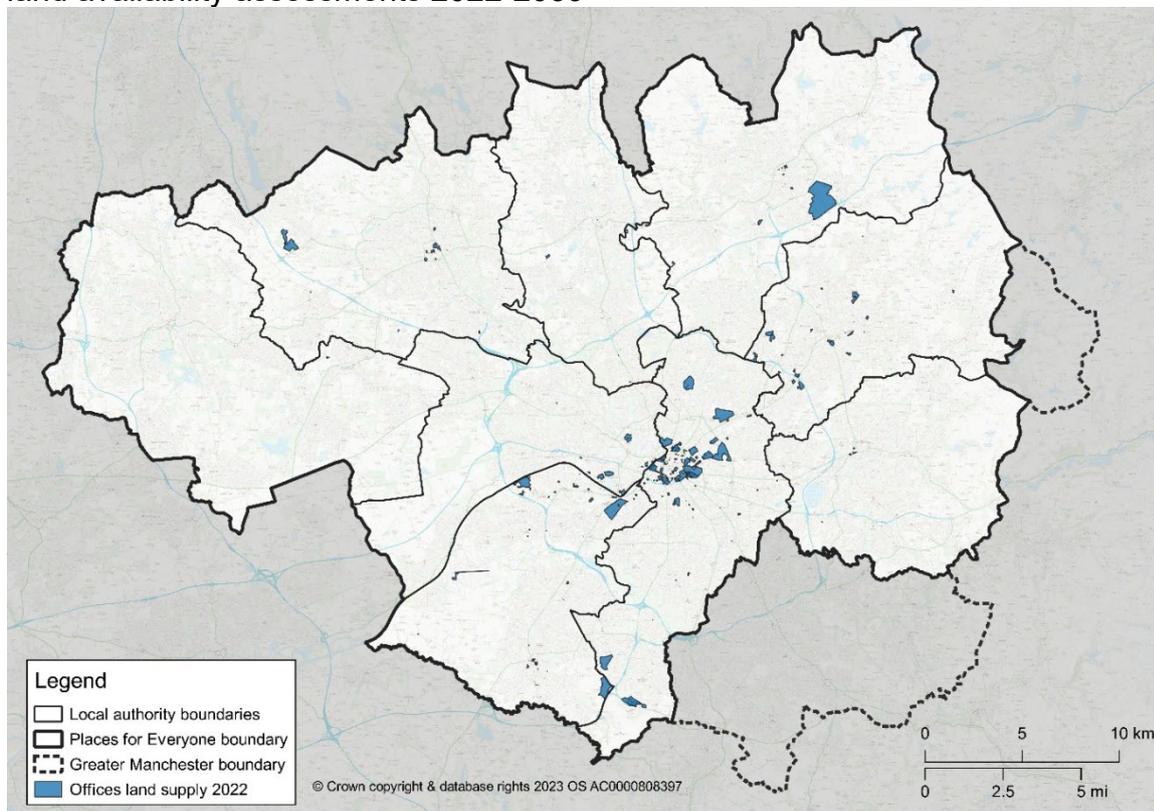


Map MM6.8

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

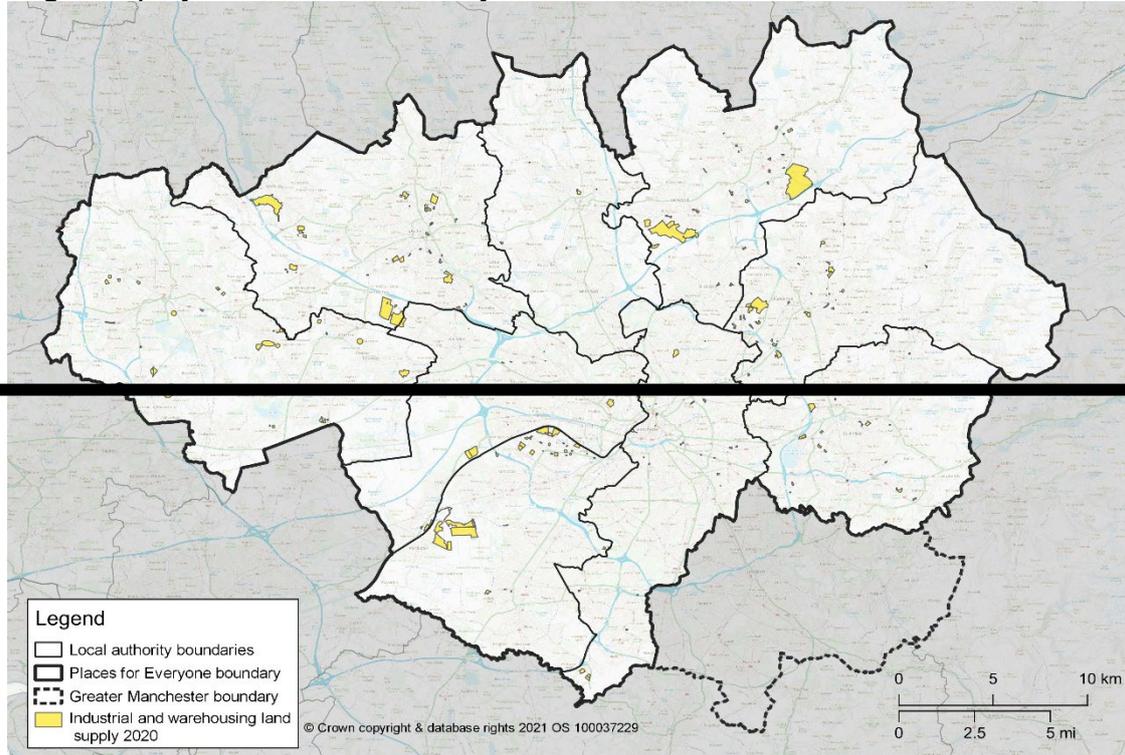


Modified Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2022-2039

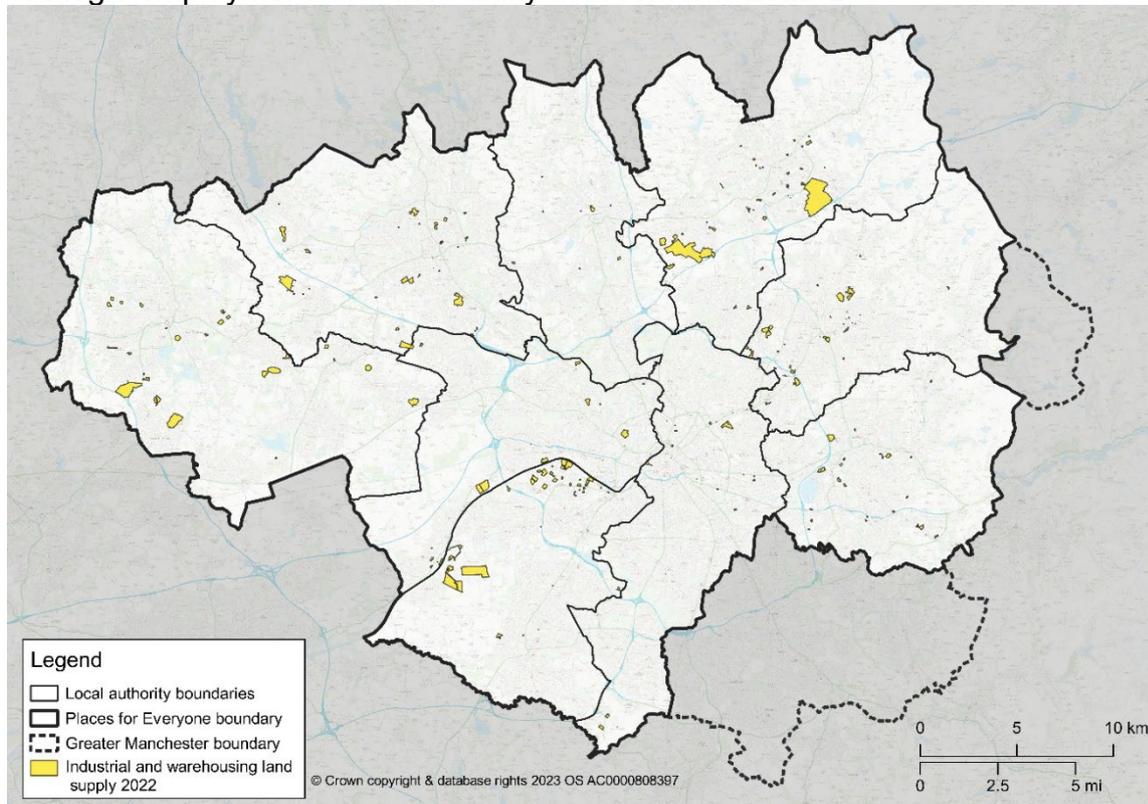


Map MM6.12

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

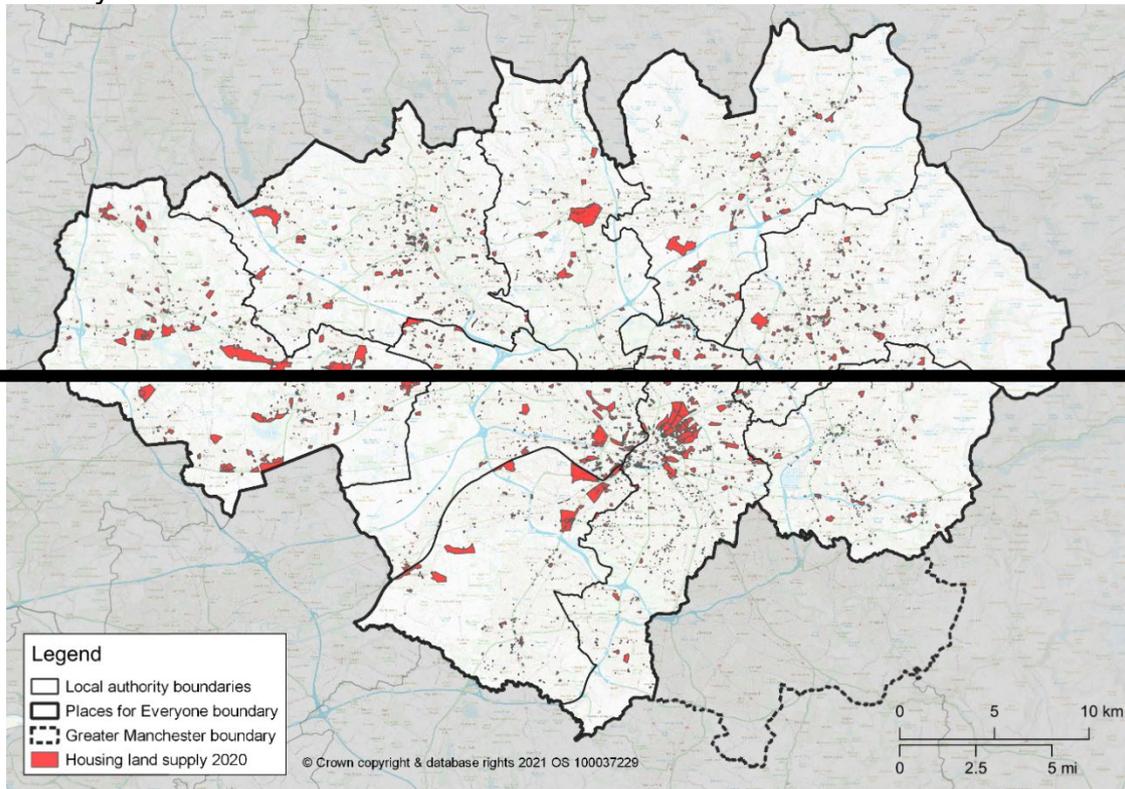


Modified Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2022-2039

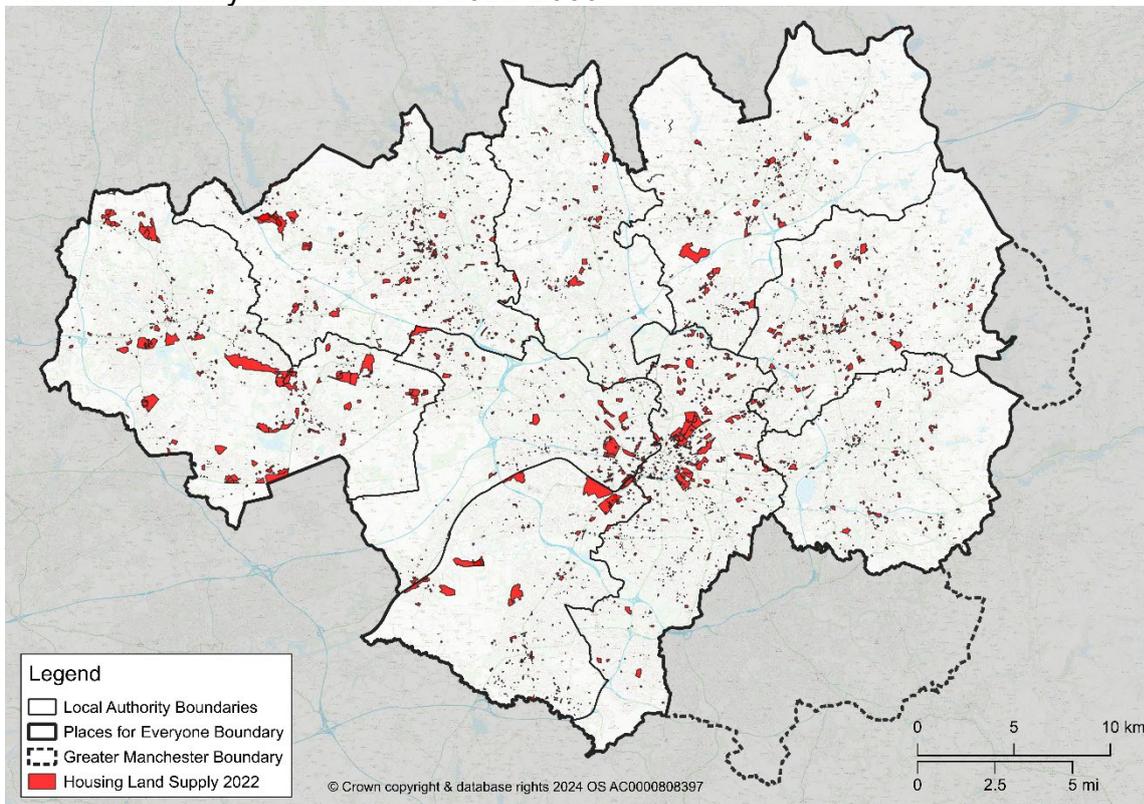


Map MM7.1

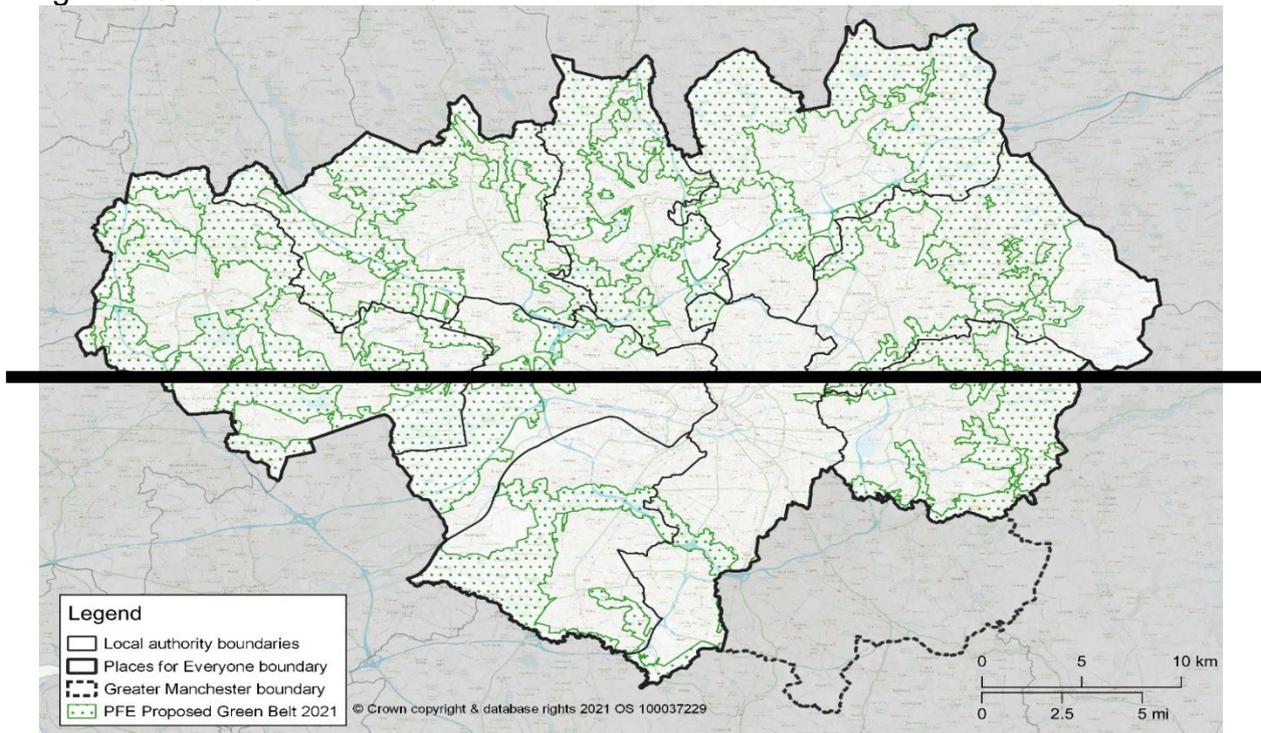
PfE 2021 Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037



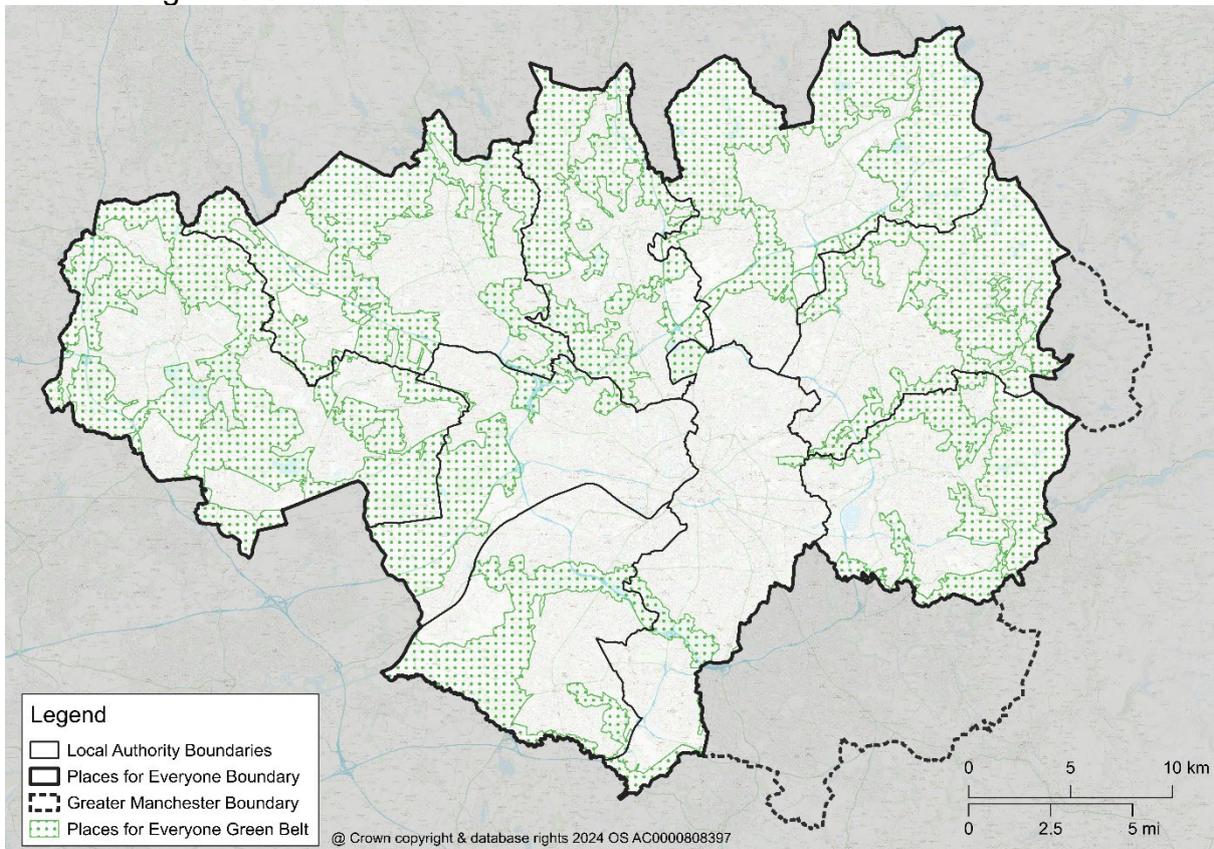
Modified PfE 2021 Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2022-2039



