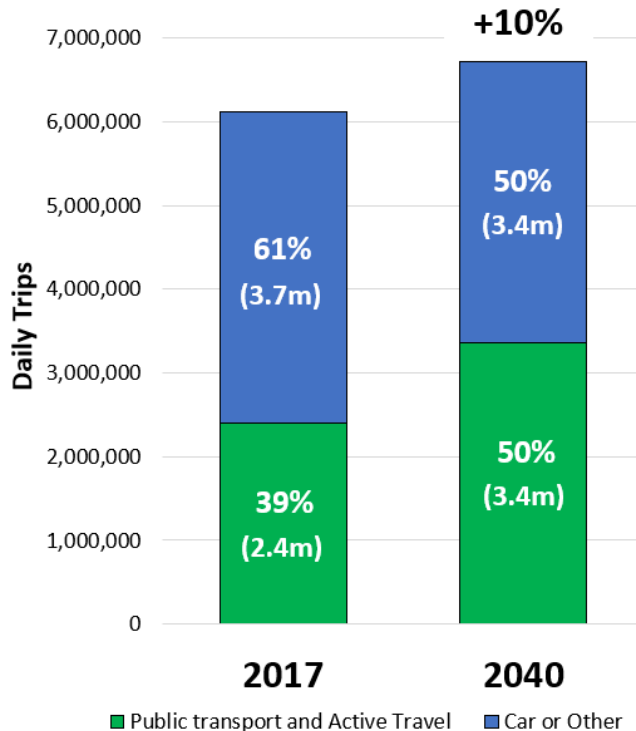


Further Proposed Main Modifications to Chapter 10 Connected Places

Reasoned Justification

PICTURE 10.4 - REPLACE IMAGE WITH A VERSION THAT HAS A KEY



PARA 10.27 – AMEND TEXT IN FINAL BULLET POINT PROPOSED IN RESPONSE TO PQ74 AS FOLLOWS:

- Enabling the prioritisation of ~~Prioritising~~ more sustainable modes of transport to encourage use and put more vulnerable transport users first - as per informed by the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017.

(NB The above modification would supersede the modification to the reasoned justification of Chapter 10 proposed in the PfE response to PQ74)

Policy JP-C2: Digital Connectivity

AMEND FIRST PARAGRAPH AS FOLLOWS (N.B. this supersedes changes proposed in the PfE response to Q11.4)

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 be operational and immediately accessible to network providers when residents occupiers move into new properties.~~

INSERT TEXT IN SECOND BULLET POINT:

2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties; and

NEW POLICY

INSERT NEW POLICY AFTER PARA 10.55

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.

(NB The above modification was agreed with National Highways through the Statement of Common Ground M3.1.1 but has been moved from its original suggested location in JP-C4, following discussion at hearing session on Tue 22nd Nov 2022)

Policy JP-C4: Streets for All

AMEND TEXT IN SECOND PARA:

~~We will work with Department for of Transport, National Highways England, Transport for the North and TfGM seek to ensure:~~

DELETE FINAL PARAGRAPH:

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.~~

(NB The above modification would supersede the modification to JP-C4 proposed in the PfE response to Q11.1)

Policy JP-C7: Transport Requirements of New Development

DELETE TEXT IN FIRST PARAGRAPH

~~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.~~

INSERT NEW PARAGRAPH AFTER CRITERION 14 OF THE POLICY

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. These should take account of the PfE evidence base, alongside District Local Plan evidence and the prevailing conditions at the time of preparation.

(NB The above modification was agreed with National Highways and submitted to the Examination in document OD5.2 but has been moved from its original suggested location at the beginning of the policy to assist the reader. As a result of the discussions on Tues 22nd Nov 2022, it may be that the Inspectors conclude that the final sentence of the paragraph is not considered necessary/appropriate.)

INSERT A FURTHER NEW PARAGRAPH AFTER THE ONE ABOVE

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 the Manchester Mosses SAC 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.

(NB This modification was submitted into the EIP library in document OD7.4 but it has been moved from its original suggested location at the beginning of the policy to assist the reader and therefore has been included for completeness)

DELETE FINAL PARAGRAPH OF SUBMITTED PLAN

~~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~~

(NB Removal of this paragraph was agreed with National Highways as per the document OD5.2 in the EIP library).