

Note on Proposed Modifications in relation to SRN

1. Since submission of Matter 3 statements 3.1 and 3.1.1 the GMCA on behalf of the PfE Districts have undertaken further discussions with National Highways to ensure that the plan has effective policies to secure the necessary mitigations on the Transport Network.
2. In agreement with National Highways the following modifications are proposed.

Policy JP-C7: Transport Requirements of New Development

INSERT TEXT IN FIRST PARAGRAPH

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.

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.

...

DELETE FINAL PARAGRAPH

~~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~~

Reasoned justification in Chapter 11 Allocations

11.10 If successful places are to be created then it will be vital that developments deliver the infrastructure and facilities necessary to support

them. The specific type and scale of infrastructure required to support this new development is set out within the policies where appropriate. This includes infrastructure relating to ~~accessibility, public transport,~~ social infrastructure (such as schools, health and community facilities) and green infrastructure (including open spaces and biodiversity resources). ~~More general requirements that would be applied to all development are set out in the broader thematic policies set out in earlier sections of the plan.~~

INSERT NEW PARAGRAPH AFTER 11.10 AS FOLLOWS:

With regard to transport infrastructure, the transport mitigation identified within the PfE evidence base is illustrative in nature and is based on a precautionary approach. As such, it will be essential for continuing and collaborative work at District Local Plan stage and as planning applications come forward for every allocation site to review the PfE evidence base, alongside further evidence that emerges, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.

MOVED FROM 11.10

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

Proposed modifications to Allocations Policies listed below

INSERT NEW BULLET POINT WITHIN THE POLICIES LISTED BELOW

Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment

JPA 10 Global Logistics

JPA 26 Hazelhurst Farm

JPA 27 East of Boothstown

JPA 36 Pocket Nook

DELETE THE WORD “LOCAL” FROM THE FOLLOWING ALLOCATIONS:

JPA 1.2 Simister and Bowlee (Bullet 2i)

JPA 12 Beal Valley (Bullet 6)

JPA 14 Broadbent Moss (Bullet 6)

JPA 16 Cowlshaw (Bullet 5)

JPA 28 North of Irlam Station (Bullet 7)

RESTRUCTURE BULLET 5 IN JPA37 WEST OF GIBFIELD

Make effective contributions towards ~~Provide~~ highway improvement measures including 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.