Map MM8.20
 Figure 8.6 The Green Belt 2021

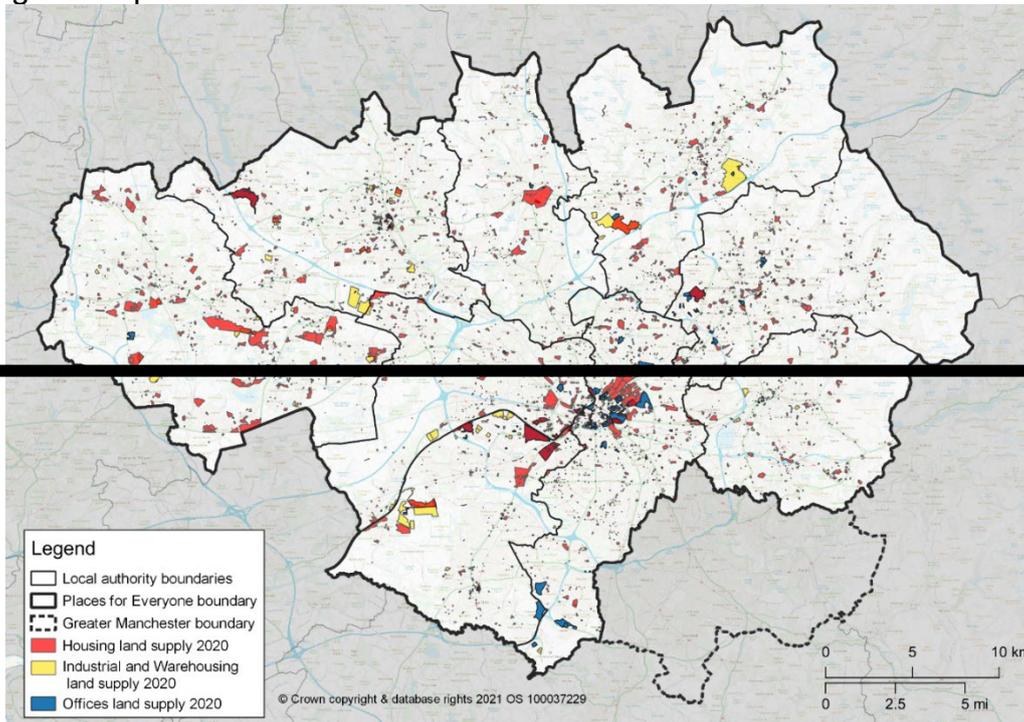


Modified Figure 8.6 The Green Belt

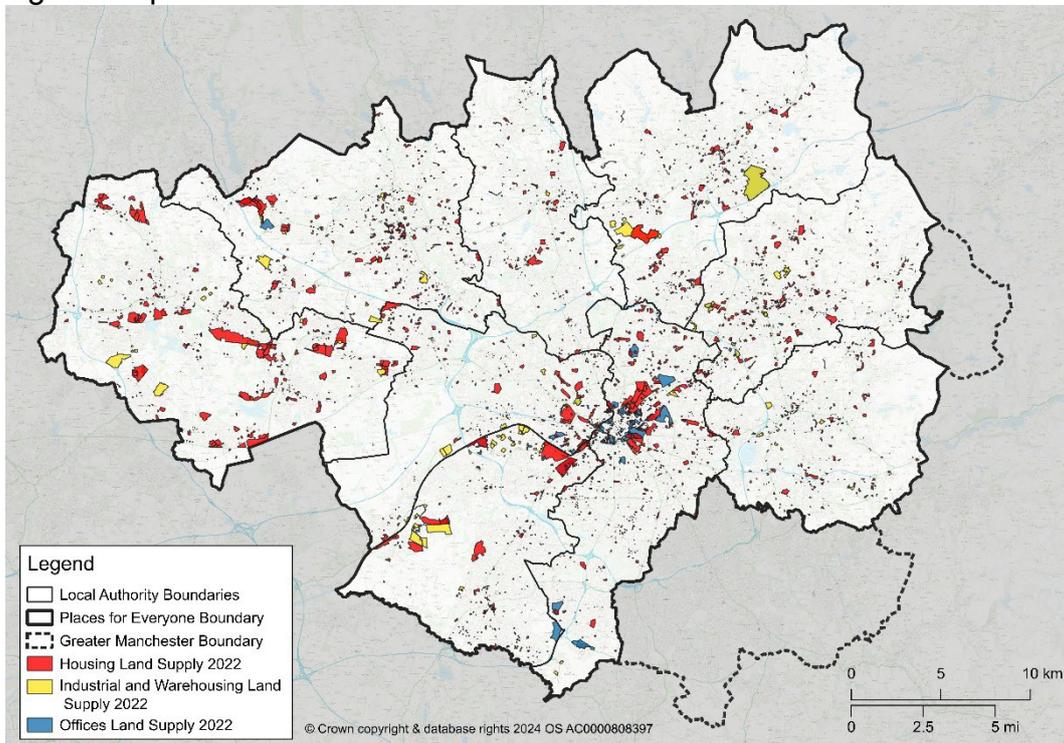


Map MM11.2

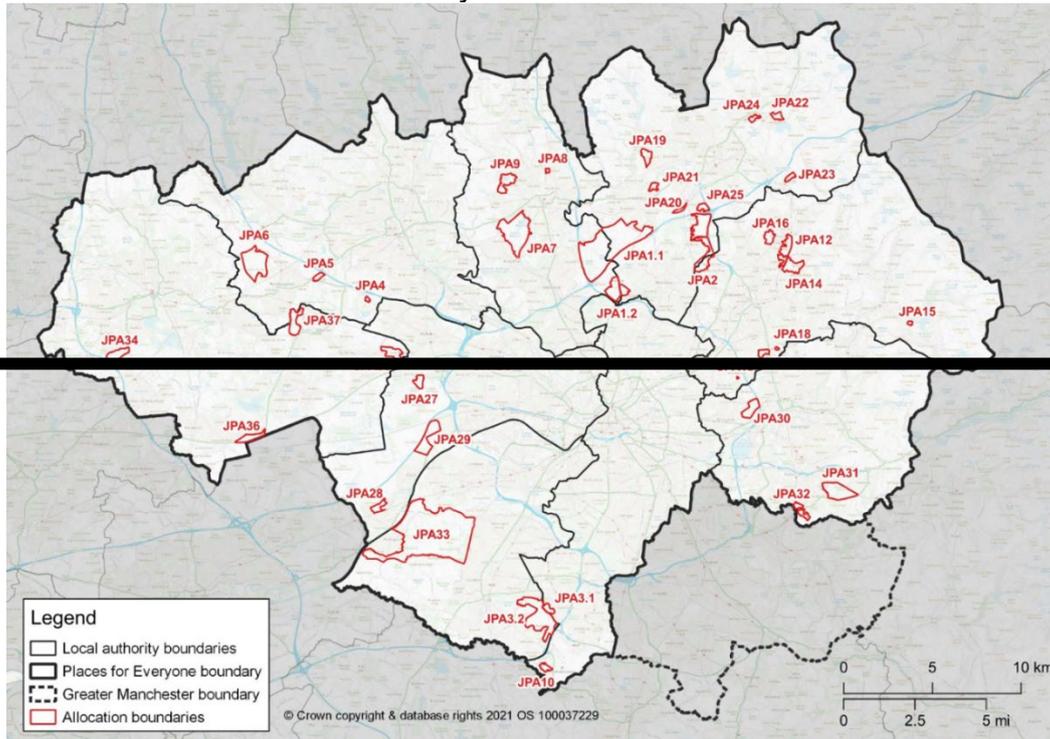
PfE 2021 Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020



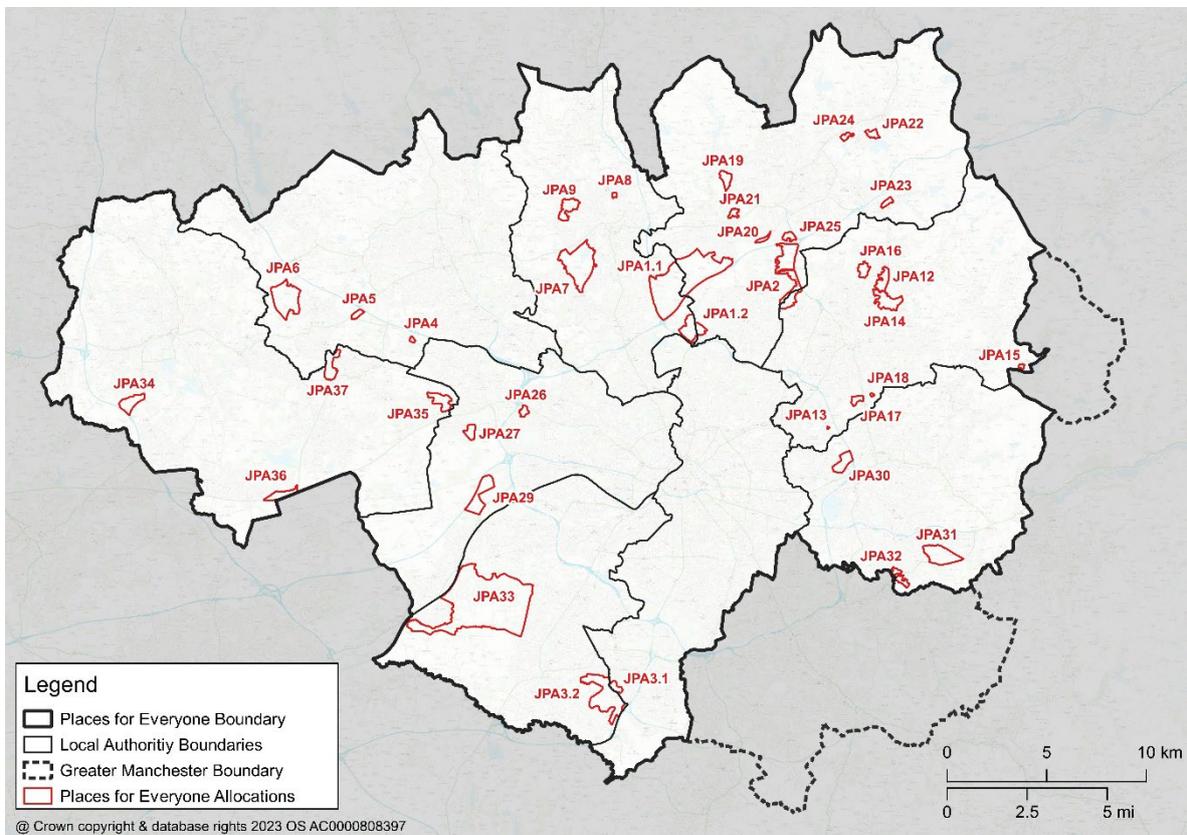
Modified Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2022



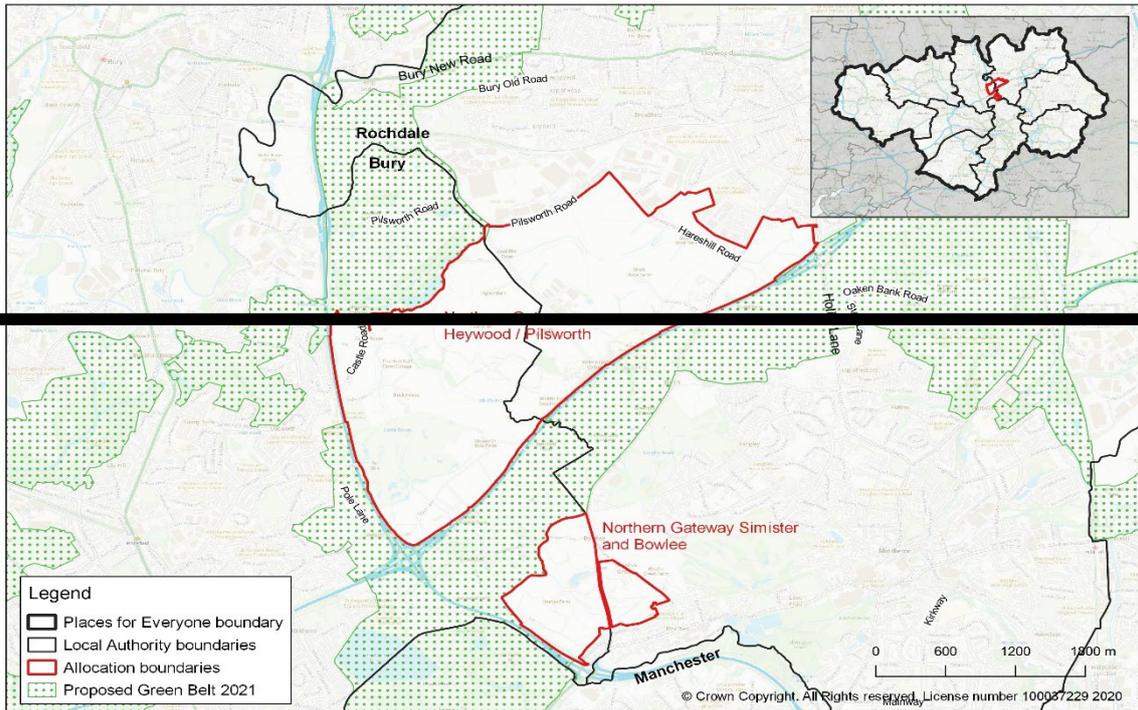
Map MM11.3
 PfE 2021 Picture11.2 Places for Everyone Allocations 2021



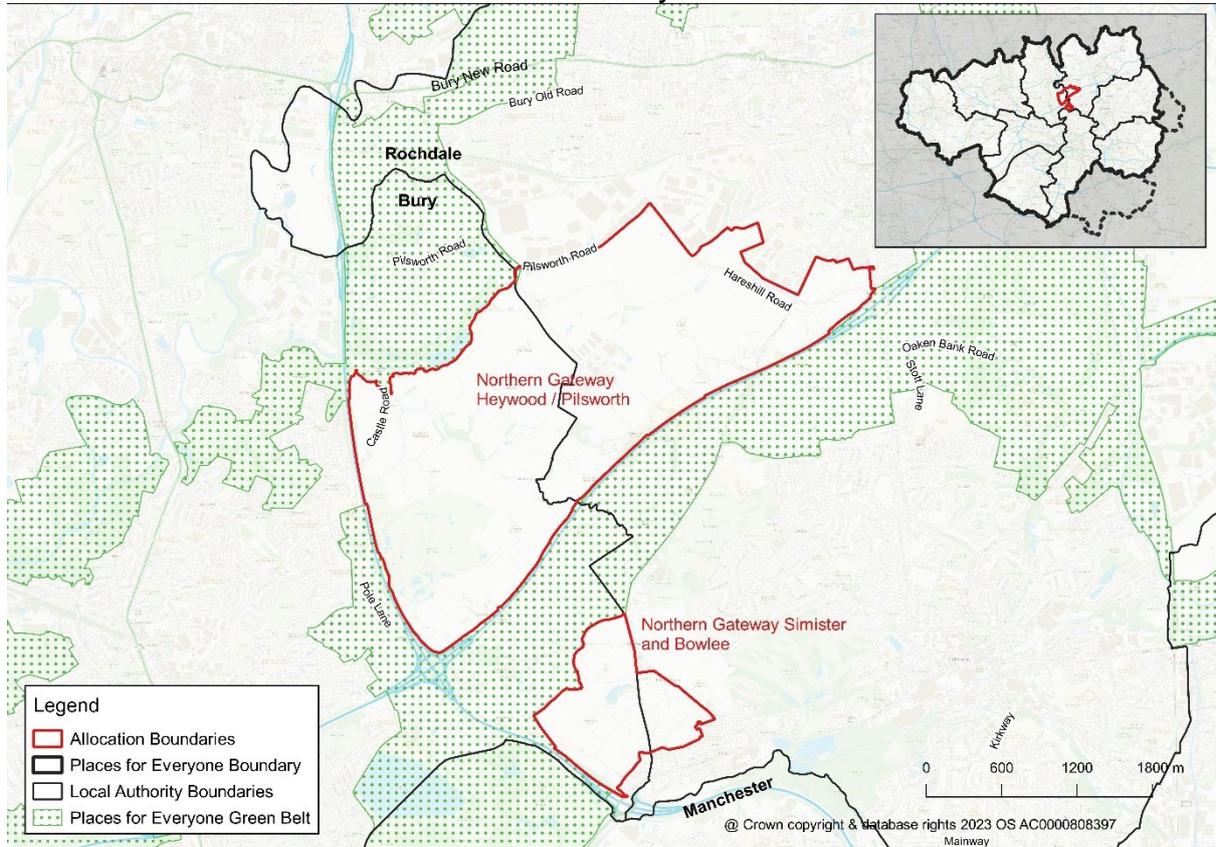
Modified Picture11.2 Places for Everyone Allocations



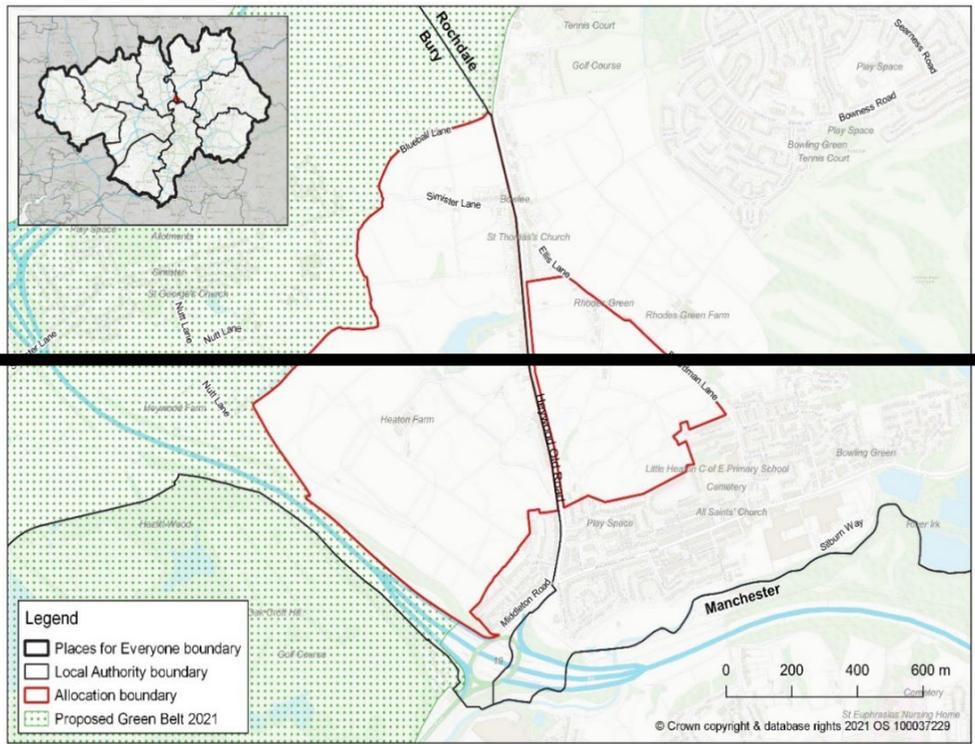
Map MMCB1
Picture 11.3 JPA 1 Northern Gateway



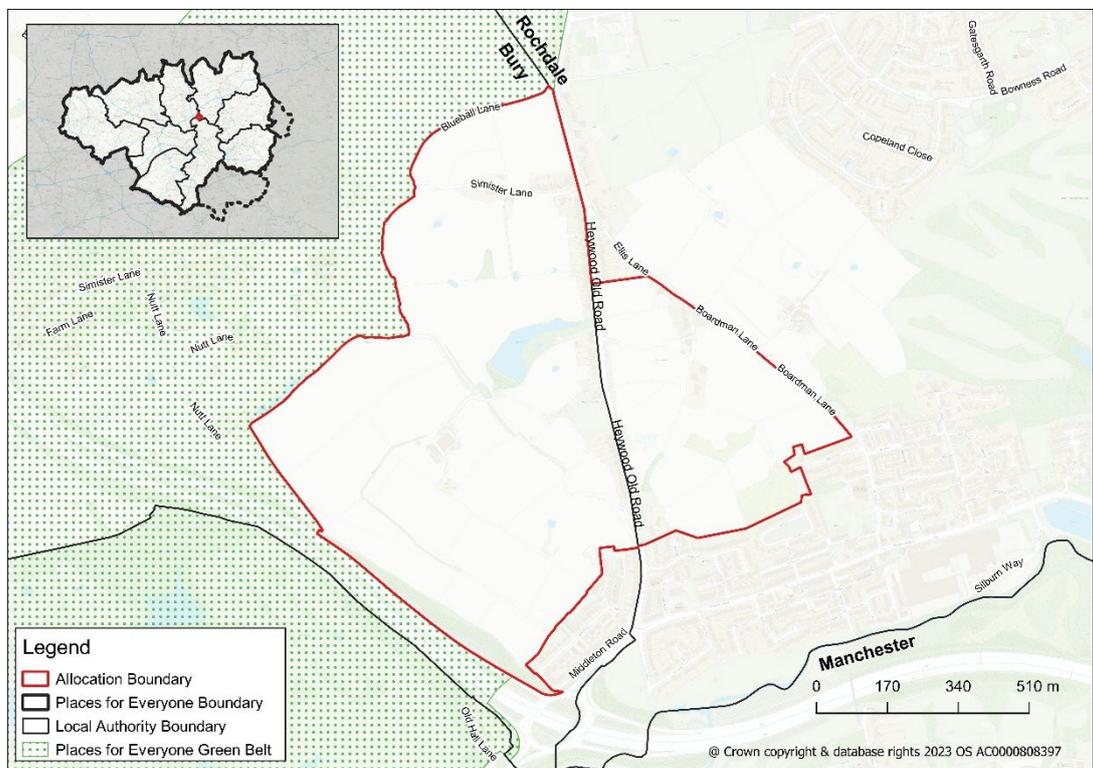
Modified Picture 11.3 JPA 1 Northern Gateway



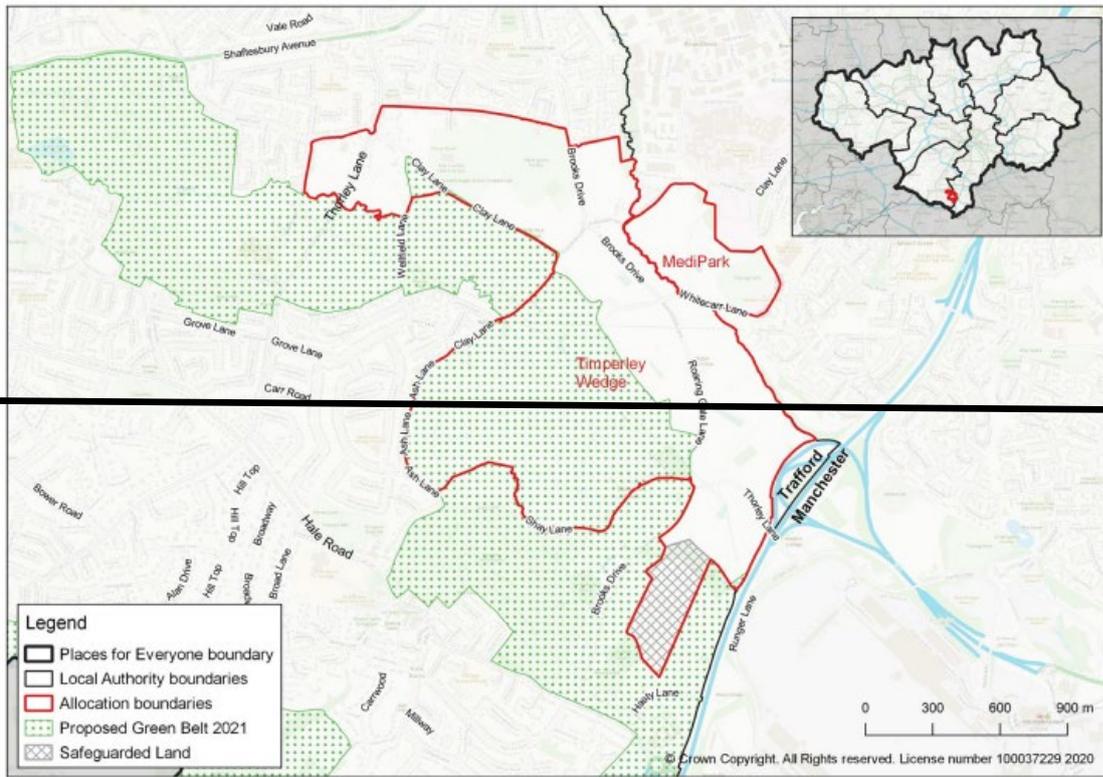
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 PfE 2021 Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



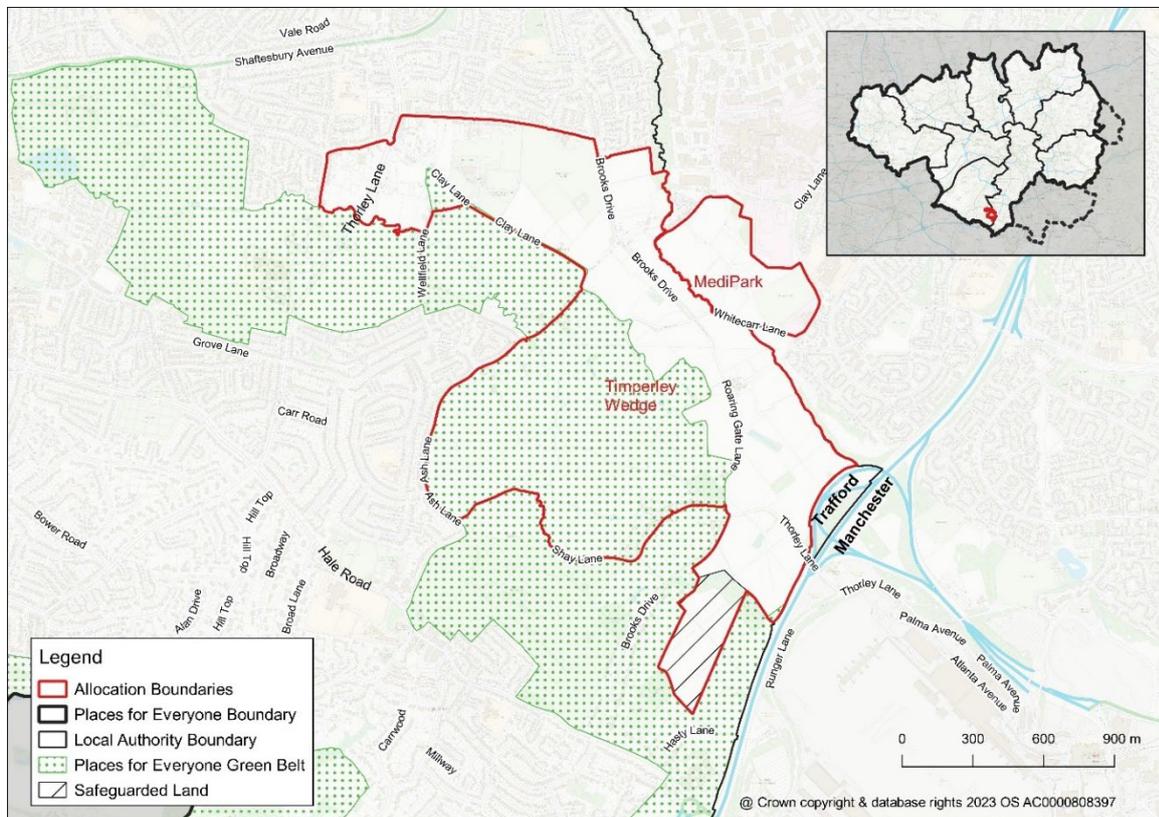
Modified Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



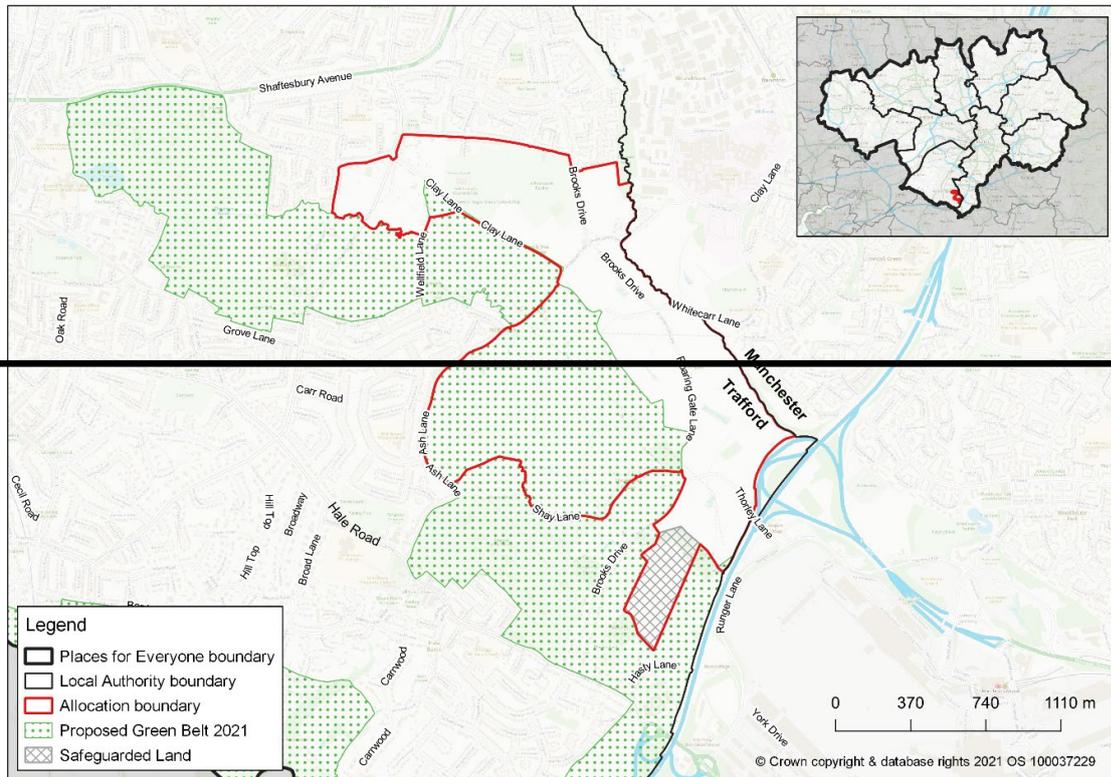
Map MMCB9
 PfE 2021 Picture 11.7 JPA 3 Medipark/Timperley Wedge



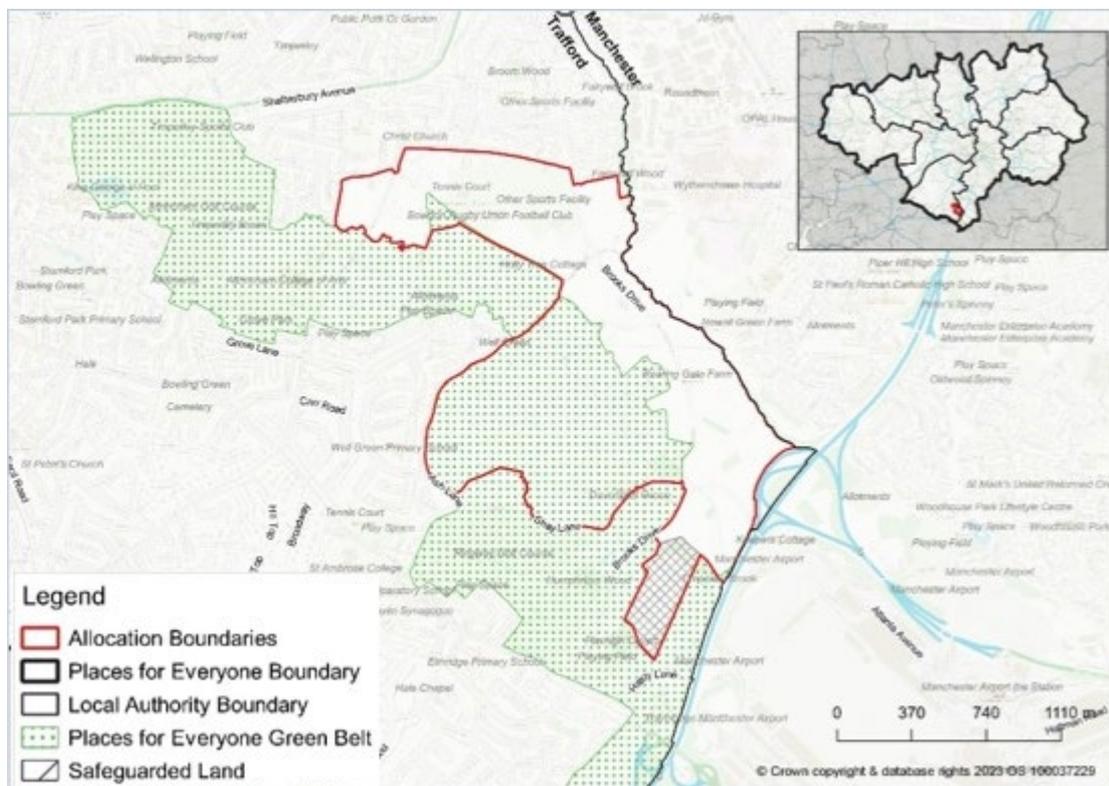
Modified Picture 11.7 JPA 3 Medipark/Timperley Wedge



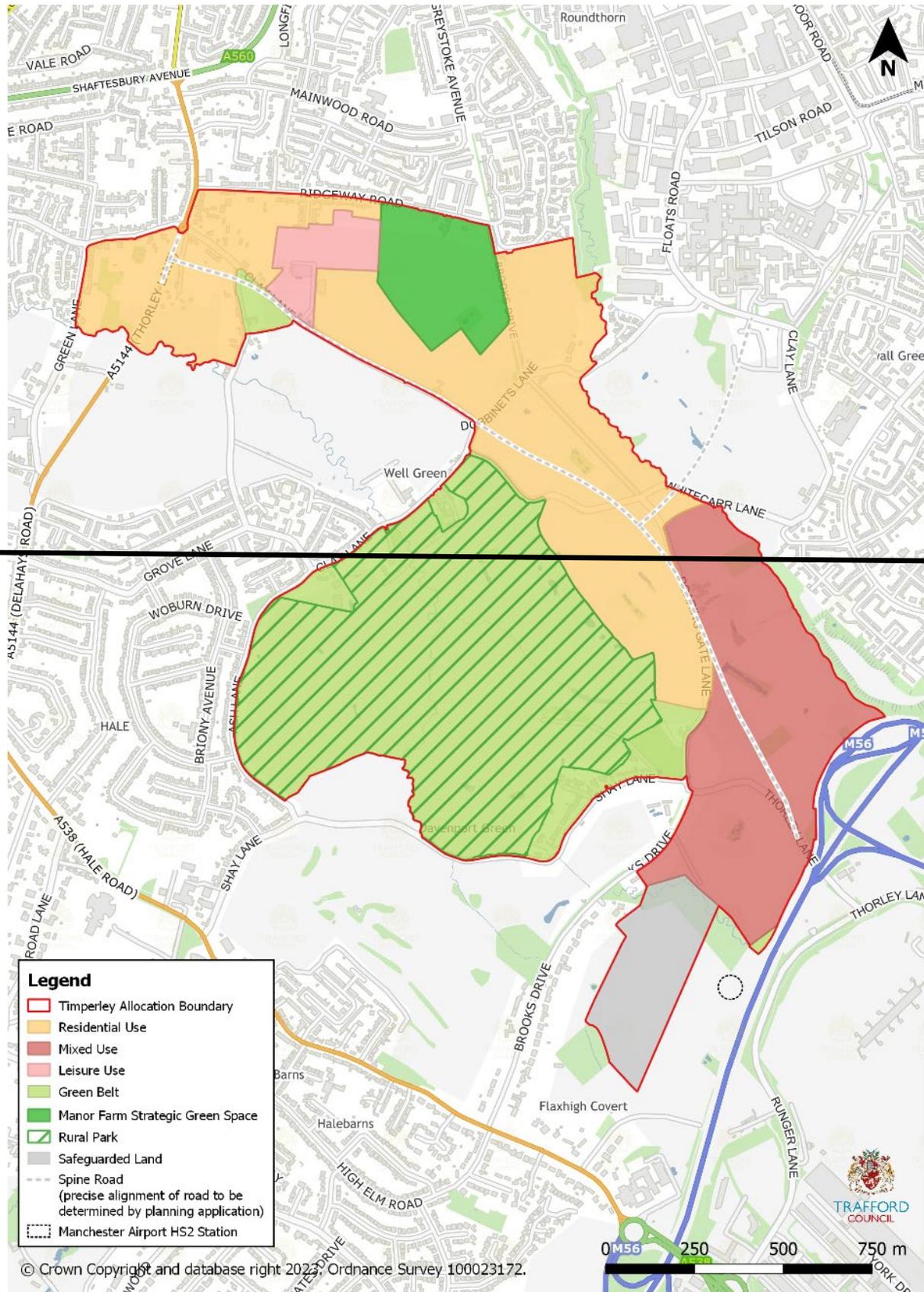
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 PfE 2021 Picture 11.9 JPA 3.2 Timperley Wedge



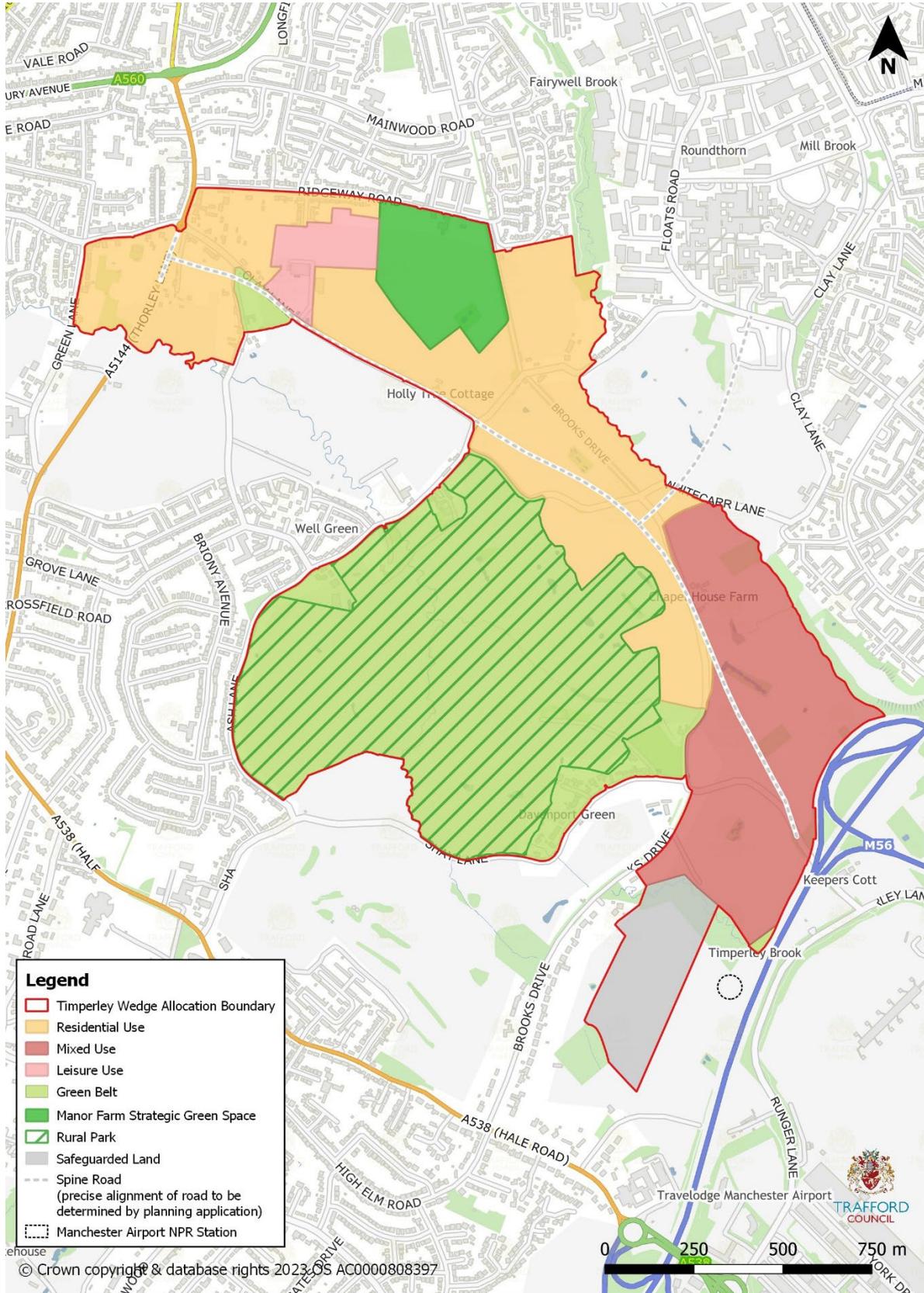
Modified Picture 11.9 JPA 3.2 Timperley Wedge



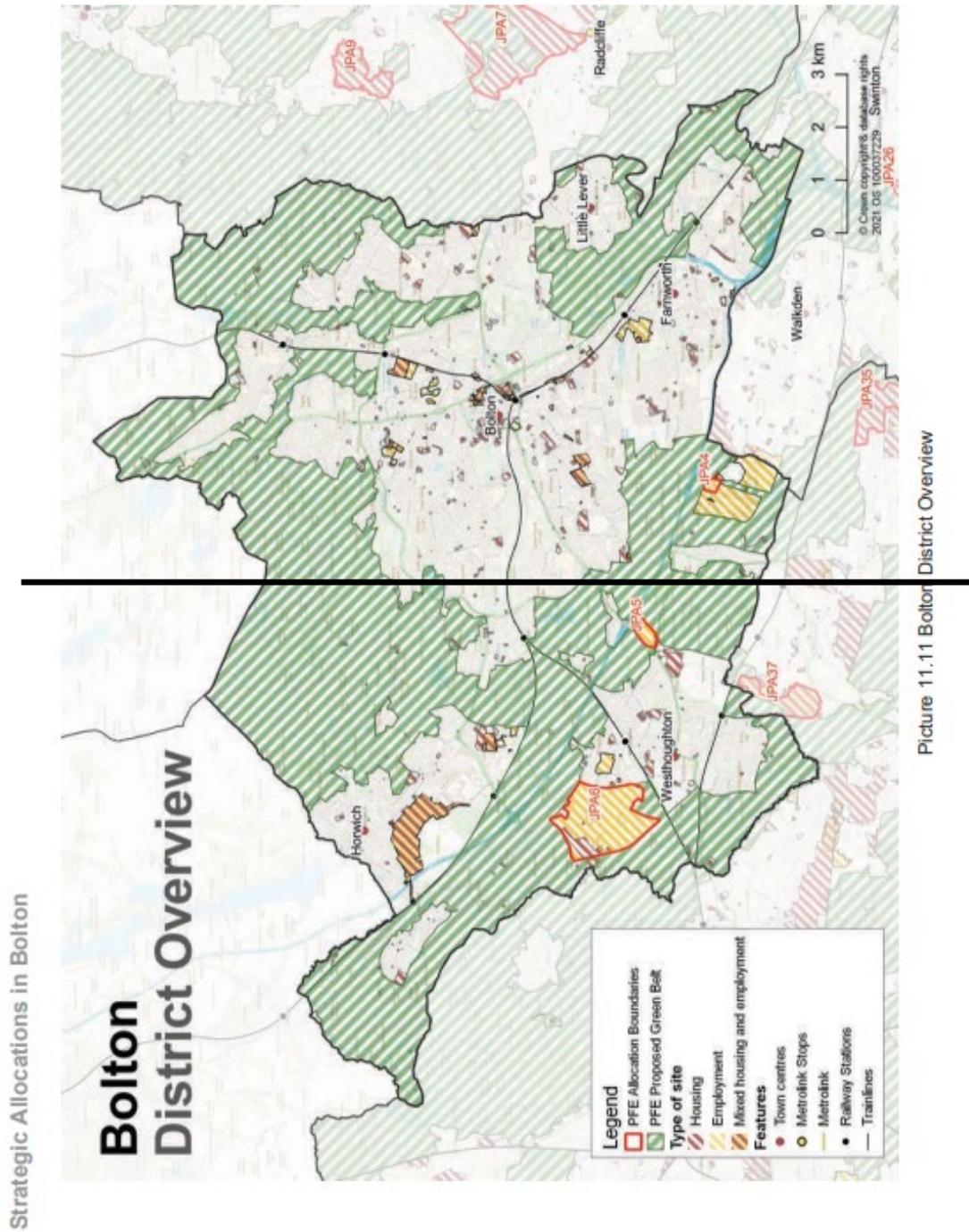
Map MMCB13
 PfE 2021 Picture 11.10 Timperley Wedge Allocation Policy Plan



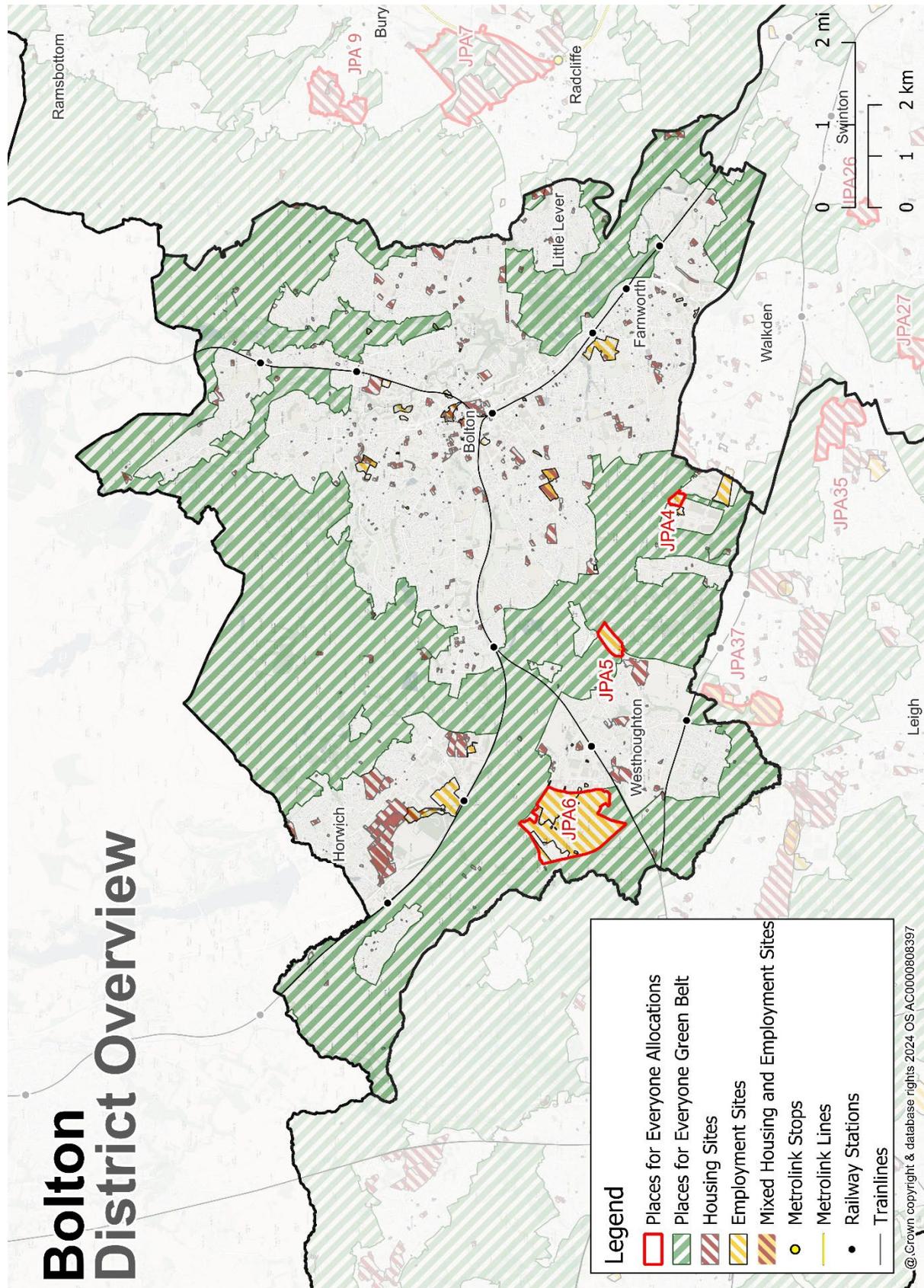
Modified Picture 11.10 Timperley Wedge Indicative Allocation Policy Plan



Map MMBo1
 PFE 2021 Picture 11.11 Bolton District Overview

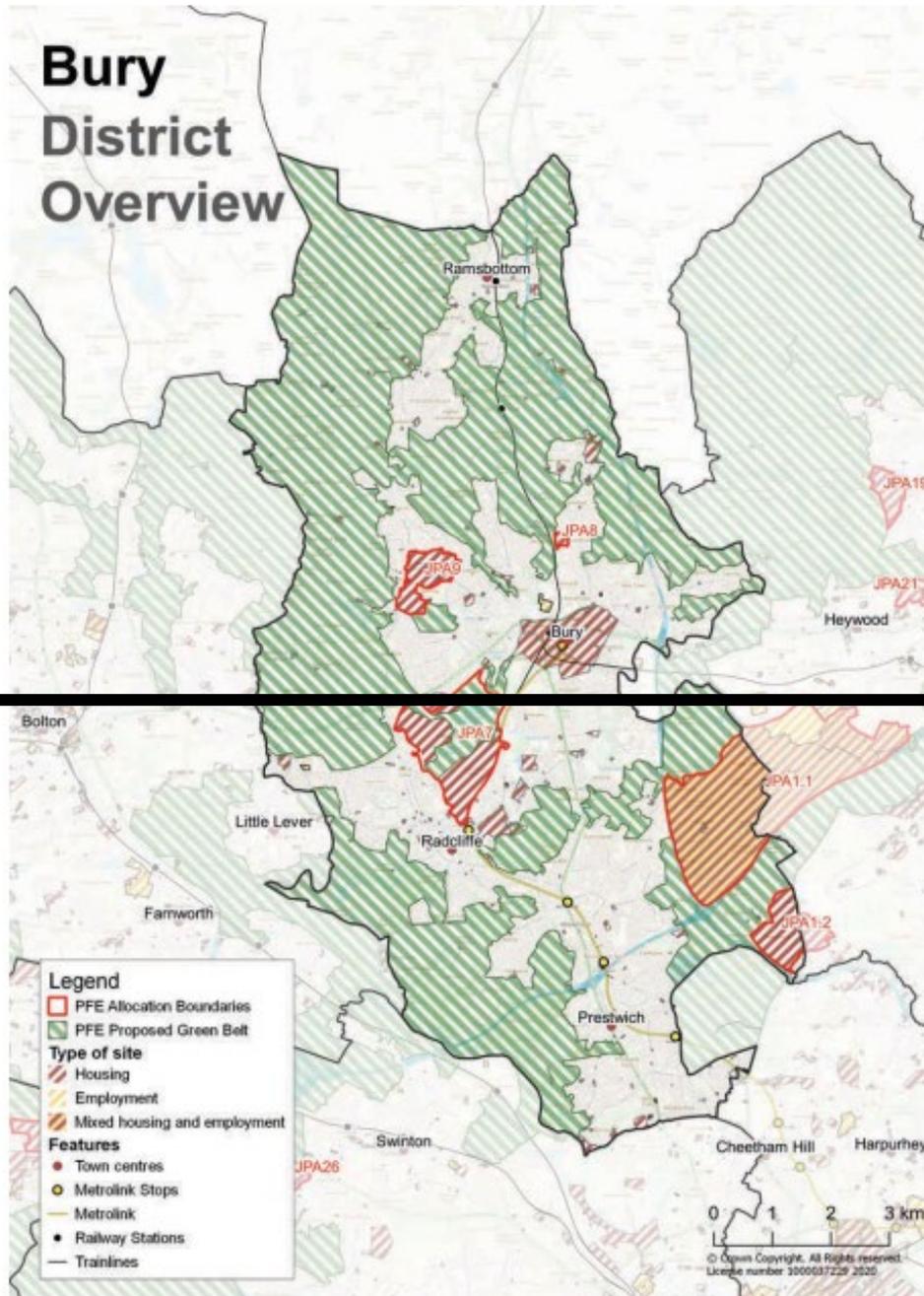


Modified Picture 11.11 Bolton District Overview



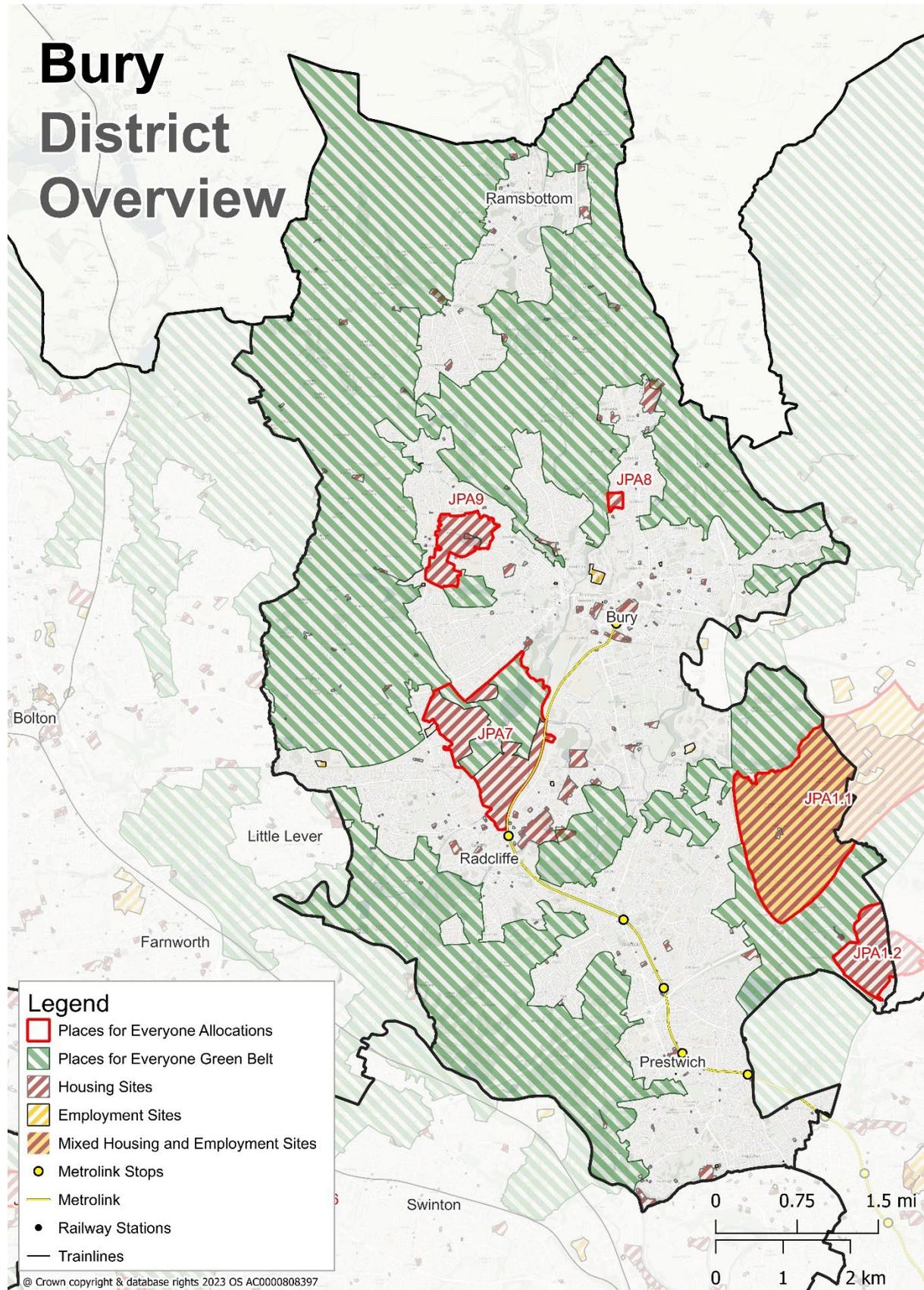
Map MMBu1
 PFE 2021 Picture 11.15 Bury District Overview

Strategic Allocations in Bury

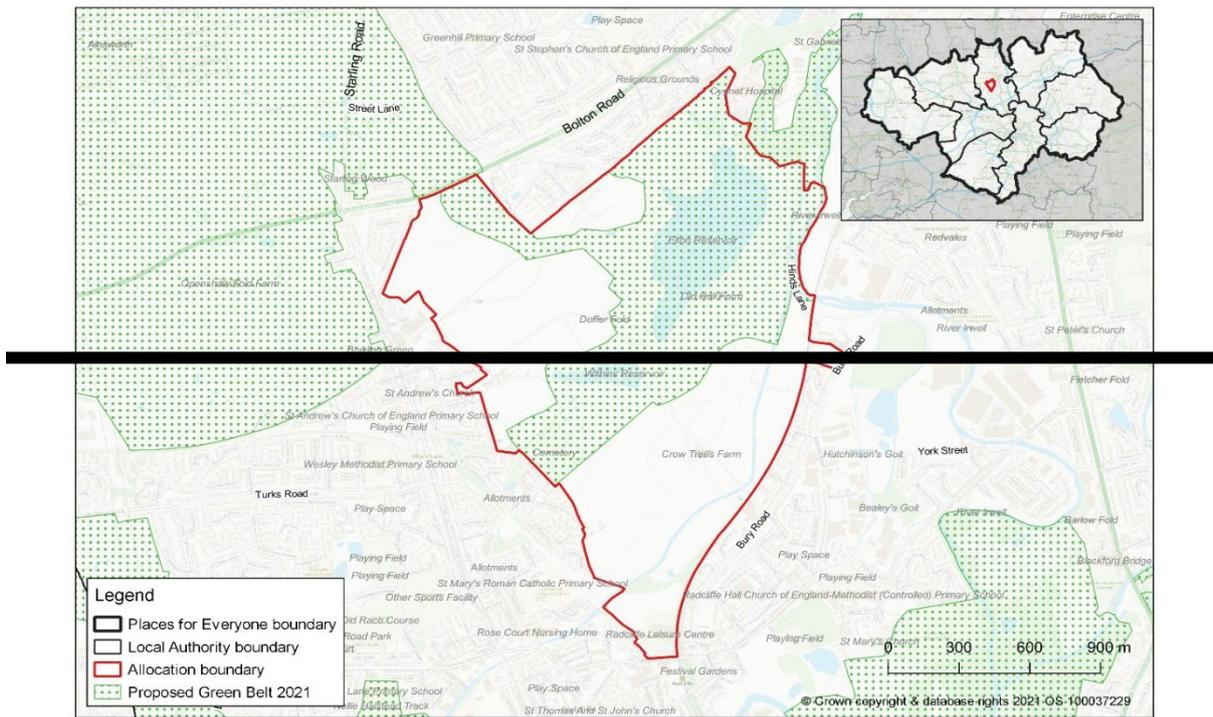


Picture 11.15 Bury District Overview

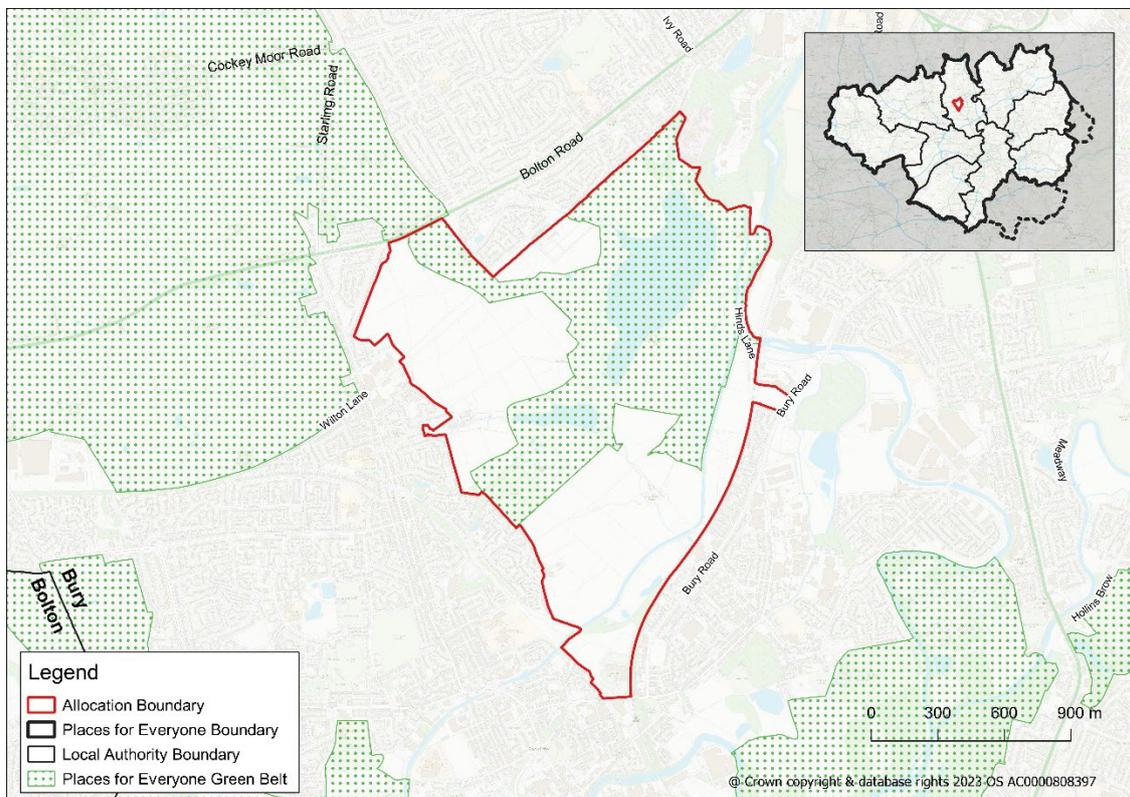
Modified Picture 11.15 Bury District Overview



Map MMBu2
 PfE 2021 Picture 11.16 JPA 7 Elton Reservoir

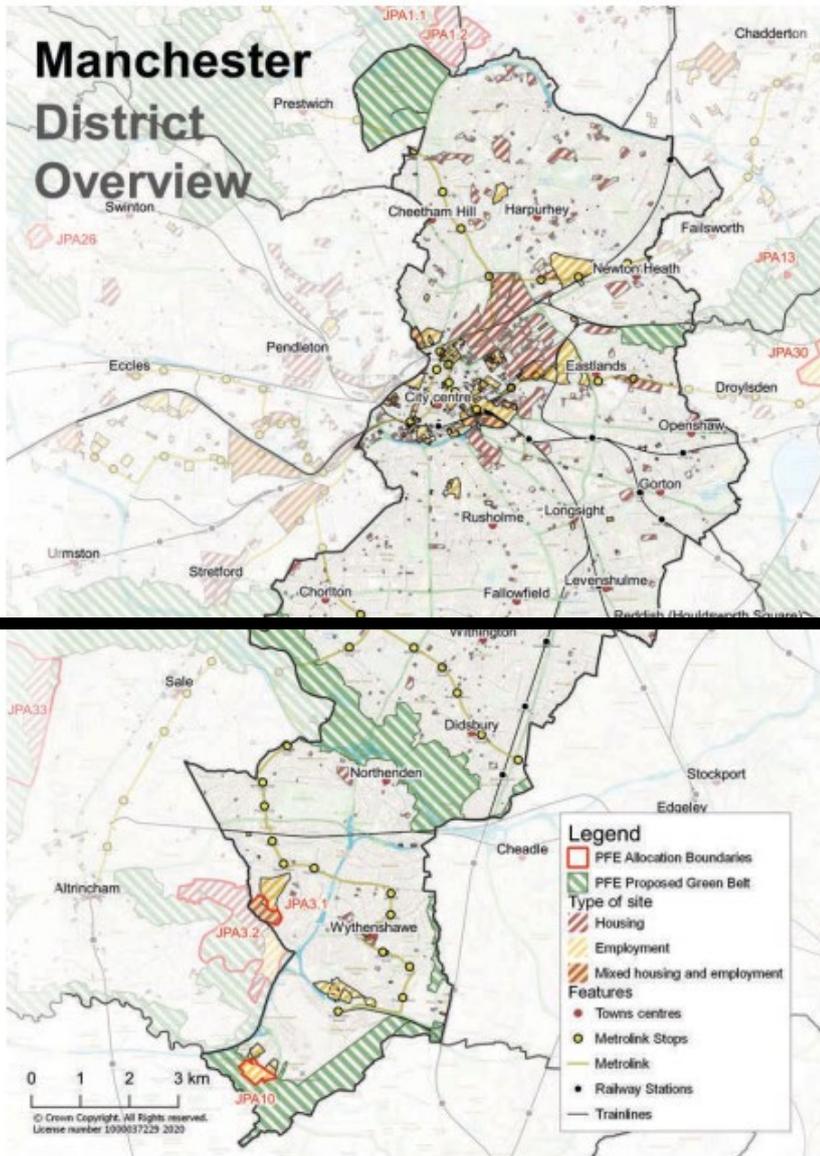


Modified Picture 11.16 JPA 7 Elton Reservoir



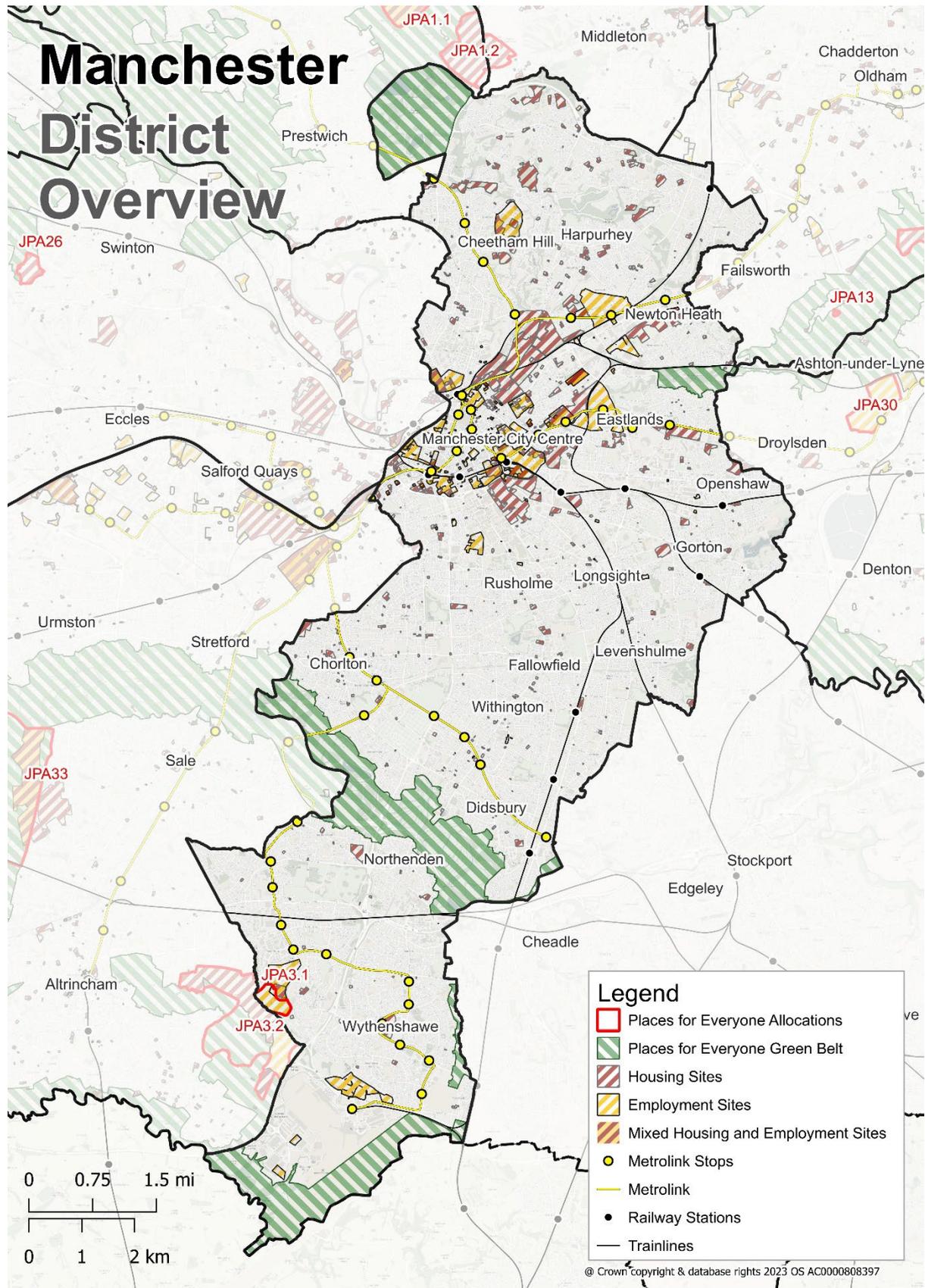
Map MMM1
 PfE 2021 Picture 11.19 Manchester District Overview

Strategic Allocations in Manchester



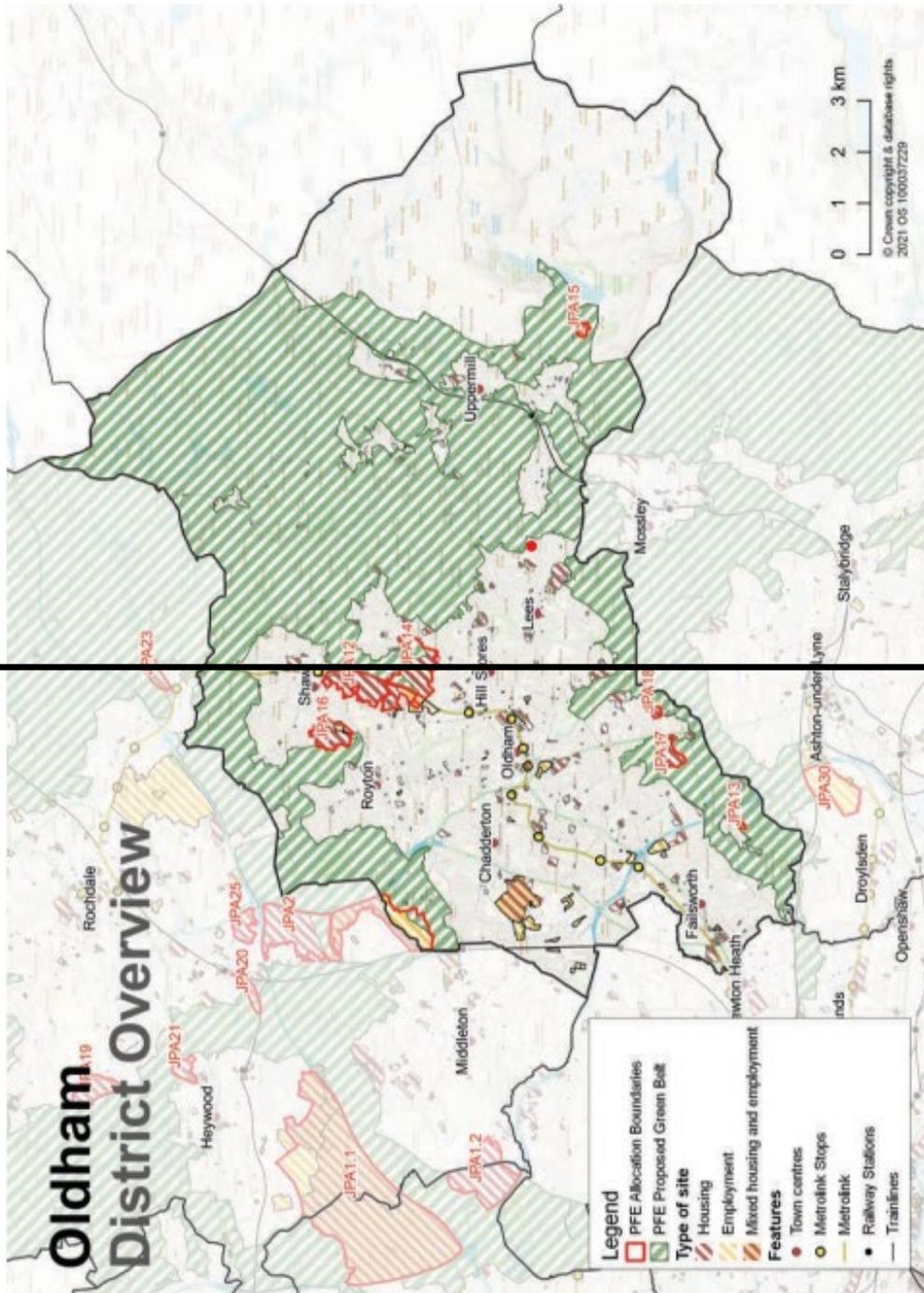
Picture 11.19 Manchester District Overview

Modified Picture 11.19 Manchester District Overview



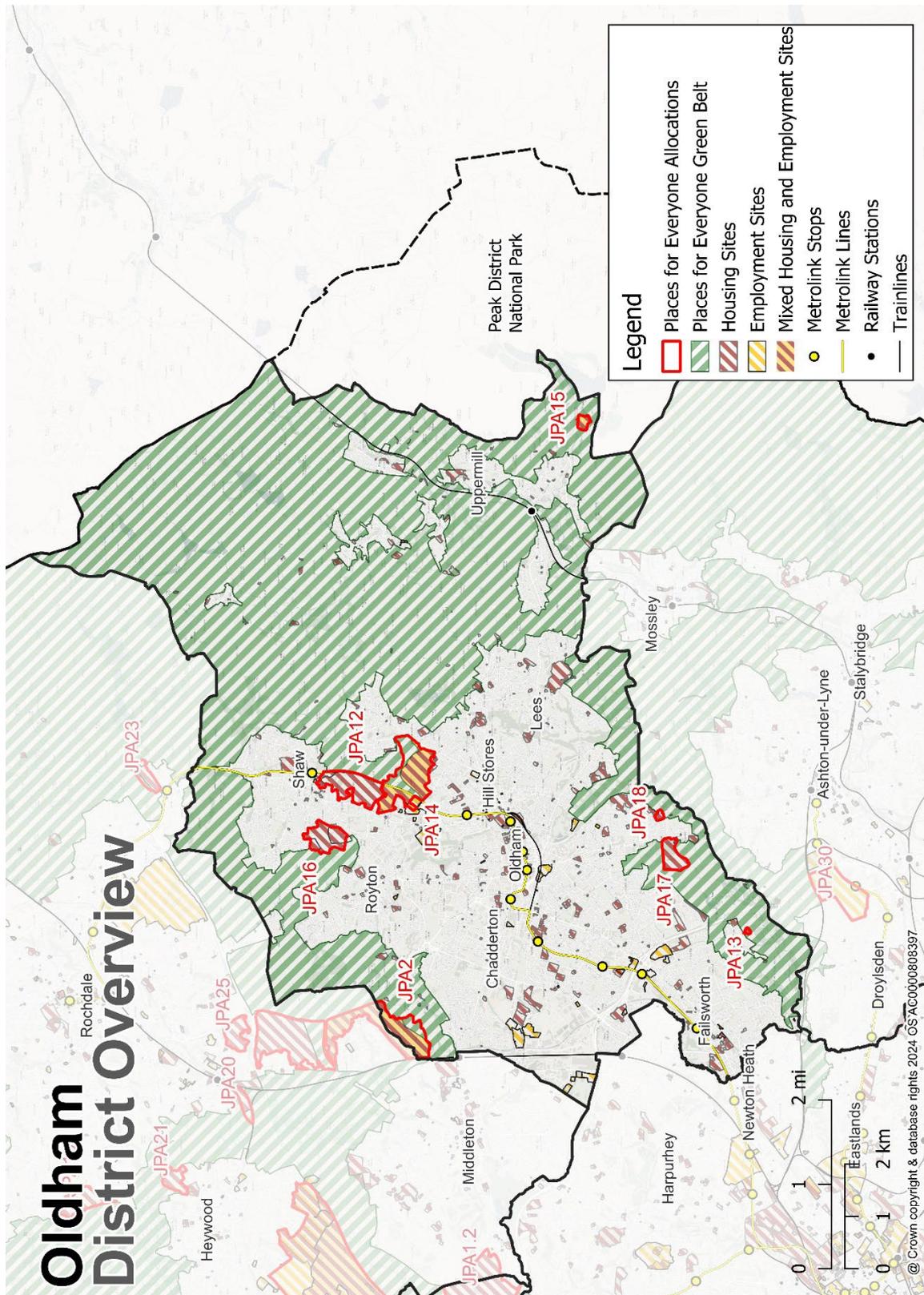
Map MMO1
 PFE 2021 Picture 11.21 Oldham District Overview

Strategic Allocations in Oldham

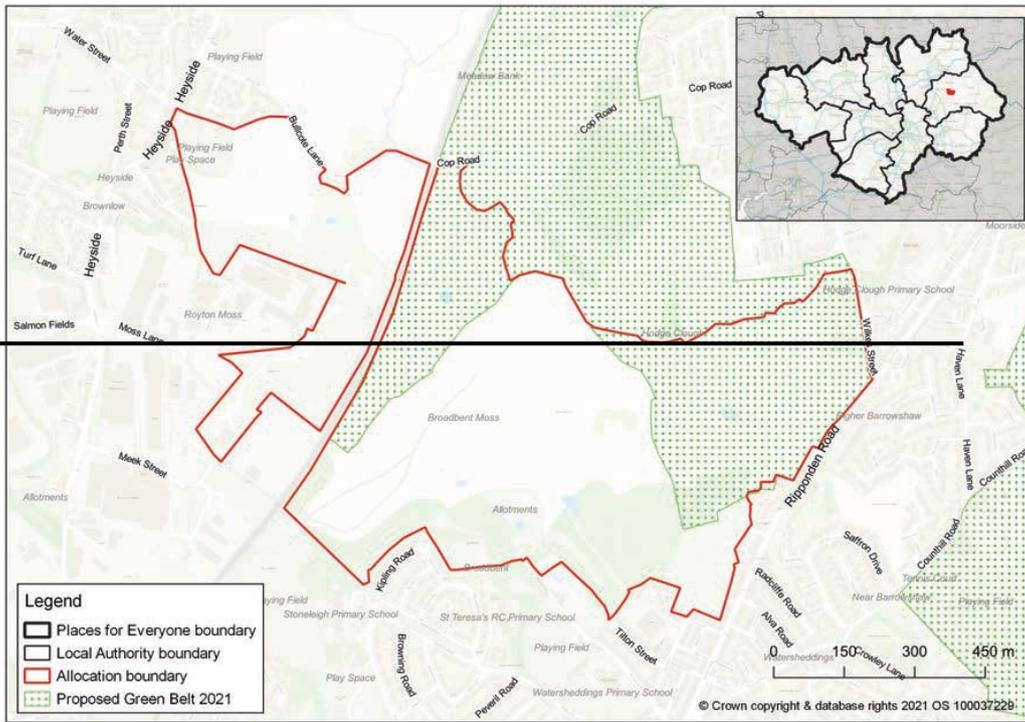


Picture 11.21 Oldham District Overview

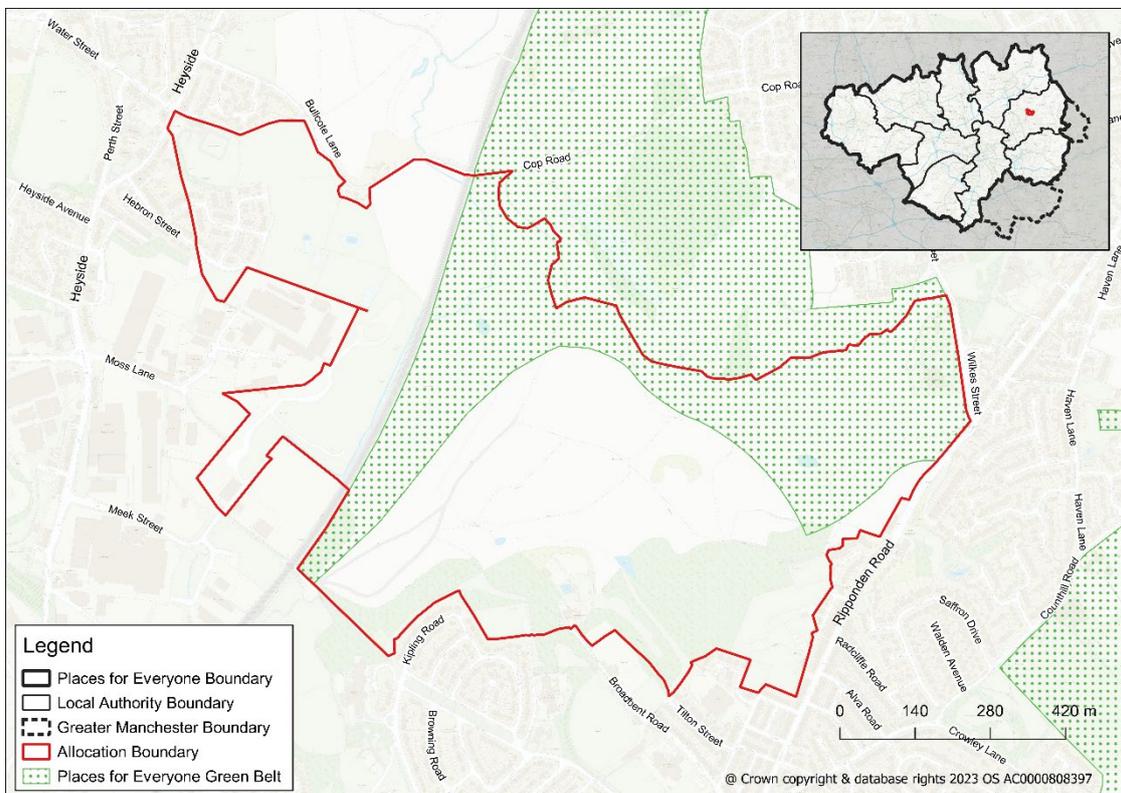
Modified Picture 11.21 Oldham District Overview



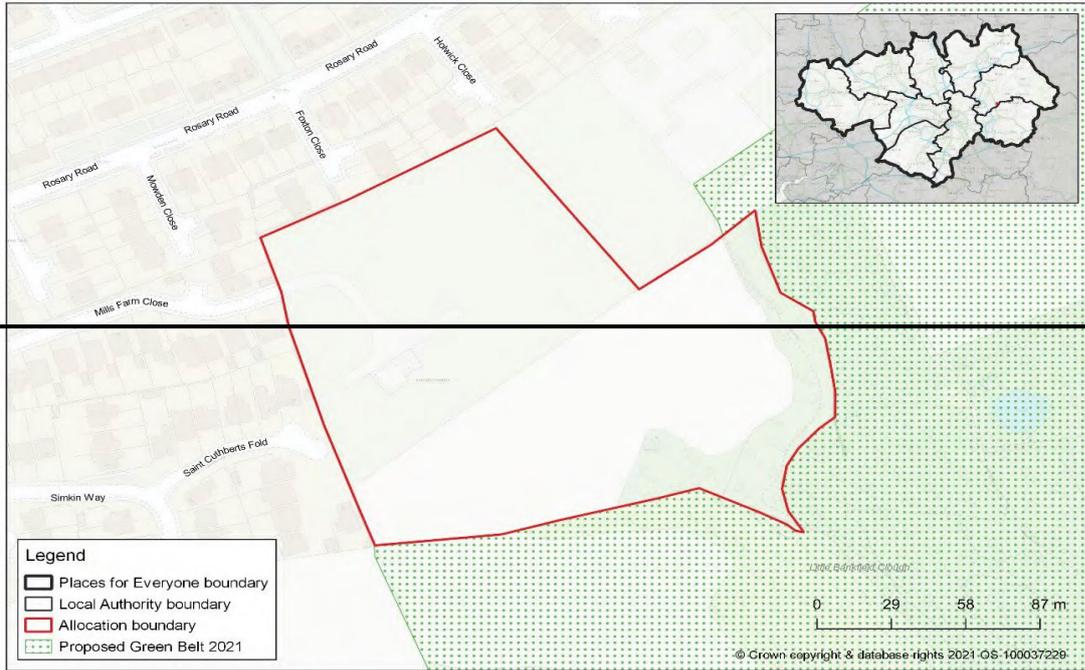
Map MMO6
 PfE 2021 Picture 11.24 JPA 14 Broadbent Moss



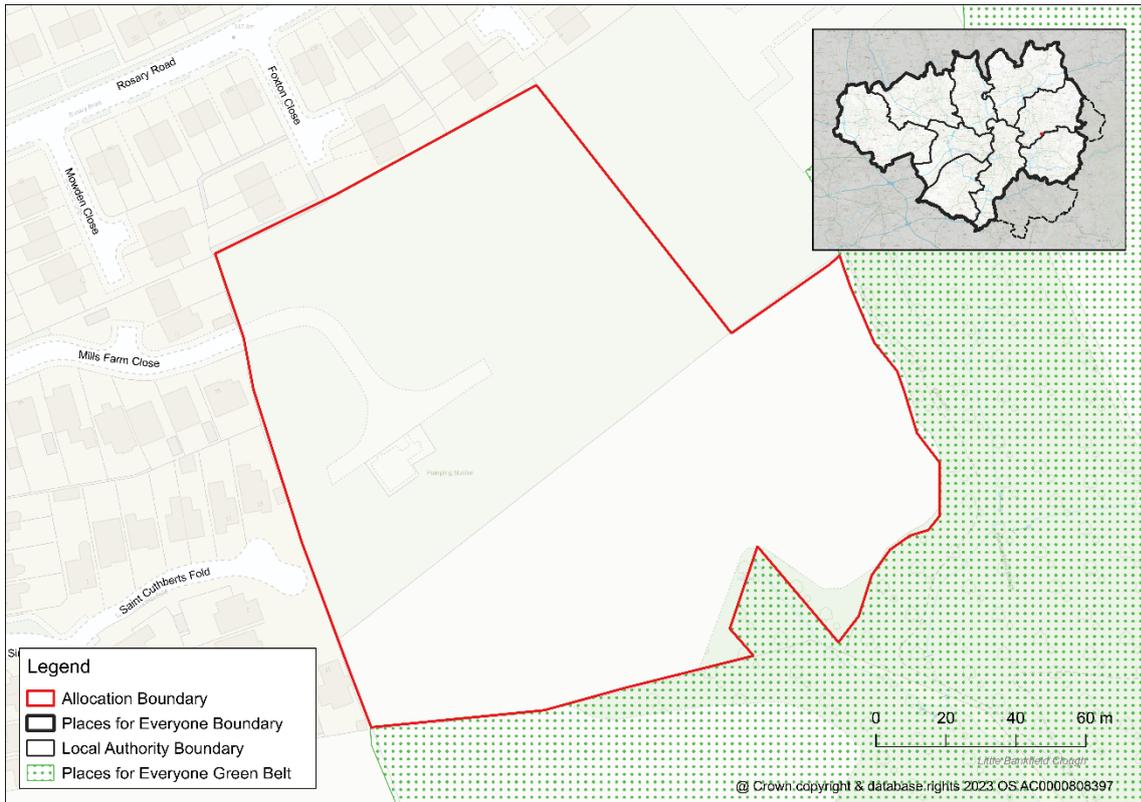
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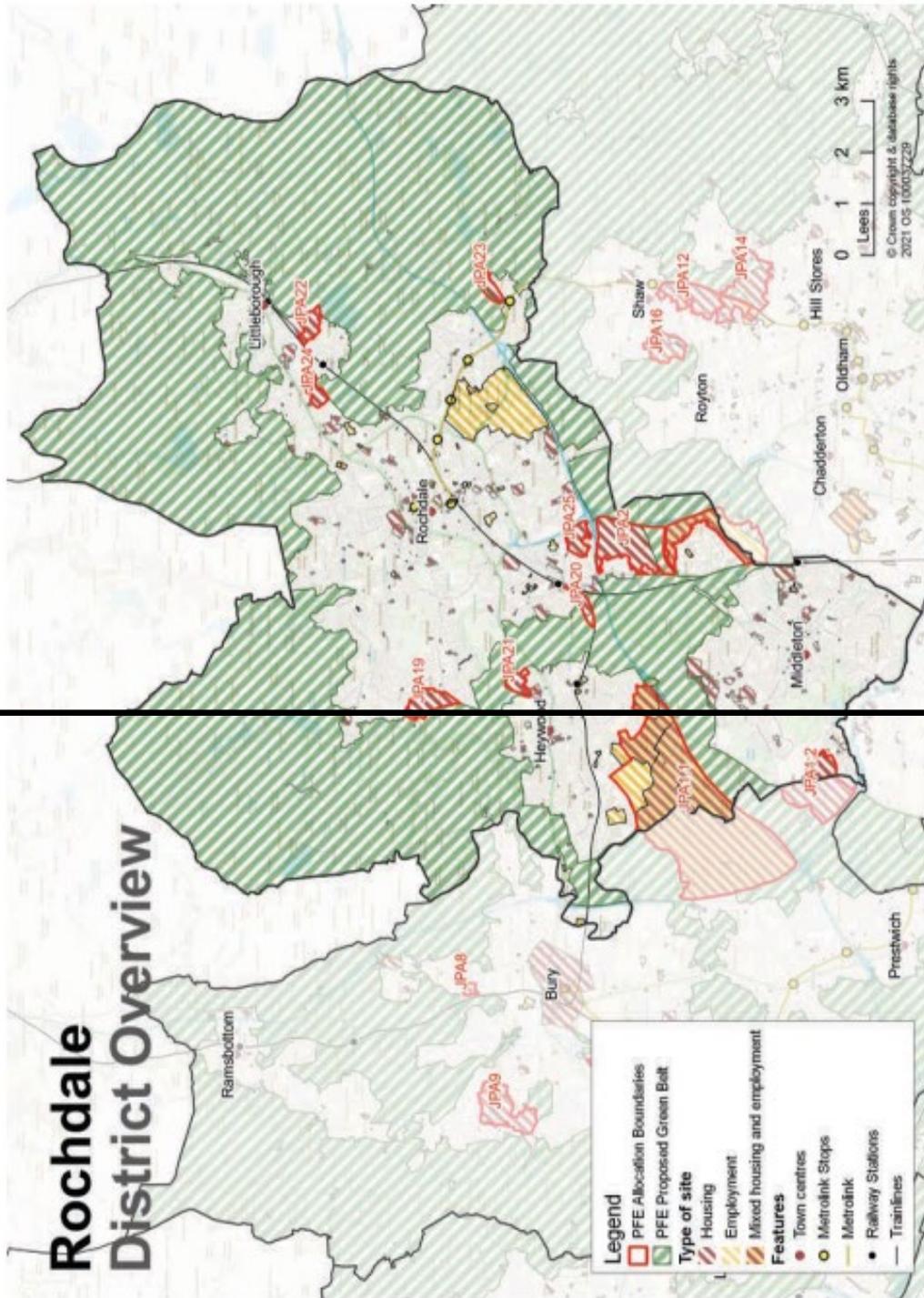
Map MMO15
 PfE 2021 Picture 11.28 JPA 18 South of Rosary Road



Modified Picture 11.28 JPA 18 South of Rosary Road

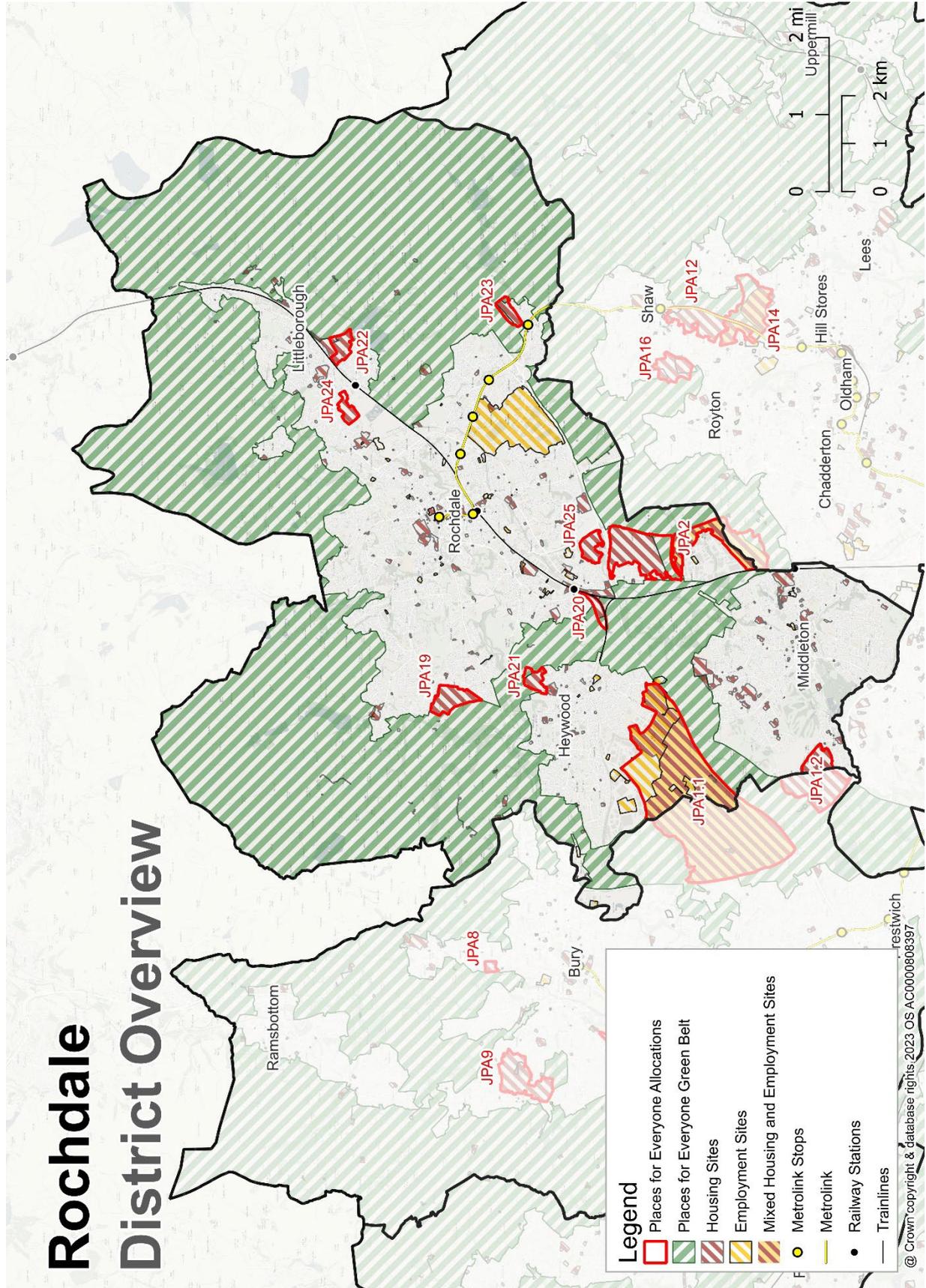


Strategic Allocations in Rochdale

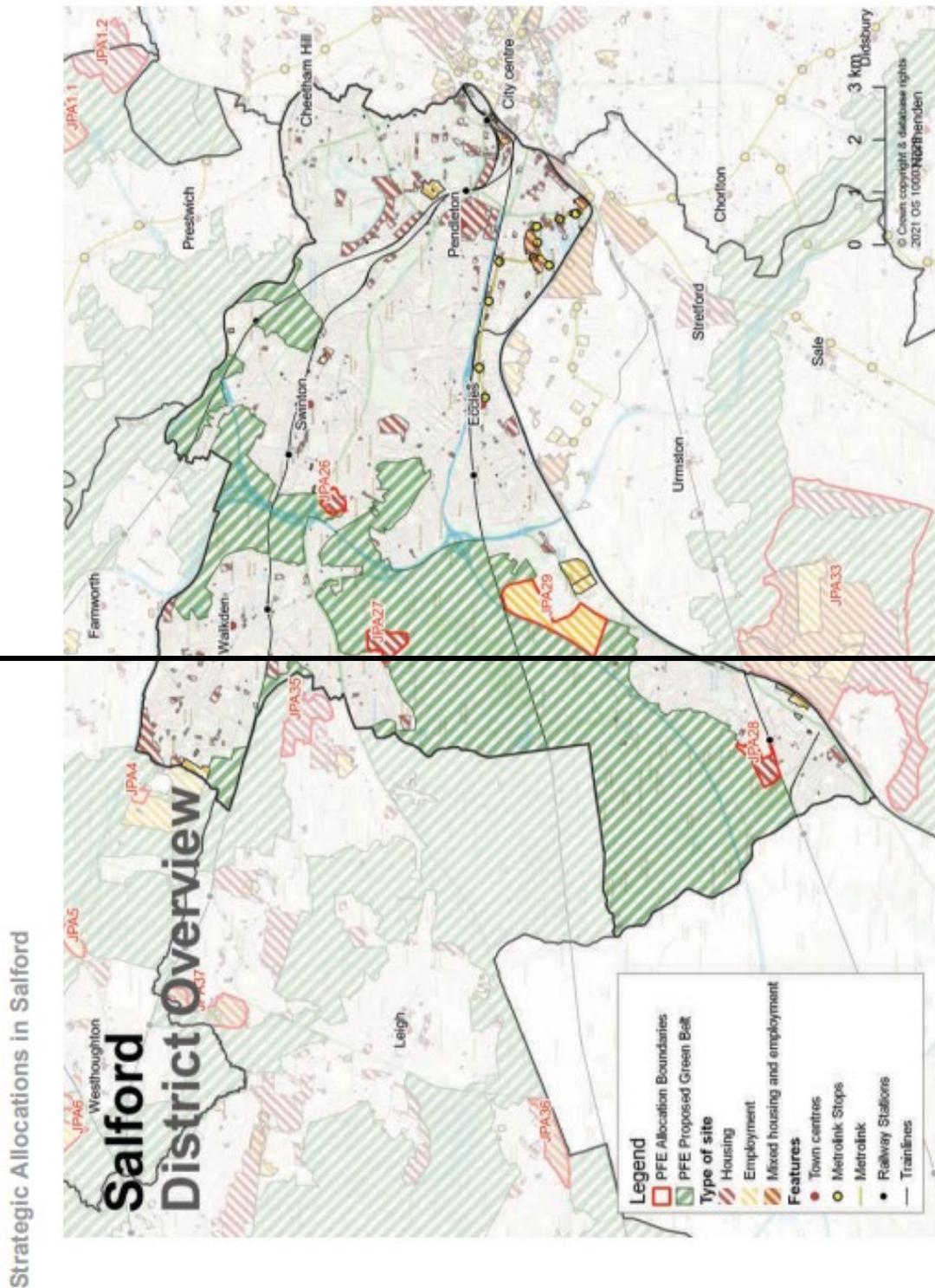


Picture 11.29 Rochdale District Overview

Modified Picture 11.2 Rochdale District Overview

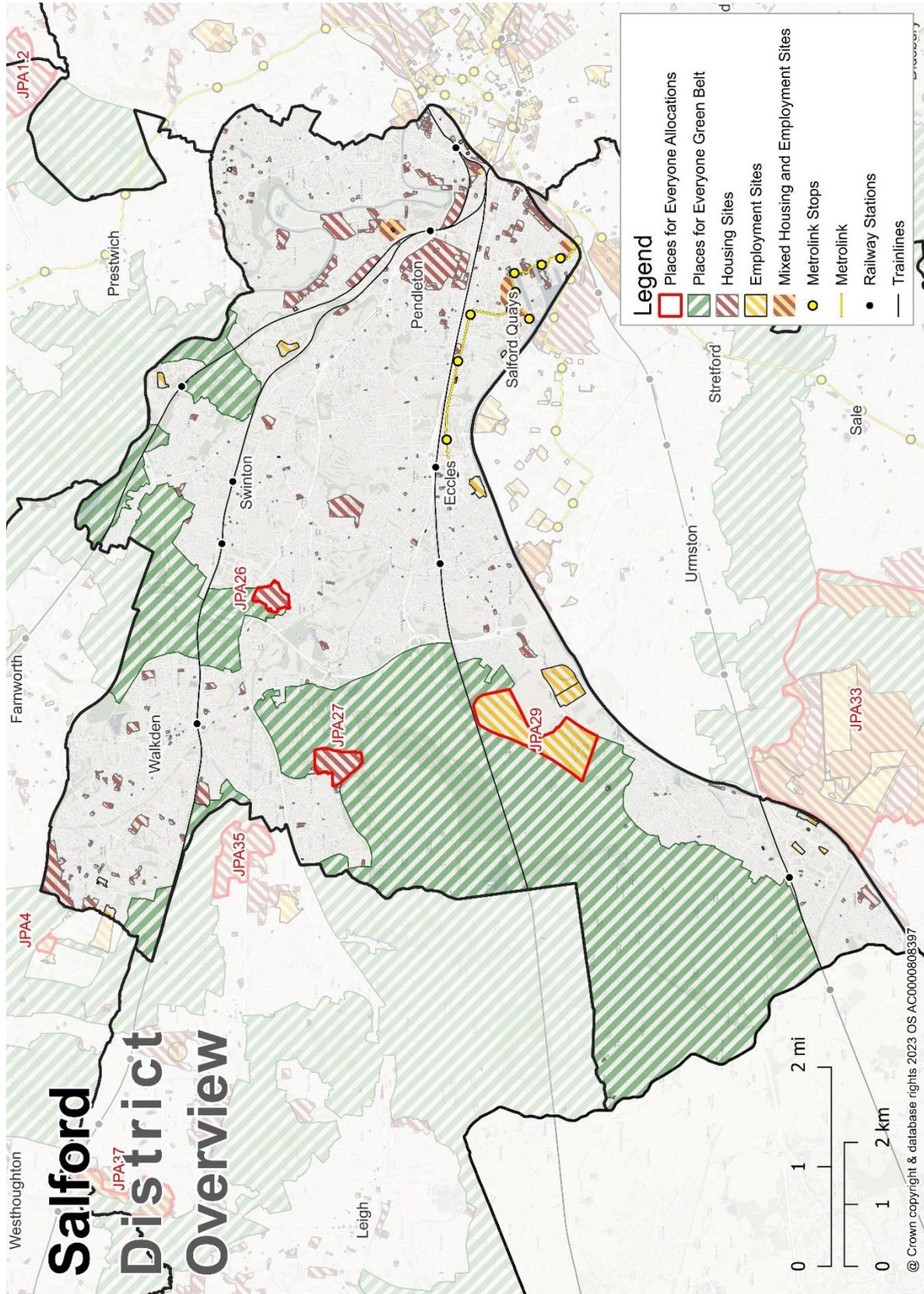


Map MMS1
 PfE 2021 Picture 11.37 Salford District Overview

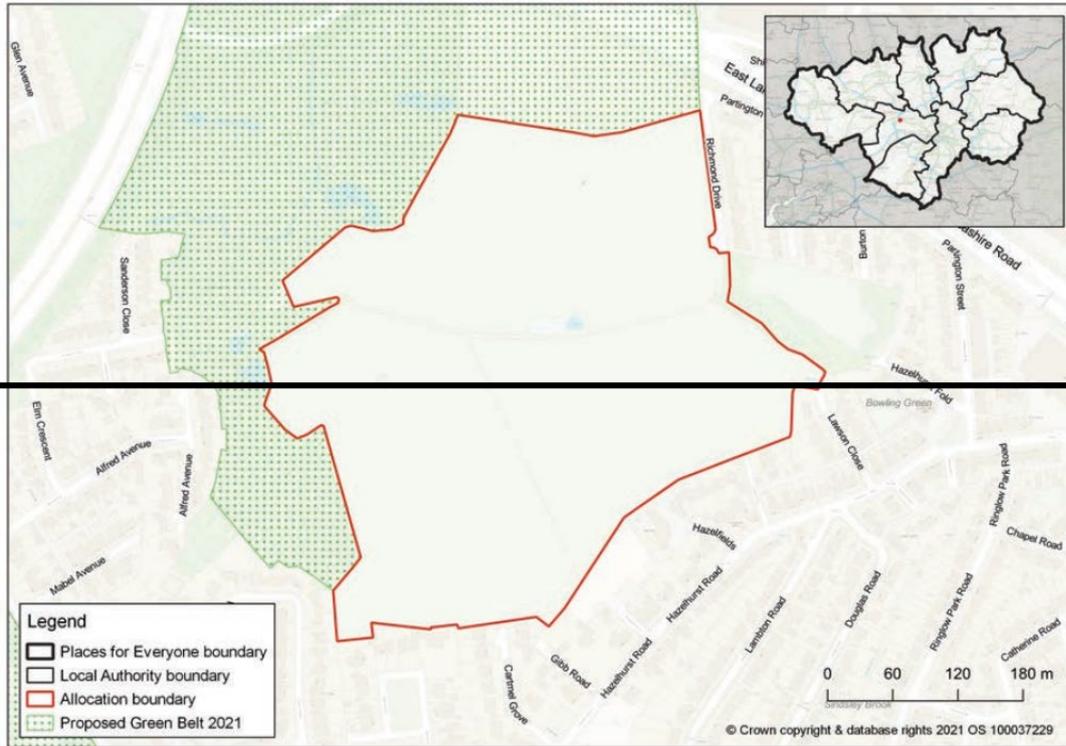


Picture 11.37 Salford District Overview

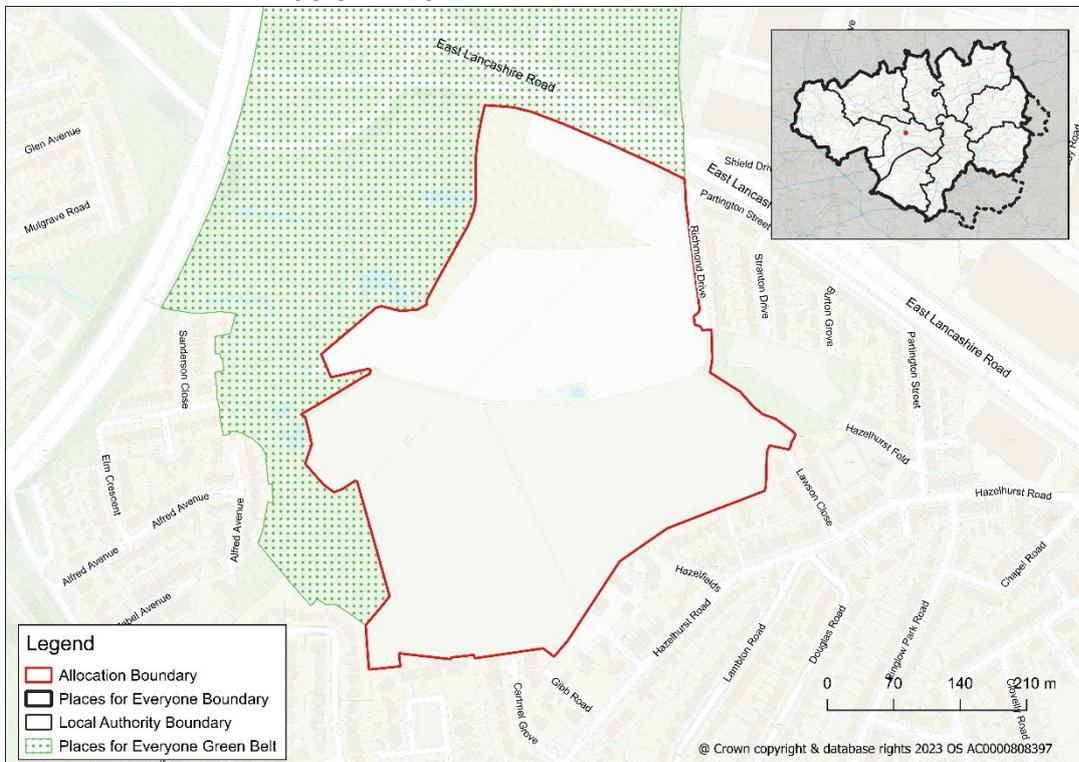
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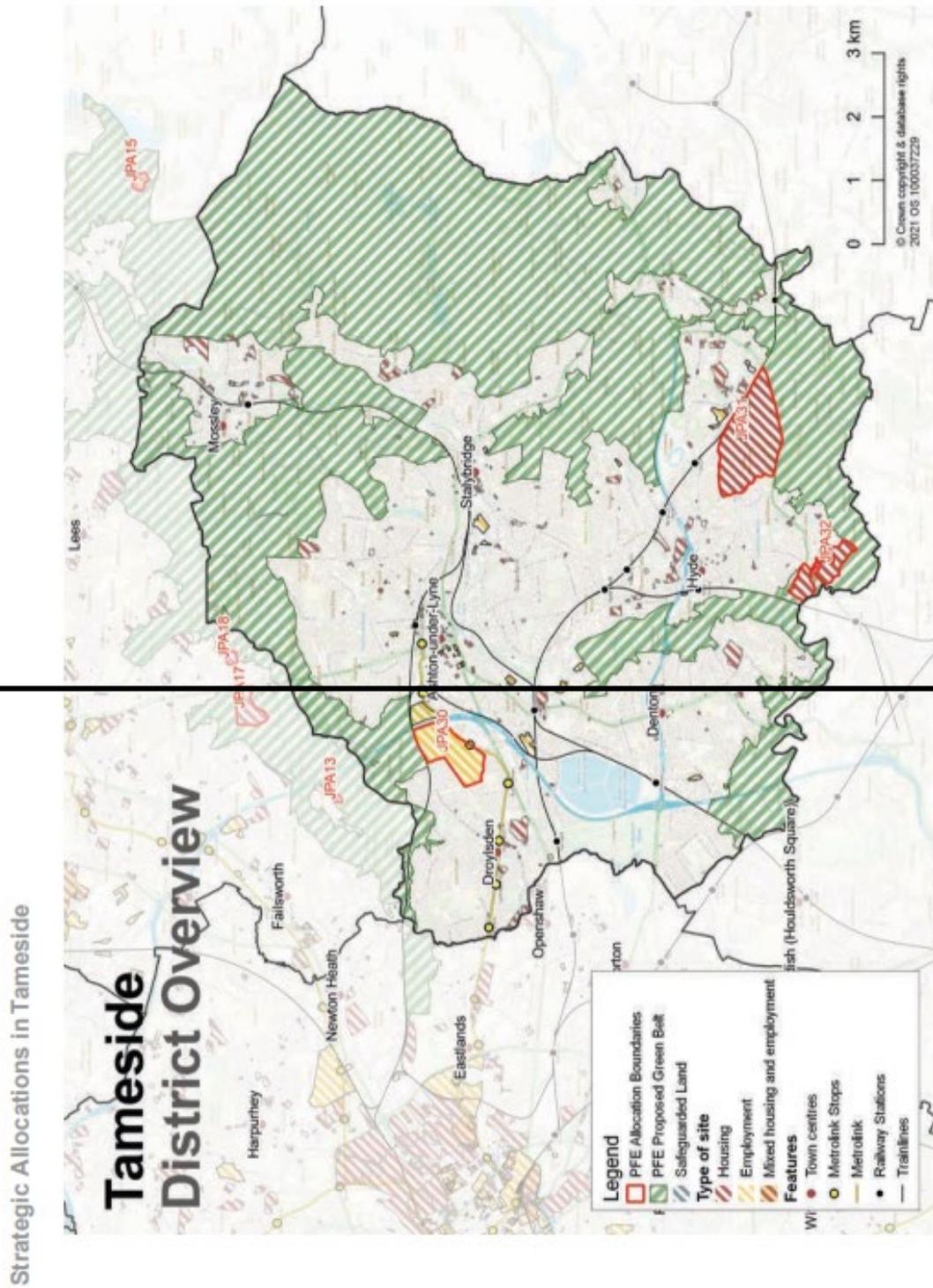
Map MMS2
 PfE 2021 Picture 11.38 JPA 26 Land at Hazelhurst Farm



Modified Picture 11.38 JPA 26 Land at Hazelhurst Farm

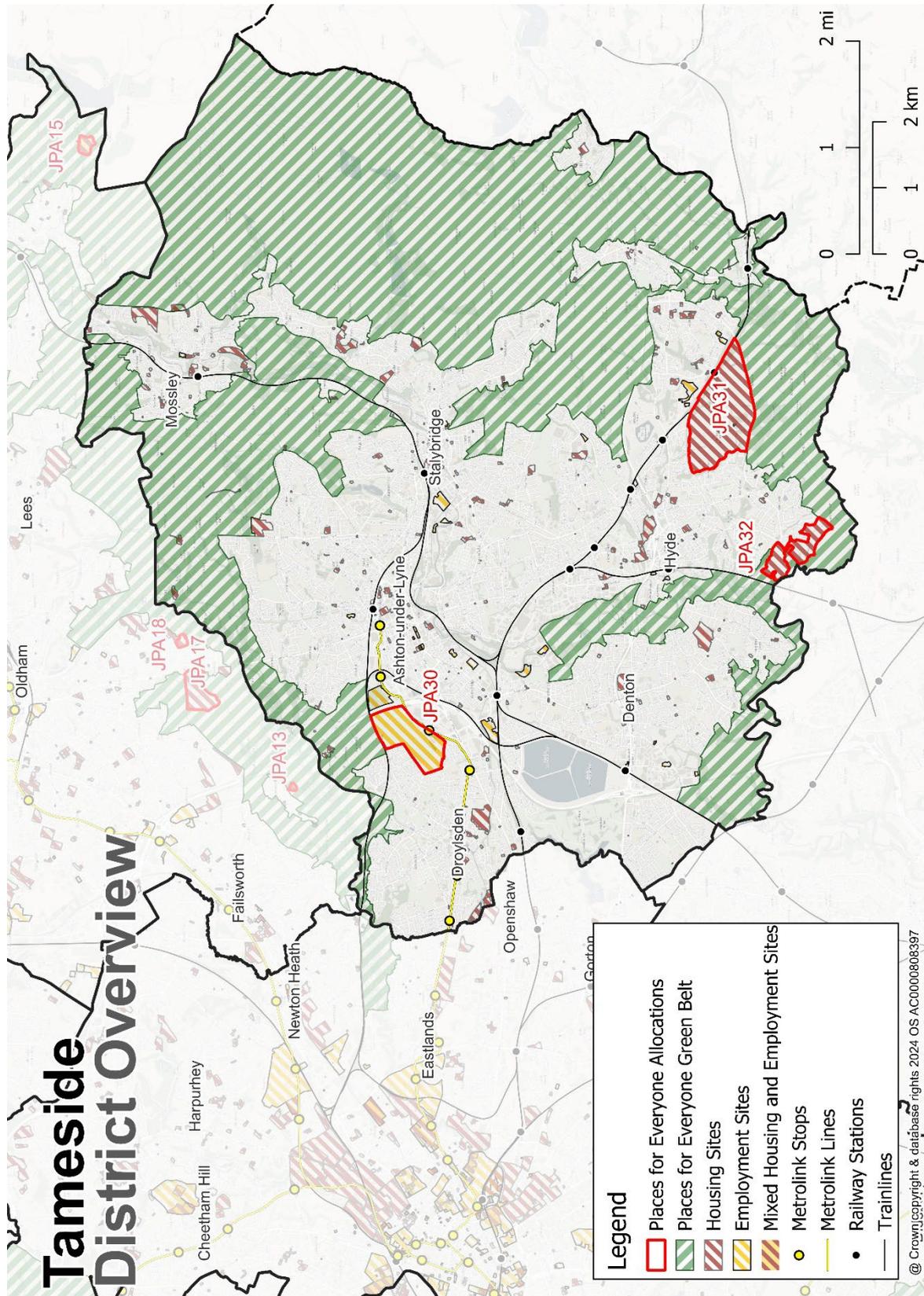


Map MMTa1
 PFE 2021 Picture 11.42 Tameside District Overview

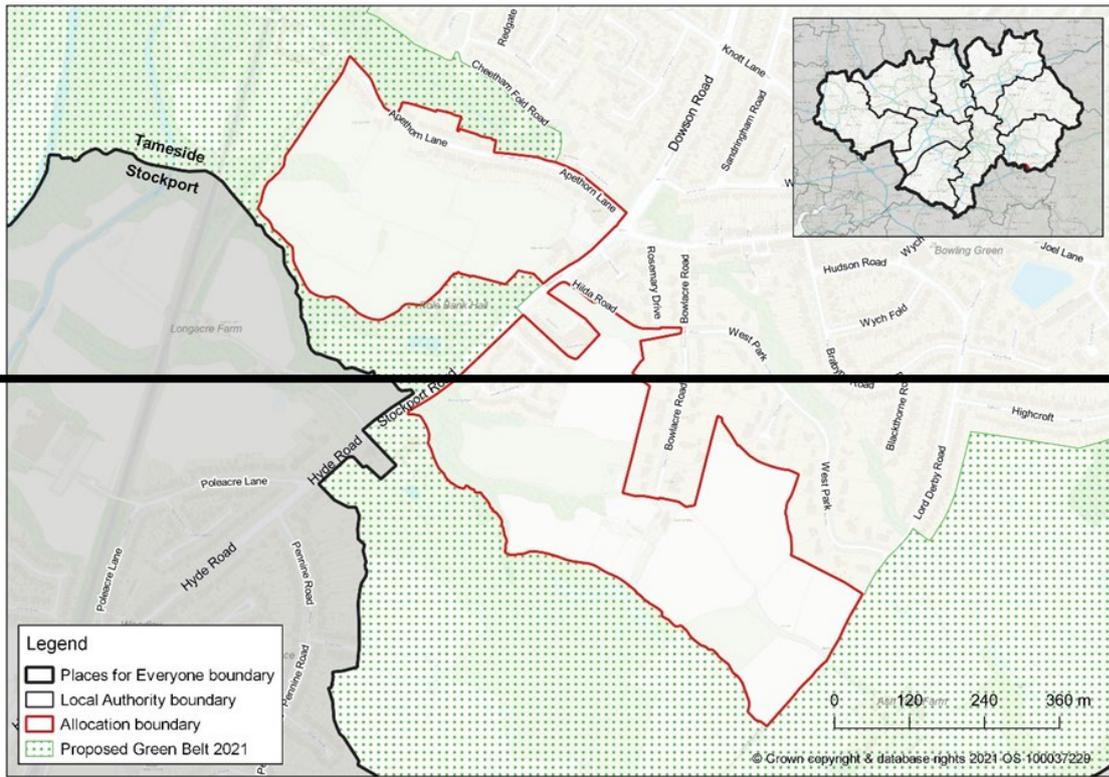


Picture 11.42 Tameside District Overview

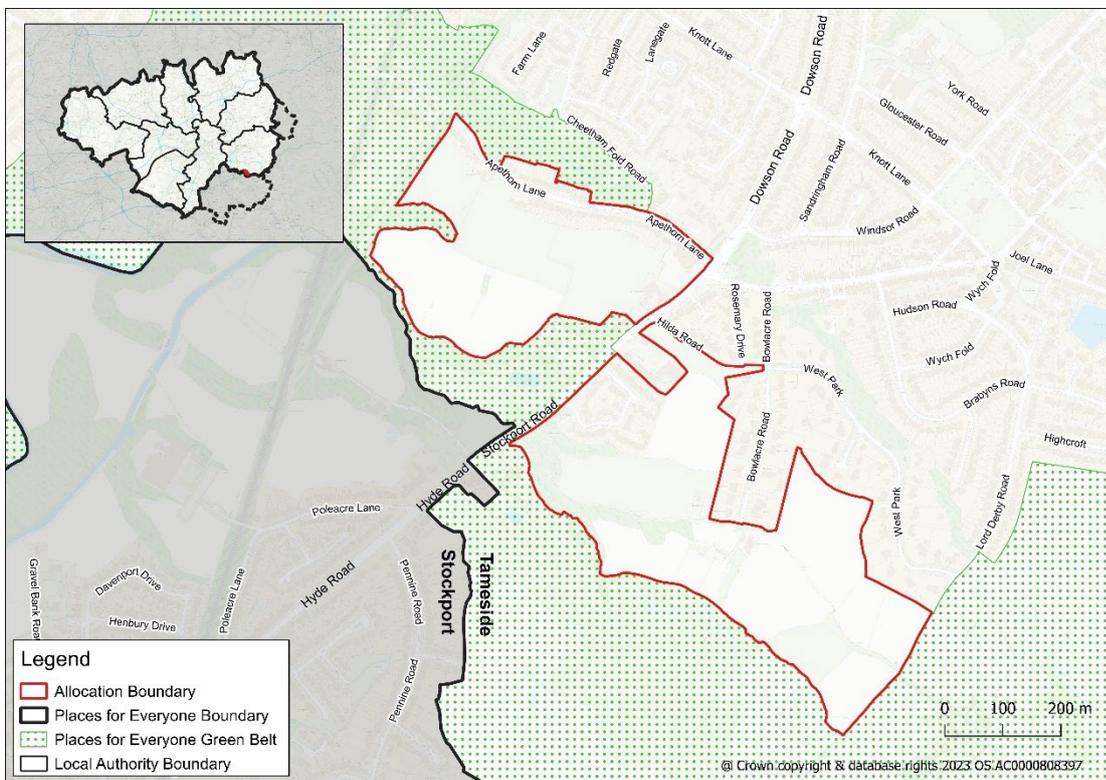
Modified Picture 11.42 Tameside District Overview



Map MMTa6
 PfE 2021 Picture 11.45 JPA 32 South of Hyde

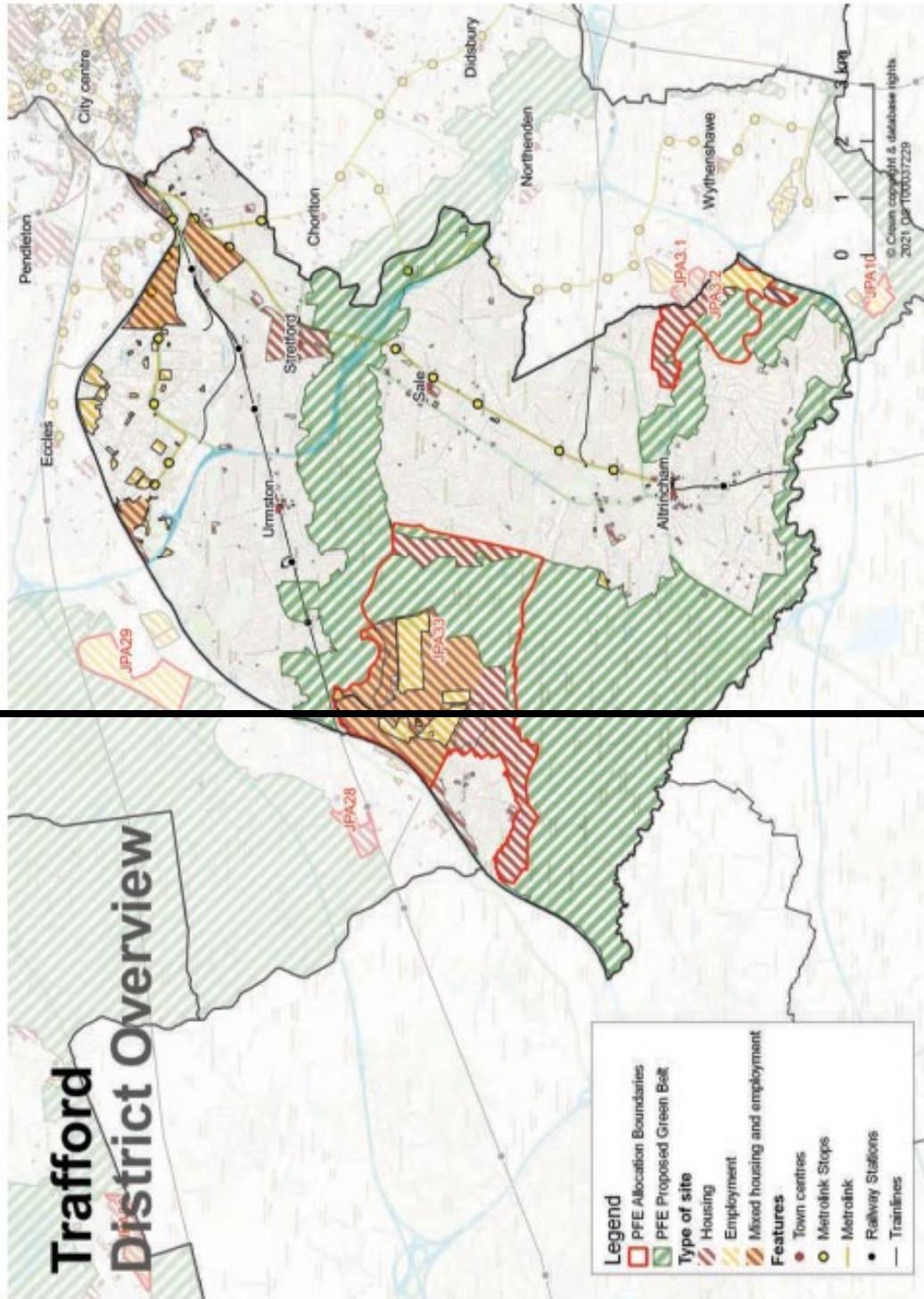


Modified Picture 11.45 JPA 32 South of Hyde



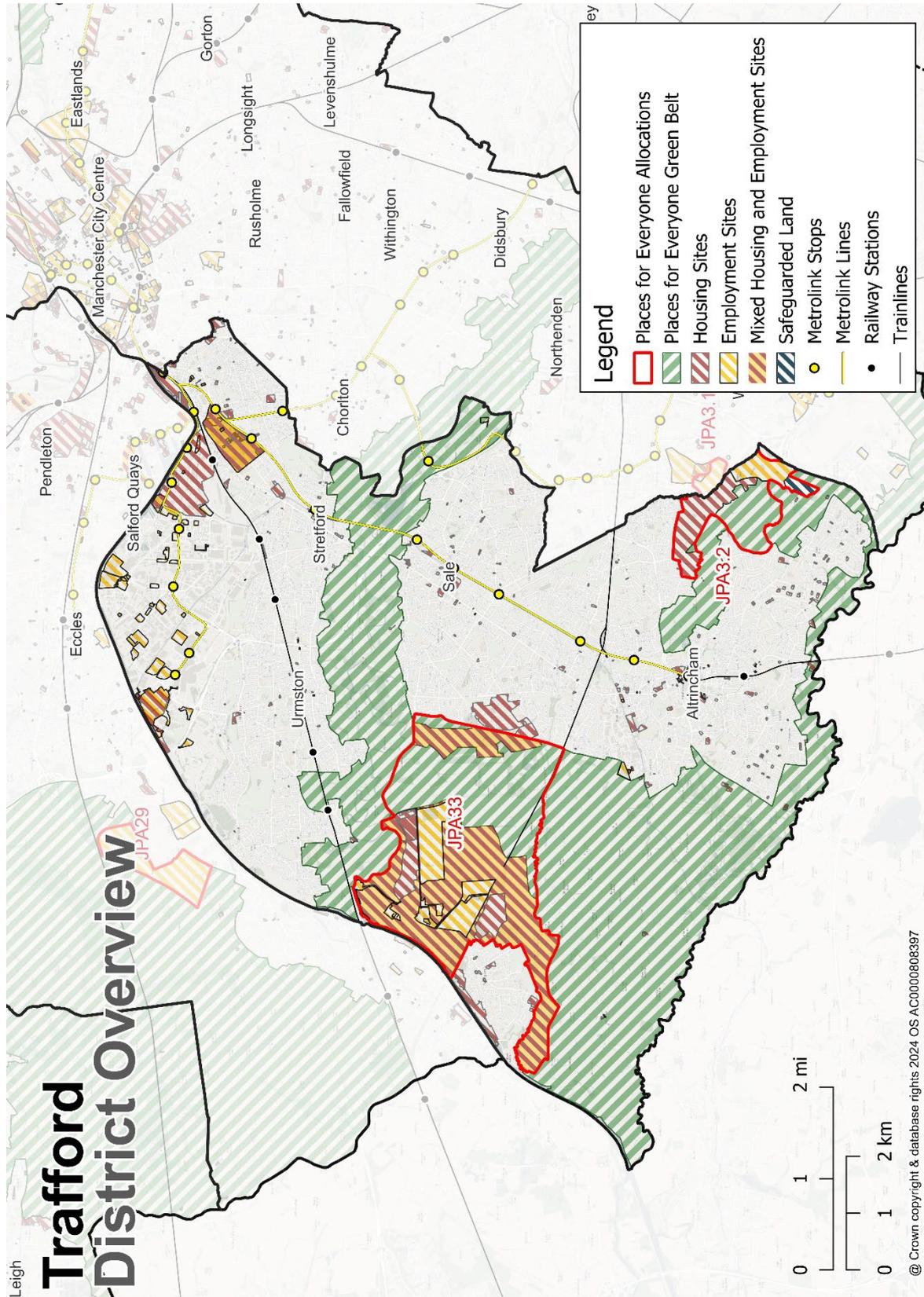
Map MMTr1
 PfE 2021 Picture 11.46 Trafford District Overview

Strategic Allocations in Trafford

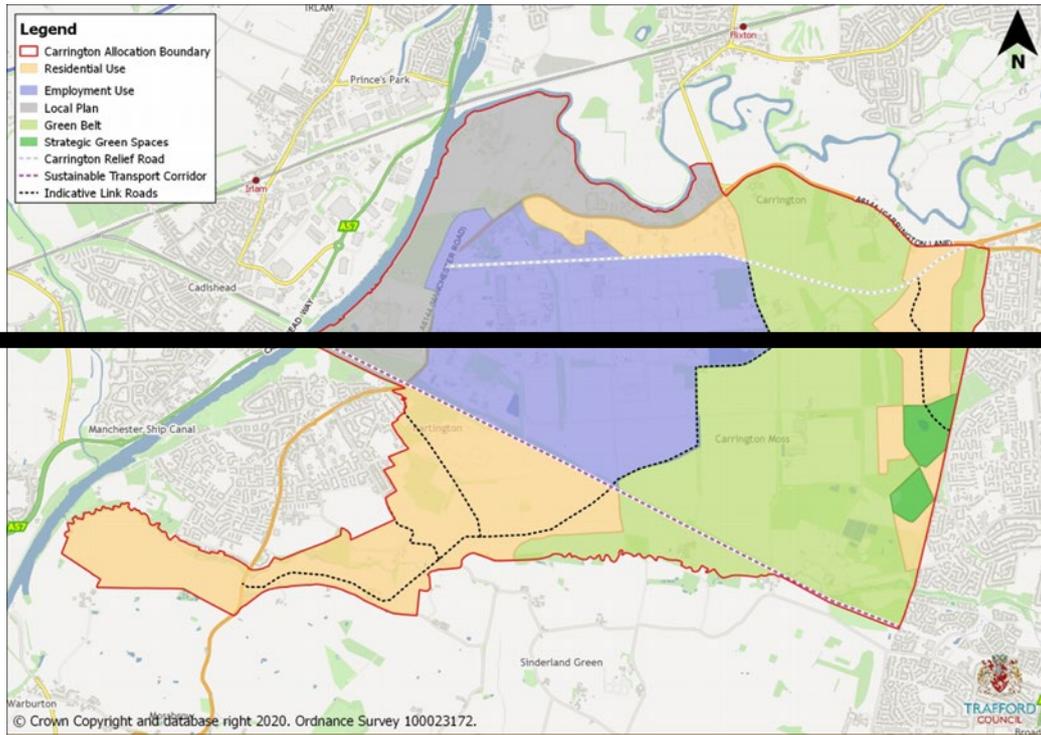


Picture 11.46 Trafford District Overview

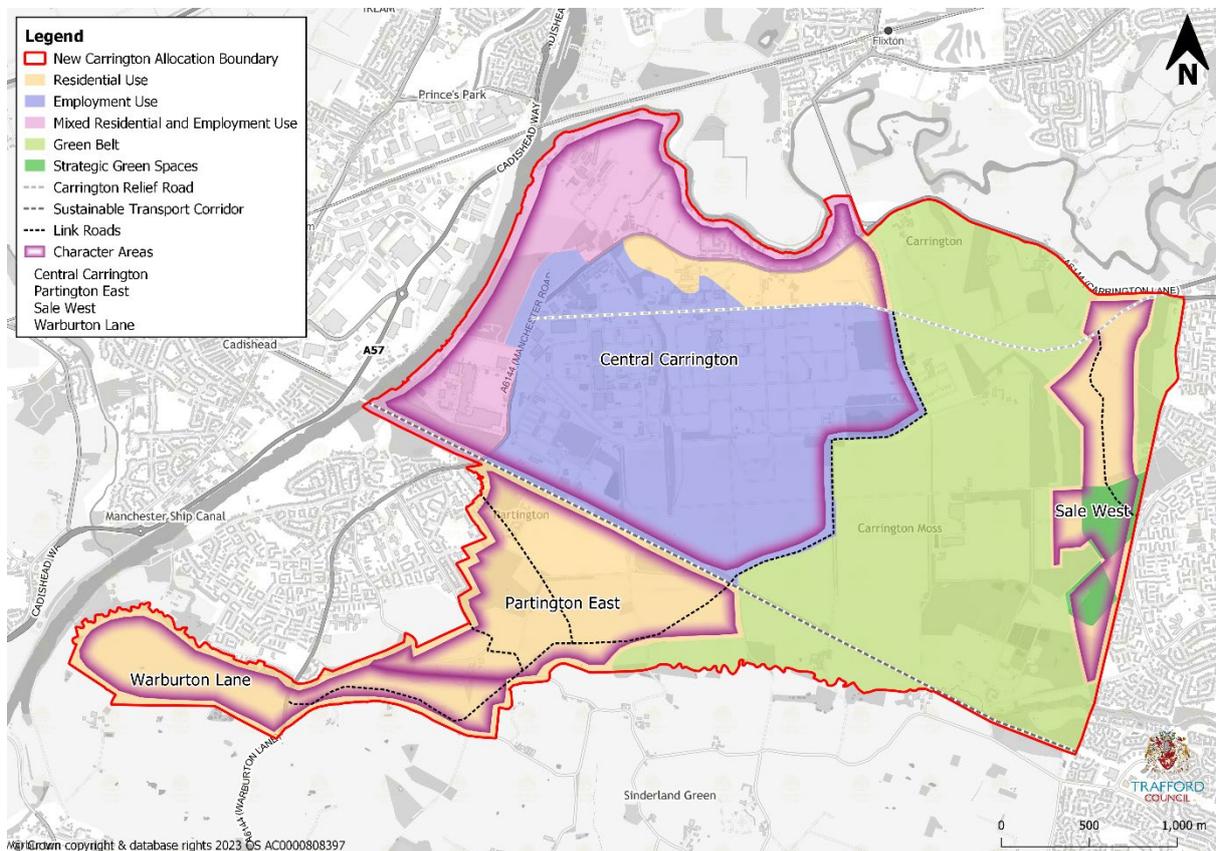
Modified Picture 11.46 Trafford District Overview



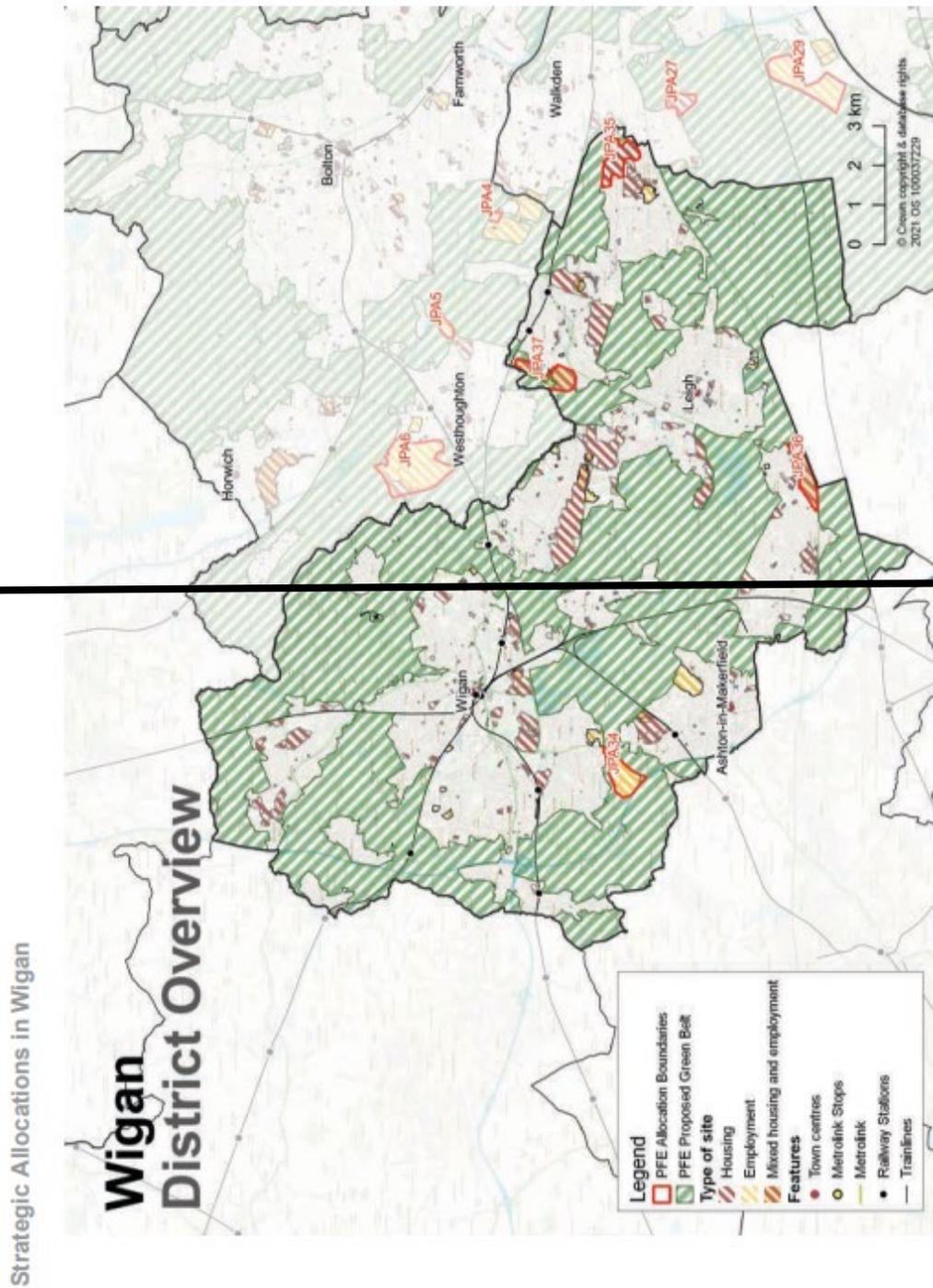
Map MMTr2
 PfE 2021 Picture 11.48 New Carrington Allocation Policy Plan



Modified Picture 11.48 New Carrington Indicative Allocation Policy Plan

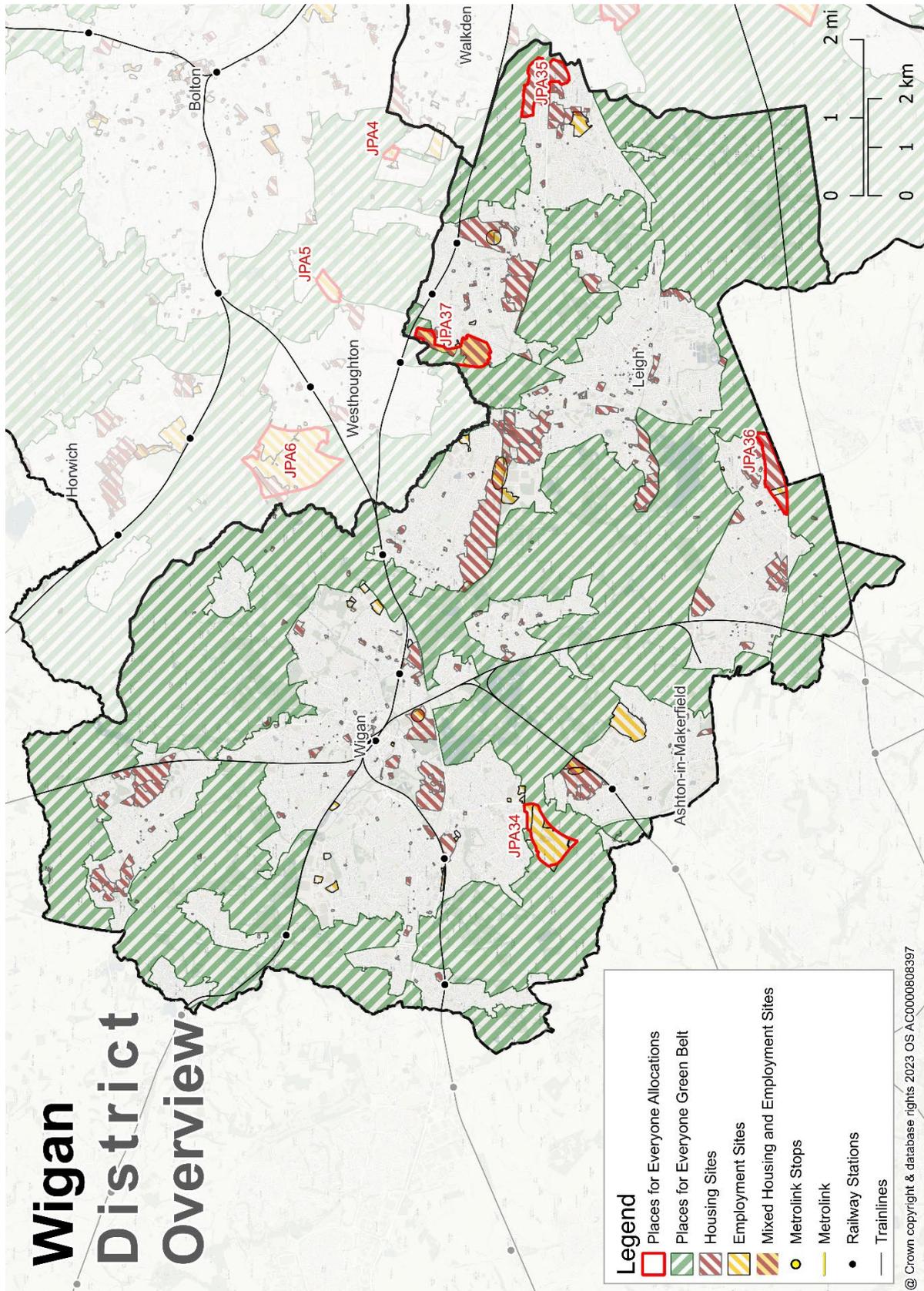


Map MMW1
 PFE 2021 Picture 11.49 Wigan District Overview

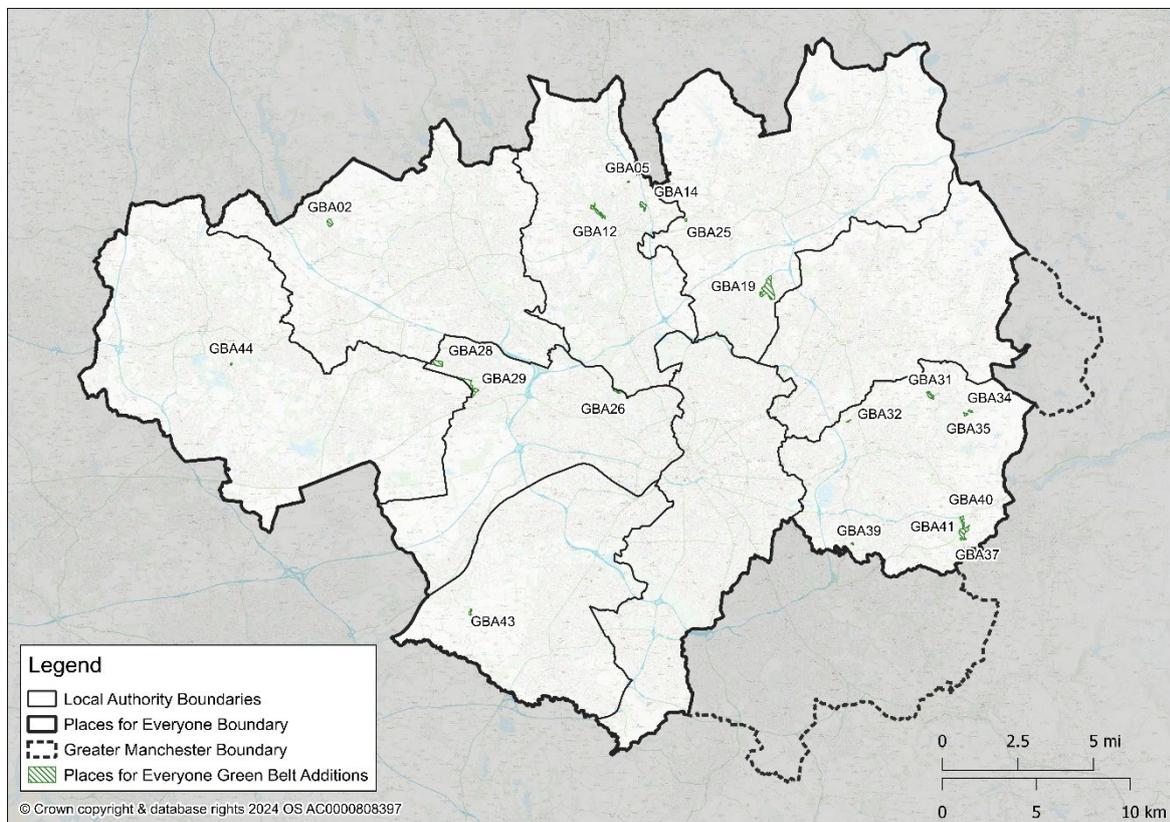
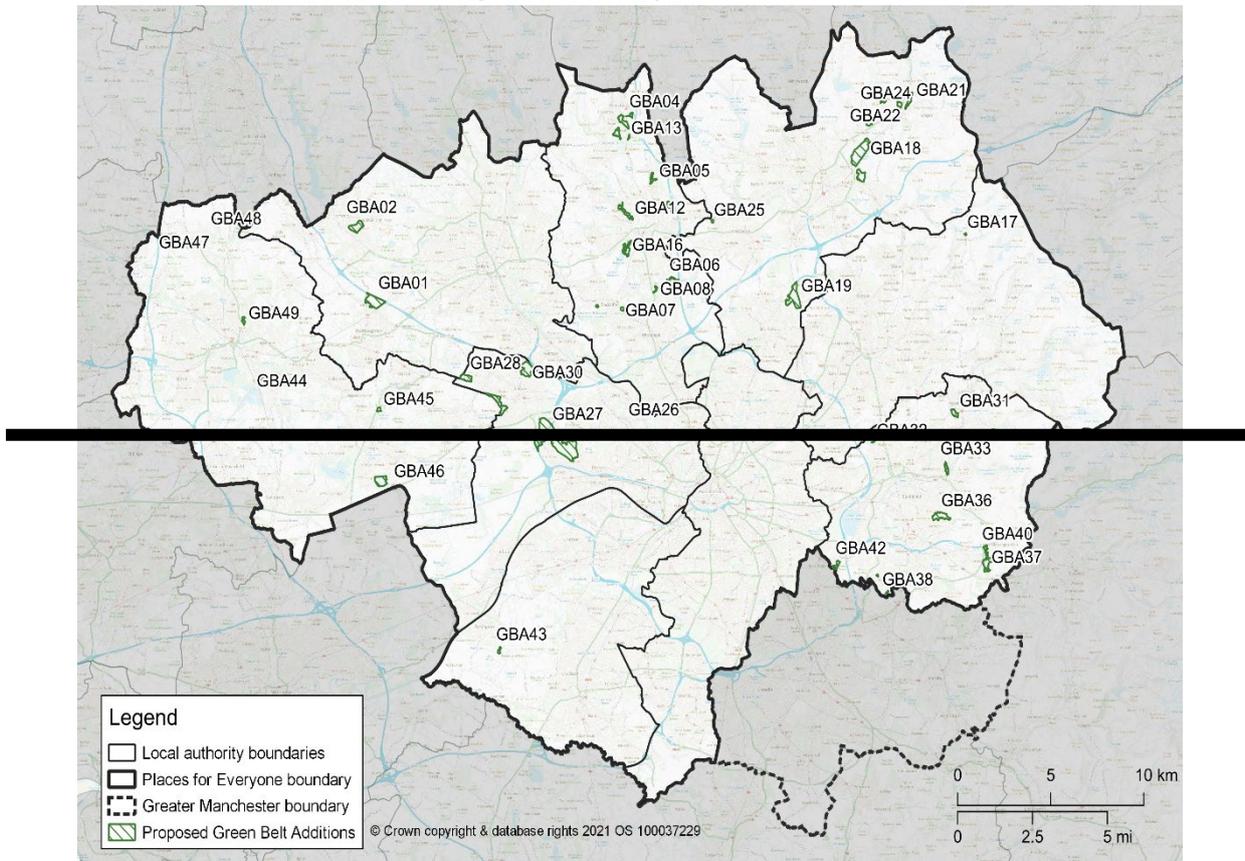


Picture 11.49 Wigan District Overview

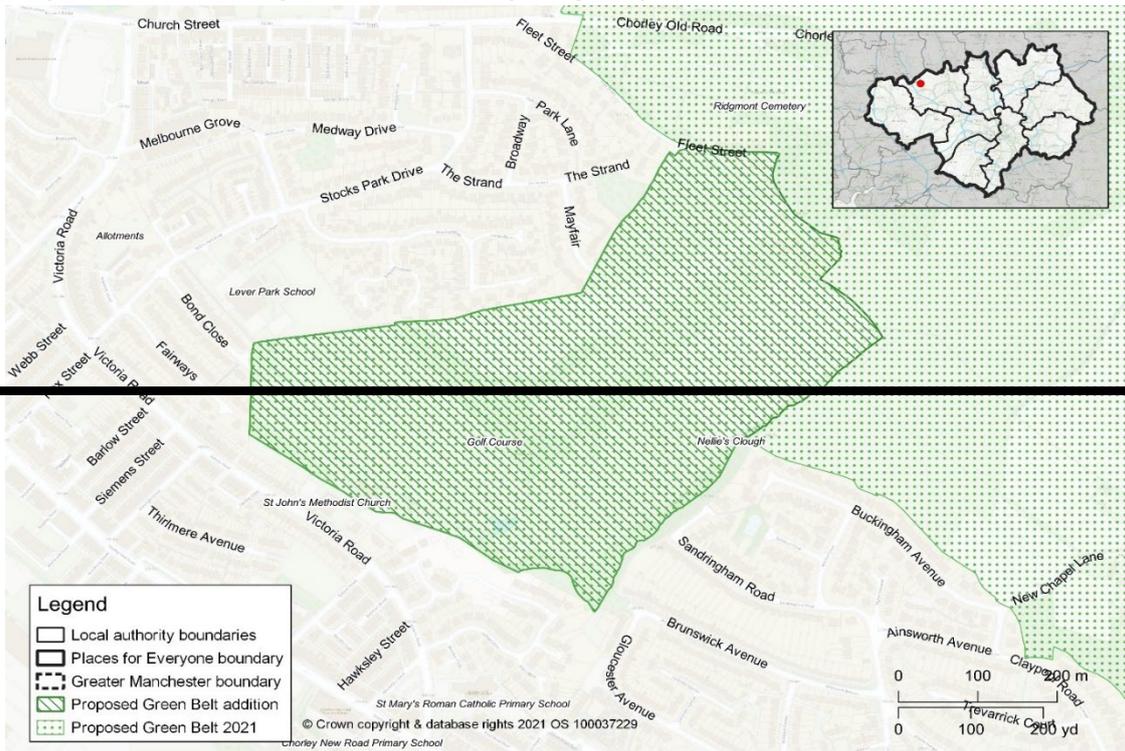
Modified Picture 11.49 Wigan District Overview



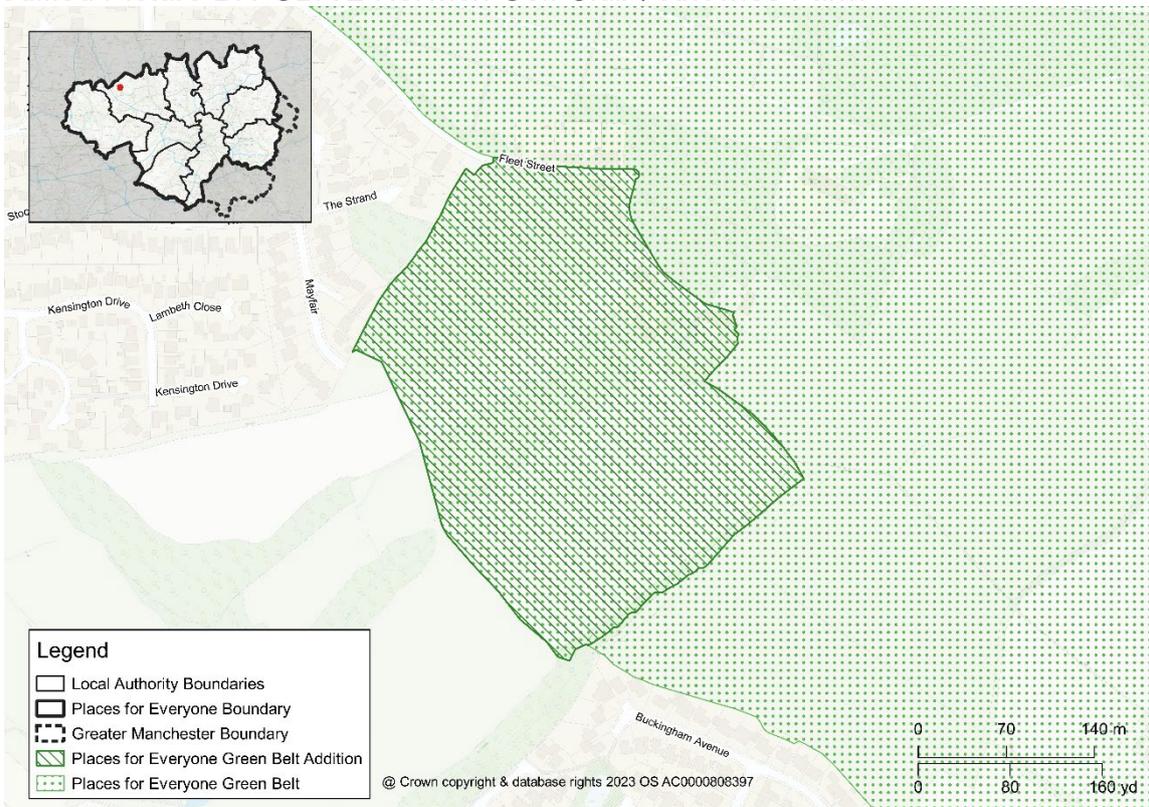
Map MMApxB.2
 Picture B.2 All Additions to the Green Belt 2021



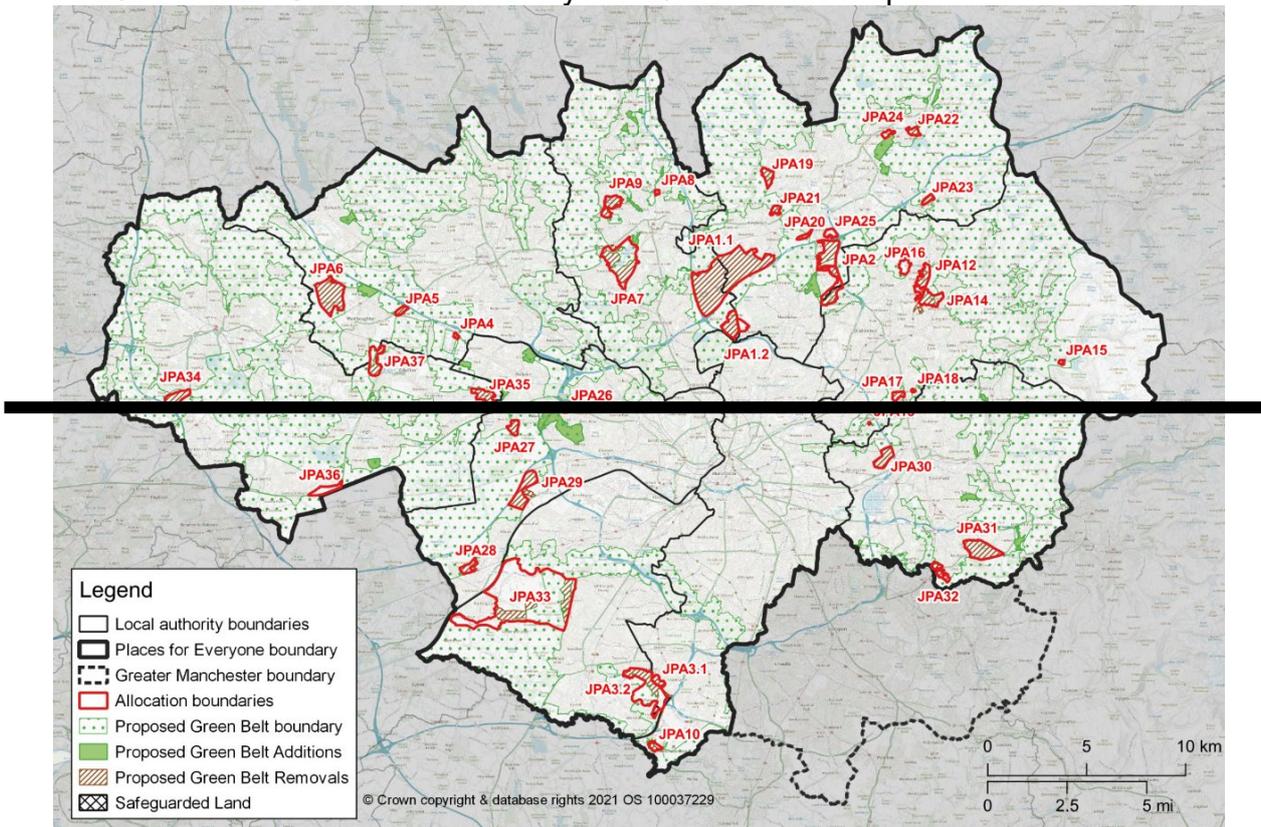
Map MMApxB.5
 PfE 2021 Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm



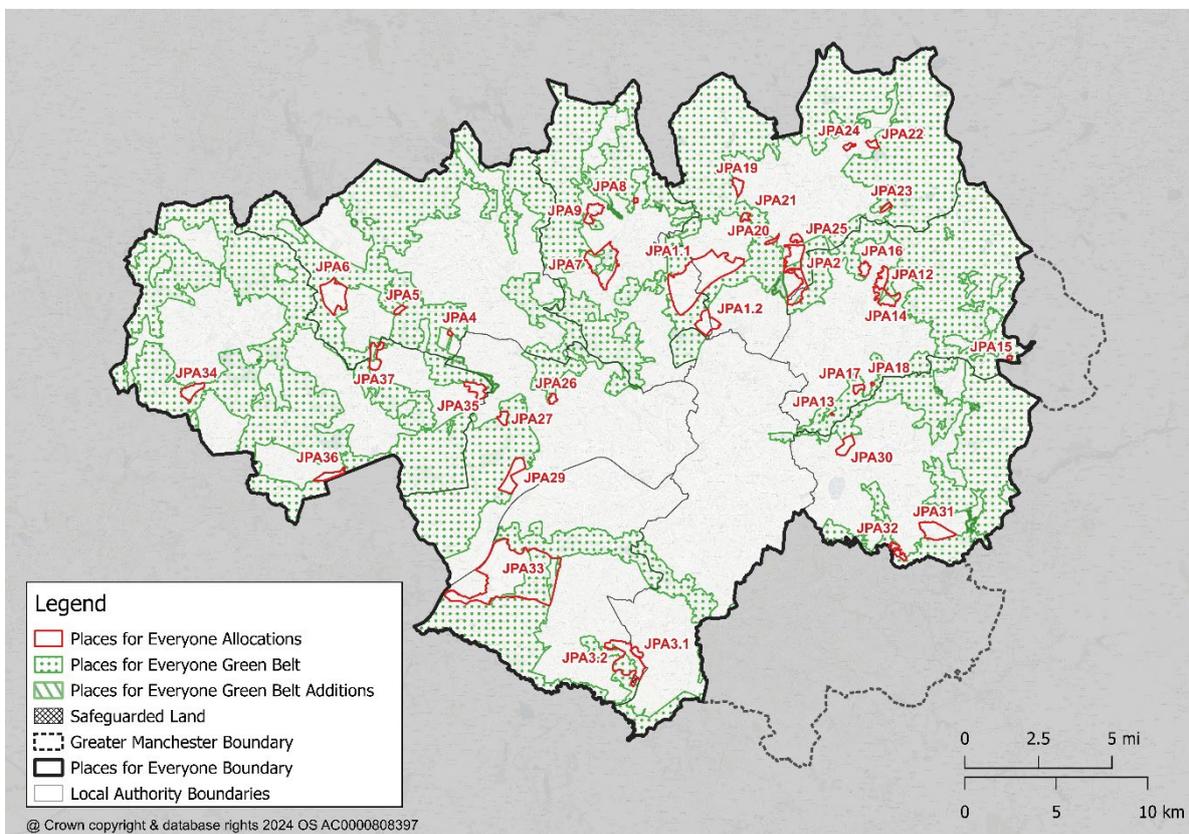
Modified Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm



Map MMApxC.1
 PfE 2021 Picture C.2 Places for Everyone 2021 Policies Map



Modified Picture C.2 Places for Everyone Policies Map



Annex 4 of the PfE Main Modifications Schedule - Green Belt Additions

MMApxB.3

Table B1 List of Places for Everyone Green Belt Additions

District	Green Belt Addition ID	Site Name	Area Ha
Bolton	GBA01	Ditchers Farm, Westhoughton	41.3
Bolton	GBA02	Horwich Golf Club / Knowles Farm	24.1 <u>8.3</u>
Bury	GBA03	Pigs Lea Brook 1	5.6
Bury	GBA04	North of Nuttall Park	3.0
Bury	GBA05	Pigs Lea Brook 2	0.6
Bury	GBA06	Hollins Brook	3.1
Bury	GBA07	Off New Road, Radcliffe	3.3
Bury	GBA08	Hollins Brow	2.3
Bury	GBA09	Hollybank Street, Radcliffe	1.2
Bury	GBA10	Crow Lumb Wood	13.7
Bury	GBA11	Nuttall West, Ramsbottom	0.4
Bury	GBA12	Woolfold, Bury	12.5
Bury	GBA13	Nuttall East, Ramsbottom	1.0
Bury	GBA14	Chesham, Bury	8.1

District	Green Belt Addition ID	Site Name	Area Ha
Bury	GBA15	Broad Hey Wood North	9.1
Bury	GBA16	Lower Hinds	14.5
Oldham	GBA17	Land behind Denshaw Village Hall	0.6
Rochdale	GBA18	Land within the Roch Valley, Smallbridge	62.0
Rochdale	GBA19	Land to west of Stakehill Business Park	46.7
Rochdale	GBA20	Land at Firgrove Playing Fields, Rochdale	17.7
Rochdale	GBA21	Land between railway line and Rochdale Canal, Littleborough	9.8
Rochdale	GBA22	Land north of St Andrew's Church, Dearnley	8.1
Rochdale	GBA23	Land at Townhouse Brook, Littleborough	4.7
Rochdale	GBA24	Land north of Shore, Littleborough	2.8
Rochdale	GBA25	Land at Summit, Heywood	1.4
Salford	GBA26	Land South East of Slack Brook Open Space	4.1
Salford	GBA27	West Salford Greenway	184.5
Salford	GBA28	Part of Logistics North Country Park	15.3
Salford	GBA29	Land West of Burgess Farm	25.2
Salford	GBA30	Blackleach Country Park	34.1
Tameside	GBA31	Fox Platt, Mossley	7.9
Tameside	GBA32	Manor Farm Close, Waterloo, Ashton-under-Lyne	0.8

District	Green Belt Addition ID	Site Name	Area Ha
Tameside	GBA33	Ridge Hill Lane, Ridge Hill, Stalybridge	6.8
Tameside	GBA34	Cowbury Green, Long Row, Carrbrook, Stalybridge	1.8
Tameside	GBA35	Woodview, South View, Carrbrook, Stalybridge	2.1
Tameside	GBA36	Yew Tree Lane, Dukinfield	22.3
Tameside	GBA37	Broadbottom Road, Broadbottom	18.9
Tameside	GBA38	Ardenfield, Haughton Green, Denton	0.9
Tameside	GBA39	Cemetery Road, Denton	0.8
Tameside	GBA40	Hyde Road, Mottram	4.9
Tameside	GBA41	Ashworth Lane, Mottram	1.1
Tameside	GBA42	Horses Field, Danebank, Denton	6.9
Trafford	GBA43	Midlands Farm, Moss Lane	2.7
Wigan	GBA44	Land off Fir Tree Street, Ince	0.8
Wigan	GBA45	Pennington FC Pitches, Howe Bridge, Atherton	3.1
Wigan	GBA46	Hope Carr Nature Reserve, Leigh	26.1
Wigan	GBA47	Crow Orchard Road, Standish	1.8
Wigan	GBA48	North Bradley Lane, Standish	1.2
Wigan	GBA49	Coppull Lane, Wigan	3.7

Annex 5 of the Main Modifications Schedule

MM10.14 Proposed main modifications to introduce a new Appendix D into the PfE Plan

Appendix D: Indicative Transport Mitigation

Table 1: Indicative transport mitigation associated with PfE Allocations

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

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

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

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

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

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA12 Beal Valley</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>New Metrolink Stop and Park and Ride facility south of Cop of Road</u> • <u>Metrolink Overbridge</u> • <u>Beal Valley Spine Road (part of internal highway network) including new junction with B6194 Oldham Road and connection to Broadbent Moss Spine Road</u> • <u>A663 Shaw Road / A671 Oldham Road – junction improvements</u> • <u>A663 Crompton Way / Rochdale Road / Beal Lane – junction improvements</u> • <u>B6194 Heyside / Water Street / Bullcote Lane – junction improvements</u> • <u>Improvement to and/or provision of new local bus services and facilities</u> • <u>Active travel improvements including improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements</u> • <u>A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange – junction improvements</u> • <u>A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – junction improvements</u>
<u>JPA13 Bottom Field Farm (Woodhouses)</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including cycling and walking improvements connecting to Failsworth Road or existing PROW</u> • <u>Minor traffic management improvements</u> <p><u>Supporting</u></p> <p><u>N/A</u></p>
<u>JPA14 Broadbent Moss</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>New Metrolink Stop and Park and Ride facility south of Cop of Road</u> • <u>Broadbent Moss Spine Road (part of internal highway network) including connection to Oldham Road via the Beal Valley spine road and A672 Ripponden Road at the eastern end</u>

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

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

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

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

<u>Allocation Name</u>	<u>Transport Interventions</u>
<u>JPA26 Land at Hazelhurst Farm</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>A580 East Lancashire Road/ Moorside Road crossing improvements</u> • <u>Worsley Road crossing</u> • <u>Ramped cycle & disabled access from Greenleach Lane to NCN55</u> • <u>Public transport improvements</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA27 Land East of Boothstown</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>Footpath along A572 Leigh Road</u> • <u>Footpath from canal to Occupation Road access with A572 Leigh Road</u> • <u>A572 Leigh Road active travel crossing</u> • <u>B5232 Newearth Road active travel crossing</u> <p><u>Supporting</u> <u>N/A</u></p>
<u>JPA29 Port Salford Extension</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>WGIS infrastructure - major strategic junction improvements</u> • <u>Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be require in combination with revised WGIS improvements - major strategic junction improvements</u> • <u>Rail freight terminal to be in operation at Port Salford</u> • <u>Canal berths & container terminal to be in operation at Port Salford</u> • <u>Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension</u> • <u>M60 J11 improvements – (no specific scheme identified) major strategic junction improvements</u> • <u>M60 J10 improvements – (no specific scheme identified) major strategic junction improvements</u>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • <u>M60 J12 improvements – (no specific scheme identified) major strategic junction improvements</u> • <u>A57 Liverpool Road/ Stadium Way - localised junction improvements</u> • <u>Bus service improvement</u> • <u>Active travel improvements including a link to the existing active travel network</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>CLC Rail line (Liverpool Central to Manchester stations) capacity improvements</u> • <u>Metro/Tram-Train services on CLC line (Liverpool Central to Manchester stations)</u> • <u>Metrolink extension to Port Salford</u> • <u>Improvement at A57 Cadishead Way / B5311 Fairhills Road junction</u> • <u>Improvements to Local Link services</u> • <u>Walking & cycling improvements: Cheshire Lines Connection / Trafford Greenway</u>
<u>JPA30 Ashton Moss West</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</u> • <u>A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements</u> • <u>M60 J23 (North) / A635 Manchester Road – localised junction improvements</u> • <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> • <u>Direct connections to PRow either bounding or near the development</u> • <u>Improvement of walking/cycling facilities on the A6140 Lord Sheldon Way and A635 Manchester Road</u> • <u>Enhancement of Bus Service 217</u> <p><u>Supporting</u> N/A</p>
<u>JPA31 Godley Green Garden Village</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Improvement of M67 / A57 Hyde Road / A560 roundabout junction – localised junction improvement²</u>

² *As the A57 link road is currently under examination, the junction has been tested with and without the Link road. A local mitigation scheme has been tested for both scenarios.*

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> • <u>Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station</u> • <u>Direct connections to PRow either bounding or near the development</u> • <u>Improvement of walking/cycling facilities on the A560 Mottram Old Road</u> • <u>Provision of bus services within the allocation – the routing of this service will need to influence the final internal road layout of the allocation to ensure that any new service proposals are practical and viable</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Improvement of M60 J24 Denton Island - scheme to be confirmed by National Highways</u> • <u>Package of measures along the A560 (including possibility of Ashton-Stockport QBT)</u>
<u>JPA32 South of Hyde</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Active travel improvements, including:</u> <ul style="list-style-type: none"> • <u>Direct connections to PRow either bounding or near the development; and</u> • <u>Improvement of walking/cycling facilities on A560 Stockport Road.</u> • <u>Bus improvements along the A560 Stockport Road adjacent to the allocation – e.g. build out of bus stops to provide additional waiting space.</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>Package of measures along the A560 (including possible Ashton-Stockport QBT)</u> • <u>Improvement of M67 / A57 Hyde Road / A560 roundabout junction</u>
<u>JPA33 New Carrington</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Carrington Relief Road - major strategic improvement</u> • <u>Carrington Spur widening approach to M60 J8 -major strategic junction improvements</u> • <u>B5158 Flixton Road/ A6144 Carrington Lane/ Isherwood Road - signalisation Phases 1 and 2- localised junction improvements</u> • <u>Carrington Link/ Carrington Spur / Banky Road – Junction stage/sequence upgrade with lane widening on approaches.</u> • <u>Carrington Relief Road Junction Widening between Isherwood Road and the Carrington Spur- Phase 1 and 2 – localised junction improvements</u> • <u>M56 J7 Bowden Roundabout – minor strategic improvements</u>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • <u>M60 J8 improvement - strategic improvements</u> • <u>A56 Junction / Manchester Road / Barrington Road signalised junction upgrade</u> • <u>Altrincham / A56 Dunham Road / Highgate Road realignment</u> • <u>Heatley / Paddock Lane / Bent Lane (widen radii) localised junction improvements</u> • <u>Indicative links roads within the allocation linking to development parcels:</u> <ul style="list-style-type: none"> • <u>Isherwood Road Upgrade (part of Eastern link road as per Masterplan 2020)</u> • <u>Southern Link as per Masterplan 2020</u> • <u>Eastern Link as per Masterplan 2020 Sale West Link as per Masterplan 2020</u> • <u>Public transport measures including:</u> <ul style="list-style-type: none"> • <u>Creation of new and improved bus services to and from the allocation as well as improvements to existing services</u> • <u>Bus improvements along Carrington to Stretford (via Urmston) corridor</u> • <u>Improved bus access to Altrincham and Sale</u> • <u>Upgrading and extension of the existing bus services – including bus priority measures, real time information etc.</u> • <u>Active travel improvements including:</u> <ul style="list-style-type: none"> • <u>Carrington Greenway Link to Sale</u> • <u>PROW improvements</u> • <u>Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road</u> <p><u>Supporting</u></p> <ul style="list-style-type: none"> • <u>WGIS infrastructure</u> • <u>Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be required in combination with revised WGIS infrastructure- major strategic junction improvements</u> • <u>Carrington Greenway & Bee Network Bridge viaduct connectivity with Irlam</u>
<u>JPA34 M6 Junction 25</u>	<p><u>Necessary</u></p> <ul style="list-style-type: none"> • <u>Signalisation of Bryn Interchange - localised junction improvements</u> • <u>M6 Junction 24 Improvement - minor strategic improvements</u> • <u>Active travel improvements including crossing provision at Bryn Interchange</u> <p><u>Supporting</u></p>

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

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

Table 2: Location of indicative mitigation on the SRN associated with potential cumulative growth

<u>CORRIDOR</u>	<u>Term</u>	<u>Location</u>	<u>RELEVANT ORGANISATION(S)</u>	<u>POTENTIAL FUNDING STREAM</u>
<u>M60 SE</u>	<u>Med</u>	<u>Junction 24 (Denton Island)</u>	<u>Local Authorities Developer(s)</u> <u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy</u>
<u>M60 SW</u>	<u>Long</u>	<u>Junction 6</u>	<u>Local Authority National Highways TfGM</u>	<u>National Highways Pinch Point / Growth and Housing Fund / similar</u>
<u>M60 NW</u>	<u>Long</u>	<u>Junction 13</u>	<u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy / other</u>
<u>M61</u>	<u>Long</u>	<u>Junction 4</u>	<u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy / other</u>
<u>M62</u>	<u>Short</u>	<u>Junction 21 and Junction 20</u>	<u>National Highways</u>	<u>National Highways Road Investment Strategy (potential gap in programme)</u>

<u>CORRIDOR</u>	<u>Term</u>	<u>Location</u>	<u>RELEVANT ORGANISATION(S)</u>	<u>POTENTIAL FUNDING STREAM</u>
<u>M62</u>	<u>Long</u>	<u>Junction 19</u>	<u>National Highways TfGM</u>	<u>National Highways Road Investment Strategy / other</u>
<u>M67</u>	<u>Short</u>	<u>Junction 4 – Committed infrastructure upgrades as part of the Mottram Moor Link Road (MMLR) project</u>	<u>National Highways</u>	<u>N/A – committed (Road Investment Strategy)</u>
<u>A627(M)</u>	<u>Long</u>	<u>Junction 2</u>	<u>National Highways</u>	<u>National Highways Road Investment Strategy /other</u>